



Barclays Cycle Superhighways FAQs

Last updated: 3 November 2011



Contents

General Information	4
1. What is a Barclays Cycle Superhighway? (web)	4
2. What are the main benefits of a Barclays Cycle Superhighway? (web)	4
3. Why are Barclays Cycle Superhighways being introduced? (web)	4
4. Who are the Barclays Cycle Superhighways for? (web)	4
5. How many Barclays Cycle Superhighways are planned? (web)	5
6. Where will Barclays Cycle Superhighways go? (web)	5
7. If the proposed Barclays Cycle Superhighways are not near me, will they be in the future? (web)	5
8. When will the routes launch? (web)	5
9. How long will Barclays Cycle Superhighways be? (web)	5
10. How many boroughs will Barclays Cycle Superhighways go through? (web)	5
11. Will Barclays Cycle Superhighways use the Transport for London Road Network (TLRN) and borough roads? (web)	6
12. What will be done for outer London boroughs? Why aren't Barclays Cycle Superhighways coming to the outer boroughs? (web)	6
Planning and consultation	7
13. How were the 12 routes for the Barclays Cycle Superhighways chosen? (web)	7
14. What processes does TfL go through before making changes to the road network? (web) ...	7
15. Who is TfL consulting with about developing Barclays Cycle Superhighways? (web)	7
The routes	9
16. What will the routes look like? (web)	9
17. What colour are Barclays Cycle Superhighways, and why? (web)	9
18. Will blue cycle lanes run through bus lanes? (web)	9
19. Please explain how blue cycle lanes that follow the kerb are consistent with what cyclists are taught in Bikeability training – where you are encouraged in certain circumstances to 'own the lane' by riding in the centre? (web)	9
20. Will there be any urban realm improvements? (web)	10
Safety	11
21. How will Barclays Cycle Superhighways improve safety? (web)	11
22. Why are Barclays Cycle Superhighways not separated from the highway? (web)	11
23. Will there be measures to prevent conflicts with Large Goods Vehicles (LGVs), buses and other large vehicles? (web)	11
24. Will cyclists be allowed to ride through red lights? (web)	12
25. How are vehicle left turns through Barclays Cycle Superhighways dealt with? (web)	13
Traffic enforcement	14
26. What work has been done to educate LGV drivers, taxi drivers, bus drivers, car drivers and motorcyclists about the arrival of the Barclays Cycle Superhighways pilot routes? (web) ...	14
27. Can motor vehicles enter Barclays Cycle Superhighways? (web)	14
28. Some parts of the routes have lots of parking and loading bays, which means that there can be vehicles parked in the blue lanes. How can TfL claim that these routes are continuous? (web)	15

Costs/Funding	16
29. What is the approximate cost of a Barclays Cycle Superhighway? (web)	16
Smoothing Traffic Flow	17
30. How do Barclays Cycle Superhighways fit with the Mayor’s smoothing traffic flow ambition? (web)	17
31. Do the Barclays Cycle Superhighways pilot projects increase journey times or reduce reliability for other road users? (web)	17
Construction and maintenance	18
32. The Barclays Cycle Superhighways are being introduced on some of London’s busiest roads. How will TfL limit the disruption to road users while the works are going on? (web)	18
33. How will TfL limit the disruption to local residents while the works are going on? (web)....	18
34. Who will carry out the works on the Barclays Cycle Superhighways? (web)	18
Cycle parking, cycle training, cycle maintenance, working with businesses.....	19
35. What are ‘supporting measures’? (web).....	19
36. What supporting measures will be implemented specifically for the Barclays Cycle Superhighways? (web)	19
37. Will there be more cycle parking near the routes? (web)	19
38. I haven’t ridden a bike in years and want to cycle. Can TfL help? (web)	19
Monitoring	20
39. How will TfL monitor the routes? (web)	20
Linking to other cycle routes.....	21
40. How will the Barclays Cycle Superhighways link to other cycle routes? (web)	21
41. Will Barclays Cycle Superhighways be linked to Barclays Cycle Hire? (web)	21
Pilot Routes – CS3 (Barking to Tower Gateway) and CS7 (Merton to City).....	22
42. How were the first two routes chosen for implementation? (web)	22
43. What has TfL done to make high risk locations like the Stockwell Gyrotory and Kennington Oval (on the Merton to the City route) safer? (web)	22
44. How much did the pilot routes cost? (web).....	22
Route 2 (CS2) – Bow to Aldgate.....	23
45. Where does Route 2 go? (web).....	23
46. What improvements have been made for cyclists as part of Route 2? (web).....	23
47. How long is Route 2? (web)	23
48. Route 2 was originally planned to continue to Ilford. Why does it end at Bow? (web).....	23
49. Will Route 2 be extended to Ilford in the future? (web)	23
50. Why have the left hand slip roads been removed at the Whitechapel Road / Cambridge Heath Road / Sidney Street junction? (web).....	23
Route 8 (CS8) – Wandsworth to Westminster	24
51. Where does CS8 go? (web)	24
52. What improvements have been made for cyclists as part of CS8? (web)	24
53. How long is CS8? (web)	24
54. Traffic lanes have been replaced by wide new cycle lanes on Grosvenor Road and Millbank in Westminster. Will this not create congestion? (internal)	24
55. Why doesn’t Route 8 go through Battersea Park? (web)	24
56. Why has the left-turn filter lane into Plough Road in Battersea been removed? (web)	24

