

Barclays Cycle Superhighway between Aldgate and Bow roundabout

The consultation closes on 2 November 2014.

Have your say at:

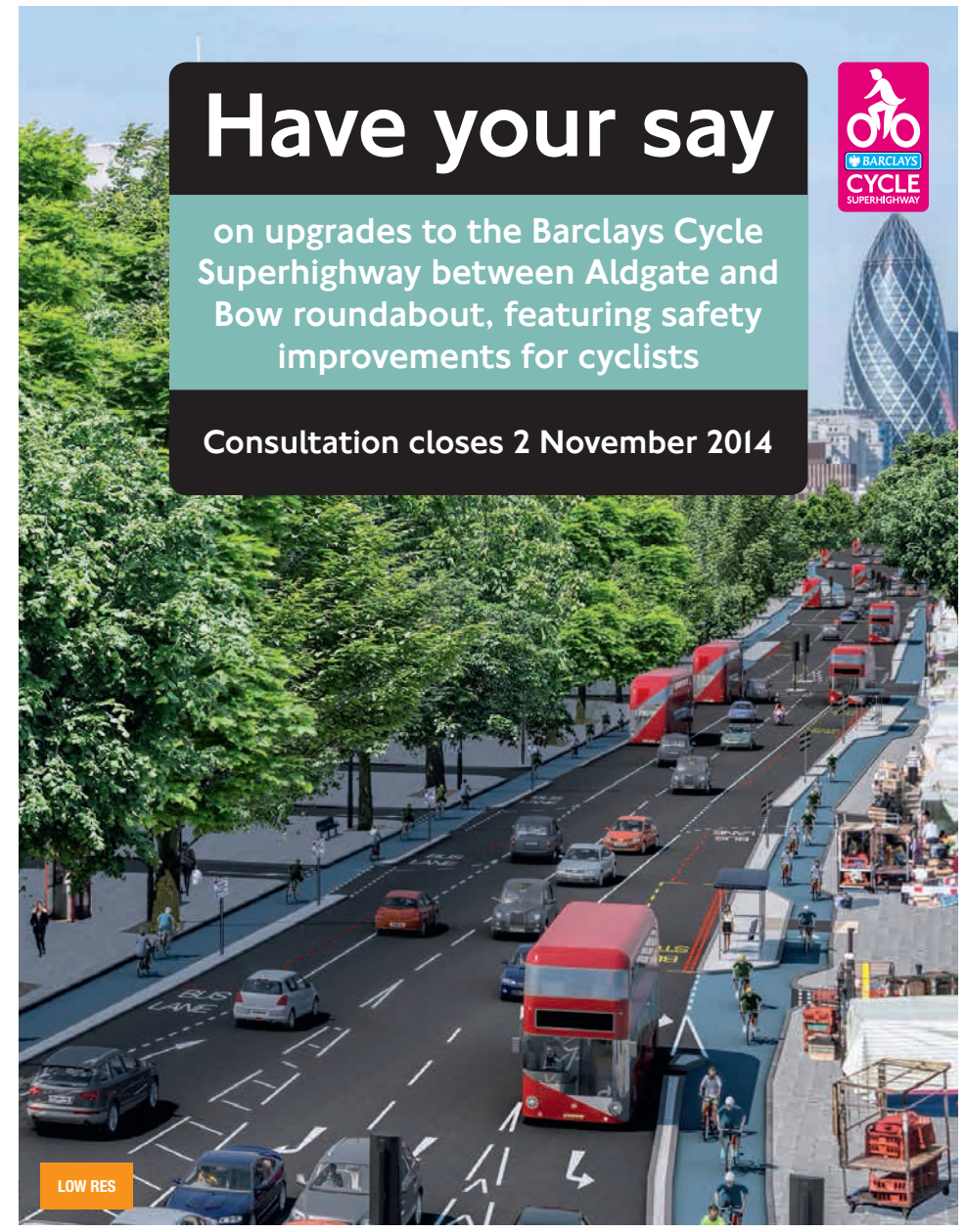
- tfl.gov.uk/cs2upgrade

Public exhibitions at:

- Queen Mary, University of London, Library Square
Mile End Road, London E1 4NS
Wednesday 24 September 1100-1400
- Idea Store Whitechapel, Lab 1a
321 Whitechapel Road, London E1 1BU
Saturday 27 September 1100-1500
Tuesday 7 October 1500-1900
Friday 10 October 1000-1400

Please see tfl.gov.uk/cs2upgrade for more information about these events.

