



Barclays Cycle Superhighway Route 5

Response to consultation

June 2013



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1 Background

The Mayor's [Vision for Cycling in London](#), which launched in March 2013, contains an ambitious target to increase cycling numbers in London, seeking to double cyclists over the next ten years.

TfL's approach to achieving this growth will deliver a step-change in cycling provision, including creation of a network of direct, high-capacity, joined-up cycle routes. Two forms of branded route will be developed: high capacity Cycle Superhighways, mostly on main roads, for fast commuters, and slightly slower but still direct Quietways on pleasant, low-traffic side streets for those wanting a more relaxed journey.

2 Introduction

2.1 Purpose of the Scheme

Barclays Cycle Superhighways are cycle routes running between outer and central London. They provide new cycle lanes and other dedicated infrastructure so that cyclists can enjoy swift, direct, safer journeys around the city.

Barclays Cycle Superhighway Route 5 (CS5) was proposed to run between New Cross Gate and Victoria, passing through Vauxhall, Oval, Camberwell and Peckham. Its main aims are:

- To improve safety for cyclists
- To increase the number of cyclists and cycle journeys
- To reduce journey times for cyclists
- To reduce traffic speeds in some locations
- To improve the environment for local residents.

2.2 Description of the proposals

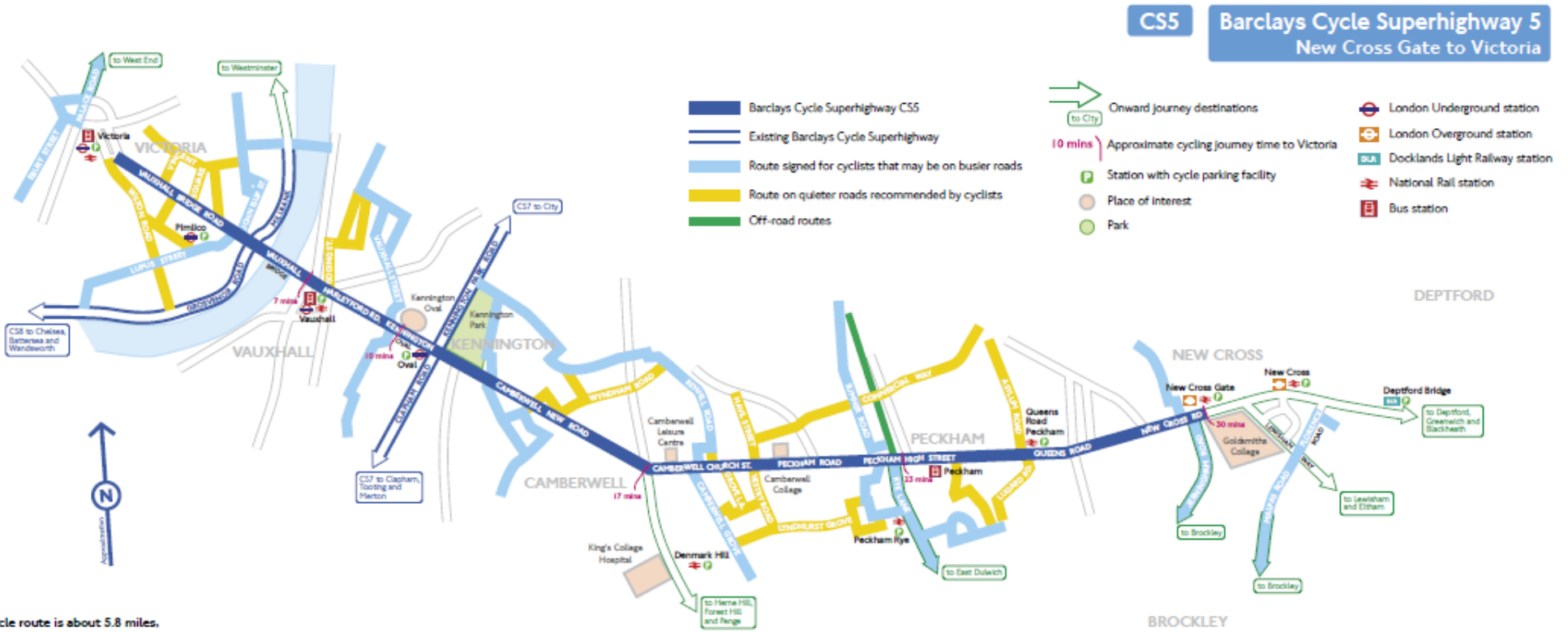
The new route proposed substantial changes to the road layout to increase cyclist safety, including:

- More space for cyclists and buses, created by removal of general traffic lanes
- 4km of brand new mandatory cycle lanes
- Improvements for cyclists at 69 junctions, including new Advanced Stop Lines, cycle feeder lanes, and speed reduction measures for general traffic
- An innovative cycle 'early-start' facility at Vauxhall Bridge Road/Millbank to help cyclists get ahead of traffic.

Other benefits include:

- Over 3,000 new cycle parking spaces along the route
- Cycle safety checks
- Free cycle training
- Industry-recognised safety training for drivers of large goods vehicles.

2.3 Map showing the proposals put forward for consultation:



3 The consultation

The consultation ran from 3 December 2012 to 11 January 2013. It was designed to help TfL understand local and stakeholder opinion about the proposals and to make a well informed decision.

The consultation for CS5 in Camberwell Town Centre took place separately from the main CS5 consultation. This allowed the CS5 proposals to be considered alongside Southwark Council's wider regeneration proposals for Camberwell town centre as part of its Revitalise5 programme. This consultation ran from 21 January until 8 March 2013. It was undertaken by Southwark Council, in partnership with TfL. The results are summarised in [Appendix E \(Section 9\)](#) of this report.

The potential outcomes of the consultation are:

- We decide the consultation raises no issues that should prevent us from proceeding with the scheme as originally planned
- We modify the scheme in response to issues raised in consultation
- We abandon the scheme as a result of issues raised in the consultation.

The objectives of the consultation were:

- To give stakeholders and the public easily-understandable information about the proposals and allow them to respond
- To understand the level of support or opposition for the change
- To understand any issues that might affect the proposal of which we were previously unaware
- To understand concerns and objections
- To allow respondents to make suggestions.

3.1 Who we consulted

We wrote to a number of local people and key stakeholders including:

- Local households and businesses along the proposed route (see [Appendix A](#) for details of leaflet distribution)
- Local people registered on TfL's database
- Key stakeholders such as traffic police, London TravelWatch, Members of Parliament, Assembly Members, local councils, disability, local interest and road user groups. A list of the stakeholders is shown in [Appendix B](#). A summary of their responses is in [Section 4.3](#).

3.2 Consultation material, distribution and publicity

Consultation material was available at www.tfl.gov.uk/cs5, via post, email or at public drop-in sessions. Materials included an overview leaflet, along with written details and diagrams showing the proposals for each section.

We invited people to respond via an online survey on the TfL website, by email to barclayscyclesuperhighways@tfl.gov.uk, or by filling in a paper feedback form.

We promoted the consultation through multiple channels:

Email:

We contacted around 500 stakeholders. A list of these stakeholders is shown in [Appendix B](#) of this report and a copy of the email is available in [Appendix C](#). We also emailed around 123,000 people registered on TfL's database and who cycle, drive, or use public transport in the area.

Leaflet:

We distributed a leaflet to around 190,000 properties in postcode sectors along the proposed route. A copy of this leaflet and details of the distribution area is shown in [Appendix A](#).

Letters:

We sent letters about some specific aspects of the proposals (for example changes to parking and loading) to local households and businesses who would be most affected. Letters were sent regarding:

- Changes to red route operating times on Vauxhall Bridge Road
- Changes to road layout and red route operating times in Vauxhall
- Changes to parking bays on Camberwell New Road
- Changes to parking bays on Peckham High Street and Queen's Road

Press release:

We promoted the consultation with a press release, issued on Monday 3 December. This attracted coverage in a number of media outlets, including BBC London and the London Evening Standard.

Twitter:

@TfLOfficial tweeted a link to the consultation to its 99,000 followers.

Public drop in sessions:

We held three public events along the proposed route in order to capture local feedback. The events were held at:

- Saturday 8 December 11:00-15:00, Peckham Library, SE15 5JR ([view map](#))
- Tuesday 11 December 15:00-19:00, Oval House Theatre café, SE11 5SW ([view map](#))
- Wednesday 12 December 15:00-19:00, Parnell House, SW1V 1LW ([view map](#))

CS5 consultation in Camberwell:

Consultation material for CS5 in Camberwell town centre was hosted on Southwark Council's website <http://www.southwark.gov.uk/camberwellregen> and TfL's website at www.tfl.gov.uk/cs5. People were invited to respond using an online survey on the Council's website, by attending a consultation event (see below), or by filling in a paper feedback form.

We advertised the CS5 Camberwell consultation through a variety of methods:

- Email to over 500 stakeholders
- Email to over 200 people who responded to the CS5 consultation
- Email from the Council to over 1,000 contacts
- Letter to 4,762 residents and businesses in the Camberwell area
- Press release by the Council
- Drop-in sessions were held at 6 locations by the Council. Of these, TfL attended 2 events on 25 January and 13 February at the Leisure Centre and at Heartbeat International respectively

3.3 Meetings

TfL met with a number of stakeholders to discuss our proposals and listen to feedback: -

- CS5 design workshop:

This included representatives from:

Lambeth Council	Living Streets
Lambeth Cyclists	Motorcycle Action Group
Lewisham Council	Southwark Council
Lewisham Cyclists	Sustrans
Living Streets	Westminster City Council
London Cycling Campaign	Westminster Cyclists

- Central London Freight Quality Partnership

This included representatives from:

Brewery Logistics Group	University of Westminster
Express Networks Forum	Westminster City Council
TNT Express	

- London TravelWatch

- Residents of Harleyford Road

- Southwark Joint Steering Group

This included representatives from:

Living Streets (Southwark)
Southwark Cyclists
Southwark Council

4 Responses to consultation

4.1 Overview of consultation responses

We received 775 responses. 38 responses were from stakeholders and 737 responses were members of the public.

- 67% supported the proposals and 18% partially supported the proposals (85% support or partially support)
- Consultation for CS5 in Camberwell attracted a total of 422 responses. 67% supported or partially supported the proposals for CS5.

The route was split into fifteen sections, starting at Section 1 at the proposed western terminus at Victoria, and ending at Section 15 at the proposed eastern terminus at New Cross.

- Consultees were asked if they supported proposals for each section and the scheme overall. People were also asked to choose between two options in Section 4 (Vauxhall Bridge), Section 5 (Vauxhall Gyratory) and Section 9 (Camberwell). A summary of responses is shown in the table on the following page.
- Consultees were also given the opportunity to provide any other comments for each section and the scheme overall. A summary of common issues raised in response to the overall proposals is shown in [Section 4.2](#). A summary of issues raised for each section is shown in [Appendix E](#).

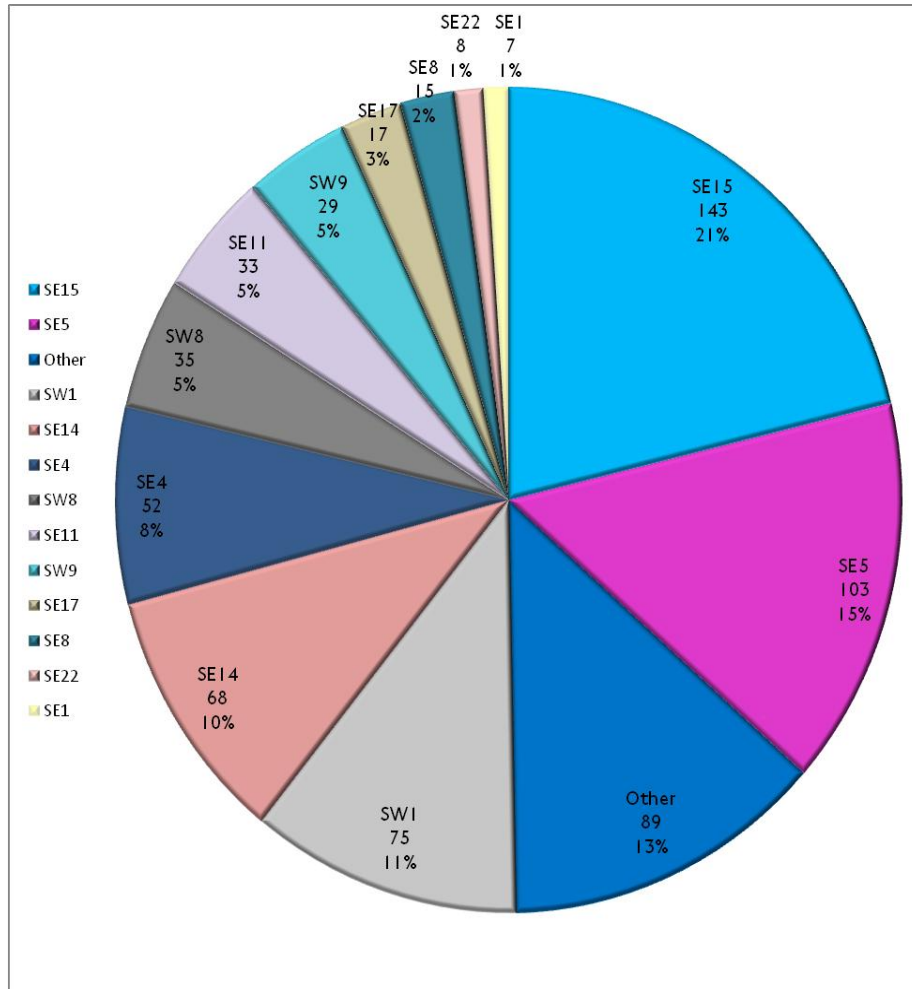
Overall responses to consultation on Barclays Cycle Superhighway Route 5 (CS5)

Section	Support	Partially support	Support or partially support	No opinion	Not sure	Option 1	Option 2	Don't support
Overall	519	138	656	20	15	-	-	83
%	67%	18%	85%	3%	2%			11%
1	258	34	292	9	6	-	-	45
%	73%	10%	83%	3%	2%			13%
2	235	35	270	4	3	-	-	42
%	74%	11%	85%	1%	1%			13%
3	252	42	294	3	7	-	-	41
%	73%	12%	85%	1%	2%			12%
4	-	-	-	-	-	182	88	36
%						51%	24%	10%
5	-	-	-	-	-	213	54	49
%						55%	14%	13%
6	242	41	283	7	5	-	-	31
%	74%	13%	87%	2%	2%			10%
7	247	52	299	6	3	-	-	37
%	72%	15%	87%	2%	1%			11%
8	249	38	287	6	3	-	-	28
%	77%	12%	89%	2%	1%			9%
9	216	44	260	23	36	See Appendix E		68
%	56%	11%	67%	6%	9%			18%
10	227	31	258	7	4	-	-	24
%	77%	11%	88%	2%	1%			8%
11	225	35	260	7	5	-	-	22
%	77%	12%	88%	2%	2%			7%
12	211	30	241	7	4	-	-	25
%	76%	11%	87%	3%	1%			9%
13	205	21	226	7	3	-	-	22
%	74%	8%	82%	3%	1%			9%
14	197	26	223	7	6	-	-	28
%	75%	10%	84%	3%	2%			11%
15	238	39	277	7	5	-	-	26
%	76%	12%	88%	2%	2%			8%

4.1.1. About the respondents:

Responses by postcode:

21% of postcodes given were from SE15 (Peckham), followed by 15% from SE5 (Camberwell), 11% from SW1 (Victoria / Pimlico), and 10% from SE14 (New Cross).