General Information

1. What is a Barclays Cycle Superhighway? (web)

Barclays Cycle Superhighways are new cycle routes that run between central London and outer London, providing commuter cyclists with safer, faster and more direct journeys into the city. The new routes are clearly marked and easy to follow. Brand new cycle lanes and bold road markings increase awareness among other road users, and make it clear that the route is used by many cyclists. There are new signs and road markings, as well as information about journey times and links to other cycle routes.

Cycle lanes are at least 1.5m wide and continue through junctions. Advanced Stop Lines (ASLs) are provided at signals to help cyclists get ahead of the traffic, and a number of junction layouts have changed to provide more space. There are also safety features, such as blind spot visibility mirrors to help HGV drivers see cyclists. Barclays Cycle Superhighways will provide thousands of new cycle parking spaces, free or subsidised Commuter Cycle Training, as well as better facilities for cyclists at work.

2. What are the main benefits of a Barclays Cycle Superhighway? (web)

Barclays Cycle Superhighways are an end-to-end package of measures to make commuter cycling easier, safer, faster and more attractive. They offer many benefits to cyclists, as well as to pedestrians and other road users. Some of the main ones are:

- Clear, distinct, easy to follow routes
- Improved safety measures, including reconfiguring junctions, blind spot visibility mirrors at junctions, new or improved Advanced Stop Lines, increasing other road users' awareness of cyclists
- New mandatory and advisory cycle lanes
- Improved signage, road markings and other info to assist with wayfinding and journey planning
- New surfacing to provide a more comfortable journey for cyclists and other road users
- More cycle parking spaces
- Employer incentives to help them make it easier for employees to cycle to work
- Free or subsidised commuter cycle training

3. Why are Barclays Cycle Superhighways being introduced? (web)

Barclays Cycle Superhighways are being introduced to encourage people to commute by bicycle between outer and inner London, and to make it safer and easier to do so. Cycling is environmentally friendly, helps keep you fit, and often offers quicker journey times compared to other modes.

Barclays Cycle Superhighways are a key part of the Mayor's plan to create a cycling revolution in London, as outlined in the *Mayor's Transport Strategy*, published in May 2010. In it, the Mayor outlines his objective of increasing cycling by 400% compared to 2000, meaning that 5% of all journeys would be being made by bicycle.

4. Who are the Barclays Cycle Superhighways for? (web)

Barclays Cycle Superhighways are intended to improve conditions for existing cycling commuters, attract cyclists who do not cycle to work currently but could do so, and encourage non-cyclists to try their commute by bike. They are designed to provide safer, faster, more direct and continuous routes between outer and central London and can be used by any cyclist at any time.

5. How many Barclays Cycle Superhighways are planned? (web)

There are 12 Barclays Cycle Superhighways planned for the Capital. Four routes have already been launched. The two newest routes, CS2 (Bow - Aldgate) and CS8 (Wandsworth - Westminster) launched in July 2011. The two pilot routes, CS3 (Barking – Tower Gateway) and CS7 (Merton – City) launched in July 2010.

The remaining routes will be delivered as part of a rolling programme, with all 12 up and running by the end of 2015.

6. Where will Barclays Cycle Superhighways go? (web)

Once completed, the 12 Barclays Cycle Superhighways planned for the Capital will run through 25 London boroughs. Click [here](#) for a map. They will run on the Transport for London Road Network (TLRN), on roads owned and managed by the boroughs, and on some short sections of private land where TfL has the permission of the landowner.

7. If the proposed Barclays Cycle Superhighways are not near me, will they be in the future? (web)

The 12 Barclays Cycle Superhighways will span London and there are maps and further information on the TfL website at: www.tfl.gov.uk/barclayscyclesuperhighways. These maps, road signs and other measures will help those not living near a Barclays Cycle Superhighway to find their way to one easily. Please click [here](#) for the latest map of the indicative routes for the Barclays Cycle Superhighways.

