

Leyton Ladder Quietway 6 proposals report based on meeting with Linda Zhu, LB Newham Quietway 6 Project Manager Wednesday 18th of July 2018

Location	Specific location description (Unsignalised Junctions)	Action planned	Meeting commentary
Stratford	<p><u>Temple Mills Lane /Leyton Road/Draper Fields access point</u></p> <p>Basic give-way unsignalised staggered junction - Temple Mills Lane (major road)/Leyton Road (minor road)/ <i>Draper Fields</i> access point (minor road).</p>	<p>Keeping basic give-way junction set-up - Temple Mills Lane [TML] (major road)/Leyton Road [LR] (minor road)/<i>Draper Fields</i> access point [DF].</p> <p>Raised table treatment on eastern side of the Temple Mills Lane/ Leyton Road junction to act as a crossing point for the cycling traffic (CT) – right turn from eastbound TML into LR and right turn from northbound LR.</p> <p>Raised table treatment on northern side of the Temple Mills Lane/ <i>Draper Fields</i> access point junction.</p> <p>Shared use footway at corners of Temple Mills Lane [TML] (major road)/Leyton Road [LR] (minor road) junction.</p>	<p>LB Newham have not changed their original plans (especially ruling out the consideration of Major Road A112 use as an alternative route claiming it was a trunk road not under their jurisdiction – Leyton Road is a LB Newham adopted highway).</p> <p>This meant that NC’s suggestion for Leyton Ladder realignment along Major Road wasn’t given ‘strong consideration’.</p> <p>LZ stated that the Temple Mills Lane westbound/Leyton Road southbound motor traffic movements were very low.</p> <p>LZ also stated LB Newham was not sure if the shared use footway at the eastern corner of Temple Mills Lane [TML]/Leyton Road [LR] junction could be increased in the size.</p> <p>The Leyton Ladder QW6 construction works are held up until the autumn 2018 at the earliest due to nearby development works that has allowed Temple Mills Lane east traffic management to be currently two-way for</p>

			<p>motor traffic.</p> <p>Summary</p> <p>I restated the view that the use of this junction for cycling traffic movements will still remain unsatisfactory between the proposed Leyton Road eastern side two-way cycleway and Temple Mills Lane east.</p> <p>The proposals create about #4 collision risk points with <i>Draper Fields</i> motor traffic movements (in/out) increasing the cycling traffic movement collision risk.</p> <p>LB Newham propose no change to the traffic management arrangements of Temple Mills Lane east(west of the Leyton Road/Draper Fields access point junction to Celebration Avenue junction) – bus and cycling traffic only two-way movements.</p> <p>Temple Mills Lane east traffic management enforcement issues remain between Celebration Avenue and Leyton Road junction.</p> <p>20mph speed limits for Temple Mills Lane and Leyton Road.</p>
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	<p><u>Major Road[MR]/Chobham Road[CR] junction</u></p> <p>Unsignalised roundabout junction.</p> <p><u>Chobham Road</u></p>	<p>Existing speed cushions to be replaced by speed humps.</p> <p>Provide new flat roundabout island to facilitate bus movements.</p> <p>Widen the footway on Major Road south of the junction to provide a new informal raised table crossing. Cycling traffic to give way to motor traffic on Major Road south of the junction with regards to southbound movements towards Henniker Road.</p> <p>New shared crossing (toucan) for pedestrians and cyclists with traffic signals.</p>	<p>LZ stated that the existing footway space on Chobham Road between the Major Road and Leyton Road junctions can't be expanded due to unsuccessful land/space acquisition from the green space on the northern edge.</p> <p>Summary</p> <p>I raised issue that the non-expansion of the footway means that the southern shared space for a two-way cycling traffic and a housing frontage with a front garden boundary hedge is bound to create pedestrian/resident and cycling traffic conflict between Major Road and Leyton Road junctions via the proposed Chobham Road toucan.</p>
	<p><u>Leyton Road</u></p>	<p>Creation of a wider footway to provide a two-way cycle track on the eastern side of Leyton Road.</p> <p>Leyton Road changed to one-way (southbound only).</p>	
	<p><u>Major Road</u></p>	<p>Two way motor traffic movements retained.</p>	

	Miscellaneous Issues		Final Summary The current Leyton Ladder section of QW6 proposals are a missed opportunity by LB Newham in creating safe and better cycling/walking connectivity between the Stratford, Olympic <i>Park East Village</i> , Maryland & Leyton neighbourhoods.

Regards,

Olawale Ajibola
Newham Cyclists
Infrastructure Representative

[July 2018]