Bus lane removed between Elephant & Castle and Elliott’s Row

Footway buildout removed

Maintain existing loading / disabled bays

Garden Row reduced to one lane approach to allow an easier merge into St.George’s Road

Bus lane removed between Elephant & Castle and Elliott’s Row

Footway buildout removed

Maintain existing loading / disabled bays

Garden Row reduced to one lane approach to allow an easier merge into St.George’s Road

Refer to Elephant & Castle northern roundabout consultation

Key:
- North-South Cycle Superhighway
- Existing footway or traffic island
- New footway or traffic island
- Existing kerbline removed
- Pedestrian or pedestrian/cycle crossing
- Barclays Cycle Hire docking station
- Bus stop
- New Road Markings
- Existing Road Markings
- Cycle parking
- Existing trees

North-South Cycle Superhighway
Section 1a – St. George’s Road

OSWIN STREET
ELLIOIT’S ROW
ST.GEORGE’S ROAD
GAYWOOD STREET
HAYLES STREET
WEST SQUARE
GARDEN ROW

CS7
PRINCESS STREET
OSWIN STREET

Continued on Section 1b
North-South Cycle Superhighway
Section 1b – St. George’s Road

**Only AHEAD**

Disabled

**STAND**

BUS LANE

**EXCEPT CYCLES**

**NO ENTRY** L’BETHV’HALL

**BUS STOP**

New disabled bay

Continued on Section 1a

Signalised exit from North-South track into waiting area

North-South route continues unsegregated down lightly trafficked Lambeth Road

Sports Facility

Charlotte Sharman Primary School

Waiting area for cyclists heading north on St.George’s Road or turning left onto Lambeth Road

Junction redesigned with greater connectivity for pedestrians

Footway widened

New signalised pedestrian crossing

**St.-GEORGE’S ROAD**

**LAMBETH ROAD**

**GLADSTONE STREET**

**GERALDINE STREET**

**COLNBROOK STREET**

**St.-GEORGE’S ROAD**

Continued on Section 2b

Cyclists on North-South route can bypass traffic signals

New ‘Early-Start’ facility to separate ahead cyclists from left turning vehicles

**Key:**
- North-South Cycle Superhighway
- Existing footway or traffic island
- New footway or traffic island
- Existing kerbline removed
- Pedestrian or pedestrian/cycle crossing
- Bus stop
- New Road Markings
- Existing Road Markings
- Cycle parking
- Existing trees

**Transport for London**
**Every Journey Matters**
North-South Cycle Superhighway
Section 2a – Westminster Bridge Road

Key:
- North-South Cycle Superhighway
- Existing footway or traffic island
- New footway or traffic island
- Existing kerbline removed
- Pedestrian or pedestrian/cycle crossing
- Bus stop
- New Road Markings
- Existing Road Markings
- Existing trees

New tour bus parking
Reverse one-way direction of Dodson Street to northbound
New bus and cycle signals to aid positioning ahead of traffic
Footway widened

Westminster Bridge Road
Dodson Street
Gerridge Street
Waterloo Road
Lambeth Road

Continued on Section 2b
North-South Cycle Superhighway
Section 2b – St. George’s Circus

- Waiting areas for turning cyclists
- Maintain existing zebra crossing
- Signalised pedestrian crossings across all arms
- Widened footway at all junction corners
- New 'Early-Start' facility to separate ahead cyclists from left turning vehicles

Key:
- North-South Cycle Superhighway
- Existing footway or traffic island
- New footway or traffic island
- Existing kerbline removed
- Pedestrian or pedestrian/cycle crossing
- Bus stop
- New Road Markings
- Existing Road Markings
- Cycle parking
- Existing footway or traffic island
- Existing trees
- Proposed new trees (subject to further investigations)

CSNS

Continued on Section 2a

Continued on Section 3a
North-South Cycle Superhighway
Section 3a – Blackfriars Road

Key:
- North-South Cycle Superhighway
- Existing footway or traffic island
- New footway or traffic island
- Existing kerbline removed
- Pedestrian or pedestrian/cycle crossing
- Bus stop
- New Road Markings
- Existing Road Markings
- Cycle parking
- Existing trees
- Proposed new trees (subject to further investigations)

For Continuation see St. George’s Circus 2b

For Continuation see Section 3b

Connection to proposed Quietway - not part of this consultation

Waiting area for turning cyclists

Banned right turn onto Webber Street (east)

Cyclists run with ahead traffic to maximise green time. Turning traffic held back.