How often did respondents say they cycled?

On average, how often do you cycle?		
Most days	451	65%
About once a week	85	12%
About 1 – 3 times a month	38	5%
Less often	45	7%
Never	72	10%
<i>Not Answered</i>	83	-
Total answered	691	

Cycle most days and...		
Fully support	346	77%
Don't support	21	5%
Total	367	

Never cycle and...		
Fully support	28	39%
Don't support	29	40%
Total	57	

Note: percentages on this page only reflect those respondents that supplied this information

4.2 Summary of comments received in response to overall proposals for CS5

This section summarises online responses to the question “Do you have any comments on TfL’s overall proposals for CS5. It also summarises email and written responses to the consultation and highlights some of the main issues raised in relation to specific sections of the proposals. A section-by-section analysis of comments relating to specific sections of the proposals is available in [Appendix E](#). TfL’s response to the main issues raised is available in [Appendix F](#).

Support for proposals: 24% of respondents expressed support and gratitude for the proposed improvements. Some said the proposals would make them cycle more regularly.

Segregation: approximately 9% of respondents requested that the proposals include more segregated or ‘Dutch-style’ cycle facilities. Some expressed concern at proposals for cyclists and buses to share lanes and others requested bus stop bypasses.

Impact on traffic: 6% of respondents expressed concerns about the potential for increased traffic congestion resulting from the proposals. Particular concerns were raised regarding Vauxhall Bridge Road, Harleyford Road, New Cross Road and Camberwell town centre.

Enforcement: 5% of respondents requested more effective enforcement of cycle infrastructure such as mandatory lanes and Advanced Stop Lines to prevent them being illegally entered by motorists.

Extension or realignment: 4% of respondents suggested extensions to the proposed termini. Suggestions included Lewisham, Greenwich and Hyde Park. 3% suggested changes to the alignment of CS5 – mainly using quieter roads.

Speed reduction and 20mph speed limits: 3% of respondents suggested measures to reduce speeds of motorists, including 20mph speed limits.

Longer operating hours and reduced parking: 3% of respondents requested more extensive parking and loading restrictions and longer bus lane operating hours in order to provide a clearer route for off-peak cyclists.

Cyclist behaviour: 3% of respondents expressed concerns about cyclists breaking traffic regulations, such as riding on pavements or through red lights.

Impact on pedestrians: 3% of respondents expressed various concerns about the potential impact on pedestrians. Comments included opposition to shared space, and requests for pedestrian crossing times to not be adversely affected by any proposals.

Key location-specific issues:

This is a brief summary of responses to proposals for specific sections of CS5. A more detailed section-by-section breakdown is available in [Appendix E](#) of this report.

Traffic concerns in Westminster: Some respondents, including Westminster City Council and the Licensed Taxi Driver Association, were concerned that removing general traffic lanes on Vauxhall Bridge Road would lead to increased traffic congestion.

Support for cycle track option on Vauxhall Bridge: 51% supported the cycle track option; 21% supported the bus lane option.

Support for subway option at Vauxhall: 55% supported the subway option; 14% favoured the gyratory option.

Concerns about pedestrian conflict at Vauxhall: This issue was raised by 8% of respondents to Section 5, including Lambeth Council, Living Streets, and Vauxhall One (local Business Improvement District).

Banned turn from Harleyford Road to Kennington Lane: Harleyford Road residents and Vauxhall One were concerned that banning this turn would have an adverse impact on local businesses and residents.

Two-way cycle track on Harleyford Road: Harleyford Road residents were upset at the proposal for a two-way cycle track as they felt it would cause conflict between pedestrians and cyclists and would make it difficult for them to park outside their property. They, along with other respondents, were also concerned about access to and from the track at Durham Street.

Banned turn from Harleyford Street to Kennington Park Road: There was a mixed response to the proposed banned turn. Supporters welcomed the safety benefits that this would bring for cyclists, but opponents noted the apparent lack of an alternative route for motorists.

Mixed response for central cycle lanes at Drummond Gate and Oval: 5% and 6% of comments raised specific concerns at the respective junctions. However, 2% at Oval specifically supported the proposed arrangement.

Camberwell town centre: More people supported TfL's preferred option of 1.5m advisory cycle lanes in each direction on Camberwell Church Street as opposed to a 2m eastbound lane. A smaller majority supported providing a wider traffic lane on Camberwell New Road instead of a wider footway.

Support for new 20mph speed limit in Camberwell and extended speed limit in New Cross: The proposed 20mph extension in New Cross attracted strong support. The new 20mph limit in Camberwell attracted more supportive comments than negative ones.

Request for cycling improvements around New Cross (Amersham) gyratory: 15% of responses to the request for improvements for cycling improvements in New Cross and Lewisham suggested improving cycling conditions on the one-way system or removing it altogether.

4.3 Summary of responses received from stakeholders:

We received responses from 38 stakeholders. These are summarised below. Comments relating to individual sections of route are also summarised in [Appendix E](#). TfL's response to the main issues raised is shown in [Appendix F](#).

Boroughs:

London Borough of Lambeth: Generally supported proposals and recognised the improvement when compared to previous CS5 designs. However, the Council is

concerned about the potential for pedestrian/cycle conflict in Option 1 at Vauxhall Gyatory.

London Borough of Lewisham:

- The Council wrote in support of many of the points raised in a detailed response from a local resident. These included requests for more segregated cycle tracks, less reliance on shared use of bus lanes, provision to help cyclists pass bus stops, use of cyclist-only traffic signals and less use of shared space for pedestrians and cyclists
- Cllr Dan Whittle (Labour, Telegraph Hill) noted the need for extra cycling facilities and safety measures on New Cross road and requested a meeting with TfL, councillors and local residents.

London Borough of Southwark:

- Cllr Barrie Hargrove (Cabinet Member for Transport, Environment and Recycling) wrote on behalf of the Council's Joint Steering Group, noting that that the designs represent an improvement on the original proposals. However, he requested more 20mph speed limits and assurance that cycling improvements will not be delivered at the expense of space and crossing time for pedestrians.
- Cllr Geoffrey Thornton wrote on behalf of Southwark Council Liberal Democrats welcoming the improvements, but expressing concerns about the varying standards of provision along the route. He suggested segregation on Peckham Road and requested an extension to Lewisham.
- Cllr Toby Eckersley (Conservative, Southwark, Village) was concerned about potential delays for motorists and bus passengers at the Camberwell New Road / Vassall Rd junction.

Westminster City Council:

- Cllr Edward Argar (Cabinet Member for City Management & Transport) expressed serious concerns about the potential for increased congestion on Vauxhall Bridge Road and the Millbank and the potential for increased rat-running.
- Cllr Alan Bradley wrote on behalf of 8 of the 9 ward councillors along the route also expressing concerns about congestion and rat-running. He also suggested that an alignment along busy roads would result in an unpleasant environment for cycling.
- Cllr Margaret Doyle said she supported the proposals in her role as the Council's Cycling Champion.

Assembly Members:

Caroline Pidgeon AM: Requested bus stop bypasses along the route, as well as more mandatory and segregated lanes. She also expressed concerns about the positioning of cyclists in bus lanes, central cycle lanes, and left-turn only traffic lanes.

Road user groups (national and pan-London)

Brewery Logistics Group: Concerned that mandatory cycle lanes would limit kerbside access and increase time and costs for the freight industry. Requested clarity regarding the rules affecting these lanes. Also suggested earlier engagement, ahead of public consultation.

CTC: Made a number of technical suggestions, including using level rather than kerb segregation at Vauxhall, minimising ramp gradients and ensuring that cycle tracks and lanes are as comfortable and continuous as possible.

Express Networks Forum: Concerned about extent and operation of new mandatory cycle lanes on the A202 and their potential impact on the delivery of express parcels and documents. Requested for rules affecting these lanes to be made clear. General concern at increase in street furniture and decrease in kerbside access.

Freight Transport Association: Concerned the proposals will limit kerbside access and will adversely affect traffic flow, journey times and journey time reliability. Requested clarification on operation of mandatory lanes, questioned why routes follow main roads, and suggested earlier engagement with freight industry.

Licensed Taxi Drivers Association and UNITE cab section: Support bus lane improvements but concerned at potential for congestion on Vauxhall Bridge Road.

London Cycling Campaign:

Support: reallocation of road space for cyclists; efforts to improve cycling provision at gyratories (but request Victoria and New Cross also dealt with and all gyratories eventually returned to two-way working); 20mph sections (but request on other high streets and narrow sections); raised entries and extended footways (but request more).

Request: review of route alignment with boroughs; tighter radii at various junctions, particularly Drummond Gate; review of car parking to minimise obstructions (say red route no stopping times should be 24hrs or at least include school times); more side streets to be made two-way and “unnecessary” turning bans revoked; more cycle parking stands, particularly in shopping areas on the route; minimum 2m cycle track or lane in each direction on Vauxhall Bridge.

Living Streets: Opposed Vauxhall subway option. Say on-footway solutions should only be used where absolutely necessary and should be segregated or at least separated. Also concerned about footway width reductions and feel that a minimum of 2 metres is insufficient for the roads in question. Support 20mph in New Cross and request more (e.g. Peckham High St and Camberwell Green). Request clarification that there is no loss of crossing time for pedestrians as part of the proposals. Response also received from local Southwark group.

London TravelWatch: Welcomed bus lanes. Concerned that nearside cycle lanes continuing through junctions encourages poor positioning by cyclists. Also feel that cyclists should only be introduced to the footway as an absolute last resort. Requested for some junctions to be tightened and noted that gyratory systems are a major barrier for cycling and should be addressed.

Motorcycle Action Group: Opposes any introduction of a mandatory cycle only lane on an existing section of highway due to the resulting reduction in available road-space for powered two-wheeler riders, which it felt would increase the risk of conflict between powered two-wheelers and with larger vehicles.

Sustrans: Generally welcome proposals, particularly innovative plans at Vauxhall and the new mandatory cycle lanes and ASLs. Request extension to Lewisham and suggest greater use of mandatory cycle lanes and central feeder lanes.

Transport for All: Not supportive of any shared space between pedestrians and cyclists.

Wheels for Wellbeing: Support Cycle Superhighways, but would prefer more protection, or alignments using quieter roads.

Local Groups:

Astbury Road Area Residents Association (ARARA): Commented on proposals in the Queen's Road area, expressing support for some aspects but raising concerns over others.

Bonnington Square Garden Association: Welcomed the proposals around Vauxhall and requested Cycle Hire stands for Bonnington Square.

Camberwell Society: Partially supported proposals on Camberwell New Road but requested more segregation.

Friends of Burgess Park: Hope current problems for pedestrians and cyclists around Peckham High Street can be overcome.

Greenwich Cyclists: Suggested that the route should be reviewed and the terminus extended to Lewisham.

Lambeth Cyclists: Supportive of measures that give space to cyclists and facilitate safe passage. Request red route no stopping times should include school times to facilitate use by secondary school pupils.

Lewisham Cyclists: Concerned about links to and from the route and request improvements to LCN routes 2, 21 and 22, as well as other measures to improve accessibility. Raise concerns about some aspects of the design and request increased cycle parking and longer bus and cycle lane hours.

Living Streets (Southwark): Welcomed the creation of a dedicated cycle route east-west through central Southwark but request extensive 20mph speed limits and raise concerns about some aspects of the proposed design.

SE5 Forum for Camberwell: Support any proposal to increase cycling in Camberwell, but concerned at sections where footway widths are being narrowed to improve cycling provision, and propose reallocating carriageway space instead. Concerned that the consultation for CS5 in Camberwell was being undertaken separately to that for rest of the route.

Vauxhall One Business Improvement District: Initially supported proposals but submitted a further response expressing concerns regarding the potential for traffic congestion and pedestrian conflict at Vauxhall, along with the impact of banning the turn on local businesses.

Westminster Cyclists: Welcomed the reallocation of one lane to cyclists from other traffic along much of the Westminster section of this cycle superhighway, noting that a similar approach on Grosvenor Road and Millbank has led to a large increase in cyclists without seeming to significantly increase traffic congestion.

Stakeholder responses relating to CS5 proposals in Camberwell town centre:

The following stakeholder groups responded to the consultation for CS5 in Camberwell:

Brewery Logistics Group: Preferred Option 1* for both Camberwell New Road and Camberwell Church Street. Also questioned the need for a 20mph speed limit and mandatory cycle lanes.

Camberwell Society: Supported 20mph speed limit and footway widening. Favour Option 1* on Camberwell Church Street. Concerned with any proposal which decreases separation between cyclists and other traffic. Oppose left turn only into Camberwell Road.

