

Response ID ANON-9XAM-729A-2

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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:

This section is rather disappointing - in particular, I'd have liked to see more segregated/protected provision for cyclists and a bus stop bypass as in the more innovative section of the proposal. It will be a slight improvement on the current situation but could be more ambitious.

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:

This section is where the real step change starts and TfL should be commended on listening to criticism and responding with some ambition here. The wide, protected cycle track and the bus stop bypass are innovative for London. I am a bit surprised that the 270 degree right turn has been adopted rather than right turning cycle pockets, as in Denmark (or a more Dutch solution?). Overall though, really good, and suitable for a wide range of cyclists, not just a small commuter fringe.

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:

See my comments on Section 2. Again I would like to commend TfL on the overall aim of the design, and on specific elements such as the bus stop bypasses. I hope that roads such as Rick Roberts Way will also be improved for cycling (I realise this is not a TfL responsibility, but it would assist the success of the Superhighway at relatively low cost).

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:

As per my comments for Sections 2 and 3. A good design and a step change for London provision for cycling. Additionally, I like the traffic signal bypass for cyclists opposite Abbey Lane - a good example of a small change indicating the broader shift in thinking.

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

Partially

10 Do you have any other comments on this proposal?

Section 5 comments:

Like Section 1, I was rather disappointed by this next to the innovative and exciting proposals in sections 2-4. Westbound is ok; the problem is with the Eastbound stretch. While there will be noticeable improvement on the currently poor situation, cyclists will still have to pull out to overtake a bus, and this will likely necessitate pulling somewhat into the 'general traffic' lane (the 1m clearance left in the lane implies the bus pulls exactly into the stop, which is unlikely). Given the pavement remains shared use (sensibly, given Westbound cyclists may use it to access off-road routes), a bi-directional track might have been a better solution for this short Eastbound section.

11 What is your name?

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13 What is your organisation?

Organisation:

Westminster University Department of Planning and Transport

14 What is your postcode?

Postcode:

NW1 5LS

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:

As described, I have some small caveats throughout and I am somewhat disappointed by Sections 1 and 5. That said, overall I would like to commend TfL on having produced an innovative and exciting scheme that moves cycling provision in London (and the UK) forward. It's a clear attempt by TfL to design for mass cycling, and while I am sure London will improve on the details over the years to come (and integrate these kinds of schemes with important improvements to smaller streets, such as modal filtering) this sets out our stall as a cycling city of the future.