Widened pedestrian crossings

Proposed 7.5t weight restriction

Bus stop relocated to segregation

New bus stop bypass for cyclists

New loading / disabled bay

Connection to proposed Quietway - not part of this consultation
North-South Cycle Superhighway
Section 3b – Blackfriars Road

- Loading / disabled bay increased and relocated to segregation from kerbline
- One-way traffic flow reversed to eastbound on Boundary Road to maintain access to Blackfriars Road
- New loading / disabled bay
- New bus stop bypass for cyclists
- Ufford St closed for traffic at Blackfriars Road end
- Bus stop relocated 65m north
- Loading / disabled bay increased and relocated to segregation from kerbline
- Maintain existing loading / disabled bay

Key:
- North-South Cycle Superhighway
- Existing footway or traffic island
- New footway or traffic island
- Existing kerbline removed
- Pedestrian or pedestrian/cycle crossing
- Bus stop
- New Road Markings
- Existing Road Markings
- Cycle parking
- Cyclists share footway with pedestrians
- Existing trees
- Proposed new trees (subject to further investigations)
New bus stop bypass for cyclists

Bus stop relocated to segregation

Parking bay removed

Loading / disabled / coach bays relocated to segregation island

Staggered pedestrian crossing changed to straight across

New unsignalised pedestrian crossing with central island refuge

Key:
- North-South Cycle Superhighway
- Existing footway or traffic island
- New footway or traffic island
- Existing kerbline removed
- Pedestrian or pedestrian/cycle crossing
- Bus stop
- New Road Markings
- Existing Road Markings
- Cycle parking
- Existing trees
- Proposed new trees (subject to further investigations)

Bus stop relocated from north of Burrell street

New bus stop bypass for cyclists

Bus stop relocated to segregation

New unsignalised pedestrian crossing with central island refuge

Continued on Section 3c

Transport for London
Every Journey Matters

Christchurch

Continued on Section 3e
Cyclists run with ahead traffic to maximise green time. Turning traffic held back.

Widened pedestrian crossings

Bus stop relocation to be confirmed

Staggered pedestrian and cycle crossing changed to straight across pedestrian crossing

Loading / disabled bay removed

Taxi bay retained

New signalised pedestrian crossing

Left turn slip road closed

Waiting areas for turning cyclists

Key:
- North-South Cycle Superhighway
- Existing footway or traffic island
- New footway or traffic island
- Existing kerbline removed
- Pedestrian or pedestrian/cycle crossing
- Bus stop
- New Road Markings
- Existing Road Markings
- Cycle parking
- Cyclists share footway with pedestrians
- Existing trees
- Proposed new trees (subject to further investigations)

Changes to Upper Ground and development site as part of One Blackfriars development - not part of this consultation

Staggered pedestrian and cycle crossing changed to straight across pedestrian crossing
North-South Cycle Superhighway
Section 3f – Blackfriars Bridge

Key:
- North-South Cycle Superhighway
- Existing footway or traffic island
- New footway or traffic island
- Existing kerbline removed
- Pedestrian or pedestrian/cycle crossing
- Bus stop
- New Road Markings
- Existing Road Markings

New bus stop bypass for cyclists
Bus stop relocated to segregation island
Bus stop relocated
Bus stop relocated

Continued on Section 3e
Continued on Section 4a
North-South Cycle Superhighway
Section 4a – Blackfriars Junction

- Victoria Embankment on-slip converted to a two way connection to East-West Cycle Superhighway
- Victoria Embankment off-slip converted to two way for vehicles
- Signalised cycle crossings
- Victoria Embankment off-slip converted to a two way connection to Queen Victoria Street
- Cut through allows traffic access to Victoria Embankment
- Signalised cycle crossing into Queen Victoria Street
- New bus stop bypass for cyclists
- Relocated Queen Victoria Statue
- Uniiver Building
- Unilever Building
- Bus stop relocated from north of Tudor Street
- Tudor Street closed for traffic at New Bridge St end
- New signalised pedestrian crossing
- New bus stop relocated (see Section 4b)
- Retain single red line for deliveries
- Bus stop relocated (see Section 4b)

Key:
- North-South Cycle Superhighway
- Existing footway or traffic island
- New footway or traffic island
- Existing kerbline removed
- Pedestrian or pedestrian/cycle crossing
- Bus stop
- New Road Markings
- Existing kerbline removed
- Existing footway or traffic island
- Existing Road Markings

Continued on Section 3f
Continued on Section 4b
Bridewell Place converted to two way

Bus stop relocated from south of Apothecary Street (see Section 4a)

Loading / disabled bays relocated to segregation island

New signalised pedestrian crossing

Waiting areas for turning cyclists

Relocated motorcycle parking

Loading / disabled bay removed

Cyclists run with ahead traffic to maximise green time. Turning traffic held back