Grove Lane Resident's Association: Generally supportive apart from the Council's proposal to remove traffic lights at the bottom end of Grove Lane. Preferred footway widening over wider traffic lanes.

Licensed Taxi Driver's Association: Opposed the proposed 20mph speed limit and sought further consultation over the proposal to move the taxi rank

Living Streets: Strongly supported the 20mph speed limit, raised tables on side roads and reallocation of carriageway to pedestrians and cyclists. Preferred Option 2* on Camberwell New Road and Option 1* on Camberwell Church Street.

Southwark Living Streets: Supported the overall CS5 proposals, particularly the 20mph speed limit. Preferred Option 2* on Camberwell New Road and Camberwell Church Street. Suggested extending northern footway on Camberwell New Road.

Sustrans: Felt proposals lack ambition. Suggested mandatory cycle lane on Camberwell New Road though appreciated the lack of space. Welcome 20mph speed limit and raised tables. Preferred Option 1* for Camberwell Church Street.

* Camberwell New Road: Option 1 – 4m traffic lane with 1.5m cycle surfacing; Option 2 – Extended footway and 3m traffic lane with CS5 logos

Camberwell Church Street: Option 1: 1.5m advisory cycle lane in both directions; Option 2 – 2m e/bound cycle lane and CS5 logos w/bound

A summary of overall responses to the CS5 proposals in Camberwell town centre is available in [Appendix E \(Section 9\)](#).

5 Conclusion

Having analysed the responses to consultation and reviewed the proposals in light of the Mayor's new [Vision for Cycling in London](#), TfL has decided to substantially recast the previous proposals for some sections of Barclays Cycle Superhighway Route 5 (CS5).

We now intend to proceed with this route in four phases:

Phase 1 – New Cross Gate – Oval (Durham Street) – by autumn 2013

In Phase 1, sections 6-15 in the consultation (New Cross Gate - Oval) will be completed to the original timescale, and largely to the existing designs. However, following consultation, we have made modifications to some sections of the proposals, as described below. Construction is expected to begin next month and to be complete in the autumn.

Phase 2 – Semi-segregation of New Cross Gate – Oval sections – during 2014

In Phase 2, in line with the Mayor's Cycling Vision, all the bus and mandatory cycle lanes in sections 6-15 will be "semi-segregated" from the general traffic using cats' eyes, rumble strips, traffic wands or similar, or a combination thereof. 70% of the link sections on this part of the route will therefore be semi-segregated.

Semi-segregation is not being done immediately because we need to trial which form of separation works best. However, it will be installed during 2014.

As the Vision stated, semi-segregation is our preference where we cannot do full segregation because it would cause too much disruption to buses.

Phase 3 – Oval (Durham Street) – central London – during 2014

In Phase 3, sections 1-5 (central London to just east of the Harleyford Road/Durham Street junction) will be completed to substantially improved designs, including full segregation on more of the route and improved treatment at junctions. We are currently developing these revised proposals and will consider comments submitted as part of this consultation. We expect to consult on our revised proposals for Phase 3 later in 2013. Construction will be in 2014.

Phase 4 – Major junction improvements at Oval – by end of 2015

We are developing substantial, fully-funded changes to the Oval junction to bring about safety and urban realm improvements for all road users. We will consult on our plans here early in 2014. We have therefore revised our previous proposals for the junction and will now deliver initial improvements here as part of Phase 1. Please see page 19 for more details.

The full route of CS5 will therefore be completed to the standards outlined in the Mayor's Cycling Vision by the end of 2015.

Possible future extensions: We are also working to extend CS5 east of New Cross Gate to Lewisham town centre – our original ambition – and to link it to other places

east of New Cross Gate. Various options are being investigated, but discussions are at an early stage.

New Quietway route in parallel to CS5: We are in discussions with the relevant local authorities with the intention of developing a high-quality cycle route on low-traffic back streets running parallel to CS5.

Advanced Stop Lines: The Department for Transport (DfT) has agreed to authorise Advanced Stop Lines up to 7.5 metres deep - an increase from the current permitted depth of 5 metres. The DfT has advised that they would not give approval for ASLs bigger than this at the current time. The proposed extended ASLs in Oval, Camberwell and Peckham will therefore be 7.5 metres deep. We will continue to work with the DfT to gain permission to trial and install innovative new cycle infrastructure.

5.1 Changes to Phase 1 following consultation:

We have made some changes to the designs for the first phase of CS5 since the public consultation. These are outlined below, section-by-section.

Section 5 – Harleyford Road (east of Durham Street only)

Extended bus lane east of Durham Street delivered as part of Phase 1: As outlined above, proposals for the majority of Section 5 are being revised and will be delivered as part of Phase 3 of CS5. However, as part of Phase 1, we will deliver the eastern part of Section 5 so that Phase 1 begins at the Durham Street junction. This will include extending the westbound bus lane as far as the junction and providing CS5 logos for eastbound cyclists, as shown in the original proposals.

Section 6 – Kennington Oval / Harleyford Street:

Improved shared crossing and extended footway opposite Meadow Road:

Following comments received in consultation, we intend to extend the northern footway at the crossing in order to provide more space for pedestrians and cyclists. In particular, this would improve conditions for eastbound cyclists turning right to continue on the LCN+3 route on Meadow Road. The extended footway would replace a short section of bus lane to the west of the eastbound bus stop A. We will seek the views of local people here before starting work.

Eastbound advisory cycle lane extended: The removal of a short section of bus lane as part of the above footway extension means that we can extend the eastbound advisory cycle lane as far as the approach to the Meadow Road crossing.

Bus lane resurfacing and redistributed lane widths at Lockwood House junction:

At present, the eastbound bus lane increases to 8 metres for a short section as it passes around the bend. We intend to reduce the width of this short section to 4.4 metres to retain enough space for cyclists and buses to comfortably pass each other, whilst allowing the westbound bus lane and both traffic lanes to be slightly widened. We will also resurface this section of eastbound bus lane to improve conditions for all users.

Section 7 – Oval junction

Initial CS5 improvements ahead of future major scheme at Oval: As outlined on page 17, we are developing a major scheme at the Oval junction. This will improve conditions for cyclists and other road users on all approaches, including the A3 and A23. We expect to consult on these proposals in 2014. Comments raised in CS5 consultation will be considered by designers of the wider Oval scheme.

We have therefore revised the scope of the CS5 proposals to provide initial improvements to guide cyclists through the junction ahead of a more comprehensive redesign.

The changes to the previous proposals are as follows:

Central cycle lane and left turn only lane no longer proposed on Camberwell New Road westbound; replaced with centrally-placed CS5 logos at the junction

approach: The proposed central cycle lane attracted some concern in consultation responses. Both this central cycle lane, and the proposal to create a left turn only nearside traffic lane, would also have meant a significant change to the junction layout in advance of further changes as part of the planned future scheme. We intend to retain a left turn only nearside lane on the approach to Brixton Road, as this would only affect a short stretch of road and would provide safety benefits to straight-ahead cyclists.

Left turn from Harleyford Street to Kennington Park Road no longer banned:

Having considered comments received, we are no longer proposing to ban this left turn. Although it would have offered safety benefits to cyclists, the impact on motorists, and particularly residents and businesses on Kennington Park Road, was deemed to be too great.

Extension of westbound bus lane to start at junction entrance no longer

proposed: Because of the removal of the central feeder lane on westbound approach and reintroduction of 2 ahead lanes, this section of traffic lane is required to give vehicles enough space and time to merge into one lane in time for the existing start of the bus lane.

Advanced Stop Lines 7.5 metres instead of 8 or 10 metres: See [above](#) regarding DfT regulations of ASLs.

Section 8 – Camberwell New Road

Centrally-positioned CS5 logos replace unbound cycle surfacing in both

directions at Councillor Street junction: Following a review of the design, we now intend to provide route logos to encourage cyclists to adopt a central riding position for this short stretch of road. The existing traffic lane widths and the pedestrian island mean that there is not enough space to provide 1.5 metre cycle lanes here.

Section 9 – Camberwell town centre:

We are continuing discussions with Southwark Council regarding the plans for CS5 in Camberwell and the wider town centre scheme. We will deliver initial improvements in Camberwell in time for the launch of CS5 in autumn 2013, with the main works taking place in 2014, at the same time as the other town centre works. We expect to announce

the final plans for Camberwell later in 2013, and will respond to issues raised in consultation at that time.

Our initial CS5 plans in Camberwell include:

- Introduction of 20mph speed limit through Camberwell Town Centre
- Nearside traffic lane on Camberwell New Road eastbound at junction with Camberwell Road becomes left-turn only
- New sections of advisory and mandatory cycle lane, up to 2 metres wide
- ASLs extended to 7.5m deep at junctions with Camberwell Road/Denmark Hill and Artichoke Place and 5m deep at junction with Benhill Rd.

Section 10 – Peckham Road (west)

Postponement of road widening and short section of eastbound mandatory cycle lane at Wilson Road junction: Further investigation showed that the road widening proposals would have involved extensive carriageway works, including relocating fibre optic cables. We will therefore consider this again as part of our discussions with the London Borough of Southwark as we develop the overall scheme for Camberwell town centre. This means that there is no longer room for the proposed 15 metre length of eastbound mandatory cycle lane between the bus stop and the junction.

New raised junction entrance and footway build-outs at Vestry Road: Following requests made in consultation, we are designing improvements to this junction to help reduce the speed of turning traffic. We will make these changes as part of CS5, subject to consultation with local residents.

Section 11 – Peckham Road east / Peckham High Street

Eastbound Advanced Stop Line at Peckham Hill Street junction reduced from 8 metres to 7.5 metres: See [above](#) regarding Department for Transport regulation of ASLs.

No road widening between the Basing Court and Sumner Avenue junctions: Further investigation showed that there is enough space for a 1.5 metre mandatory lane here without widening the road.

New raised junction entrance and footway build-outs at Lyndhurst Way and Bellenden Road: Following requests made in consultation, we are designing improvements to these junctions to help reduce the speed of turning traffic. We will make these changes as part of CS5, subject to consultation with local residents.

Section 12 – Peckham High Street / Queen's Road west (Peckham Bus Station to Carlton Grove)

Central cycle lane made mandatory at Clayton Rd: Following successful negotiations with the Department for Transport, we will be installing a mandatory central cycle lane instead of an advisory one, providing even better protection for cyclists. The original proposals already included widening the existing lane from 1.2 to 1.7 metres.

New raised junction entrance at Consort Rd: Following requests made in consultation, we are designing improvements to this junction to help reduce the speed

of turning traffic. We will make these changes as part of CS5, subject to consultation with local residents.

Section 13 – Queen’s Road (Carlton Grove – Pomeroy Street)

Centrally-positioned CS5 logos replace cycle surfacing eastbound near Queen’s Road station: Following a review of the design, we now intend to provide route logos to encourage cyclists to adopt a central riding position for this short stretch of road. The railway bridge, existing traffic lane widths, and the new cycle right turn area mean that there is not enough space to provide a 1.5 metre cycle lane here.

Proposed removal of eastbound loading bay outside 215-217 Queen’s Road:

Subject to consultation with local residents and businesses, we are proposing to remove this loading bay to provide a clearer route for cyclists and buses. An alternative loading bay is available very nearby in York Grove.

Section 14 – Queen’s Road east (Pomeroy Street – Pepys Road)

Eastbound advisory cycle lane now mandatory between Pomeroy Street and Kender Street: Further investigation showed that there is enough room to provide a 1.5 metre mandatory cycle lane here. The road is being widened as originally proposed, with a footway width of 3.2 metres retained.

New Advanced Stop Line on New Cross Road: Following requests received in consultation, we intend to introduce a new ASL for eastbound cyclists on New Cross Road at the junction with Queen’s Road, subject to traffic modelling.

Banned left turn into and out of Lausanne Road removed for cyclists: Following requests received as part of consultation, we intend to allow cyclists to turn left into and out of Lausanne Road, subject to statutory consultation.

Section 15 – New Cross Road / Local cycling improvements in Lewisham

New westbound bus lane starts further west, after pedestrian crossing: Following a review of the design, we have concluded that general traffic needs to be given more space to merge from two lanes into one before the start of the bus lane. The bus lane will therefore start opposite the junction with Hart’s Lane. We will provide a 5 metre westbound ASL at Jermingham Rd pedestrian crossing.

Easier access for cyclists between Hart’s Lane and New Cross Road: We intend to make it easier for cyclists to travel between Hart’s Lane and New Cross Road by designing a cycle access through the paved area. This would be subject to local consultation.

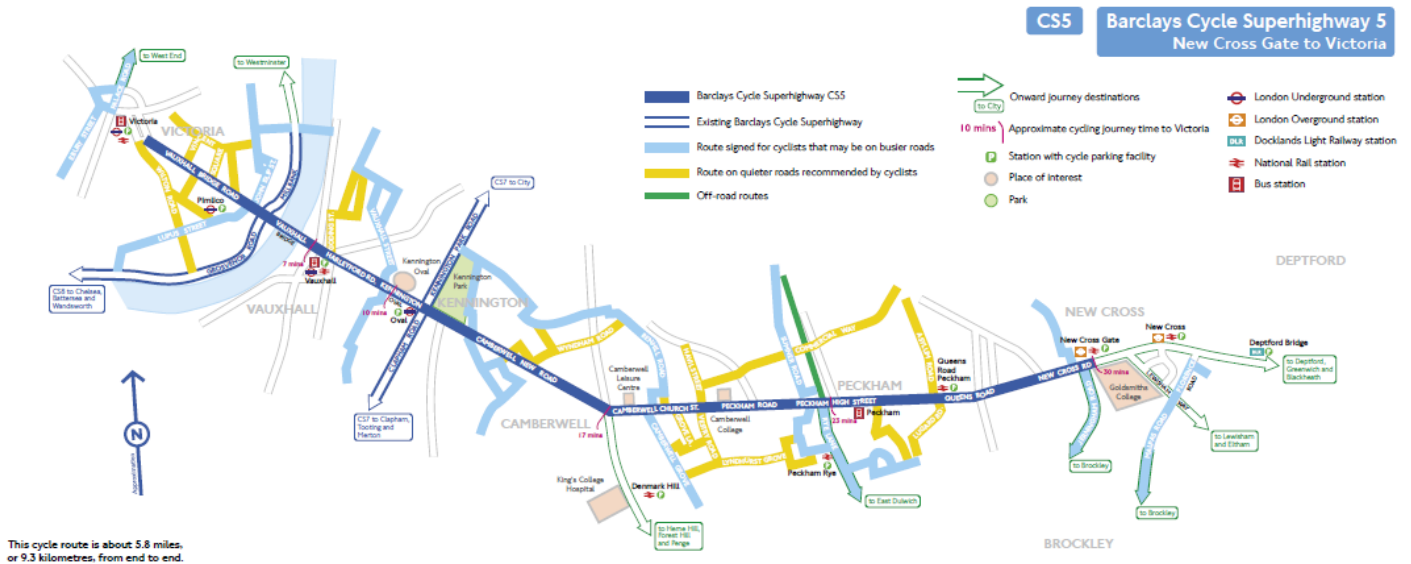
TfL’s response to issues most commonly raised in the CS5 consultation is available in [Appendix F](#).

