

We are also consulting at the same time on initial ideas to simplify the road network in the King's Cross area. See [tfl.gov.uk/kings-cross-gyratory](http://tfl.gov.uk/kings-cross-gyratory) by 20 March 2016 when the consultation closes or take a leaflet from one of the public events.

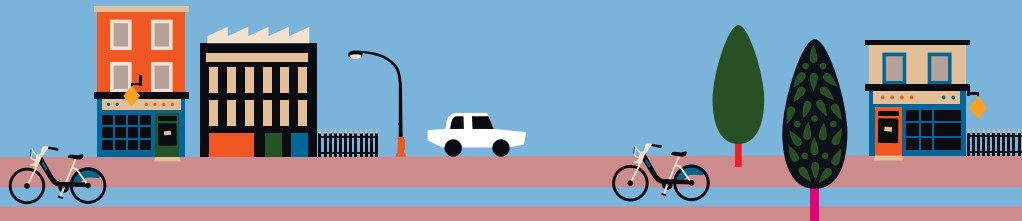
As part of the Central London Grid, Camden Council is also consulting on proposed cycling improvements to link with the North-South Cycle Superhighway at the junction of Judd Street and Euston Road, continuing along Midland Road. This consultation will run from 15 February.

See [consultations.wearecamden.org/culture-environment/midland](http://consultations.wearecamden.org/culture-environment/midland) for details or take a leaflet from one of the events.

**Consultations close on Sunday 20 March 2016.**



Artist's impression of the North-South Cycle Superhighway on Farringdon Street, looking southbound from Farringdon Station



## What are we proposing?

Transport for London (TfL), together with Camden and Islington Councils, would like your views on proposals for the North-South Cycle Superhighway (CS6) between Stonecutter Street (near Holborn Viaduct) and King's Cross.

We previously consulted on the North-South Cycle Superhighway in autumn 2014 and are currently constructing the first phase between Elephant & Castle and Stonecutter Street. The proposals in this consultation would continue the substantially-segregated cycle route along main roads to Farringdon Road, and provide cycle improvements along quieter back streets towards King's Cross. Further details are available at [tfl.gov.uk/cycle-north-south](http://tfl.gov.uk/cycle-north-south)

## Why are we proposing this?

Cycling is now a major mode of transport in London. In 2014, 645,000 journeys a day were made by bike, a 10 per cent increase from 2013. Cycling during the morning rush hour in London has more than trebled since 2000\*.

The North-South Cycle Superhighway has been designed to improve safety and reduce conflict between motor vehicles and cyclists, and to encourage the large numbers of people who would like to cycle, but currently feel unable to do so. Data from existing Cycle Superhighways suggests the new route would also draw cyclists away from other routes in central London which are less suitable for them.

## Where the North-South Cycle Superhighway would go

The proposed route would start at Stonecutter Street, where the North-South Cycle Superhighway continues south to Elephant & Castle. It would continue north on Farringdon Road to Greville Street, connecting with the proposed Central London Grid at West Smithfield. At Greville Street, northbound cyclists would turn onto a quiet back street route continuing to King's Cross. Southbound cyclists from King's Cross would turn off the back-street route onto Farringdon Road at Ray Street via a new signalised junction and continue south on a stepped cycle track.

\*Source: Travel in London, Report 8

The quiet back street route for northbound cyclists is proposed because Farringdon Road north of Greville Street is too narrow to accommodate segregated cycle tracks in both directions alongside facilities for other road users such as bus stops and loading bays for a number of shops and businesses.

The back street route connects with the Central London Grid on Calthorpe Street to Bloomsbury and Angel. There are also connections with the proposed Central London Grid along Midland Road to Royal College Street, Camden Town and Swiss Cottage.

