Barclays Cycle Superhighway Route 5 between Oval and Belgravia
Consultation closes 14 September 2014.

Have your say at:
• tfl.gov.uk/cs5

View and comment on detailed proposals for Oval Triangle:
• tfl.gov.uk/oval-triangle

Public exhibitions at:
• Pimlico Library
  Lupus Street, SW1V 3EY
  Thursday 10 July, 1500-1900
  Saturday 12 July, 1100-1500
• Montgomery Hall (joint exhibition with the Oval Triangle consultation)
  58 Kennington Oval, SE11 5SW
  Thursday 17 July, 1500-1900
• Church Hall, St Anne and All Saints Church
  Miles Street, SW8 1RL
  Thursday 24 July, 1500-1900

Paper copies of plans and response forms are available by writing to FREEPOST TFL CONSULTATIONS or calling 0343 222 1234 (option 3, then option 1).
What are we proposing?

Between Oval and Pimlico, TfL is proposing a continuous, largely segregated two-way cycle track, allowing cyclists and drivers to avoid each other, and offering major improvements in safety and comfort for cyclists.

The segregated track will also connect at both ends to new “Quietway” back-street cycle routes. These will allow cyclists from an even wider area of south London to reach much of Westminster and central London on entirely traffic-free or low-traffic routes.

There are three options for the area between Pimlico and Belgravia (see map). Please tell us which you prefer and if you have any suggestions on ways to improve them. Westminster City Council will be developing more detailed proposals on the selected route(s) chosen to be taken forward from views expressed during this consultation. These proposals will be the subject of future consultation.

- **Option One**: cyclists in both directions travel on Belgrave Road, Eccleston Street and Belgrave Place (Route 1). This would require a contraflow cycle lane for southbound cyclists on Eccleston Bridge, Eccleston Street and Belgrave Place

- **Option Two**: northbound cyclists travel on Belgrave Road, Eccleston Street and Belgrave Place (Route 1). Southbound cyclists would travel on Lyall Street, Elizabeth Street and St George’s Drive (Route 2). There would be segregated tracks and new traffic signals to separate southbound cyclists from coaches in the vicinity of the Victoria and Bulleid Way coach stations. This option needs detailed design

- **Option Three**: as Option Two, but southbound cyclists turn right from Lyall Street into Ebury Street, then use Cundy Street, Ebury Square, Ebury Bridge, Sutherland Street and Lupus Street (Route 3)

Why are we proposing this?

Vauxhall is difficult to avoid for many cycle journeys between south-west and central London. Around 3,000 cyclists use the bridge in the rush hours alone. But Vauxhall can also be a very intimidating location for cyclists, requiring multiple manoeuvres in the middle of often fast-moving traffic. Creating cycle-friendly routes to, from and through Vauxhall is key to opening up south London to cycling.

TfL undertook traffic surveys in April and May 2014 to identify the number of vehicles turning left from Drummond Gate into Vauxhall Bridge Road and turning left from Vauxhall Bridge Road into Millbank. The relatively low numbers of vehicles making these turns suggest that it may be appropriate to ban these turning movements to allow better facilities for cyclists and pedestrians. We would therefore like your views on banning these two turning movements.

TfL is working with Westminster City Council on new proposals for the Pimlico – Belgravia section of the route. Cyclists using CS5 would be able to avoid passing through Victoria gyratory, and have easy access to Buckingham Palace Road and the Ebury Street cycle track.

Westminster City Council is keen to help encourage cycling in the City of Westminster and has recently drafted a Cycling Strategy, which supports the principle of encouraging less experienced cyclists by providing them with facilities that are sometimes segregated to give them confidence to cycle within central London.