Appendix A – Copy of the consultation leaflet

We distributed the below leaflet to the following postcode sectors:

SE1 7, SE4 1, SE4 2, SE5 0, SE5 7, SE5 8, SE5 9, SE8 4, SE11 4, SE11 5, SE14 5, SE14 6, SE15 1, SE15 2, SE15 3, SE15 4, SE15 5, SE15 6, SE17 3,

SW8 1, SW8 2, SW8 5, SW9 0, SW9 6, SW9 7, SW1A 1, SW1E 5, SW1E 6, SW1P 1, SW1P 2, SW1P 4, SW1V 1, SW1V 2, SW1V 3, SW1V 4, SW1W 0, SW1W 9, SW1X 7



How do I view the proposals and have my say?

- View and comment online <https://consultations.tfl.gov.uk/cycling/cs5>
- Comment via email barclayscyclesuperhighways@tfl.gov.uk
- Visit a public exhibition
See the back of this leaflet for full details
- Request paper copies of proposals
See the back of this leaflet for full details

Construction work

We plan to start work in late spring 2013. We will write to local residents before undertaking work. The route is planned to open later in 2013.

Proposed road layout changes

The new route would bring substantial changes to the road layout to improve safety for cyclists, including:

- More space for cyclists and buses, through reallocation of road space
- New mandatory cycle lanes
- Improvements for cyclists at 32 junctions, including new Advanced Stop Lines, cycle feeder lanes, and speed reduction measures
- An innovative cycle 'early-start' facility at Vauxhall Bridge Road/Millbank to help cyclists get ahead of traffic
- Banning some turns for cars and lorries to reduce conflict with cyclists
- 20mph speed limits in some areas

Other benefits

- Over 3,000 new cycle parking spaces along the route
- Cycle safety checks
- Free cycle training
- Industry-recognised safety training for drivers of large goods vehicles

What are we consulting on?

We're proposing to introduce a new cycle route between New Cross Gate and Victoria. Barclays Cycle Superhighway Route 5 (CS5) would run via Peckham, Camberwell, Kennington and Vauxhall.

What are Barclays Cycle Superhighways?

Barclays Cycle Superhighways are cycle routes running between outer and central London. They provide new cycle lanes and other dedicated infrastructure so that cyclists can enjoy swift, direct and safer journeys around the city.



Barclays Cycle Superhighway Route 5

New Cross Gate to Victoria
Consultation open from
3 December 2012 to 11 January 2013

Have your say
<https://consultations.tfl.gov.uk/cycling/cs5>
barclayscyclesuperhighways@tfl.gov.uk

Public exhibitions:
Sat 8 Dec 11:00-15:00
Peckham Library, SE13 5JR
Tue 11 Dec 15:00-19:00
Oval House Theatre café, SE11 5SW
Weds 12 Dec 15:00-19:00
Parnell House, SW1V 1LW

Paper copies of plans available from
Freepost RSAK-YAYS-ACKX,
CS5 Consultation, 11G8 Palestra,
197 Blackfriars Road, London, SE1 8NJ

Transport for London



Consultation open from
3 December 2012 to 11 January 2013

MAYOR OF LONDON

Transport for London

Appendix B – List of stakeholders consulted

72 Grove Lane Tenants and Residents Association	Catholic Truth Society
A Picture of Health for SE London	Central London Cab Trade Section
Addey and Stanhope School	Central London CTC
AE Wilson Cycles	Central London Fencing Club
Age Concern Westminster	Central London NHS Trust
Age UK London	Central Venture Park
All Party Parliamentary Cycling Group	Charles Edward Brooke CE Secondary Girls School
All Party Parliamentary Cycling Group Secretariat	Charlie Chaplin Adventure Playground
All Saints Church	Children's Society
Apostolic Church (Lambeth)	Christ Faith Tabernacle
Apostolic Faith Mission	Christ the King Sixth Form College
Archbishop Tenisons School	Christchurch (Brixton) CE Primary School
Ashmole Primary School	Church of Christ at New Cross
Association of British Drivers	City Bikes (Vauxhall Walk)
Association of Guide Dogs for the Blind	City of London
Avery Associates	City Property Association & Westminster Property Association
Bellenden Residents Group	City West Homes
Bellingham Local Assembly	Community Action Southwark
Bessborough Nursery School	Confederation of Passenger Transport UK
Big Yellow Self Storage - Kennington	Cornmill Gardens
Blue Elephant Theatre	Cossali Park
Borough Cycling Officers Group (BCOG)	Crawford Primary School
Brandon Baptist Church	Crown Estate
Breakspears Road Project	CTC
Brewery Logistics Group	Cycle Surgery (Victoria)
British Cycling	Cycling Embassy of Great Britain
British Motorcycle Federation	Debre Sahl Eritrean Orthodox Christian Saint Michael's Community Church
Brockley Baptist Church	Department for Communities and Local Government
Brooke Hall - University of the Arts	Department for Transport
Burdett Coutts and Townsend CE Primary	Design for London
Cab Shelter Fund	Eaton Square School
Calais Gate & Coligny Court Tenants & Residents Assoc.	Eaves Housing
Calvary Temple	Edmund Waller Primary School
Camberwell Campus - University of the Arts	Elmington Regeneration Steering Group
Camberwell Choir School	Embassy of Lithuania
Camberwell College of Arts	Evolution Quarter Residents Association
Camberwell Magistrates	Fordham Park
Camberwell Probation Service	Freight Transport Association
Campaign for Better Transport	Friends of Kennington Park
Campaign for Learning	Friends of the Earth
Carey Court Sheltered Housing	Friends of Vauxhall Pleasure Gardens
Castlemead Tenants and Residents Association	Future Inclusion
Cathedral Area Residents Group	Gas Works Art
Catherine House Day Nursery	Girls Day School Trust
Goldsmiths College - University of London	London Borough of Lewisham

Good Neighbours House	London Borough of Southwark
Gordon Hospital	London Cab Drivers' Club Ltd
Green Alliance Trust	London Chamber of Commerce
Grosvenor Britain & Ireland	London Chamber of Commerce and Industry (LCCI)
Grove Chapel Evangelical Church	London Councils
Guide Dogs	London Cycling Campaign
Guide Dogs Association	London Fire Brigade
Guide Dogs for the Blind - Inner London District team	London First
Haberdashers Askes Girls School	London Groundwork
Harris Academy at Peckham	London Private Hire Board
Hatchem Gardens	London Strategic Health Authority
Hatchem Mews Business Centre	London Suburban Taxi Drivers' Coalition
Head Start Day Nursery and PreSchool	London Taxi Drivers' Club
Health Poverty Action	London Transport Users' Committee
Health Professionals Council	London TravelWatch
Henry Fawcett Primary School	Long and Ryle Ltd (Art College)
Hermes London Dental Clinic	Look Ahead Housing and Care
Hollington Club for Young People	LoTAG
Inclusion London	LPHCA
Independent Theatre Council	Lucas Vale Primary School
Institute of Advanced Motorists	Luxmore Gardens
Institute of Psychiatry Kings College London	Lyndhurst Primary School
Institution of Civil Engineers	Marlowe Business Centre
International Theatre Institute	Metropolitan Police Service
John Donne Primary School	Millbank Estate Management Organisation Ltd
Ju Dachi Martial Arts Association	Millbank Primary School
KCA International	Mission Care Home
Kennington, Oval and Vauxhall Forum	Motorcycle Action Group (MAG)
Kings College Hospital	Myatts Fields Park
Lambeth Cyclists	National Literacy Trust
Lambeth Primary Care Trust	National Motorcycle Council
Land Securities	National School of Government
Lewisham Association of People with Disabilities	Network Rail
Lewisham Central Local Assembly	New Cross Fire Station
Lewisham Cyclists	New Cross Gate Trust
Lewisham Homes	New Cross Local Assembly
Liberty Living	New Cross Natural Therapy Centre
Licensed Taxi Drivers' Association	New Testament Church of God
Lillian Baylis Technology School	NHS London
Little Gems Day Nursery	NOKIA
Living Streets	Office of National Statistics
Living Streets Southwark	Oliver Goldsmith Primary School
London Amateur Boxing Association	Oval House Theatre
London Ambulance Service	Owner Drivers' Society
London Borough of Lambeth	Parliamentary Advisory Council for Transport Safety (PACTS)
Peabody	Southwark Rail Users Group

Peckham Fire Station	Southwark Town Hall
Peckham Library	St Anne's Catholic Primary School
Peckham Power	St George's Nursing Home
Peckham Society	St Giles's Church - Camberwell
Peckham Space	St Giles's Trust
Peckham Vision	St Gregorios Indian Orthodox Church
Peckhamresidentsnetwork.wordpress.com	St James Hatcham CE School
People's Republic of Southwark	St James RC Church
Pimlico Dental Care	St James the Great Catholic Primary School
Pimlico F.R.E.D.A.	St James the Less Church
Poets Corner Tenants and Residents Association	St John with St Andrew Church
Portuguese Catholic Mission	St John's Medical Centre
Private Hire Board	St Johns Holy Trinity Church
Queens Road Surgery	St Johns the Divine CE Church
RAC Foundation for Motoring	St Joseph's Catholic Infants School
RADAR London Access Forum	St Margaret's Church
Rambers	St Margaret's Drop in Centre
Rethink	St Marks CE Primary School
RMT London Branch	St Mark's Church (Kennington)
RMT London Taxi branch	St Marylebone with Bloomsbury Division
RNIB	St Matthew Academy
RNID (Royal National Institute for Deaf People)	St Michaels and All Angels CE Academy
Road Haulage Association	St Peter's Church
Roadpeace	St Peters Eaton Square CE Primary School
Royal Horticultural Halls and Conference Centre	St Saviours Church
Sacred Heart Roman Catholic School	St Stephens CE School
Salvation Army -Camberwell	St Stephen's Vicarage
Sceux Gardens	St Thomas the Apostle College
SE1 website: http://www.london-se1.co.uk	St Vincent De Paul RC Primary School
se5 Forum for Camberwell	Stroke Care
Soho Fire Station	Studio Crown Reach
Somerville Adventure Playground	Surrey County Cricket Club
South East London PCT	Sustrans
South Eastern Trains	Tate Britain
South London Business Forum	TBG learning
South London Gallery	Tea House Theatre
South London Guide	Telegraph Hill Local Assembly
Southeastern Railway	Thamesmead Business Services
Southern	The AA
Southwark Civic Association	The Big Issue
Southwark Cyclists	The Gasworks at Oval
Southwark Group of Tenants Organisation	The Grey Coat Hospital: CE Comprehensive School
Southwark Pensioners Action Group	The Highshore School
Southwark Pensioners Centre	The Royal Horticultural Society
Southwark Primary Care Trust	The Synergy Centre

The Thorney Island Society	Vincent Square Residents' Association
The Vauxhall Society	Walk London
The Villa School and Nursery	Waterloo Ambulance Station
The Well Community Church	Westminster Archdiocese
The Westminster Society	Westminster Cathedral
Theatre Peckham	Westminster Cathedral Choir School
Trancendental Mediation Centre	Westminster Cathedral RC Primary School
Transport for All	Westminster City Council
Trinity College London Examinations Board	Westminster City Hall
Tuke School	Westminster City School
University College London	Westminster Cyclists
University of the Arts - Chelsea College of Art and Design	Westminster Kingsway College
Vassall Road Pre School	Westminster Property Owners Association
Vauxhall Christian Centre	Westminster Under School
Vauxhall City Farm	Wilson's Cycles
Vauxhall Gardens Estate Residents and Tenants Association	World Development Movement
Victim Support	Wyndham and Comber Tenants and Residents Association
Victoria BID	Young Lewisham and Greenwich Cyclists
Victoria Palace Theatre	

Appendix C – Email to stakeholders

Dear Stakeholder

TfL is proposing to introduce a new cycle route between New Cross Gate and Victoria. Barclays Cycle Superhighway Route 5 (CS5) would run via Peckham, Camberwell, Kennington and Vauxhall.

View the proposals and have your say:

Please visit www.tfl.gov.uk/cs5 to see details of the proposed route and have your say. Alternatively, please contact us if you would like us to send you designs for specific sections of route.

Public Exhibitions:

We invite you to one of our three public exhibitions so you can view the proposals and speak to members of the project team:

- Saturday 8 December 11:00-15:00, Peckham Library, 122 Peckham Hill Street, SE15 5JR ([view map](#))
- Tuesday 11 December 15:00-19:00, Oval House Theatre café, 52-54 Kennington Oval, SE11 5SW ([view map](#))
- Wednesday 12 December 15:00-19:00, Parnell House, 25 Wilton Road, SW1V 1LW ([view map](#))

About the proposed new route:

Barclays Cycle Superhighway Route 5 would bring substantial changes to the road layout to improve safety for cyclists, including:

- More space for cyclists and buses, through reallocation of road space
- New mandatory cycle lanes
- Improvements for cyclists at 52 junctions, including new Advanced Stop Lines, cycle feeder lanes, and speed reduction measures
- An innovative cycle 'early-start' facility at Vauxhall Bridge Road/Millbank to help cyclists get ahead of traffic
- Banning some turns for cars and lorries to reduce conflict with cyclists
- Extension to the existing 20mph speed limit in New Cross

The new route would also include a comprehensive package of supporting measures, including:

- Over 3,000 new cycle parking spaces along the route
- Cycle safety checks
- Free cycle training
- Industry-recognised safety training for drivers of large goods vehicles

Construction work:

We plan to start work in late spring 2013. We will write to local residents and businesses before undertaking work. The route is planned to open later in 2013.