Paper copies of plans and response forms are available by writing to FREEPOST TFL CONSULTATIONS or calling 0343 222 1234.

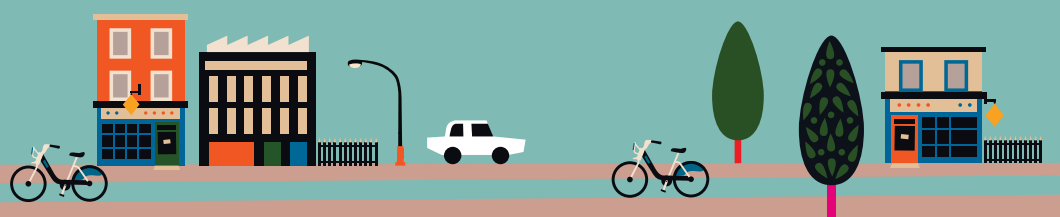


Have your say



on upgrades to the Barclays Cycle Superhighway between Aldgate and Bow roundabout, featuring safety improvements for cyclists

Consultation closes 2 November 2014



MAYOR OF LONDON



Front cover: Visualisation of proposed segregated cycle tracks on Whitechapel High Street

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Date 04.09.14 17:11	Campaign Have Your Say CSU 2 Upgrade	Operator DEZ Page 8	
Proof 22	Title A5 Mailer	Trim 210x148mm	
Agency TFL XX XXXXXX	File S36 27080 TFL CSU2 Upgrade Leaflet	TA/SA -	
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What are we proposing?

We are proposing major improvements to Barclays Cycle Superhighway Route 2 (CS2) between Aldgate and Bow roundabout. We would create kerb and wand-separated cycle tracks along the whole route and new junctions to separate cyclists from other traffic. The proposals would greatly improve safety and comfort for cyclists.

Our proposals would change the road layout and the look of the street. This consultation is your chance to give us your views. Visit tfl.gov.uk/cs2upgrade to find out more and respond.

Why are we proposing this?

We are determined to ensure London's roads are as safe as they can be for cyclists. CS2 runs on a busy and intimidating road, but currently offers cyclists no physical protection from motor traffic.

The number of cyclists on CS2 increased by 32 per cent in the year after the route opened.* At some points on the route, the average number of cyclists a day is around 2000 in each direction.** This upgrade would improve safety and convenience for these cyclists. It would also encourage the many people who would like to cycle but currently feel unable to do so.

*Source: TfL traffic counts, September 2010 - September 2012.

**Source: TfL central cordon count surveys.

Proposed road layout changes

We are proposing changes to the road layout to create space for cycling improvements. These include:

- **Kerb and wand-separated cycle tracks.** A kerb would separate cyclists from motor traffic and buses along most of the route. Where there is less space, cyclists would be separated from traffic and buses by highly visible traffic 'wands' - regularly spaced flexible poles that clearly define the cycle track. There would be gaps for side roads, junctions and access to properties
- **Bus stop bypasses.** We would install bus stop bypasses of the kind that already operate between Bow Roundabout and Stratford. Cyclists would be directed behind the bus stop on a carriageway-level cycle track. Bus passengers would access a waiting area by crossing the cycle track using a raised, marked crossing point

New junction designs

We are proposing two new types of junction along the route. These redesigned junctions would remove or reduce conflict between cyclists and left-turning vehicles. At some locations, we are also proposing innovative methods of allowing cyclists to turn right and signals to allow cyclists to proceed ahead of other traffic, subject to Department for Transport approval.

How would the proposals affect other road users?

- We would combine some bus stops that are close together and we propose adding another bus stop on Commercial Road
- We would need to reduce the width of the footway in some areas to make room for the cycle track. However, we would increase the distance between the pavement and the road, creating a more pleasant environment for pedestrians and residents
- For motorists, the vast majority of turns are unaffected. However, to achieve the necessary protection for cyclists at some junctions, we would need to ban four of the 63 turns available at the 11 signalised junctions along the route. These are shown on the map on pages 6 to 7
- We would keep around 90 per cent of parking and loading, some of which would operate for less of the day
- We would remove around 0.125 km of traffic lane along the 4.6 km route
- We would have to remove approximately one larger tree and 17 smaller trees. Where possible, we would replace trees
- We are working closely with the London Borough of Tower Hamlets to understand the needs of Whitechapel market traders. We aim to minimise the impact of the proposals on the operation of the market
- Our analysis shows the proposals would mean longer journey times for motorists at busy times, though there would be no significant impacts on bus journey times. There would be longer journey times for users of many of the roads approaching the proposed route, and longer waits for pedestrians at some signalised crossings

Please see tfl.gov.uk/cs2upgrade for more information.