Proposed road layout changes

The new route would mean some substantial changes to the road layout, including:

- A 1.4km two-way segregated cycle track running from the Oval, through Vauxhall, and over Vauxhall Bridge to Pimlico. Road space would be reallocated from general traffic and buses to create improved conditions for cyclists and pedestrians, with connections to other local cycle routes
• Redesigned junction layouts across the route to make them safer and more convenient for cyclists and pedestrians

• Banned turns for motorists at Drummond Gate, Vauxhall Bridge Road and Harleyford Road (see map overleaf)

• Changes to footways and pedestrian crossings. Some areas of footway would be enlarged (particularly at Vauxhall), but we would also need to reduce footway space in some locations to make room for the cycle track. There would be an overall increase in footway area across the route as a whole

• Eastbound bus stop moved from Harleyford Street to Durham Street (about 120 metres), with another on Kennington Oval moved about 30 metres

• Bus stop D on Vauxhall Bridge Road moved to the other side of the junction with Regency Street (approximately 50 metres west)

For more information, please see the map overleaf, and detailed designs and traffic survey data at tfl.gov.uk/cs5

Other effects of the proposed changes

• We are investigating widening the existing pedestrian and cycle subway under the railway on the north side of Kennington Lane

• We would modify the footbridge next to the railway bridge at Vauxhall to create space for the cycle track

• TfL’s traffic network impact analysis shows that the completed scheme would mean longer journeys at busy times for most motorists and bus passengers in the Vauxhall area, as well as at some other points along the route. We would work to mitigate the impact as much as possible, including continuing to invest in our already-sophisticated traffic management systems, and looking to reduce delays to buses by improving journey times at other locations on the same routes

Is this linked to wider redevelopment plans for Vauxhall?

This scheme is completely separate from the longer-term aspirations for the Vauxhall, Nine Elms and Battersea area. Options for wider changes (including to the road layout and bus stopping arrangements) are still being developed in conjunction with the London Borough of Lambeth and the local community. Consultation on these wider plans is scheduled for autumn 2014. CS5 would be built ahead of any wider Vauxhall scheme and would be incorporated into those proposals.

How do I view the detailed proposals and have my say?

View and comment on detailed proposals at tfl.gov.uk/cs5 by 14 September 2014. You can also visit our public exhibitions or request paper copies of the proposals and a postal response form (see the back of this leaflet for full details).

Construction work

We plan to start construction work this winter. Construction would cause some local disruption, although we would work to minimise the impact as much as possible. We would write to local residents before undertaking work in their area.

Junction improvements around Oval station

TfL is also consulting on proposals to substantially redesign four junctions around Oval station. The proposals have been designed to provide more space and time for cyclists, substantially reduce the risk of conflict with turning vehicles, and be fully integrated with CS5, CS7 and other local cycle routes. For more information on this consultation, including joint public exhibitions on CS5 and Oval, please visit tfl.gov.uk/oval-triangle, or see the back of this leaflet. The deadline for comments on the Oval junction improvements is 17 August 2014.
CONSULTATION PLAN
OPTION 1

PROPOSED WITH FLOW AND CONTRAFLOW LANES ON EACH SIDE OF THE ROAD - MAY BE ALTERATIONS REQUIRED TO TRAFFIC SIGNAL JUNCTIONS AND A REDUCTION IN TRAFFIC LANES

PROPOSED BI-DIRECTIONAL TRACK OR WITH FLOW AND CONTRAFLOW CYCLE LANES ON EACH SIDE OF THE ROAD - ONE TRAFFIC LANE WOULD NEED TO BE REMOVED ON APPROACH TO JUNCTION

PROPOSED WITH FLOW CYCLE LANES ON EACH SIDE OF THE ROAD - FOOTWAY WIDTH AT SOME LOCATIONS WOULD BE REDUCED

TIE INTO TFL PROPOSALS FOR VAUXHALL BRIDGE ROAD
Continued on Section 3

Design drawings for Pimlico to Belgravia to be consulted on at a later date.