Please let me know if you have any questions.

Best wishes

Oliver Birtill



Oliver Birtill | Consultation Delivery Specialist

Surface Transport
Transport for London

e: barclayscyclesuperhighways@tfl.gov.uk

w: www.tfl.gov.uk/cs5

Consultation Delivery Team, Transport for London, Floor 11 – zone G8-9, Palestra,
197 Blackfriars Road, London, SE1 8NJ

Appendix D – Email to people registered on TfL’s database

Dear

We would like your views on proposals for the new Barclays Cycle Superhighway Route 5 which would run between New Cross Gate and Victoria, via Peckham, Camberwell, Kennington and Vauxhall.

To improve safety for cyclists, the new route would bring road layout changes including:

- New mandatory cycle lanes
- Improvements for cyclists at 52 junctions
- 20mph speed limits in some areas

You can view and feedback on proposals at public exhibitions in Peckham, Oval and Victoria. For details of these and to have your say, please visit tfl.gov.uk/cs5

This consultation will close on Friday 11 January 2013.

Yours sincerely,



Nigel Hardy
Head of Capital Development Team



Appendix E – Summary of comments received in response to each section

This section shows a summary of the comments received in response to proposals for individual sections of CS5. TfL’s response to the main issues raised is available in [Appendix F](#).

Section 1 – Vauxhall Bridge Road north (Neathouse Place to Charlwood Street)

Proposals for this section included:

- New 2 metre mandatory and advisory cycle lanes replace general traffic lanes in both directions on Vauxhall Bridge Road
- Changing red route stopping restrictions to begin at 7am instead of 8am
- New right turn area for cyclists and exemption from existing banned right turns into Charlwood Street and Bloomburg Street
- New Advanced Stop Lines (ASLs)
- Extended Advanced Stop Lines (ASLs).

Do you support TfL's proposals for Section 1?		
Yes	258	73%
Partially	34	10%
<i>Yes and partially</i>	292	83%
No opinion	9	3%
Not sure	6	2%
No	45	13%
Total answered	352	

Summary of comments:

General support for proposals: 9% of responses offered general support or praise.

Traffic impact: 7%, including Westminster City Council and Licensed Taxi Driver Association, raised concerns about the potential for increased traffic congestion following the removal of general traffic lanes.

Support for new mandatory cycle lanes: 4%, including London Cycling Campaign and Sustrans, welcomed the reallocation of road space to accommodate the new lanes. 5% of responses requested for lanes to be segregated from other traffic.

Terminus: 4%, including London Cycling Campaign, requested for CS5 to be extended through and beyond the Victoria gyratory.

Parking and loading: 4% requested even longer stopping restrictions to provide a clearer route for cyclists outside peak times. 2% expressed concern at the potential risk of cyclists in the advisory cycle lanes being struck by opening doors from parked cars.

Enforcement of ASLs: 3% welcomed the new Advanced Stop Lines, although the majority of these suggested they were often ignored by motorists and requested better enforcement.

Cycle contraflows on side roads: 3%, including London Cycling Campaign, requested measures to help cyclists join and leave CS5 from side roads such as Francis Street and Gillingham Street.

Section 2 – Vauxhall Bridge Road south (Charlwood Street to Millbank)

Proposals for this section included:

- New northbound 2 metre mandatory cycle lane replaces some sections of general traffic lane on Vauxhall Bridge Road
- New northbound central cycle lane between Millbank and Drummond Gate
- Changing red route stopping restrictions to begin at 7am instead of 8am
- Extended operating hours for southbound bus and cycle lane on Vauxhall Bridge Road
- Wider sections of bus and cycle lane on Vauxhall Bridge Road
- New Advanced Stop Lines (ASLs).

Do you support TfL's proposals for Section 2?		
Yes	235	74%
Partially	35	11%
<i>Yes and partially</i>	270	85%
No opinion	4	1%
Not sure	3	1%
No	42	13%
Total answered	319	

Summary of comments:

General support for proposals: 9% of responses offered general support or praise.

Drummond Gate: 9%, including London Cycling Campaign and London TravelWatch, expressed concern about the proposed arrangements at this junction. 8% were concerned about the central cycle lane. Suggestions included segregating the central cycle lane or removing the slip road. 1%, including Sustrans, welcomed the proposed arrangements.

Traffic impact: 7%, including Westminster City Council and Licensed Taxi Driver Association, raised concerns about the potential for increased traffic congestion resulting from any reduction in general traffic lanes.

Support for new mandatory cycle lanes: 5%, including London Cycling Campaign and Sustrans, welcomed the reallocation of road-space. 5% of respondents requested for lanes to be segregated from other traffic.

Other issues, each raised in 2% of comments, included concerns about cyclist behaviour and shared lanes for buses and cyclists and requests for improved enforcement of ASLs and even longer operating hours for bus and cycle lanes.

Section 3 – Vauxhall Bridge Road / Millbank junction

Proposals included a new cycle 'early-start' facility at the junction.

Do you support TfL's proposals for Section 3?		
Yes	252	73%
Partially	42	12%
<i>Yes and partially</i>	294	85%
No opinion	3	1%
Not sure	7	2%
No	41	12%
Total answered	345	

Summary of comments:

General support for proposals and early-start design: 12% of responses welcomed the proposals, including 8% specifically supporting the early-start concept.

Concern at cyclists having to wait: 4% were concerned that the early-start system will always involve cyclists being held at a red signal, and could mean them having to stop twice. 2% suggested having a separate cycle phase instead.

CS5 / CS8 interchange: 8% requested further provision for cyclists joining or leaving CS5 at this junction, particularly those turning right. Suggestions included early-start facilities on CS8 itself.

Traffic impact: 4%, including Westminster City Council and Licensed Taxi Driver Association, expressed concerns that the changes would increase traffic congestion at this junction.

Compliance: 3% were concerned that motorists would not comply with the arrangements and would wait ahead of their intended stop line or leave on the early-start signal.

Segregation: 2% welcomed the proposed segregation on the cycle lanes approaching the junction. 2% suggested further segregation and 1% requested no segregation.

Blue surfacing: 2% suggested continuing the blue surfacing across the junction to provide a continuous route for cyclists on CS5.

Section 4 – Vauxhall Bridge (Options 1 and 2)

We consulted on two potential options for Vauxhall Bridge.

Proposals for Option 1 included:

- New eastbound footway-level cycle track on Vauxhall Bridge eastbound
- New eastbound cycle 'early-start' at junction with Albert Embankment.

Proposals for Option 2 included:

- New 4 metre eastbound bus lane
- Dedicated bus and cycle traffic lights.

Support Vauxhall Bridge cycle track or bus lane?		
Cycle track	182	51%
Bus lane	88	24%
Either	45	13%
Neither	36	10%
Not sure	0	0%
No opinion	9	3%
Total answered	360	

Summary of comments:

51% support for cycle track: this included Caroline Pidgeon AM, Sustrans and the Licensed Taxi Driver's Association. 11% welcomed the separation of cyclists and motorists.

24% support for bus lane: this included London Cycling Campaign, London TravelWatch, and Living Streets. Reasons given included a preference to remain with traffic and concerns with the track design.

Pedestrian / cycle conflict: 8%, including Living Streets and London TravelWatch, were concerned that the off-carriageway cycle track could lead to conflict between cyclists and pedestrians. 2% suggested more segregation between cyclists and pedestrians.

Cycle track width: 6% were concerned about the width of the track. Some felt that space should be taken from traffic lanes to allow increased cycle track and footway widths. 4% said they felt the track would be slow for cyclists.

Shared bus / cycle lane concerns: 4% were concerned that buses and cyclists might come into conflict when sharing lanes

Better westbound provision: 3%, including London Cycling Campaign, Sustrans and Caroline Pidgeon AM, requested more provision for westbound cyclists. Suggestions included a 2 metre cycle track in each direction.

Access to and from track: 2% expressed concerns about access to and from the proposed track.

Section 5 – Vauxhall Gyratory (Options 1 and 2)

We consulted on two potential options for Vauxhall gyratory.

Option 1 (subway) included:

- New westbound cycle track through the existing southern pedestrian subway
- New two-way segregated cycle lane replacing a traffic lane on Harleyford Road.

Option 2 (gyratory) included:

- New mandatory cycle lane on Kennington Lane eastbound
- Extended footway near Durham Street
- New advisory cycle lanes on Durham Street and Harleyford Road
- New bus lane on Harleyford Road.

Both options included:

- Eastbound segregated cycle lane replacing some sections of traffic lane on Kennington Lane
- Blocked right turn from Harleyford Road into Kennington Lane.

Support Vauxhall subway or gyratory option?					
Subway	213	55%	Neither	49	13%
Gyratory	54	14%	Not sure	0	0%
Either	60	15%	No opinion	14	4%
Total answered				390	

55% prefer subway: supporters of this option included London Cycling Campaign, Sustrans and Caroline Pidgeon AM. Reasons given included the directness and separation from traffic. 4% of respondents praised the two-way track on Harleyford Road.

14% prefer gyratory: supporters of this option included Living Streets and Licensed Taxi Driver's Association. Reasons given included concerns about conflict between pedestrians and cyclists and a preference to remain in traffic.

Pedestrian/cycle conflict: this issue was raised in 12% of responses, including from Lambeth Council, Living Streets and Caroline Pidgeon AM. Concern was centred around the proposed shared-use areas and in the subway. Some suggested that dedicated cycle tracks and physical segregation would provide better separation.

Access to/from two-way cycle track at Harleyford Road/Durham Street junction: 5% raised concerns or sought clarification as to how cyclists would cross the junction.

Cyclists slowed down by multiple crossings: 4% noted that the proposals for using the subway would involve cyclists waiting to cross at various points, which would lead to slow and frustrating journeys. Particular concern was raised regarding eastbound access to the two-way track from Kennington Lane.

Impact on Harleyford Road residents: A number of residents voiced concerns at the proposals for the two-way track. Issues cited included access to property, potential danger posed to pedestrians by the raised kerb and two-way track, traffic impact and inconvenience of banning the turn, and access to/from the track at Durham Street. They suggested alternatives, including having a one or two-way track on the other side of Harleyford Road.

Congestion: 4% of responses, including from Vauxhall One, expressed concern that the proposals (particularly those on Harleyford Road) would increase congestion in the area.

Banned turn from Harleyford Road to Kennington Lane: 3% of responses objected to the proposed banned turn as it would increase journey times and emissions. Vauxhall One noted that it might impact on local businesses, 1% of responses specifically supported banning the turn.

Durham Street: 4% of responses requested improvements for eastbound cyclists using Durham Street, particularly at the junction with Kennington Lane.

Other routes: 4% of responses requested provision for cyclists not continuing along CS5, including along South Lambeth Road.

Remove or redesign gyratory: 3% of responses, including London Cycling Campaign, requested an overhaul of the road system around Vauxhall, including returning the gyratory to two-way working. LCC also requested for the Harleyford Road gyratory to be removed as part of CS5.

Reduce traffic speeds: 3% of responses expressed concerns over traffic speeds or requested a 20mph speed limit around the gyratory.

Section 6 – Kennington Oval / Harleyford Street

Proposals included:

- New section of eastbound advisory cycle lane
- New and extended sections of shared space footway.

Do you support TfL's proposals for Section 6?		
Yes	242	74%
Partially	41	13%
<i>Yes and partially</i>	283	87%
No opinion	7	2%
Not sure	5	2%
No	31	10%
Total answered	326	

Summary of comments:

General support for proposals: 9% of responses offered support or praise.

Request mandatory cycle lanes: 6% of responses, including from Sustrans, stated a preference for mandatory cycle lanes over advisory lanes or shared bus and cycle lanes.

Reduce traffic speeds: 3% expressed concerns about high traffic speeds in the area, with 1% (including London Cycling Campaign) requesting a 20mph speed limit.

Mixed response for new and extended shared space: 2% supported improving crossing facilities for cyclists, but 2% were concerned at the increased potential for conflict between pedestrians and cyclists.

More provision for right-turners: 2%, including London Cycling Campaign, requested infrastructure to assist cyclists turning right into Kennington Oval or Lockwood House

Bus stop bypasses: 2% requested for cycle lanes to pass to the rear of bus stops to remove the need for cyclists to pull out into general traffic lanes.

Improvements to other cycle routes: 2%, including Lambeth Council and Lambeth Cyclists requested improvements to the LCN+3 cycle route, including removing a section of bus lane between Meadow Road and Kennington Oval to provide a wide shared use path or cycle track.

Section 7 – Oval junction

Proposals included:

- New eastbound mandatory cycle lane on Camberwell New Road
- New westbound central cycle lane on Camberwell New Road
- Banned left turn from Harleyford Street into Kennington Park Road (except cyclists)
- Nearside westbound traffic lane on Camberwell New Road becomes left turn only (except buses and cyclists)
- Westbound bus stop on Camberwell New Road moved slightly east
- Extended Advanced Stop Lines (ASLs).

Do you support TfL's proposals for Section 7?		
Yes	247	72%
Partially	52	15%
<i>Yes and partially</i>	299	87%
No opinion	6	2%
Not sure	3	1%
No	37	11%
Total answered	345	

Summary of comments:

Concern at central cycle lane: 11% of responses, including from Caroline Pidgeon AM, cited concerns such as being between two lanes of moving traffic or having to move across a traffic lane to enter the facility. London Cycling Campaign suggested that the lane should be wider. 2%, including Sustrans, supported the proposed lane.