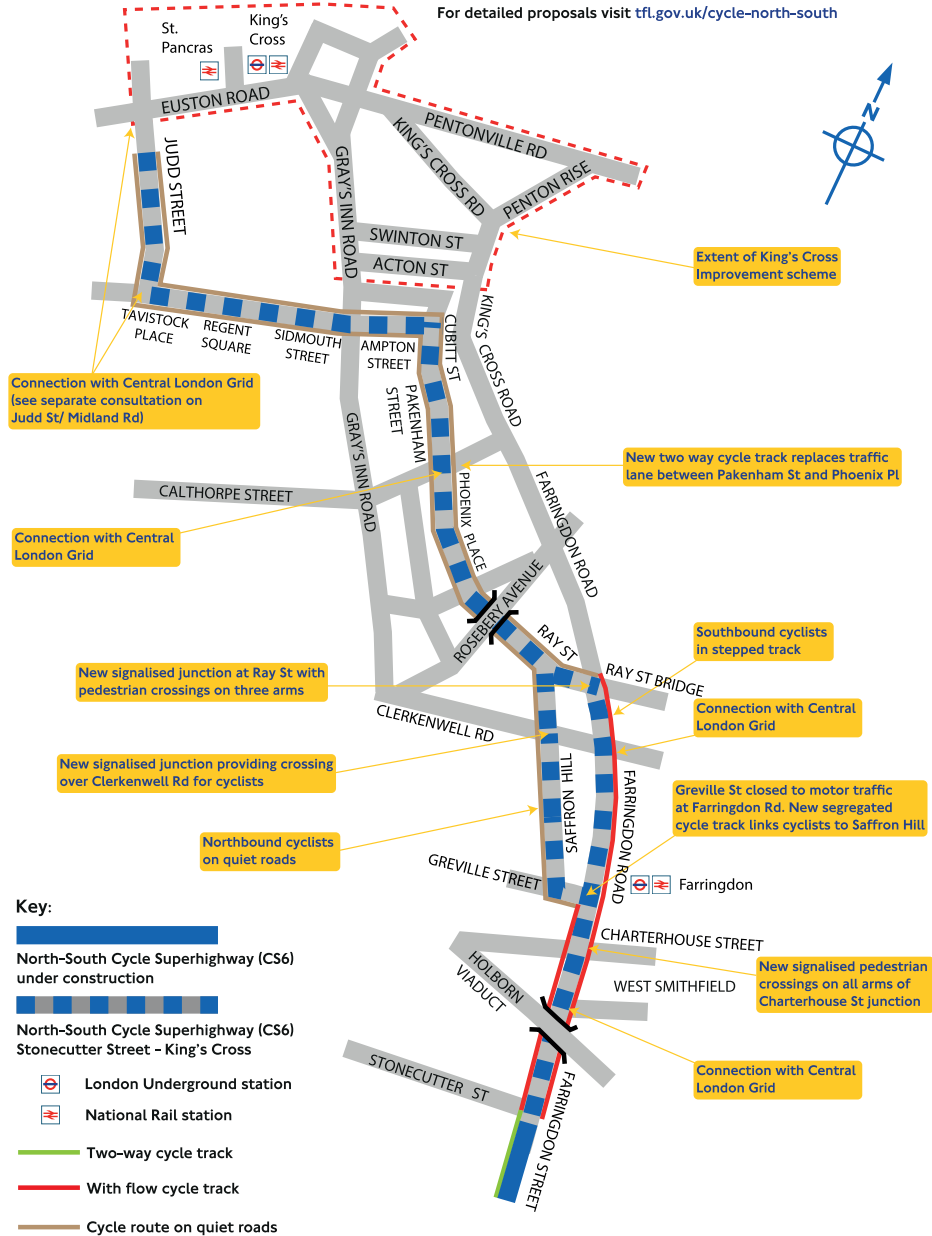


Artist's impression of the North-South Cycle Superhighway on Phoenix Place and Calthorpe Street



## Stonecutter Street - King's Cross

This map shows some of the main changes proposed along the route  
For detailed proposals visit [tfl.gov.uk/cycle-north-south](http://tfl.gov.uk/cycle-north-south)