Loading bay shortened and relocated

New signalised pedestrian crossing

Key:

- North-South Cycle Superhighway
- Existing footway or traffic island
- New footway or traffic island
- Existing kerbline removed
- Pedestrian or pedestrian/cycle crossing
- Bus stop
- New Road Markings
- Existing Road Markings
- Cycle parking
- Existing trees
- Proposed new trees (subject to further investigations)
North-South Cycle Superhighway
Section 4c – Farringdon Street

Key:
- North-South Cycle Superhighway
- Existing footway or traffic island
- New footway or traffic island
- Existing kerbline removed
- Pedestrian or pedestrian/cycle crossing
- Barclays Cycle Hire docking station
- Bus stop
- New Road Markings
- Existing Road Markings
- Cycle parking
- Existing trees
- Proposed new trees (subject to further investigations)

- Area impacted by Goldman Sachs development - not part of this consultation
- Parking bay removed
- New loading / disabled bays
- New / relocated motorcycle parking
- Footway build out, bus stop and bus lane removal part of the Goldman Sachs development - not part of this consultation
- New loading / disabled bay
- Relocated disabled bay and taxi bay
- Staggered pedestrian crossing changed to straight across
- Southbound bus lane removed
- New bus stop bypass for cyclists
- Diplomat parking bay relocated to segregation island
- Bus stop relocated to segregation island
- New loading / disabled bay
- Relocated disabled bay and taxi bay
- Southbound bus lane removed
- Staggered pedestrian crossing changed to straight across
- North-South Cycle Superhighway Section 4b
- Continued on Section 4d

Continued Section 4b

Diplomat parking bay
relocated to segregation island

New bus stop bypass for cyclists

Bus stop relocated to segregation island

Relocated disabled bay and taxi bay

New loading / disabled bay

Staggered pedestrian crossing changed to straight across

Southbound bus lane removed

Area impacted by Goldman Sachs development - not part of this consultation

Parking bay removed

New loading / disabled bays

New / relocated motorcycle parking

Footway build out, bus stop and bus lane removal part of the Goldman Sachs development - not part of this consultation

New loading / disabled bay

Relocated disabled bay and taxi bay

Staggered pedestrian crossing changed to straight across

Southbound bus lane removed

North-South Cycle Superhighway Section 4c – Farringdon Street

Continued on Section 4d
North-South Cycle Superhighway
Section 4d – Farringdon Street

- Gaps in segregation to allow connection with proposed Quietway on West Smithfield - not part of this consultation
- Relocated taxi bay
- Waiting area for turning cyclists
- New signalised pedestrian crossings on all arms
- Cyclists run with ahead traffic to maximise green time. Turning traffic held back
- New bus stop bypass for cyclists
- Banned right turn into Charterhouse Street (west)
- Loading / disabled bay relocated to segregation island
- Smithfield Market
- Maintain existing loading bay

Key:
- North-South Cycle Superhighway
- Existing footway or traffic island
- New footway or traffic island
- Existing kerbline removed
- Pedestrian or pedestrian/cycle crossing
- Bus stop
- New Road Markings
- Existing Road Markings
- Existing trees
Exact junction layout dependant on further investigation and discussion with LB Camden on alignment north of Farringdon station.

Key:
- North-South Cycle Superhighway
- Existing footway or traffic island
- New Road Markings
- New footway or traffic island
Connection to proposed Quietway - not part of this consultation

Bus lane removal part of the Goldman Sachs development - not part of this consultation

Gaps in segregation to allow connection with Quietway on West Smithfield - not part of this consultation

Cyclists run with ahead traffic to maximise green time. Turning traffic held back

New bus stop bypass for cyclists

Bus stop relocated to segregation island

Parking bay removed

Waiting area for right turning cyclists

Loading bay removed

New signalised pedestrian crossings on all arms

Relocated taxi bay

New bus stop bypass for cyclists

Waiting area for right turning cyclists

Key:
- North-South Cycle Superhighway
- Existing footway or traffic island
- New footway or traffic island
- Existing kerbline removed
- Pedestrian or pedestrian/cycle crossing
- Bus stop
- New Road Markings
- Existing Road Markings
- Existing trees
North-South Cycle Superhighway
Section 4e – Farringdon Road

Exact junction layout dependent on further investigation and discussion with LB Camden on alignment north of Farringdon station

Key:
- North-South Cycle Superhighway
- Existing footway or traffic island
- New Road Markings

Semi segregated cycle lanes

Continued on Section 4d