General support for proposals: 8% of responses offered support or praise.

CS5 / CS7 interchange: 5% requested more help for cyclists travelling between CS5 and CS7. 4% specifically requested provision for a right turn from Camberwell New Road onto Kennington Park Road.

Other roads around the Oval junction: 5% (including Caroline Pidgeon AM and London Cycling Campaign) requested improvements to roads not directly on the CS5 alignment, particularly the link between Kennington Park Road and Brixton Road.

Mixed response to proposed banned left turn from Harleyford Street into Kennington Park Road: 3% (including Lambeth Council and Sustrans) welcomed the banned turn, saying it would improve safety for cyclists. However, 2% objected, citing the lack of an apparent alternative for motorists.

Segregation: 5% requested segregated cycle lanes, including 2% who suggested that the central cycle lane be segregated.

Support for mandatory cycle lane: 4%, including London Cycling Campaign and Sustrans, welcomed the proposed eastbound mandatory cycle lane on Camberwell New Road.

Support for extended ASLs: 3% welcomed the proposal to extend Advanced Stop Lines at the junction.

Section 8 – Camberwell New Road

Proposals included:

- New cycle lanes
- New central cycle lane on John Ruskin Street
- Extended nearside cycle lane on John Ruskin Street
- Raised entry to County Grove
- Left turn only nearside traffic lane on Camberwell New Road westbound approach to Vassall Road
- Minor changes to parking and loading bays.

Do you support TfL's proposals for Section 8?		
Yes	249	77%
Partially	38	12%
<i>Yes and partially</i>	287	89%
No opinion	6	2%
Not sure	3	1%
No	28	9%
Total answered	324	

Summary of comments:

General support for proposals: 10% of responses offered general support or praise.

Support for mandatory cycle lanes: 8%, including London Cycling Campaign and Sustrans, welcomed the mandatory cycle lanes. 2% requested more.

Segregation: 6% requested some form of physical separation between cyclists and motorists.

John Ruskin Street: 5% commented on John Ruskin Street. 1% welcomed the new layout, particularly the improvements for right-turning cyclists. 4% suggested further changes, including requests from London Cycling Campaign and Southwark Living Streets to tighten the geometry of the junction.

Traffic impact: 4% expressed concern that the proposals could increase traffic congestion on Camberwell New Road.

Width of Camberwell New Road: 2% questioned whether Camberwell New Road is wide enough for cycle infrastructure to be added.

Vassall Road: 2% of comments related to the junction with Vassall Road. Sustrans and Caroline Pidgeon AM were concerned that a left-turn only lane could invite conflict between straight-ahead cyclists and left-turning motorists. Cllr Toby Eckersley suggested that the eastbound cycle lane would increase congestion by making it harder for straight-ahead motorists to undertake vehicles waiting to turn right from Camberwell New Road.

Parking and loading: 2% commented on parking and loading. The majority welcomed the proposed changes, requested further inseting of bays, or suggested more stringent parking restrictions.

Barclays Cycle Hire: 2%, including Cllr Geoffrey Thornton, requested that Barclays Cycle Hire be extended to serve Camberwell New Road.

Section 9 – Camberwell town centre

Proposals for CS5 through Camberwell town centre included:

- Introduction of 20mph speed limit through Camberwell town centre
- Nearside traffic lane on Camberwell New Road eastbound at junction with Camberwell Road becomes left-turn only
- Two options for cyclists on Camberwell New Road:
 - Option 1 – 1.5m blue cycle surfacing within wide 4 metre traffic lane (TfL’s preferred option) and new pedestrian crossing at Camberwell Passage
 - Option 2 – extended southern footway to provide more space for pedestrians, with CS5 logos in centre of 3 metre traffic lane
- Two options for cyclists on Camberwell Church Street:
 - Option 1 – 1.5 metre advisory cycle lane in each direction (TfL’s preferred option)
 - Option 2 – 2 metre eastbound mandatory cycle lane and CS5 logos for westbound cyclists
- Loading bays inset to reduce conflict between vehicles and cyclists
- Existing Advanced Stop Lines (ASLs) extended to help cyclists get ahead of traffic
- New parking facility on Camberwell Church Street
- Road resurfacing on Camberwell New Road and Camberwell Church Street to provide a smoother journey for all road users and improve safety.

Do you support proposals for CS5 through Camberwell?		
Yes	216	56%
Partially	44	11%
<i>Yes and partially</i>	260	67%
No opinion	23	6%
Not sure	36	9%
No	68	18%
Total answered	387	

Table showing responses to two options for CS5 in Camberwell:

Section	Option 1	Option 2	Neither	No opinion	Total
Camberwell New Road*	217 54%	79 20%	48 12%	57 14%	401 -
Camberwell Church Street**	149 39%	117 30%	63 16%	57 15%	386 -

*Option 1 – 4m traffic lane with 1.5m cycle surfacing; Option 2 – Extended footway and 3m traffic lane with CS5 logos

**Option 1: 1.5m advisory cycle lane in both directions; Option 2 – 2m e/bound cycle lane and CS5 logos w/bound

Summary of comments:

Support for traffic lane option on Camberwell New Road: The majority of responses, including from Sustrans and the Camberwell Society, supported providing a wider traffic lane with blue cycle surfacing rather than extending the footway. However, others, including Living Streets, preferred for space to be allocated to pedestrians ahead of other modes.

Slight majority in favour of Option 1 on Camberwell Church Street: 39% preferred the 1.5m advisory cycle lanes in both directions proposed in Option 1, compared to 30% who supported the eastbound 2 metre mandatory lane and westbound logos proposed in Option 2. Supporters of Option 1, including the Camberwell Society and Living Streets, felt it important to provide cycle lanes in both directions. However, others, including Southwark Living Streets, felt that 1.5 advisory lanes would be a substandard facility, and that it would be better to provide a wider lane in one direction.

Traffic impact: 8% of responses expressed concern about traffic congestion resulting from the proposed changes. 3% objected to the proposed reduction in traffic lanes and 1%, including the Camberwell Society, were concerned about the proposal to introduce a left-turn only lane on Camberwell New Road on the eastbound approach to Camberwell Road.

Denmark Hill: 6% requested allowing the right turn onto Denmark Hill from Camberwell New Road. Reasons included a feeling that the current situation is “cumbersome”, and that it would reduce rat running from Camberwell Church Street to Camberwell Grove.

20mph speed limit: 4% of responses supported the proposed introduction of a 20mph speed limit, including Living Streets, who were strongly in favour. However, 2% were opposed to it and a further 1%, including the Brewery Logistics Group, were concerned that it could result in an increase in congestion through Camberwell.

Mandatory cycle lanes: 3% requested mandatory cycle lane in both directions on Camberwell Church Street. A further 2% requested more mandatory cycle lanes through Camberwell town centre.

Footway widening: 3% of responses supported the proposed widening of the footway on the south side of Camberwell Church Street, including the Camberwell Society and Grove Lane Residents Association. 2% opposed all proposed footway widening because of a potential increase in congestion. 2% of responses suggested widening the footway on the north side of Camberwell Church Street.

Concern about left-turn only lane on Camberwell New Road: 2% commented on the proposed left-turn only lane at the Camberwell New Road/Camberwell Road junction. The majority of these, including the Camberwell Society, expressed concerns, mainly about the potential for traffic congestion. However, Southwark Living Streets supported the proposal.

Concern at scale of CS5 proposals: 2% of responses, including from Sustrans, expressed concern that the proposals for CS5 through Camberwell were inadequate and lacked ambition. A further 2% opposed Barclays Cycle Superhighways and cycling provision in general.

Section 10 – Peckham Road (west)

Proposals for this section of Barclays Cycle Superhighway Route 5 included:

- New advisory and mandatory cycle lanes in both directions
- Sections of road widening
- Wider bus lane.

Do you support TfL's proposals for Section 10?		
Yes	227	77%
Partially	31	11%
<i>Yes and partially</i>	258	88%
No opinion	7	2%
Not sure	4	1%
No	24	8%
Total answered	293	

Summary of comments:

General support for proposals: 13% of responses offered general support or praise.

Support for mandatory cycle lanes: 7%, including Sustrans, welcomed the mandatory cycle lanes.

Segregation: 4%, including Caroline Pidgeon AM, requested some form of physical separation between cyclists and motorists.

Southampton Way: 3% of responses requested further measures at the junction with Southampton Way, including assistance for right-turning cyclists and advisory cycle lanes. London Cycling Campaign requested that the junction geometry be tightened.

Parking and loading: 3% requested for cycle lanes to operate for longer and obstructions to be minimised. Suggestions included banning parking on the red route and minimising loading.

Road widening: 2% supported the proposed road widening and 1% objected. Living Streets and SE5 Forum for Camberwell both expressed concerns about the impact on pedestrians.

Enforcement: 2% requested improved enforcement of cycle infrastructure.

Traffic impact: 2% expressed concern at the potential for increased traffic congestion.

Section 11 – Peckham Road east / Peckham High Street

Proposals for this section included:

- New mandatory cycle lanes
- Redesigned junction with Kelly Avenue and Lyndhurst Way
- Some sections of minor road widening
- Eastbound bus lane extended
- Inset loading bay on Peckham High Street
- Road resurfacing on Peckham High Street.

Do you support TfL's proposals for Section 11?		
Yes	225	77%
Partially	35	12%
<i>Yes and partially</i>	260	88%
No opinion	7	2%
Not sure	5	2%
No	22	7%
Total answered	294	

Summary of comments:

General support for proposals: 10% of responses offered general support or praise

Support for mandatory cycle lanes: 6%, including Sustrans, welcomed the mandatory cycle lanes.

Kelly Avenue / Lyndhurst Way: 5% of responses, including from London Cycling Campaign, suggested further improvements at this junction, including improved facilities for cyclists turning right from CS5 or continuing north-south across the junction.

Rye Lane: 4% (including London Cycling Campaign) suggested further changes here, including 2% who requested more provision for right-turning cyclists.

Melon Road / Bellenden Road: 3% commented on this junction. Caroline Pidgeon AM raised concerns about the left-turn only lane and others requested additional cycle lane west of the junction.

Segregation: 3%, including Southwark Cyclists, Southwark Living Streets and Roadpeace, suggested some form of physical separation between cyclists and motorists.

Other routes: 3% commented on other nearby roads and cycle routes, including the Surrey Canal Path.

Section 12 – Peckham High Street / Queen's Road west (Peckham Bus Station to Carlton Grove)

Proposals for this section included:

- New eastbound bus lane replaces general traffic lane at peak times
- Wider westbound bus lane
- New westbound mandatory cycle lane at junction with Peckham Bus Station
- Wider and longer central cycle lane on westbound approach to Clayton Street junction
- Raised entrances to Meeting House Lane and Wood's Road
- Road resurfacing on Peckham High Street and Queen's Road.

Do you support TfL's proposals for Section 12?		
Yes	211	76%
Partially	30	11%
<i>Yes and partially</i>	241	87%
No opinion	7	3%
Not sure	4	1%
No	25	9%
Total answered	277	

Summary of comments:

General support for proposals: 12% of responses offered general support or praise.

Mandatory cycle lanes: 5% were supportive of mandatory cycle lanes, with 3% requesting for more to be provided on this section.

Support for new eastbound bus lane: 4%, including the Licensed Taxi Drivers' Association and Astbury Road Area Residents Association, supported the new bus lane. Some asked that it have longer operating hours. 1% objected to the proposal.

Clayton Road / Staffordshire Street: 4%, including London Cycling Campaign and Caroline Pidgeon AM, suggested further measures at this junction. 1% were concerned about the central cycle lane. 1% supported the proposed layout, including Sustrans, who welcomed the improved central cycle lane.

20mph / traffic speed concerns: 4% of responses raised concerns about traffic speeds in this section. Most of these comments advocated a 20mph speed limit in Peckham town centre, including those from London Cycling Campaign, Living Streets and Southwark Council.

Segregation: 4%, including Southwark Cyclists, Southwark Living Streets and Roadpeace, suggested some form of physical separation between cyclists and motorists.

Support for resurfacing: 3% welcomed the proposed carriageway resurfacing.

Central reservation and hatching: 3% suggested that this space be used as carriageway to create more space for cyclists.

Section 13 – Queen’s Road (Carlton Grove – Pomeroy Street)

Proposals included:

- New mandatory cycle lanes in both directions (including replacing a section of bus lane)
- Eastbound bus lane extended to the junction with Pomeroy Street
- New cyclist right turn area into Lugard Road
- Improved cyclists right turn area into Asylum Road
- Raised entrance at Asylum Road
- Road resurfacing on Peckham High Street and Queen’s Road.

Do you support TfL's proposals for Section 13?		
Yes	205	74%
Partially	21	8%
<i>Yes and partially</i>	226	82%
No opinion	7	3%
Not sure	3	1%
No	22	9%
Total answered	258	

Summary of comments:

General support for proposals: 12% of responses offered general support or praise.

Support for mandatory cycle lanes: 8% were supportive of mandatory cycle lanes, with 3% requesting for more to be provided on this section. Most of these comments welcomed the proposed provision, although 2% requested more lanes and 1% requested that they operate at all times.

Support for right turn areas: 5% supported the proposed right turn area at Lugard Road, including Sustrans and Astbury Road Area Residents Association (ARARA). Some suggested further measures, such as a cycle signal phase or CCTV to prevent cars from making the turn. 3% supported the proposals at Asylum Road, although ARARA also noted that the proposed islands could be struck by turning buses. 1% of respondents requested help for cyclists turning right into St Mary’s Road

Segregation: 5% suggested some form of physical separation between cyclists and motorists.

Support for resurfacing: 3% welcomed the proposed carriageway resurfacing.

Impact on traffic: 3% raised concerns that the proposals would increase traffic congestion.

Left turn through bus lane into York Road: ARARA was concerned that left-turning motorists would need to make a sudden turn in order to access York Road without entering the bus lane.

Section 14 – Queen’s Road east (Pomeroy Street – Pepys Road)

Proposals included:

- New sections of mandatory and advisory cycle lane
- Minor road widening
- New Advanced Stop Lines (ASLs).