8. When will the routes launch? (web)

The pilot routes, CS3 and CS7, launched in July 2010. They were followed by CS2 and CS8 in July 2011. We are currently designing the next two routes, CS5 and CS12, and plan to launch them in summer 2013. The remaining routes will be introduced in pairs on a rolling basis, with all 12 routes up and running by 2015.

9. How long will Barclays Cycle Superhighways be? (web)

Barclays Cycle Superhighways will be up to 15km in length, and will connect the outer boroughs to inner London.

10. How many boroughs will Barclays Cycle Superhighways go through? (web)

Subject to final agreements with the boroughs, the 12 Barclays Cycle Superhighways will run through twenty five boroughs.

11. Will Barclays Cycle Superhighways use the Transport for London Road Network (TLRN) and borough roads? (web)

Yes, the Barclays Cycle Superhighways will use a mix of TLRN and borough roads.

12. What will be done for outer London boroughs? Why aren't Barclays Cycle Superhighways coming to the outer boroughs? (web)

Many Barclays Cycle Superhighways will reach the edge or close to the edge of outer London boroughs and, as such, will assist commuters to get to central London or other destinations along the length of the routes.

TfL also promotes other projects aimed at increasing cycling in outer London. In particular, the Biking Boroughs programme is seeing 12 outer London boroughs receive funding, support and expertise from TfL in a bid to encourage cycling in their areas.

Planning and consultation

13. How were the 12 routes for the Barclays Cycle Superhighways chosen? (web)

12 routes are planned, radiating from Central London, broadly on a 'clock-face' layout ([click for map](#)).

The routes were chosen to provide good geographical coverage in areas where there are lots of existing cyclists and where there is future potential for people to cycle to work with the right facilities. Each route is subject to consultation with the local council, local cycling groups and other interested parties in the area.

Some of the criteria we have used in choosing the routes include:

- Safe, straight, direct, continuous routes between central and outer London
- Space for high volumes of cyclists
- Good geographical coverage of London (the routes are planned broadly in a 'clock-face' layout, ensuring much of London is relatively near to a route)
- Market research based on census information
- Corridors popular with existing cyclists
- Corridors with potential to attract more cyclists
- Lots of 'trip attractors' – destinations to which people might want to cycle
- Presence of existing cycling infrastructure which would benefit from being upgraded

14. What processes does TfL go through before making changes to the road network? (web)

All Barclays Cycle Superhighways designs are subject to Scheme Approval and Works Approval by TfL's Network Assurance, to ensure that they comply with TfL's Network Management Duty under the Traffic Management Act 2004. Additionally, all designs go through a rigorous two-stage road safety audit, followed by further safety audits when the scheme becomes operational.

Some features of the Superhighways, such as mandatory cycle lanes, may require Traffic Orders. Generally, the relevant Traffic Authority will prepare and publish Traffic Orders for each section of road. This means that TfL will prepare and publish Orders for the TLRN, and boroughs will do so for borough roads. On occasion, TfL may enter Section 101 agreements with the boroughs, which enables TfL to implement Traffic Orders on borough roads, on behalf of the boroughs. TfL or the boroughs will undertake any necessary statutory and public consultation related to traffic orders.

15. Who is TfL consulting with about developing Barclays Cycle Superhighways? (web)

TfL has been in close discussion with the relevant boroughs and other interested groups in developing the routes and designs for the Barclays Cycle Superhighways. We will continue to work with these parties during the preparation and design process for each new route.

TfL also undertakes local public and stakeholder consultations on some specific elements of routes – normally when the design requires a change to the Traffic Management Order (TMO).

TfL writes to all properties along the length of each of the routes prior to starting construction work, as well as to any residents and businesses who may be affected by construction work.

The routes

16. What will the routes look like? (web)

Barclays Cycle Superhighways are highly visible. Cycle lanes are at least 1.5m wide and continue through junctions. Advanced stop boxes are provided at signalised junctions to help cyclists get ahead of the traffic. A number of junction layouts have also changed in order to give more space. Clear signs and markings also ensure it is easy to follow the routes from end to end.

17. What colour are Barclays Cycle Superhighways, and why? (web)

Barclays Cycle Superhighways use blue surfacing in order to provide high levels of safety and visibility, to help wayfinding, to provide a consistent look and feel, and to distinguish them from other cycle lanes in London. The blue surfacing helps raise the profile of the Superhighways with existing cyclists, potential cyclists, and other road users, whilst attracting new cyclists and encouraging motorists to drive more carefully in the vicinity of the routes.

The safety benefits of the blue surfacing are supported by the results of our independent customer satisfaction surveys. 61% of cyclists surveyed said that the blue coloured surfacing made them feel safer (32% said it made no difference to them). A similar percentage of those surveyed said that the visibility of the blue surfacing encouraged them to use the routes.

