

Transport for London Bow Interchange consultation – Response based on a discussion/meeting with Gerry Matthews (*Tower Hamlets Wheelers*) and Olawale Ajibola (*Newham Cyclists*) on Thursday, 19th of February 2015

Objectives

1. Removal of the existing ‘Early Start’ (ES) system (locations - [eastbound from Bow Road](#) and [westbound from Stratford High Street](#)) at the roundabout and replace them with the LCC approved ‘Cycle Segregated’ (CS) system (see the LCC *London Cyclist* magazine Xmas 2014 edition feature on ‘Cycle Segregated’ junctions - pages 30-31 PDF for detailed reference).
2. Possible removal of [existing roundabout segregation kerbing](#) (located at the Blackwall Tunnel Northern Approach arms) if the ‘Cycle Segregated’ (CS) system is adopted.
3. [No widening of the roundabout carriageway width \(Blackwall Tunnel Northern Approach southside\)](#) – TfL plan is to take space from roundabout island on the south side and allocate it to carriageway widening. This will allow for a creation of a two-way lane carriageway that will increase capacity and speed of all types of motor traffic (MT) through the roundabout.
4. The re-positioning of the proposed signalised crossing (toucan or parallel crossing – ‘zoucan’ #1 see Bow junction Google map for reference) to prevent pedestrians and cycling traffic (CT) getting ‘trapped’ on the island (coloured mauve on map) between [Stratford High Street westbound carriageway MT and the south side service road](#) sometimes used by [MT to by-pass the queuing of Stratford High Street westbound carriageway MT](#) to the roundabout at peak times.

Update (24th of February 2015)

*I attended the Newham Cyclists (NC) meeting on Monday, 23rd of February 2015 and gave a brief talk on this topic. I was reliably informed that the LB Newham plan to [close the south side service road](#) to the **Stratford High Street** westbound carriageway approach to the Bow roundabout eliminating the ‘trapped on the island effect’ for pedestrians/CT and may not need the re-positioning of the proposed signalised crossing (crossing #1 on the Bow junction map).*

The [south side service road will eventually be used for the future Messons Wharf developments](#) (located in the south east corner of the roundabout in LB Newham). [See satellite map on this link for clarity.](#)

5. [Make the south east corner of the roundabout footway – from Stratford High Street/CS2 westbound, alongside the Blackwall Tunnel Northern Approach southbound carriageway to the ramp road which provides access to the Lea Navigation towpath shared use. Appropriately located dropped kerbs from Stratford High Street westbound CS2 to footway](#) will be appreciated.

[Most CT use the footway to make this journey eliminating the risk of getting 'left hooked' from southbound Blackwall Tunnel Northern Approach MT from Stratford High Street westbound carriageway/Bow roundabout. This will also facilitate safe CT movements from the Lea Navigation towpath from the Three Mills Area and the proposed River Lea \(LB Newham side\) path to Canning Town to the CS2. See satellite map on this link for clarity.](#)

6. Make all proposed/new signalised crossings - toucans or parallel crossing – 'zoucans' for both pedestrian and CT use.
7. [Keep existing informal pedestrian crossings features \(unsignalised pedestrian crossings\) i.e. dropped kerbs at the Bow roundabout in place.](#) Pedestrians will still use them as they are desired carriageway crossing places!!
8. A good publicity campaign about the new pedestrian and CT-friendly features of the junction to be carried out when roundabout improvements are completed.

Olawale Ajibola

Newham Cyclists

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