Do you support TfL's proposals for Section 14?		
Yes	197	75%
Partially	26	10%
<i>Yes and partially</i>	223	84%
No opinion	7	3%
Not sure	6	2%
No	28	11%
Total answered	264	

Summary of comments:

General support for proposals: 9% of responses offered general support or praise.

Mandatory cycle lanes: 7% requested for more mandatory cycle lanes to be installed in this section.

Segregation: 6% suggested some form of physical separation between cyclists and motorists.

New Cross Rd / Queen's Rd / Pepys Rd: 4% suggested further measures at this junction. London Cycling Campaign requested for the junction geometry to be tightened and for ASLs to be provided on New Cross Road and Pepys Road. Other suggestions included helping cyclists to access the ASLs on Queen’s Road.

Footway: 4% included comments or suggestions relating to the footway. 2% supported the proposed road widening or suggested cutting further into the footway to provide more space for cycling facilities. However, others, including ARARA and Southwark Council, requested that pedestrians were not disadvantaged. 1% noted that the existing eastbound cycle track is not well-used; others requested its retention.

Support for resurfacing: 2% welcomed the proposed carriageway resurfacing.

Impact on traffic: 2% raised concerns that the proposals would increase traffic congestion.

20mph: 2% requested a 20mph speed limit on this and other sections of CS5.

Section 15 – New Cross Road

Proposals included:

- New westbound bus lane replaces general traffic lane on New Cross Road
- New eastbound bus lane and extended footway replacing traffic lane at bus stop M (outside Sainsbury's)
- 20mph speed limit extended eastbound as far as Amersham Way junction.

Do you support TfL's proposals for Section 15?		
Yes	238	76%
Partially	39	12%
<i>Yes and partially</i>	277	88%
No opinion	7	2%
Not sure	5	2%
No	26	8%
Total answered	315	

Do you support extending the 20mph speed limit?		
Yes	232	75%
Partially	16	5%
<i>Yes and partially</i>	248	81%
No opinion	10	3%
Not sure	15	5%
No	35	11%
Total answered	308	

Summary of comments:

Extended 20mph speed limit: This was supported or partially supported by 81% of respondents to the question, including Living Streets, London Cycling Campaign and Sustrans. Comments included:

- 3% requesting enforcement, including speed cameras
- 2% requesting extensions to cover the New Cross gyratory or the entirety of CS5
- 2% suggesting it was not needed as traffic already moves slowly

General support for proposals: 10% of comments offered general support or praise.

Terminus: 7% suggested extensions to CS5, including the New Cross Gyratory and Lewisham (both 3%). People also suggested extensions to CS5 in the 'Other Improvements in Lewisham' section and in the 'Overall comments' section (see [Section 4.2](#)).

Traffic impact: 6% expressed concern that the proposals would increase congestion in an already-busy area. A further 1% noted that the area was prone to traffic congestion but did not comment on how the CS5 proposals might affect this.

New eastbound bus lane and extended footway: This attracted a mixed response. 3%, including London Cycling Campaign and Licensed Taxi Drivers' Association, supported the new arrangement. However, 2% raised concerns, including the potential for conflict between cyclists and buses and increased traffic congestion.

Cycle lanes: 3% requested more dedicated cycle lanes. Some said this would be preferable to sharing with buses.

Segregation: 3% requested physical segregation between cyclists and other traffic.

Section 15 - Further cycling improvements in Lewisham and New Cross

TfL is committed to providing improvements for cyclists east of New Cross as part of CS5, including measures to improve access to Lewisham town centre. Respondents were invited to suggest improvements. There were 125 responses to this question.

The most common suggestions are summarised below:

General suggestions:

Calls for CS5 to be extended: 25% of responses suggested it should be extended to cover the New Cross gyratory, followed by Lewisham (17%), Deptford (10%) or Greenwich (4%). 7% suggested other extensions or alignments. Two respondents felt that routes between New Cross and Lewisham are already good.

Requests for more cycle lanes: 22% of respondents either suggested specific locations for new cycle lanes or requested a general increase in dedicated provision. 9% felt that this needed to be segregated. Continuity of cycle lanes and removing the need for cyclists to cross traffic flows were particular concerns.

Cycle routes on quieter roads: 13% suggested marking cycle routes along back roads or off-road rather than on main roads, and 5% suggested linking to existing cycle routes of this sort. 4% suggested developing and promoting LCN+ route 22 (London Bridge to Brockley) and other LCN routes.

Signage of cycle lanes and routes: This was a priority for 9% of respondents.

Advanced Stop Lines: 6% of respondents requested more or better-enforced ASLs.

Location-specific comments:

New Cross (Amersham) gyratory system: 15% of responses requested changes to the one-way system. 4% felt that contraflow cycle lanes are necessary here, and 2% suggested that removal of the gyratory would improve the roads for cyclists and to improve the general environment.

Deptford Broadway / Deptford Church Street: 7% suggested improvements for cyclists on Deptford Bridge and Deptford Broadway. Suggestion included help for right-turners at the Brookmill Road and Deals Gateway junctions and dedicated cycle lanes.

Lewisham Way: 6% of responses suggested improvements, including dedicated cycle lanes, wider bus lanes and ASLs.

Lewisham station roundabout: 3% of responses noted that the roundabout was challenging for cyclists and requested improvements.

Old Kent Road: 5% requested improved cycling provision along Old Kent Road.

Brockley: 4% suggested improvements at various locations in Brockley, including mandatory lanes and traffic-calming measures.

Lewisham station roundabout: 3% of responses noted that the roundabout was challenging for cyclists and requested improvements.

Appendix F – TfL response to issues most commonly raised in consultation for CS5

Issues relating to the whole route:

Segregation and floating bus stops: Unlike the extension to Barclays Cycle Superhighway Route 2 from Bow to Stratford (which some respondents used as a point of comparison), CS5 passes through a series of Victorian town centres, and other areas where there are many competing demands for the limited space available. The limited amount of spare footway space in these areas means that bus stop bypasses would not be feasible, meaning cyclists would need to re-enter the carriageway to overtake waiting buses. Providing segregated cycle lanes through these town centres would also create severe difficulties for businesses, which need to load and unload outside their property.

We therefore feel it is better use of the available space to provide dedicated space to cyclists on the carriageway, using wide mandatory lanes as extensively as possible. As outlined in [Section 5](#), we will semi-segregate bus and cycle lanes on the Oval – New Cross Gate section of CS5 by 2014. The redesigned proposals for the central London – Oval section of the route will also contain a greater degree of full segregation.

Impact on traffic: We have undertaken traffic modelling analysis to assess the impact of the CS5 proposals on other traffic. In places where space is being reallocated to provide more space for cyclists (and in some cases buses), there will obviously be some reduction in traffic capacity. However, TfL is aware of its responsibility to balance the interests of all road users, and changes have been planned to minimise impacts wherever possible.

For many parts of CS5, it has been possible to create room for cycle lanes by rearranging lane markings to reallocate excess space from traffic lanes whilst retaining the same number of traffic lanes with safe and consistent widths.

It is also important to note that we have reviewed all signalised junctions along CS5 to bring traffic and pedestrian light timings in line with the latest Department for Transport standards. This means that traffic capacity is being slightly reduced in some places in order to provide extended crossing times for pedestrians.

Please see comments relating to individual sections to see our response to concerns regarding the impact on traffic in specific areas.

Enforcement: The Metropolitan Police Service undertakes targeted enforcement against careless and dangerous road user behaviour. TfL funds the Police's Cycle Task Force, which is committed to embedding responsible road user behaviour by both cyclists and motorists at newly installed cycling safety infrastructure, including new Cycle Superhighways, through a combination of education and enforcement. The Cycle Task Force will be patrolling CS5 when it opens, ensuring appropriate behaviour by all road users and enforcing against non-compliance.

TfL and the Police are also planning a campaign to promote considerate and safe use of cycling infrastructure by both cyclists and motorists. One of the campaign messages will focus

on the use of ASLs, to be articulated on posters and a leaflet, which the Police will use for on-street engagement campaign, which will be swiftly followed by an ASL enforcement operation.

Extension or realignment: We are working to extend CS5 east of New Cross Gate to Lewisham town centre – our original ambition – and to link it to other places east of New Cross Gate. Various options are being investigated, but discussions are at an early stage.

We are also revising our proposals for central London - Oval sections of CS5, and will consider comments made about this end of the route as part of this work.

Speed reduction and 20mph speed limits: CS5 will introduce a new 20mph speed limit in Camberwell, as well as extending and improving signage for the existing 20mph limit in New Cross. We will monitor the impacts of these new speed limits (as well as the new 20mph limit at Waterloo roundabout) to help us understand the potential for 20mph speed limits elsewhere on the TLRN, bearing in mind the potential benefits, alongside the other functions these roads perform, including the movement of people and goods. We will continue to consider speed limits on the TLRN on a case-by-case basis.

We will also continue to support the installation of 20mph zones and speed limits on borough roads, and have funded many 20mph zones across London's residential zones.

Requests for longer operating hours of cycle and bus lanes and reduced parking and loading: As CS5 passes through several town centres, taking cyclists where they want to go, there is inevitable competition for kerbside access. We have balanced these competing demands by providing a clear, unobstructed route for commuter cyclists whilst not having a disproportionate impact on the residents and businesses along the route who require parking and loading. We undertook a thorough review of all parking and loading along CS5 to see whether it was needed and regularly used. We used this review to identify changes to the operating hours to a number of parking and loading bays in sections 6-15, including reducing operating hours or moving or inseting the bays to provide a clearer route for cyclists.

We also reviewed all bus lanes along CS5 to see if operating hours could be extended without causing an unacceptable impact on other road users.

TfL also continues to work with the freight industry to shape the future of deliveries in London. This includes working with businesses and encouraging deliveries to be retimed to reduce the impact on other road users, whilst still efficiently providing the goods and services that London's businesses and residents need in order to function.

Concerns about cyclist behaviour: We acknowledge that some people are concerned about antisocial cycling, although we also believe that most cyclists ride responsibly. Cyclists only cause about three per cent of injuries to pedestrians in London, roughly in proportion with their share of overall road traffic.

TfL promotes adherence to the Highway Code by all road users and encourages 'responsible cycling' and mutual respect between cyclists and other road users. This means working to eliminate offences such as jumping red lights, cycling on the pavement, and cycling at night without adequate lighting. We do this through marketing and engagement campaigns, and by

working with the Police on education and enforcement activity. We are also currently researching cyclist behaviour at red lights to try and understand the issue of red light jumping. The outcomes of this will be used to inform work going forward to address this issue, most likely through enforcement and behaviour change campaigns.

TfL also funds the Police's Cycle Task Force, which is committed to embedding responsible road user behaviour by both cyclists and motorists. The Cycle Task Force will be patrolling CS5 when it opens, ensuring appropriate behaviour by all road users and enforcing against non-compliance.

Impact on pedestrians: Where footway widths are being slightly cut back to make room for cycle lanes, a minimum width of 3 metres is being retained. Best practice guidance recommends a minimum of 2 metres. We are also planning or proposing footway extensions in Camberwell (subject to a decision on the final design), Peckham and New Cross. Raised entrances at various side roads will also improve conditions for pedestrians.

We are modifying the operation of some junctions where road layouts are changing. This may result in slightly longer waiting times at a small number of pedestrian crossings at certain times. However, it may be possible to reduce waiting times at others. Work to finalise junction operation is continuing. It is also important to note that we have reviewed all signalised junctions along CS5 to bring traffic and pedestrian light timings in line with the latest Department for Transport standards, which will provide extended crossing times for pedestrians in some cases.

Shared-use footway is only proposed in Section 6 of the current CS5 proposals to allow cyclists to access and use one new and one existing shared crossing. The proposals for Vauxhall are being reconsidered, and comments made as part of this consultation will be considered by designers. We will look to minimise any potential conflict between pedestrians and cyclists.

Requests for extensions to Barclays Cycle Hire to Camberwell, Peckham, New Cross: Whilst there are no current plans to extend Barclays Cycle Hire further into south east London, we will continue to review further outward expansion in the future, and encourage those with financial backing and strong proposals to contact us directly so that we are able to investigate the possibilities. Construction work has recently begun on an expansion further into south west London, and the Mayor has asked TfL to continue to look at ways to expand and improve the scheme in a sustainable way.

Comments relating to borough roads: Where responses related to roads controlled by borough councils, we have forwarded these comments for their consideration.

Issues relating to individual sections of CS5:

Sections 1-5

We are revising our proposals for the central London - Oval sections of CS5, and will take responses to this consultation into account. We expect to consult on revised proposals for this part of the route later in 2013.

Section 6 – Kennington Oval / Harleyford Street:

Request for mandatory cycle lanes: We have provided mandatory cycle lanes wherever possible on CS5. However, there is not enough space for mandatory lanes on this section of route. The bus lanes provide a continuous route for cyclists, separated from general traffic.

20mph / traffic speed concerns: CS5 will introduce a new 20mph speed limit in Camberwell town centre, and extend and improve signage for the existing limit in New Cross. We intend to monitor the impacts of the new speed limits to help us understand the potential for further 20mph speed limits elsewhere on the TLRN.

Concerns about shared space: Both sections of shared space in Section 6 are already in place and allow cyclists to use the shared crossings. The extended northern footway at the Meadow Road crossing will provide more space for all users and reduce the potential for conflict. CS5 will also improve surfacing and signage to heighten awareness that the space is shared between cyclists and pedestrians.

More provision for right-turners: There is not enough room for right turn pockets on this section of route. However, we are resurfacing the shared space at the junction with Kennington Oval to improve conditions for cyclists and pedestrians using the shared crossing here.

Improvements to other cycle routes: We are extending the northern footway opposite Meadow Lane to provide more space for eastbound cyclists using the shared crossing to continue south along the LCN+3 route on Meadow Road.

Section 7 – Oval junction

Major junction improvements at Oval – by 2016: As outlined in [Section 5](#), we are developing a major scheme at the Oval junction, which will improve conditions for cyclists and other road users on all approaches, including the A3 and A23. We expect to consult on these proposals in 2014. Comments raised in CS5 consultation will be considered by designers of the wider Oval scheme.