The selection of the blue material followed customer research and benchmarking against use of coloured surfacing in other cities.

The colour was chosen some time in advance of TfL securing a sponsor for the scheme.

18. Will blue cycle lanes run through bus lanes? (web)

Barclays Cycle Superhighways use a mixture of mandatory and advisory cycle lanes, bus lanes and general traffic lanes. Where the routes use bus lanes, a band of blue surfacing improves visibility of cyclists and provides route continuity. However, cyclists can cycle anywhere in a bus lane

19. Please explain how blue cycle lanes that follow the kerb are consistent with what cyclists are taught in Bikeability training – where you are encouraged in certain circumstances to ‘own the lane’ by riding in the centre? (web)

The blue cycle lanes help make motorists aware that they can expect high volumes of cyclists along the Barclays Cycle Superhighways routes, adding to the ‘safety in numbers’ effect. Individual cyclists should use their own judgement and apply what they have learned in their training, taking up a road position that is appropriate to the traffic conditions. On some occasions, for example, when preparing to turn right at a junction or when passing stationary vehicles, cyclists may choose to cycle outside the blue lanes.

20. Will there be any urban realm improvements? (web)

Opportunities to improve the local environment will be considered as part of the Barclays Cycle Superhighways programme. These improvements will enhance the routes, making them more attractive and functional for all users and creating pleasant public spaces.

Examples of urban realm improvements so far include a new riverside public area at Grosvenor Road, Westminster (CS8) and footway improvements to Whitechapel High Street (CS2).

Safety

21. How will Barclays Cycle Superhighways improve safety? (web)

TfL has introduced a variety of measures to make it safer for cyclists to commute by bike on Barclays Cycle Superhighways. These include:

- Realigned traffic and bus lanes to create more space for cyclists on busy stretches of the routes
- Re-designed junctions to make them safer for cyclists (e.g. by removing left-turn slip roads).
- Blind spot visibility mirrors at signalised junctions in order to improve the visibility of cyclists to HGV drivers
- New Advanced Stop Lines and extensions to existing ones (to a minimum of 5 metres) in order to help cyclists move away from traffic signals before other traffic
- Segregated cycle lanes at particularly busy sections of the routes, including Stockwell Gyratory and Wandsworth Bridge roundabout

22. Why are Barclays Cycle Superhighways not separated from the highway? (web)

Barclays Cycle Superhighways are primarily intended to provide commuter cyclists with a safer, faster, and more direct route between work and home. They are aimed at those who already own and use a bicycle, as opposed to inexperienced or novice cyclists and are intended to help cyclists assert their right to be on the road, whilst making drivers aware that they are likely to encounter high volumes of cyclists. The project promotes shared road space, which has been shown to have a civilising effect on all road users. Additionally, the presence of high numbers of cyclists on the road has been shown to increase the safety of each individual – the ‘safety in numbers’ effect.

Another argument against physically segregated cycle lanes is the limited amount of road space in London. In many places, the existing layout of roads and buildings means that there is simply not enough space to provide segregated cycle lanes. As a highway authority, TfL has a duty to consider the needs of all road users, and must, for example, still provide access for residents and businesses, keep traffic flowing and provide enough space for pedestrians. Segregated cycle provision is also less flexible to fluctuations in demand for road space from cyclists and other road users.

New segregated facilities have been provided at some locations where space exists and where there are clear benefits to cyclists from doing so. Such locations include Stockwell Gyratory on CS7 and Wandsworth Bridge Roundabout on CS8.

23. Will there be measures to prevent conflicts with Large Goods Vehicles (LGVs), buses and other large vehicles? (web)

The Mayor has launched a Cycle Safety Action Plan which includes 52 actions aimed at improving cycle safety. A key priority is to reduce collisions between goods vehicles and cyclists, with 19 actions specifically aimed at reducing this type of collision.

TfL will be working with strategic partners, including the Freight Transport Association (FTA), the London boroughs and the Police to help implement many of the actions.

The actions within the Cycle Safety Action Plan specifically relating to the Barclays Cycle Superhighway are:

1. Making the infrastructure safer by redesigning junctions, providing cycle lanes, extending and installing ASLs, and smoothing road surfaces
2. Providing additional and free cycle training and information specifically including LGV elements
3. Increasing communication to both cyclists and freight operators to raise awareness of lorry blind spots and cyclist 'hot spots'. This includes highlighting the benefits of freight operators joining the [Freight Operator Recognition Scheme \(FORS\)](#), which includes comprehensive cycle and safety advice. It also advises how to reduce conflicts with cyclists, for example by the provision of 'Fresnel' lenses which help uncover blind spots.
4. Stepping up enforcement for all road users on the Barclays Cycle Superhighways, specifically in areas where cyclists and other road users are coming into conflict
5. Improving and promoting technology and safety devices for freight vehicles. This includes the use of blind spot safety mirrors across the routes in order to improve drivers' visibility of cyclists, as well as trialling additional safety devices, such as motion sensors, with key freight operators along the routes
6. Improving commercial driving and working practices, including encouraging all Barclays Cycle Superhighway boroughs to become FORS members, businesses along the Barclays Cycle Superhighways to develop Delivery Service Plans (DSPs), and improving freight driver training to include vulnerable road users
7. Research and monitoring of the attitudes of cyclists and goods vehicle drivers, including investigating the gender specific factors involved in cyclist collisions
8. Partnership working with the police to promote the 'Exchanging Places' events where goods vehicle drivers and cyclists can swap seats, so that each can better understand the challenges facing the other

In addition, TfL's Freight Operators Recognition Scheme (FORS) is delivering training to drivers working for companies which regularly use the Barclays Cycle Superhighways pilot routes to ensure they understand the needs of cyclists. TfL has also signed a seven-point Memorandum of Understanding with the Freight Transport Association which commits the Mayor, TfL and the FTA to working together to improve cycle safety in London.

TfL has allocated funding to the boroughs through which Barclays Cycle Superhighways run. Some of this funding will be used by the boroughs to provide cycle training for those cyclists who want to build their skills and confidence on London's roads. Businesses within 1.5km of both pilot routes are also being encouraged to bid to TfL for funding for cycle training for their employees.

TfL is engaged in a series of road shows at bus garages to increase bus driver awareness of the bus/cyclist interface. Cycle awareness is also included in the training given to every bus driver on the TfL bus network.

24. Will cyclists be allowed to ride through red lights? (web)

Cyclists using the Barclays Cycle Superhighways must follow the rules of the road in the same way as any other road user, and stopping at red traffic lights remains compulsory.

25. How are vehicle left turns through Barclays Cycle Superhighways dealt with? (web)

Left-turn movements are dealt with depending on the individual characteristics and conditions of the location. There are some standard principles in dealing with them, for example, for side roads, raised table entry-treatments with tighter corners are normally preferred; while at signal controlled junctions, measures include tightening corners, reducing slip-lanes and considering signal staging. Where possible, Advanced Stopping Lines (ASLs) are included at signal controlled junctions to allow cyclists to get ahead of the traffic and away from the path of left turning vehicles. Blind spot safety mirrors are also aimed at mitigating the risk of collisions between left turning HGV's and cyclists.

Traffic enforcement

26. What work has been done to educate LGV drivers, taxi drivers, bus drivers, car drivers and motorcyclists about the arrival of the Barclays Cycle Superhighways pilot routes? (web)

We have engaged with representative bodies such as the Freight Transport Association, the Public Carriage Office, the Royal Automobile Club (RAC), and the Institute of Advanced Motorists (IAM), to enable them to cascade information to their members.

TfL has conducted extensive cycle safety media campaigns aimed at London drivers and motorcyclists. These have included TV and press advertising, and have been pitched at a London-wide audience (as it would be difficult to isolate the particular road users who may use the Barclays Cycle Superhighways).

In July 2010, the Mayor and TfL announced major initiatives to reduce cyclist collisions with goods vehicles, including: London to be first city in the UK to trial on-street blind spot visibility mirrors; new poster campaign warning cyclists that passing goods vehicles on the inside at junctions can be fatal; and agreement signed with the Freight Transport Association (FTA) to improve cycle safety in London. TfL has also developed a 'Safer London Driving' training module which can be taken as part of the Certificate of Professional Competence (CPC) training that all LGV drivers must undertake.

TfL is also running a series of road shows at bus garages to increase bus driver awareness of the bus/cyclist interface. Cycle awareness also forms a part of the training given to every bus driver on the TfL bus network.

The Metropolitan Police are running a programme of "Exchanging Places" events with LGV drivers, where cyclists can sit in the cab of a truck in order to better understand what the driver can and can't see.

27. Can motor vehicles enter Barclays Cycle Superhighways? (web)

On-road Barclays Cycle Superhighways comprise a mixture of mandatory cycle lanes, advisory cycle lanes, blue surfacing in bus lanes, and blue surfacing in general traffic lanes.

Mandatory cycle lanes must not be entered by motor vehicles (including motorcycles). They are shown by a solid white line separating the lane from the general carriageway and by roadside signs, which also display the operating times of the lanes.

Advisory cycle lanes are not designed to be used by motor vehicles, as stated in the Highway Code. However, motorists can enter the lanes if necessary. Advisory lanes are usually provided where there is not enough space for a sufficiently wide mandatory lane, and are designed to highlight to other road users that there will be high number of cyclists along the route, and to show where on the road to expect them.