TfL is developing wider traffic management plans to help reduce the traffic impacts of this scheme and others, including those proposed by London local authorities and developers. This will include investing in advanced traffic signal technology to allow us to better manage traffic depending on differing conditions at any given time. There will also be customer information to enable road users to make informed journey choices and campaigns to encourage road users to check before they travel.

Is this linked to works at Aldgate and Bow roundabout?

The City of London is leading on a separate scheme to convert the Aldgate gyratory to two-way working, providing safe space for cyclists on Aldgate High Street, and to create a new public space.

We are working in partnership with the London Boroughs of Tower Hamlets and Newham and other key stakeholders to deliver the Vision for Bow: to transform the Bow roundabout junction into a place which all road users will find accessible, safe and connected. We will consult on our proposals this winter.

Construction work

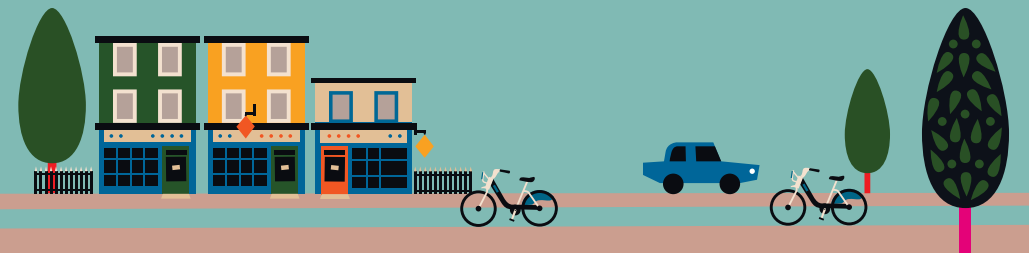
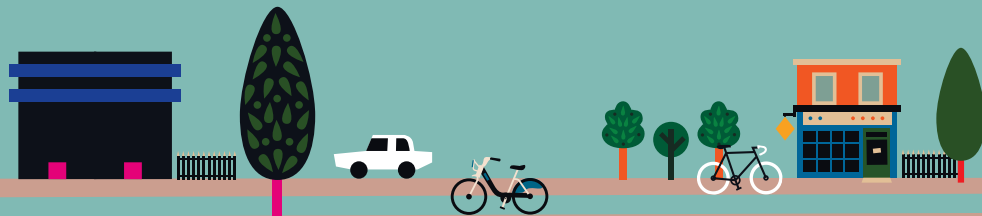
We plan to start construction work in early 2015. Construction would cause some disruption, although we would work to minimise the impact as much as possible. We would write to local residents and businesses before undertaking work in their area.

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

The consultation runs until Sunday 2 November 2014. Depending on the outcome, we hope to begin work early in 2015. You can view and comment on detailed proposals and other supporting information at tfl.gov.uk/cs2upgrade by 2 November 2014. You can also visit our public exhibitions or request paper copies of the proposals and a postal response form (see the back of this leaflet for full details).