Key:
- Barclays Cycle Superhighway Route 5
- New footway or traffic island
- Shared-use space for pedestrians and cyclists
- Existing kerbline removed
- Pedestrian or pedestrian/cycle crossing
- Bus stop
- New Road Markings
- Existing Road Markings

- Segregated two-way cycle track replaces eastbound bus lane
- Bus stop relocated 50m west
- Segregated two-way cycle track replaces eastbound traffic lane (cycle track at footway level west of John Islip Street)
- Dedicated cycle signals for all movements
- Segregated two-way cycle track replaces eastbound traffic lane
- Pedestrian crossing to be signalised
- Segment in two-way cycle track
- Banned left turn onto Vauxhall Bridge Road
- Unsignalised pedestrian crossing to be removed
- Cycle track extended to Regency Street to link to future ‘Quietway’ route
- Segregated two-way cycle track replaces eastbound traffic lane
- Pedestrian crossing to be removed
- Pedestrian crossing to be signalised
-设计图将在以后的日期进行咨询。
Barclays Cycle Superhighway Route 5
Section 3 – Bessborough Gardens / Millbank

- Segregated two-way cycle track replaces traffic lane
- Banned left turn onto Millbank (except cycles)
  Alternative routes include John Islip Street & Albert Embankment
- New left turn lane.
  Planter made smaller
- Shared area to help cyclists turn onto and from CS5

Key:
- Barclays Cycle Superhighway Route 5
- Barclays Cycle Superhighway Route 8
- New footway or traffic island
- Shared-use space for pedestrians and cyclists
- Existing kerbline removed
- Pedestrian or pedestrian/cycle crossing
- Barclays Cycle Hire docking station
- Bus stop
- New Road Markings
- Existing Road Markings

Legend:
- Barclays Cycle Superhighway Route 5
- Barclays Cycle Superhighway Route 8
- New footway or traffic island
- Shared-use space for pedestrians and cyclists
- Existing kerbline removed
- Pedestrian or pedestrian/cycle crossing
- Barclays Cycle Hire docking station
- Bus stop
- New Road Markings
- Existing Road Markings
No blue surfacing proposed on Vauxhall Bridge

Segregated two-way cycle track replaces central eastbound bus lane

Section of bus lane retained to allow buses to enter Vauxhall Bus Station

Key:
- **Barclays Cycle Superhighway Route 5**
- New footway or traffic island
- Existing kerbline removed
- Pedestrian or pedestrian/cycle crossing
- Barclays Cycle Hire docking station
- Bus lane
- Bus stop
- Existing Road Markings
- New Road Markings

Barclays Cycle Superhighway Route 5 Section 4 – Vauxhall Bridge
Five Barclays Cycle Hire docking points removed. 31 remain

Existing two-way cycle track in subway widened for use by eastbound cyclists only

Segregated contraflow cycle lane replaces traffic lane for westbound cyclists

Potential new trees

New cycle crossing and shared area to improve connections with C55

Footway narrowed to make space for cycle track

Unsignalled pedestrian crossing points

Wider shared crossings and footway for pedestrians and cyclists

Bus station not affected by these proposals

Potential new trees

Footway widened and pedestrian crossings repositioned to improve access to Underground station

New footway or traffic island

Existing kerbline removed

Pedestrian or pedestrian/cycle crossing

Barclays Cycle Hire docking station

Key:

Barclays Cycle Superhighway Route 5

New footway or traffic island

Shared-use space for pedestrians and cyclists

Existing kerbline removed

Pedestrian or pedestrian/cycle crossing

Barclays Cycle Hire docking station

Bus lane

Bus station

Underground station

National Rail station

Existing road markings

New road markings

Footway converted to pedestrian only

Links to other cycle routes

Wider shared crossings and footway for pedestrians and cyclists

Barclays Cycle Superhighway Route 5 – Vauxhall Gyratory
Segregated two-way cycle track replaces westbound bus lane

Pedestrian crossing no longer shared with cyclists

Loading and disabled parking bay moved to Durham Street (see Section 5)

Bus stop moved 120 metres to Durham Street (see Section 5)

Barclays Cycle Superhighway Route 5
Section 7 - Harleyford Road / Kennington Oval

Key:
- Barclays Cycle Superhighway Route 5
- New footway or traffic island
- Shared-use space for pedestrians and cyclists
- Existing kerbline removed
- Pedestrian or pedestrian/cycle crossing
- Bus lane
- Bus stop
- Bus stop moved
- Existing road markings
- New road markings