Blue surfacing in bus lanes is designed to remind users that the lane is shared by buses and cyclists (and also in some cases by motorcyclists and taxis). It reminds drivers that they are likely to encounter cyclists and provides cyclists with route continuity.

Blue surfacing in general traffic lanes is designed to remind motorists that they are likely to encounter cyclists and to provide cyclists with route continuity.

In all cases, the blue surfacing is designed to guide cyclists, and they are not obliged to ride on it.

28. Some parts of the routes have lots of parking and loading bays, which means that there can be vehicles parked in the blue lanes. How can TfL claim that these routes are continuous? (web)

TfL has sought to ensure that the majority of the routes are free from parking and loading during peak commuter cycling times (normally Monday – Friday 07:00-10:00 and 16:00-19:00).

Parking and loading locations for vehicles have to be provided to allow access and loading for residents and businesses. In some locations, TfL has arranged to move parking and loading spaces to provide a clear route for cyclists. Along the stretches of the routes where parking and loading spaces have to remain in place, TfL has ensured that the continuation of the Barclays Cycle Superhighway is clearly shown using road markings.

Costs/Funding

29. What is the approximate cost of a Barclays Cycle Superhighway? (web)

One Barclays Cycle Superhighway typically costs between £8 and £11 million, depending on the infrastructure required. This includes the Supporting Measures to encourage increased levels of cycling such as cycle training, maintenance and parking.

Smoothing Traffic Flow

30. **How do Barclays Cycle Superhighways fit with the Mayor's smoothing traffic flow ambition? (web)**

The Mayor of London, Boris Johnson, has asked TfL to look at ways to make traffic in London flow more smoothly. Smoothing traffic flow will mean less stop-start traffic, more predictable journey times, and fewer obstacles for pedestrians. It is important to note that smoothing traffic flow is not about reducing journey times, but about better journey time predictability and reliability.

Smoothing traffic flows covers all movement of people and goods (as set out in the Traffic Management Act), including promoting the most efficient use of road space - which often means walking, cycling or bus. Barclays Cycle Superhighways infrastructure makes the road network more accessible to more cyclists and potential cyclists. This will help bring about a greater modal share for cycling, additional choice for whole or part-journeys, and improved resilience in the event of disruption on road or rail.

Designs for Barclays Cycle Superhighways undergo traffic modelling analysis to ensure that any changes to the road layout do not cause significant disruption to other road users. TfL will continue to monitor traffic flows and journey times across the routes.

31. **Do the Barclays Cycle Superhighways pilot projects increase journey times or reduce reliability for other road users? (web)**

The Superhighways include a number of safety improvements – such as additional advanced stop lines, new cycle lanes and changes to junction layouts – that provide more space for cyclists. However, in many cases, the existing roads have been widened and junctions redesigned to reduce negative reliability impacts on other road users.

Designs for Barclays Cycle Superhighways undergo traffic modelling analysis to ensure that any changes to the road layout do not cause significant disruption to other road users. TfL will continue to monitor traffic flows and journey times across the routes.

As more and more Londoners chose pedal over petrol, it is vital that the road infrastructure is tailored to meet the needs of increasing numbers of cyclists. There will be unprecedented levels of investment in cycling over the next 10 years to improve cycle infrastructure and information - this will help secure the health, environmental and congestion benefits of a cycle revolution.

Construction and maintenance

32. The Barclays Cycle Superhighways are being introduced on some of London's busiest roads. How will TfL limit the disruption to road users while the works are going on? (web)

The majority of works on the Barclays Cycle Superhighways happen overnight or outside of peak hours in order to minimise the disruption to road users. TfL write to local residents and businesses to give advance warning of scheduled work.

TfL will also use the London Permit Scheme to help ensure greater co-ordination of works between contractors and reduce instances where the same section of road is repeatedly worked on.

33. How will TfL limit the disruption to local residents while the works are going on? (web)

TfL and its contractors will undertake work as quickly and efficiently as possible in order to minimise disruption for local residents. Where possible, work will be done during the daytime (normally between 10:00 and 16:00). However, for some work, longer working hours or night time working will be necessary. Night work is normally required where the activity (e.g resurfacing) requires workers to occupy large sections of the carriageway and would cause excessive traffic congestion if done in daytime.

Where night working is needed, TfL will agree a finishing time for noisier works with the local council's Environmental Health team (normally midnight or earlier), with contractors instructed to continue with quieter works until the morning.

We will write to local residents and businesses before beginning any significant or potentially disruptive work.

34. Who will carry out the works on the Barclays Cycle Superhighways? (web)

TfL contracts companies to build the routes on its behalf. These contracts are awarded through the OJEU process.