Visualisation of proposed segregated cycle tracks on Bow Road/Mornington Grove



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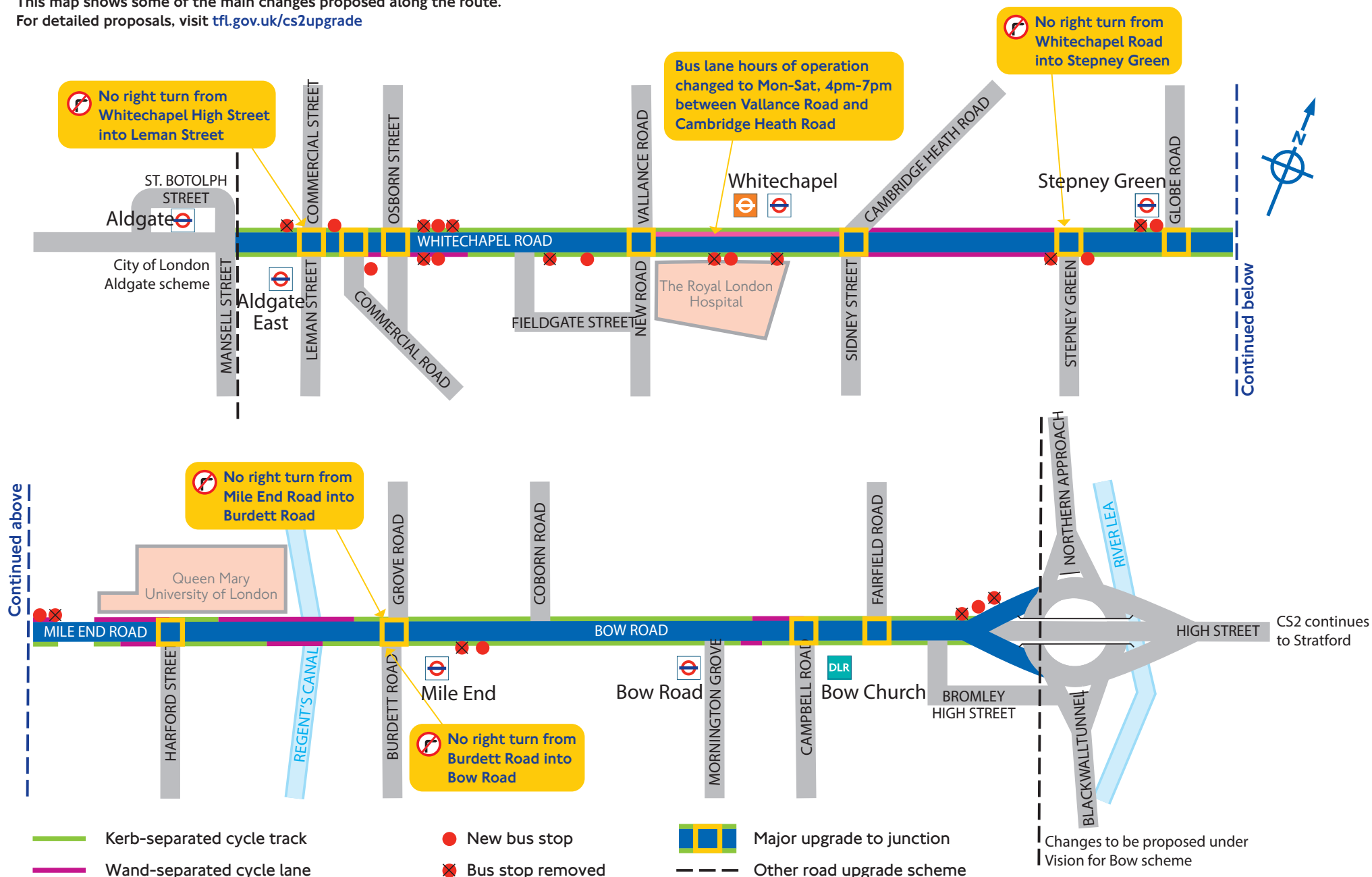
Client TFL
 Campaign Have Your Say CSU 2 Upgrade
 Title A5 Mailer
 File S36 27080 TFL CSU2 Upgrade Leaflet
 Colour CMYK Spots -

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 TA/SA -
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Barclays Cycle Superhighway Route 2 Upgrade

This map shows some of the main changes proposed along the route. For detailed proposals, visit tfl.gov.uk/cs2upgrade