We have therefore revised the scope of the CS5 proposals to provide initial improvements to guide cyclists through the junction ahead of a more comprehensive redesign.

Concern at central cycle lane: We are no longer proposing a central cycle lane at Oval. Centrally placed route logos in the nearside lane will guide cyclists through the junction, encourage a central riding position, and will alert motorists to the likely presence of cyclists.

CS5 / CS7 interchange: Eastbound cyclists on CS5 wishing to access CS7 northbound will be signed along John Ruskin Street and Dale Road. We are making improvements for cyclists at the junction of John Ruskin Street and Camberwell New Road (see Section 8). The Better Junctions project at Oval will consider how to improve interchange between the two Superhighways at the junction itself.

Comments on other roads around the Oval junction: Comments raised in CS5 consultation will be considered by designers working on the major scheme at Oval. That scheme will seek to improve conditions for cyclists on all approaches to the junction, including the A3 and A23.

Mixed response to proposed banned left turn from Harleyford Street into Kennington Park Road: Having considered comments received, we are no longer proposing to ban this left turn. Although it would have offered safety benefits to cyclists, the impact on motorists, and particularly residents and businesses on Kennington Park Road was deemed to be too great.

Impact on traffic: Our analysis shows that the changes planned in this area as part of CS5 could increase journey times for general traffic at busy times, assuming there is no decrease in

existing traffic levels. We balanced this impact against the benefits to cyclists before deciding to proceed with the proposals for CS5.

Section 8 – Camberwell New Road

Suggestions for further changes at John Ruskin Street: We are proposing several improvements for cyclists entering and leaving John Ruskin Street, including extending the existing southbound cycle feeder lane, providing a new central cycle feeder lane for right-turning cyclists, and widening the eastbound bus gate to make it easier for cyclists to pass buses at the bus stop.

As with all side roads on CS5, we undertook vehicle tracking analysis to see whether the junction entrance could be narrowed without risking some vehicles striking the kerb. However, our analysis at John Ruskin Street showed that the existing road width is needed.

Impact on traffic: The changes planned in this area as part of CS5 are forecast to increase journey times for general traffic at busy times, assuming there is no decrease in existing traffic levels. We balanced this impact against the benefits to cyclists before deciding to proceed with the proposals for CS5.

Concerns that Camberwell New Road is not wide enough for a cycle route: Camberwell New Road provides a direct route from Oval to Camberwell town centre and is already popular with cyclists. The CS5 proposals include long sections of new and upgraded cycle lane, which will provide dedicated space for cyclists whilst retaining adequate traffic lane widths. We are creating space by adjusting the central line markings to provide adequate traffic lane widths in both directions. Where sections of traffic lane are being narrowed, a minimum width of 3 metres is being retained to allow for safe use by larger vehicles.

Concerns regarding arrangements at Vassall Road: The left turn only lane includes centrally-placed CS5 logos in the nearside lane to indicate that cyclists should adopt a central riding position and to remind motorists of the likely presence of cyclists. The mandatory cycle lane will increase protection for eastbound cyclists. There is insufficient space for a right-turn pocket at the junction, and straight-ahead motorists should not attempt to pass inside of right-turning motorists here. Straying into the mandatory cycle lane would be an enforceable offence.

Section 9 – Camberwell town centre

We are continuing discussions with Southwark Council regarding the plans for CS5 in Camberwell and the wider town centre scheme. We intend to deliver initial improvements in Camberwell in time for the launch of CS5 in autumn 2013. The main works will then take place in 2014, at the same time as the other town centre works. We hope to announce the final plans for Camberwell later in 2013, and will respond to issues raised in consultation at that time.

Our initial CS5 plans in Camberwell include:

- Introduction of 20mph speed limit through Camberwell Town Centre
- Nearside traffic lane on Camberwell New Road eastbound at junction with Camberwell Road becomes left-turn only
- New sections of advisory and mandatory cycle lane up to 2 metres wide
- ASLs extended to 7.5m deep at junctions with Camberwell Road/Denmark Hill and Artichoke Place and 5m deep at junction with Benhill Rd

20mph speed limit: We do not expect the 20mph speed limit to have an impact on congestion, as traffic speeds are already low when the roads are busy. The speed limit will help reduce speeds at times when the road is less busy, thereby improving safety for all road users.

Concerns at proposed left turn only nearside traffic lane on Camberwell New Road junction with Camberwell Road: We are proposing this change in order to reduce the potential conflict between straight-ahead cyclists and left-turning motorists. It would also leave motorists in the correct position to pass the bus lane on Camberwell New Road. Our analysis shows that the new arrangement could slightly increase journey times in busy periods, assuming there is no decrease in existing traffic levels. We balanced this against the benefits to cyclists before deciding to proceed with the proposals for CS5.

Section 10 – Peckham Road (west)

Suggestions for further improvements at Southampton Way: The existing right turn filter lane provides space for all right-turning vehicles. There is insufficient space to provide a dedicated cycling right-turn area, or to include advisory cycle lanes across the junction. We undertook computerised vehicle tracking to see if the junction could be made smaller, but this analysis showed that the existing space is needed to allow vehicles to turn without striking the kerb.

Concerns about pedestrian impact of proposed road widening: The footway will be cut back by up to 1 metre either side of the junctions with Bushey Hill Road and Talfourd Road in order to make room for new cycle lanes. The remaining footway will still be at least 3.2 metres wide (best practice guidance recommends a minimum of 2 metres).

We are postponing the proposed road widening at the Wilson Road / Benhill Road junction as investigations showed that the work will require extensive carriageway works to relocate underlying fibre optic cables. We will therefore consider this again as we work with Southwark Council to develop the overall scheme for Camberwell town centre. This means that there is no longer room for the proposed 15 metre section of eastbound mandatory cycle lane between the bus stop and the junction.

Traffic impact: Our analysis shows that the changes planned in this area as part of CS5 could increase journey times for general traffic at busy times, assuming there is no decrease in existing traffic levels. We balanced this against the benefits to cyclists before deciding to proceed with the proposals for CS5.

Section 11 – Peckham Road east / Peckham High Street

Suggestions for further changes at Kelly Avenue / Lyndhurst Way: We have redesigned this junction to provide more space for cyclists and make better use of the available space. We have reduced the number of traffic lanes at the junction from three to two and provided cycle lanes across the junction. A further reduction of traffic lanes would have too great an impact on traffic capacity here.

We will look to provide a raised junction entrance on Lyndhurst Road to help reduce the speed of turning traffic, subject to local consultation.

Suggestions for further changes at Rye Lane: It is not possible to provide an on-carriageway right turning facility for cyclists, as the Police have requested for the central island to be retained to prevent motorists from making the banned right turn into Rye Lane (although

Rye Lane is now a one-way street, there is still a problem with vehicles driving down this the wrong way). The guard rail is also required here to discourage pedestrians from crossing the road dangerously. Cycle access to Rye Lane is possible using the shared 'toucan' crossing to east of the road. The narrow footway widths here mean that it would not be feasible to widen this crossing as requested by some respondents. Comments relating to cycling facilities on Rye Lane have been shared with Southwark Council, which is the Highway Authority for this road.

Suggestions for further changes at Melon Road / Bellenden Road: We have improved this junction for cyclists in both directions. Eastbound cyclists will share the nearside lane with the relatively low numbers of left-turning motorists at the junction. The left-turn only lane includes centrally-placed CS5 logos to indicate that cyclists should adopt a central riding position and to remind motorists of the likely presence of cyclists. Westbound cyclists benefit from a mandatory cycle lane on the approach to the junction. Blue cycle surfacing is provided for a short stretch west of the junction where the road is too narrow for a mandatory lane of sufficient width.

We will also look to provide a raised junction entrance on Bellenden Road to help reduce the speed of turning traffic, subject to local consultation.

Suggestions for improvements to other routes: We will share suggestions for routes such as the Surrey Canal Path with Southwark Council, which is responsible for this route.

Section 12 – Peckham High Street / Queen's Road west (Peckham Bus Station to Carlton Grove)

Concerns about central cycle lane at Clayton Road / Staffordshire Street and other suggestions: Following successful negotiations with the Department for Transport, we will be installing a mandatory central cycle lane instead of an advisory one, providing even better protection for cyclists. The proposals already included widening the existing lane from 1.2 to 1.7 metres. The central cycle lane is designed to reduce the chances of conflict between left-turning motorists and straight-ahead cyclists. Eastbound cyclists benefit from new sections of bus and cycle lane on the approach to and exit from the junction.

It is not possible to provide a right turn for cyclists from Clayton Road, as this would require a dedicated signal phase for right turning cyclists whilst other traffic was held. This would have a significant impact on the capacity of the junction. It is also necessary to retain both traffic lanes at the exit from Clayton Road in order to provide enough capacity for vehicles passing through the junction.

20mph / traffic speed concerns: CS5 will introduce a new 20mph speed limit in Camberwell and extend and improve signage for the existing limit in New Cross. We intend to monitor the impacts of the new speed limits to help us understand the potential for further 20mph speed limits elsewhere on the TLRN.

Requests to remove central reservation and hatched markings: The hatched markings and central islands create space for right turn pockets on the A202. These pockets enable right-turning vehicles to wait without obstructing other traffic, thereby benefitting all road users by reducing the potential for conflict and reducing congestion.

Section 13 – Queen’s Road (Carlton Grove – Pomeroy Street)

Right turn into St Mary’s Road: We looked at ways of making it easier for cyclists to turn right into St Mary’s Road, but concluded that this would only be possible by installing traffic signals at the junction, which would have too great an impact on journey times for other road users. Right-turning cyclists should move into the traffic lane to access the existing right turn pocket provided for general traffic.

Impact on traffic: New bus lanes will replace traffic lanes on Queen’s Road, and our analysis shows that this could increase journey times for general traffic at busy times, assuming there is no decrease in existing traffic levels. We balanced this against the benefits to cyclists and bus passengers before deciding to proceed with the proposals for CS5.

Risk of buses striking kerbed right turn area into Asylum Road: The proposals include a slight widening of the entrance to Asylum Road to allow buses to make the turn. We have undertaken vehicle tracking analysis here to make sure the entrance is wide enough for vehicles to make the turn safely.

Concern at difficult left turn across bus lane for motorists entering York Road: The bus lane will stop west of this junction to allow motorists to make this manoeuvre smoothly.

Section 14 – Queen’s Road east (Pomeroy Street – Pepys Road)

New Cross Rd / Queen's Rd / Pepys Rd: New advisory cycle lanes will provide dedicated space for westbound cyclists at this junction. Eastbound cyclists will benefit from a new Advanced Stop Line, whilst new lane markings will encourage lane discipline by motorists. Following requests received in consultation, we also intend to introduce a new Advanced Stop Line for eastbound cyclists on New Cross Road at the junction with Queen’s Road, subject to traffic modelling.

We looked at narrowing the junction entrance and at providing a segregating kerb for westbound cyclists at the corner of New Cross Road, Pepys Road and Queen’s Road. However, vehicle tracking analysis showed that the existing space is needed to allow large vehicles to turn. It would not be feasible to provide an off-carriageway bypass to the eastbound ASL due to the limited footway space here, as well as the need to provide a safe re-entry into the traffic lane.

Suggestion for cyclists to use footway / cut into footway to create wider cycle lane: The existing section of off-carriageway cycle track is relatively short, and we concluded that it would be better for cyclists to remain on the carriageway rather than leaving and re-entering it over a short distance. The limited footway space in other parts of this section, along with the many utilities located just beneath, means that it would not be feasible to cut into the footway to create wider on-carriageway cycle facilities. The bus lane provides cyclists with a consistent facility separate from general traffic. Semi-segregation will also provide additional separation from general traffic.

Impact on traffic: New bus lanes will replace traffic lanes on Queen’s Road, and our analysis shows that this could increase journey times for general traffic at busy times, assuming there is no decrease in existing traffic levels. We balanced this against the benefits to cyclists and bus passengers before deciding to proceed with the proposals for CS5.

Section 15 – New Cross Road

Enforcement, extents and traffic impact of extended 20mph speed limit: Initially, the speed limit will be enforced using improved signage. Speed surveys will be undertaken before and after implementation to determine whether any further measures are required. We will give further consideration to the request for the 20mph limit to be extended to cover the whole gyratory system. We do not expect the change to have an impact on congestion, as traffic speeds are already low when the roads are busy.

Terminus: We are working to extend CS5 east of New Cross Gate to Lewisham town centre – our original ambition – and to link it to other places east of New Cross Gate. Various options are being investigated, but discussions are at an early stage.

Impact on traffic: New bus lanes will replace traffic lanes on New Cross Road, and this is forecast to increase journey times for general traffic at busy times, assuming there is no decrease in existing traffic levels. We balanced this against the benefits to cyclists and bus passengers before deciding to proceed with the proposals for CS5.

New eastbound bus lane and extended footway: The proposed arrangement provides improvements for pedestrians, bus passengers and cyclists. Bus passengers gain quicker journey times, as buses will no longer need to wait to pull out into the road. They will also benefit from a new bus shelter. Pedestrians gain extra footway space, and cyclists benefit from a wide bus lane, meaning they don't need to mix with general traffic and can easily pass waiting buses.

Some respondents suggested installing a bus stop bypass around the back of the bus shelter here to allow cyclists to pass on the inside of buses. This would not be suitable for this location, as cyclists would need to merge with moving traffic straight after the bus stop. It is also a very well-used bus stop, with high volumes of pedestrians.

Request for more cycle lanes: We have provided cycle lanes on CS5 wherever there is space to do so, or where space can be reallocated without causing an unacceptable impact on other road users. Carriageway and footway space is very limited in New Cross, and by providing new bus lanes, we've been able to provide a clear route for cyclists away from general traffic and improve journey times for the many bus passengers in the area.

Lewisham improvements: We are grateful for the many useful suggestions we've received to help cyclists in New Cross and Lewisham access CS5 and to improve cycling in the area more generally. We will consider these suggestions as we continue to investigate ways of extending CS5 to Lewisham and to link it to other places east of New Cross Gate.