

Backstreet biking to bring safer, more convenient journeys

THE Mayor and TfL want your views on a new 11km Cycle Superhighway between Tottenham, Stoke Newington, Dalston and the City of London.

Cycle Superhighway 1 (CS1) would run on quiet side streets running parallel to the A10, while linking to communities along the route. Journeys on it would be substantially faster, safer and more pleasant than using the main road.

While this stretch of the A10 has 54 sets of traffic lights, the new Cycle Superhighway would have only eight sets and a cycle trip on it from the City to Tottenham would take around 30 minutes, whereas on the A10 it would take about 42 minutes.



Mayor Boris Johnson said: 'Our research shows that well over 100,000 journeys in this area could be made by bike instead. This Cycle Superhighway

will provide cyclists with a direct, protected route along quiet streets, making it even easier for people to hop on a bike rather than getting in their cars. This is exactly what the cycling revolution is all about – making it simpler and safer for ordinary people to choose to get on the saddle and enjoy London by bike.'

The scheme would include major enhancements to the busy 'Apex Junction' (Great Eastern Street and Old Street) to allow cyclists to cross more safely.

There would also be new segregated tracks on short

stretches where the route has to use a busy road, safer crossings for pedestrians and improved public spaces along the route, including 1,000sqm of new

footway and 60 new trees.

On Balls Pond Road, traffic monitoring shows most buses do not use the existing bus lane. TfL is therefore considering two options for replacing the bus lane with better facilities for cyclists: one would see new cycle lanes and traffic islands provided between Culford Road and Kingsbury Road; the other proposes a new two-way segregated cycle track.

Along Tottenham High Road, a new 700-metre two-way cycle track would also be installed within the western footway, separating cyclists from traffic on the busy A10.

The consultation closes on March 29 and subject to the outcome, work could begin this summer and be completed by early 2016.

■ For more information and to have your say, visit tfl.gov.uk/cs1



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Tweet the manager

TONIGHT, from 7pm to 8pm, TfL will answer your questions on ways to pay fares on London's transport network including using Oyster and contactless payments.

Tweet your questions to @TfLWaystoPay followed by the hashtag #AskTfL and TfL's director of customer experience Shashi Verma will be on hand to answer them.

This is the latest in a series of tweet the manager sessions TfL is running across its Twitter feeds.

■ Find the feed for your line at tfl.gov.uk/socialmedia



London Underground improvements accelerate

TUBE customers are now getting around London quicker than ever as recent reliability improvements have resulted in the fastest journey times on record.

This comes as a new report names London Underground (LU) and the Docklands Light Railway (DLR) as among the fastest improving metros in the world. Between 2010 and 2014, sustained investment in modernising the LU

network, as well as a focus on reliability, has seen a real difference for passengers. On the Victoria line reliability has improved by 74 per cent and on the Jubilee it has risen by 67 per cent.

LU is carrying out a huge programme of modernisation, with major stations, trains, track and control systems being updated or replaced to provide more capacity for a growing city.

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