Cycle Superhighway Route 2 Upgrade - Modelling Results

Correct as at 23 September 2014	(A) Base Model - current situation on street				(B) Future base model - Expected situation on-street Dec 2016 without scheme				(C) Future journey times Dec 2016 with scheme				(D) Difference between Future with scheme (C) and base (A)		(E) Difference between future with scheme (C) and future base (B)	
	Current journeys		AM	PM	Journeys modelled		AM	PM	Journeys modelled		AM	PM	AM	PM	AM	PM
Traffic Average journey times (minutes:seconds)	Bow Roundabout to Aldgate	Westbound	14:29	14:47	Bow Roundabout to Aldgate	Westbound	14:17	14:48	Bow Roundabout to Aldgate	Westbound	21:36	18:03	07:07	03:16	07:19	03:15
		Eastbound	11:21	13:06		Eastbound	11:10	12:43		Eastbound	12:00	13:23	00:39	00:17	00:50	00:40
Buses A sample of journey times on four routes through the scheme area (minutes:seconds) Difference against base (A), expressed as a range in column D	Routes 25, 205 & 425 (between Bow Roundabout and Aldgate)	Westbound	25:59	27:54	Future base data available for general traffic journeys only	Routes 25, 205 & 425 (between Bow Roundabout and Aldgate)	Westbound		1-2m	1-2m	Routes 25, 205 & 425 (between Bow Roundabout and Aldgate)	Westbound		1-2m	0-1m	Future base data available for general traffic journeys only
		Eastbound	22:03	24:30			Eastbound		1-2m	0-1m						
	Route 254 (Cambridge Heath Road to Aldgate)	Westbound	10:30	12:56		Route 254 (Cambridge Heath Road to Aldgate)	Westbound		-0-1m	2-5m	Route 254 (Cambridge Heath Road to Aldgate)	Westbound		-0-1m	2-5m	
		Eastbound	08:51	09:29			Eastbound		0-1m	-0-1m						
	Route 106 (Cambridge Heath Road to Sidney Street)	Southbound	02:59	03:18		Route 106 (Cambridge Heath Road to Sidney Street)	Southbound		-0-1m	-0-1m	Route 106 (Cambridge Heath Road to Sidney Street)	Southbound		-0-1m	-0-1m	
		Northbound	02:51	02:43			Northbound		0-1m	1-2m						
	Route 309 (Globe Road to White Horse Lane)	Southbound	02:46	02:46		Route 309 (Globe Road to White Horse Lane)	Southbound		2-5m	-0-1m	Route 309 (Globe Road to White Horse Lane)	Southbound		2-5m	-0-1m	
		Northbound	02:29	02:34			Northbound		0-1m	-0-1m						
	Routes 277 & D6 (Grove Road to Burdett Road)	Southbound	09:00	10:23		Routes 277 & D6 (Grove Road to Burdett Road)	Southbound		1-2m	1-2m	Routes 277 & D6 (Grove Road to Burdett Road)	Southbound		1-2m	1-2m	
		Northbound	09:33	07:53			Northbound		-0-1m	1-2m						
Cycling Average journey times (minutes)	Bow Roundabout to Aldgate	Westbound	22	22	Bow Roundabout to Aldgate	Westbound	19	19	-3	-3	Bow Roundabout to Aldgate	Westbound	19	19	-3	-3
		Eastbound	16	18		Eastbound	17	17	1	-1		Eastbound	17	17	1	-1
Pedestrians Traffic signal cycle times and associated wait times (seconds) Times are averages for all junction crossing points at each location NOTE: Future base would be same as current base without scheme	Aldgate Gyratory	Max. cycle time	96	96	Aldgate Gyratory	Max. cycle time	96	96	Aldgate Gyratory	Max. cycle time	120	120	24	24	24	24
		Ave. wait time	43	42		Ave. wait time	43	42		Ave. wait time	64	61	21	19	21	19
	Whitechapel Station	Max. cycle time	120	120	Whitechapel Station	Max. cycle time	120	120	Whitechapel Station	Max. cycle time	120	120	0	0	0	0
		Ave. wait time	48	48		Ave. wait time	48	48		Ave. wait time	72	70	24	22	24	22
	Cambridge Heath Road	Max. cycle time	88	88	Cambridge Heath Road	Max. cycle time	88	88	Cambridge Heath Road	Max. cycle time	104	104	16	16	16	16
		Ave. wait time	54	54		Ave. wait time	54	54		Ave. wait time	68	69	14	15	14	15
	Stepney Green	Max. cycle time	96	96	Stepney Green	Max. cycle time	96	96	Stepney Green	Max. cycle time	120	120	24	24	24	24
		Ave. wait time	64	64		Ave. wait time	64	64		Ave. wait time	74	77	10	13	10	13
	Mile End Station	Max. cycle time	120	104	Mile End Station	Max. cycle time	120	104	Mile End Station	Max. cycle time	120	120	0	16	0	16
		Ave. wait time	66	57		Ave. wait time	66	57		Ave. wait time	83	73	17	16	17	16
	Bow Road East to Fairfield Road	Max. cycle time	104	104	Bow Road East to Fairfield Road	Max. cycle time	104	104	Bow Road East to Fairfield Road	Max. cycle time	104	104	0	0	0	0
		Ave. wait time	73	73		Ave. wait time	73	73		Ave. wait time	98	98	25	25	25	25