Cycle parking, cycle training, cycle maintenance, working with businesses

35. What are 'supporting measures'? (web)

Supporting Measures refers to the work that TfL (and other agencies) undertake to increase awareness of all the travel options available. This includes targeted promotions and supporting sustainable travel through infrastructure projects and programmes.

36. What supporting measures will be implemented specifically for the Barclays Cycle Superhighways? (web)

TfL will introduce measures including cycle training, working with businesses along the routes and with boroughs to provide cycle parking, and help with cycle maintenance. Full details on this can be found at: www.tfl.gov.uk/cyclingworkplaces.

37. Will there be more cycle parking near the routes? (web)

TfL has installed nearly 400 new cycle parking spaces along the Barclays Cycle Superhighways so far. This is in addition to over 4,000 extra cycle parking spaces that have been or will be installed by the eight London boroughs and local businesses benefitting from the pilot routes, using the funding that has been allocated by TfL. For Routes 2 and 8, TfL is aiming to help boroughs and local businesses deliver a further 5,000 spaces.

38. I haven't ridden a bike in years and want to cycle. Can TfL help? (web)

Yes, TfL can help. The TfL website <http://www.tfl.gov.uk//cycling> has lots of advice and information about cycling in London, including details of how to access free or subsidised cycle training through your local borough. Your local borough will also be able to provide information about cycling in your area.

Monitoring

39. How will TfL monitor the routes? (web)

Data will be collected to monitor the following aspects of each Barclays Cycle Superhighway: cycle flows on the routes themselves and on parallel routes; cycle journey times; traffic flows and speeds; bus journey times; casualty figures. Count data will be collected at specific points along the routes before, during and after implementation of the Barclays Cycle Superhighways.

Market research will also be conducted with cyclists and other road users to monitor their preferences and behaviour.

In addition, safety audits also take place before and after the implementation of each route.

Linking to other cycle routes

40. How will the Barclays Cycle Superhighways link to other cycle routes? (web)

TfL has connected Barclays Cycle Superhighways to other destinations by installing signposts and making improvements at junctions with existing infrastructure. Opportunities for connections with other existing and proposed cycle routes will be identified during the development process for each Superhighway. Any new maps produced will show both the Barclays Cycle Superhighways and the existing cycle routes; and TfL's online journey planner function has also been updated to include information on the Superhighways.

41. Will Barclays Cycle Superhighways be linked to Barclays Cycle Hire? (web)

Barclays Cycle Superhighways and Barclays Cycle Hire are two different schemes with different objectives - although the overarching aim of both schemes is to increase the number of journeys made by bicycle in London. Barclays Cycle Hire aims to increase the number of short cycle trips within central London, while the Superhighways are aimed at existing and new cyclists who want to commute to work, normally travelling longer distances. Barclays Cycle Hire docking stations are located along some stretches of Barclays Cycle Superhighway.

Pilot Routes – CS3 (Barking to Tower Gateway) and CS7 (Merton to City)

42. How were the first two routes chosen for implementation? (web)

The Merton to the City route (CS7) was selected following a study carried out by TfL's Smarter Travel Unit. The study looked at transport options along the route, which is served by the Northern Line. The study found that many door-to-door journeys are quicker by bike than by Tube.

The route from Barking to Tower Gateway (CS3) had excellent cycling provision but lacked continuity in places and was underused. To encourage better use of the existing facilities and ensure value for money, TfL connected the existing infrastructure and introduced a range of measures to encourage Londoners to travel by bike. These measures include cycle training, bicycle maintenance and new cycle parking.

43. What has TfL done to make high risk locations like the Stockwell Gyratory and Kennington Oval (on the Merton to the City route) safer? (web)

TfL has reduced the two northbound lanes of the A3 at the Stockwell Gyratory to one lane, allowing the installation of a new segregated cycle lane.

TfL has also realigned traffic and bus lanes and reconfigured the traffic islands on the southbound section of the A3 at the junction of Kennington Road and Brixton Road so that cyclists do not have to navigate their way across fast moving traffic turning left to continue southbound along the A3.

For the same reason, TfL has altered the alignment of traffic lanes and made modifications to the traffic islands on the northbound approach to the Kennington Road (A23) and Kennington Park Road (A3) junction. The bus lane on Kennington Road has been shortened and the traffic lanes reduced from two lanes to one lane. This has allowed a 1.5 m cycle lane to be provided on the A23 from south of the junction to link into the bus lane on Kennington Park Road that starts just north of the junction.

