

1/ St George's circus



Sharp left turn (towards Westminster Bridge Road), so buses often position wide to make the turn. This creates a pinch point with other buses going towards Blackfriars, as well as, left hook danger for cyclists (taking the direct route up London Road)



Could the barriers be relocated "inside" the curb line?



Light phasing and lack of yellow box delaying busses and creating higher risk to cyclists.



Could an ASL area for cyclist be considered to allow a safe wait zone at the lights (and integrate access from Lane1). Many cyclists seen weaving from Lane1 over the stop line to then wait at the front of the stationary buses in Lane2



2/ Southbound approach to St Georges - potential for safe cycle track



3. St Georges Road – counter intuitive sign for a temporary “two way cycle track”



4/ By Oval – approaching Kennington Park Road. Could tape be used mark wider lane? Bollard debris/inspection routines increase in narrower pinch points/ high conflict areas?



5/Kennington Road - poor signage



Mark left turn road markings better? Unclear the side road is own way to two way, as mouth is not marked as a single or double dashed line.



6/ Kennington Oval
Sudden transition 2 lane to narrow single lane



Distance to hazard unclear in traffic conditions. Short transition from 2lane to 1lane over length of crossing's zig zags



Cyclists and P2W can't see/appreciate the hazard and narrow single lane hazard from the inside in traffic conditions.

