

Response ID ANON-9XAM-72TR-E

Submitted on 2013-02-11 13:06:39.762828

1 Do you support the proposals for this section of Barclays Cycle Superhighways Route 2 extension?

Partially

2 Do you have any other comments on these proposals?

Section 1 comments:

We strongly support the move towards kerb-protected tracks along Stratford High Street, but feel that the proposals for this section of the Cycle Superhighway lack ambition and fall short of the quality of other sections.

While the 1.8m wide cycle lane proposed in this section is no doubt some improvement over the current design for existing confident cyclists, and we therefore do not object to the proposed changes, we urge TfL to reconsider the designs and to employ here more of the Dutch-style solutions used in other sections. The quality separation proposed in other sections would be a step change that would enable cycling for a far greater (and more diverse) range of people, but the lower quality of the proposals for this section risk compromising the usability of the full route. Anyone wishing to use the proposed cycle lane will have to cycle between buses moving in and out of bus stops, and a significant volume of motor traffic passing close by at 30+ mph. Given the space available at this location, we would prefer to see a wide, kerb-separated track, as proposed on Stratford High Street, rather than a cycle lane.

We would also like to see some form of separation from buses on the eastbound route. There is adequate space for a dedicated cycle track here, away from the movement of motor vehicles and pedestrians. Properly conceived, the 'shared use' pavements here could be abandoned, and restored to pedestrian-only use.

3 Do you support the proposals for this section of Barclays Cycle Superhighways Route 2 extension?

Yes

4 Do you have any other comments on these proposals?

Section 2 comments:

We are strongly in favour of the proposed cycle track, kerb-separated from motor traffic, and achieved by reallocation of carriageway space. We would like to see forgiving, sloping kerbs on either side of the track, which would increase its effective width by allowing people to cycle much closer to the edges.

We would have liked to have seen a similar arrangement along Broadway, heading east through the Stratford gyratory, rather than expecting cyclists to share a bus lane with buses and taxis.

The ASL at the junction of Cam Road seems unnecessary.

5 Do you support the proposals for this section of Barclays Cycle Superhighways Route 2 extension?

Yes

6 Do you have any other comments on these proposals?

Section 3 comments:

We are strongly in favour of the proposed cycle track, kerb-separated from motor traffic, and achieved by reallocating of carriageway space. We would like to see forgiving, sloping kerbs on either side of the track, which would increase its effective width by allowing people to cycle much closer to the edges.

We also approve, in principle, of the bus stop bypass design, which will remove the need for buses to overtake cyclists between stops, and for cyclists to negotiate out into fast motor traffic to overtake stopped buses. We would like to see smoother curves in the track and more gentle vertical deflection than the mock-ups suggest. Clarity of design is essential, with good visibility for all parties, and appropriate clearly-marked (zebra?) crossing points for pedestrians.

The method for making right turns at the large junction of Rick Roberts Way appears to be by progressing through the junction, then mounting the pavement to enter the ASL in the side road, and waiting for a green signal. While this allows right turns to be made without having to negotiate across multiple lanes of motor traffic, and resembles (in principle) the Danish 'left hook' method of making these turns, we feel that there is possibility for confusion, and conflict with pedestrians. We would like to see dedicated cycle-specific waiting areas for those on cycles waiting to complete the second stage of a right turn, either on the Danish model, or the superior design of the Dutch model, which incorporates protected kerbs.

The designs should be suitable for all categories of bicycle user. We do not think 'less confident' and 'more confident' cyclists should require two different kinds of treatment, as the consultation suggests.

The single lane ASLs on Stratford High Street itself, at the Rick Roberts Way junction, appear unnecessary, and indeed potentially dangerous as they may tempt cyclists into attempting right turns from lane 1, with motor vehicles progressing straight on from lane 2.

7 Do you support the proposals for this section of Barclays Cycle Superhighways Route 2 extension?

Yes

8 Do you have any other comments on these proposals?

Section 4 comments:

We are strongly in favour of the proposed cycle track, kerb-separated from motor traffic, and achieved by reallocating of carriageway space. We would like to see forgiving, sloping kerbs on either side of the track, which would increase its effective width by allowing people to cycle much closer to the edges.

We also approve, in principle, of the bus stop bypass design, which will remove the need for buses to overtake cyclists between stops, and for cyclists to negotiate out into fast motor traffic to overtake stopped buses. We would like to see smoother curves in the track and more gentle vertical deflection than the mock-ups suggest. Clarity of design is essential, with good visibility for all parties, and appropriate clearly-marked (zebra?) crossing points for pedestrians.

The ASL at the junction of Abbey Lane seems unnecessary.

9 Do you support the proposals for this section of Barclays Cycle Superhighways Route 2 extension?

Yes

10 Do you have any other comments on this proposal?

Section 5 comments:

We are strongly in favour of the proposed cycle track, kerb-separated from motor traffic, and achieved by reallocating of carriageway space. We would like to see forgiving, sloping kerbs on either side of the track, which would increase its effective width by allowing people to cycle much closer to the edges.

We also approve, in principle, of the bus stop bypass design, which will remove the need for buses to overtake cyclists between stops, and for cyclists to negotiate out into fast motor traffic to overtake stopped buses. Clarity of design is essential, with appropriate clearly-marked (zebra?) crossing points for pedestrians.

We feel that, rather than providing an eastbound cycle lane and shared use pavement for westbound travel on the eastbound section here, a two-way segregated cycle track is more appropriate. There is ample pavement space here which can be partially reallocated, and would leave the rest of the pavement free for pedestrians only.

The arrangement of the bus stop and cycle lane near the junction of Marshgate Lane is not adequate. We feel the buses should stop in the eastbound carriageway; this would create sufficient space for an appropriate cycle track bypass behind the bus stop, similar to the good design employed elsewhere on Stratford High Street.

11 What is your name?

Name:

Mark Treasure

12 What is your email address?

Email:

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13 What is your organisation?

Organisation:

Cycling Embassy of Great Britain

14 What is your postcode?

Postcode:

RH13 5AJ

15 On average, how often do you cycle?

Most days

16 Do you support TfL's overall proposals for Barclays Cycle Superhighway Route 2 extension?

Yes

17 Do you have any comments on the overall proposals?

Overall comments:

While we are critical of some aspects of the proposals, we would like to emphasise that we are firmly in favour of the approach adopted along Stratford High Street; that of separating bicycle users from motor traffic and providing a comfortable and subjectively safe environment in which people of all ages and abilities can cycle with ease. We welcome Transport for London's approach, and hope to see it applied in future schemes.