44. How much did the pilot routes cost? (web)

The cost of delivering the two pilot Barclays Cycle Superhighways routes is £18m; and this includes the Supporting Measures to encourage increased levels of cycling such as cycle training, maintenance and parking. The pilot routes have allowed TfL to test the interventions and measures for their effectiveness, helping to determine the scope, detailed design and cost of the remaining routes.

Route 2 (CS2) - Bow to Aldgate

45. Where does Route 2 go? (web)

Route 2 runs between Aldgate and Bow Roundabout, using the A11 (Whitechapel High Street / Whitechapel Road / Mile End Road / Bow Road).

46. What improvements have been made for cyclists as part of Route 2? (web)

Improvements made as part of Route 2 include:

- New blue cycle surfacing along 94% of the route to improve cyclist comfort, increase visibility and aid wayfinding
- New sections of cycle lane
- New or upgraded Advanced Stop Lines at all signalised junctions
- Changes to junctions to improve safety, including removing left-turn slip roads at Cambridge Heath Road and improvements for cyclists at Bow roundabout
- New blind spot safety mirrors to help improve visibility of cyclists to HGV drivers
- Improved signage and wayfinding
- New cycle parking
- Sections of new road surfacing to improve comfort and safety for all road users

47. How long is Route 2? (web)

Route 2 is about 4.5km long.

48. Route 2 was originally planned to continue to Ilford. Why does it end at Bow? (web)

In early 2010, TfL, the London Borough of Newham, the London Borough of Redbridge, the London Borough of Tower Hamlets and City of London undertook a feasibility study for Route 2 between Ilford town centre and Aldgate. This study identified a number of factors, including a large amount of work already planned to take place along Stratford High Street, which would make it difficult to deliver a Barclays Cycle Superhighway east of Bow roundabout before 2012. Therefore, development of the route east of Bow roundabout has been deferred until after the Olympics. TfL remains keen to work with the London Borough of Newham to explore possibilities for extending the route.

49. Will Route 2 be extended to Ilford in the future? (web)

TfL remains keen to work with the London Borough of Newham to explore possibilities for extending the route.

50. Why have the left hand slip roads been removed at the Whitechapel Road / Cambridge Heath Road / Sidney Street junction? (web)

Removing the left-turn slip roads will reduce the speed of turning traffic, making the junction safer and easier to use for cyclists and pedestrians. It will also reduce the risk of conflict between cyclists going straight ahead and traffic turning left. The plans underwent traffic modelling analysis, which showed that traffic flows would not be significantly affected.

Route 8 (CS8) - Wandsworth to Westminster

51. Where does CS8 go? (web)

CS8 runs between Ram Street in Wandsworth and Lambeth Bridge in Westminster, using the A3205 (York Road / Battersea Park Road), A3216 (Queenstown Road / Chelsea Bridge) and A3212 (Grosvenor Road / Millbank).

52. What improvements have been made for cyclists as part of CS8? (web)

Improvements made as part of CS8 include:

- New cycle lanes and paths, including wide new mandatory lanes on Grosvenor Road and Millbank, and an off-road cycle track around Wandsworth Bridge roundabout
- New blue cycle surfacing along 75% of the route to improve cyclist comfort, increase visibility and aid wayfinding
- New or upgraded Advanced Stop Lines at all signalised junctions
- Changes to various junctions to improve safety, including removing a left turn filter lane at York Road/Plough Road
- New blind spot safety mirrors to help improve visibility of cyclists to HGV drivers
- Sections of wider and extended bus/cycle lane
- Improved signage and wayfinding
- New cycle parking
- Large sections of new road surfacing to improve comfort and safety for all road users

53. How long is CS8? (web)

CS8 is about 7.5 km long.

54. Traffic lanes have been replaced by wide new cycle lanes on Grosvenor Road and Millbank in Westminster. Will this not create congestion? (internal)

Many sections of Grosvenor Road and Millbank had more space than was needed by the traffic using the roads, meaning that there was space to introduce the cycle lanes. The plans underwent traffic modelling analysis, which showed little impact on overall journey time for motorists. TfL will continue to monitor traffic flows on all roads that have undergone changes as part of the scheme.

55. Why doesn't Route 8 go through Battersea Park? (web)

CS8 does not use Battersea Park for various reasons, including the park's opening hours, visibility concerns in the winter months, and the risk of conflict between commuter cyclists and slower leisure cyclists and pedestrians. Barclays Cycle Superhighways are primarily intended to help commuter cyclists make faster and more direct journeys between outer and central London.

56. Why has the left-turn filter lane into Plough Road in Battersea been removed? (web)

Removing the left-turn filter lane will reduce the speed of turning traffic, making the junction safer for cyclists and pedestrians. It will also reduce the risk of conflict between cyclists

going straight ahead and traffic turning left. The plans underwent traffic modelling analysis which showed that traffic flows would not be significantly affected.