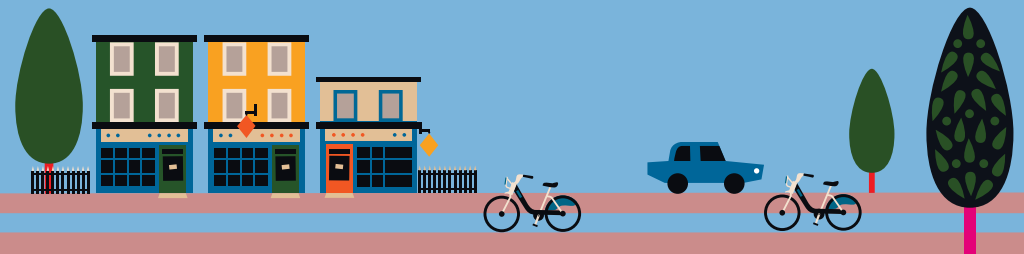


## Proposed road layout changes

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

- Dedicated cycle lanes replacing sections of traffic and bus lane on Farringdon Road and Farringdon Street
- A quiet back-street route with improved cycle priority from Ray Street to King's Cross
- Redesigned junctions, with improved priority for cyclists
- Links to other existing and proposed cycle routes including the proposed Central London Grid at West Smithfield, Clerkenwell Road, Calthorpe Street, Tavistock Place, Judd Street and Midland Road
- New traffic restrictions to help traffic flow and create better conditions for cycling, including banned turns for motorists at Clerkenwell Road and Charterhouse Street
- Wider footways and public spaces, including at Calthorpe Street and Greville Street
- Seven new signalled pedestrian crossings, including all arms of Charterhouse Street junction and two new zebra crossings
- Changes to parking and loading, with some provision introduced, some removed, and some relocated or re-timed
- Changes to bus stops, including some new bypasses for cyclists

For more information please see detailed designs at [tfl.gov.uk/cycle-north-south](http://tfl.gov.uk/cycle-north-south)



## What impacts this scheme would have on other road users

### Traffic and bus impacts:

We do not expect these proposals to noticeably increase journey times for other road users, and in some cases our modelling shows improvements. There will still be some increases in journey times overall on the route when compared to the existing situation before construction for other schemes commenced. This is because of the impact of other schemes nearby that are not part of this consultation.

Pedestrian wait times at existing signalised junctions are proposed to remain the same, and wait times at Farringdon Station are expected to reduce because of the closure of Greville Street to motor traffic. New signalised pedestrian crossings are proposed at Charterhouse Street, Ray Street and where Clerkenwell Road meets Saffron Hill and Herbal Hill.

### Parking and loading:

Although we have designed our proposals to minimise the impact on parking and loading, we would need to relocate or remove a small amount of existing kerbside parking and loading to make space for the cycle route. Some loading provision would also operate for less time.

### Businesses, servicing and deliveries:

We continue to work with businesses and freight operators to minimise the impact of these proposals on their operations. If your home or workplace is on or near the proposed route please let us know if the proposals could affect your deliveries, collections and servicing. We encourage you to discuss these proposals with the companies undertaking these operations.

Details are available at [tfl.gov.uk/cycle-north-south](https://tfl.gov.uk/cycle-north-south)

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

You can have your say and view our detailed proposals at [tfl.gov.uk/cycle-north-south](https://tfl.gov.uk/cycle-north-south). The consultation closes on Sunday 20 March 2016.

We will also be holding a number of public events where you will have the opportunity to see details of the proposals and talk to the project team.

You can see the proposals at:

- King's Cross Underground main ticket hall below the main concourse of King's Cross Mainline Station (Northern Concourse for Northern, Piccadilly and Victoria lines) from 15.00 to 19.00 on Friday 12 February
- Horsfall Room, Kings Place, 90 York Way, NI 9AG on Monday 15 February from 18.30 to 20.30\*
- Horsfall Room, Kings Place, 90 York Way, NI 9AG on Friday 19 February from 14.00 to 17.00\*
- Farringdon Underground new Crossrail entrance in Cowcross Street from 15.00 to 19.00 on Friday 18 March.

\*At the Kings Place events there will also be the project teams for the King's Cross gyratory and Judd Street / Midland Road consultations.

More events will be added to the consultation website at [tfl.gov.uk/cycle-north-south](https://tfl.gov.uk/cycle-north-south)

You can also request paper copies of plans and response forms, copies in Braille, large text or another language by emailing [consultations@tfl.gov.uk](mailto:consultations@tfl.gov.uk), writing to **FREEPOST TFL CONSULTATION** or calling **0343 222 1155\*\***

\*\*Service and Network charges may apply

