

Cable Street LB Tower hamlets

Description of the scheme

This scheme identified some key problems faced by cyclists including a lack of continuity in cycle lanes and safety issues. The "photos illustrate that the existing cycle lane contra-flow, although designed for single-lane use by cyclists travelling against the traffic, was also being used by cyclists travelling with the traffic. At such times of conflicting use, cyclists travelling against the traffic were forced onto the carriageway. Although the existing scheme was a valid solution under DFT and LCDS guidelines, it was decided that the scheme should be up-graded and widened due to these safety issues.

Outcomes from the scheme

The development of the scheme has effected huge improvements. From an engineering point of view, the cycle lane was raised up to the footway level, and widened to allow flow of cyclists in both directions (see photos four, six, seven, eight and nine). In this way the cycle track was segregated away from road traffic thus improving safety for cyclists. Due to these changes, Cable Street has become a much more clearly defined cycle route to use.

Although the scheme is primarily a cycle route, it has also served to enhance local amenities and facilities within the surrounding area. Older traffic signs have been replaced whilst improvements and repairs have been made to pavements and crossing facilities. Generally the overall effect has been to create a more pleasant and inviting environment for the community along Cable Street and in the local area.

Photo 1: Before



Photo 2: Before



Photo 3: After



Scheme Location

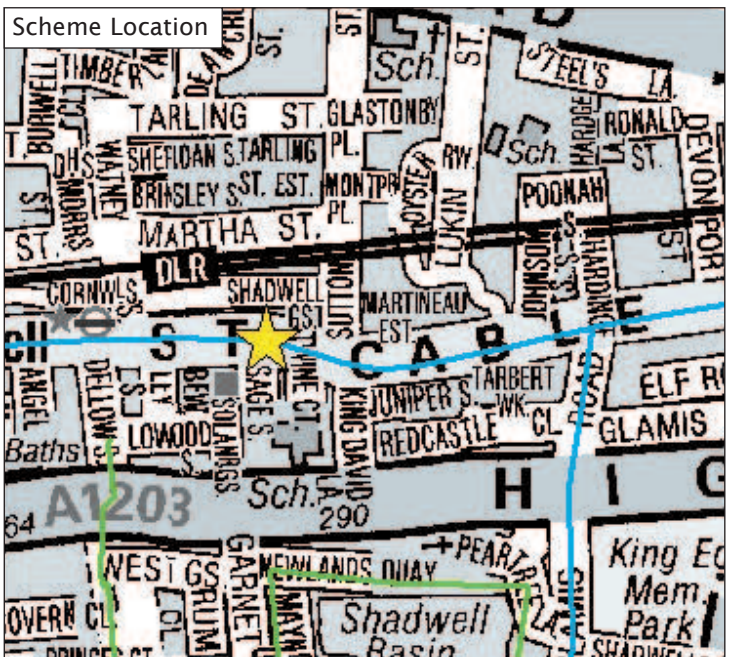


Photo 4: Before



Photo 5: After



Scheme Features

1. Inspecting an existing cycle lane.
2. Cyclists travelled against the traffic at carriageway level.
3. Cycle facilities are now fully segregated.
Note: The signage on this section is under review.
- 4 & 5. Cable Street before/after scheme completion. Note: edge strip has not been installed and 1008 markings should be used as the centreline.
- 6 & 7. Cycle lane was raised to footpath level and widened to allow flow of cycle traffic in both directions. Note: the extent and style of guardrailing maybe excessive.
8. Note: Zebra layout is non-standard and the intermediate direction arrows are unnecessary.

Photo 6: After



Photo 7: After



Photo 8: After