Link to existing cycle route on Kennington Oval
Redesigned raised area to give priority for cyclists and pedestrians
Segregated two-way cycle track replaces westbound bus lane and 76 metres of eastbound bus lane
Westbound cyclists join CS5 using widened shared crossing and footway
Pedestrian crossing no longer shared with cyclists
Bus stop moved 30 metres east
Eastbound cyclists bypass the crossing and join the bus lane towards Oval

Extensive consultation

St Mark’s Church of England Primary School

The Oval
(Surrey County Cricket Club)
Barclays Cycle Superhighway Route 5
Section 1 - Vauxhall gyratory to Harleyford Road (west)

Key:
- Barclays Cycle Superhighway Route 5
- New footway or traffic island
- Shared-use space for pedestrians and cyclists
- Existing kerbline removed
- Pedestrian or pedestrian/cycle signalised crossing
- Road markings
- Bus Stop
- New cycle parking
- Potential new tree

- 6 metre wide cycle crossing, separate from pedestrians. Cyclists cross in one movement
- Wider shared crossing for pedestrians and cyclists
- Footway and crossing converted from shared to pedestrian only
- Wider shared crossing for pedestrians and cyclists
- Double red line parking restriction extended 17 metres
- Single red line parking restriction: No stopping Mon-Sun 7am-7pm.
- Segregated two-way cycle track replaces traffic lane
- Cycle track at carriageway level
- New double red lines along southern side of Harleyford Road (no stopping at any time)
- Enlarged traffic island to make pedestrian crossings easier, plus change of give-way priority
- New 1.5 metre mandatory cycle lane
- New signalised pedestrian crossing outside school to improve access to relocated bus stop; 12 metres of parking bay removed outside school
- New bus stop relocated from Harleyford Road
- Loading and disabled parking bay moved from Harleyford Road
- Footway and crossings to be shared by pedestrians and cyclists, providing cyclist access to CS5
- New signalised pedestrian crossing outside school to improve access to relocated bus stop
- 12 metres of parking bay removed outside school
- New double red lines along southern side of Harleyford Road (no stopping at any time)
- Cycle track at footway level
- Pedestrian crossing widened to 4 metres
- New double red lines along southern side of Harleyford Road (no stopping at any time)
- New footway or traffic island
- Shared-use space for pedestrians and cyclists
- Existing kerbline removed
- Pedestrian or pedestrian/cycle signalised crossing
- Road markings
- Bus Stop
- New cycle parking
- Potential new tree

St Anne's Catholic Primary School
Harleyford Community Garden
Harleyford Road
Durham Street
Vauxhall Grove
AUXHALL
BEDSER CLOSE
SOUTH LAMBETH ROAD
Kennington Lane

Barclays Cycle Superhighway Route 5
Road markings
Bus Stop
Existing kerbline removed
Pedestrian or pedestrian/cycle signalised crossing
New cycle parking
Potential new tree

New footway or traffic island
Shared-use space for pedestrians and cyclists
Existing kerbline removed
Pedestrian or pedestrian/cycle signalised crossing
Road markings
Bus Stop
New cycle parking
Potential new tree

Note: The diagram shows various changes and improvements along the route, including new cycle markings, expanded pedestrian crossings, and relocated bus stops. The key highlights the different elements of the cycle superhighway route and is essential for understanding the changes made.
Dropped kerbs to be provided at existing vehicle accesses

Bus stop moved 140 metres to Durham Street

Improved shared crossing to provide link with existing cycle route on Kennington Oval (LCN3)

Footway widened to create shared area for cyclists and pedestrians

Change 27 metres single red line to double red line parking restrictions

Segregated two-way cycle track replaces westbound bus lane and 37 metres of eastbound bus lane

Westbound cyclists bypass the crossing and join the segregated cycle facility towards Vauxhall

Eastbound cyclists join CSS using widened shared crossing and footway

Bus stop moved 40 metres east

Bus stop moved 11 metres east

The Oval
(Surrey County Cricket Club)

Key:
- Barclays Cycle Superhighway Route 5
- New footway or traffic island
- Shared-use space for pedestrians and cyclists
- Existing kerbline removed
- Pedestrian or pedestrian/cycle signalised crossing
- Road markings
- Bus Stop