

Following meeting with Richard Wadey on 19 January.

Specific issue	Future Action/Possible Action
<p>Draft Cycle Strategy (drafted December 2016) waiting for consent from Mayor to go out to consultation.</p> <p>This strategy is subject to comments from NC.</p> <p>TfL Strategic Cycling Analysis (SCA) report - Identifying future cycling demand in London June 2017 LB Newham specific (<i>see map below</i>) -</p> <p>Top 20 Potential Connections recommended for further study</p> <p>6 - Stratford to Ilford (Romford Road).</p> <p>7 – Leyton to Barking Road A124.</p> <p>8 Canning Town to Barking (Barking Road A124).</p> <p>9 – Manor Park to Woolwich Ferry</p> <p>High & medium Potential Connections (from report)</p> <p><i>Silvertown Way/ Silvertown Viaduct/North Woolwich Road</i></p> <p><i>West Ham Lane/Prince Regent Lane/ North Woolwich Road</i></p> <p><i>Green Street/Boundary Lane</i></p> <p><i>High Street North/ High Street South</i></p>	<p>Press for consultation and adoption of an effective strategy prioritising peds and cyclists, lack of targets, no system to promote coherence, failure to maximise development money, need to address TfL Strategic Assessment routes with potential - see maps below.</p>
<p>TfL Liveable Neighbourhood plan for LB Newham link to draft Cycle Strategy (see below)</p> <p>Newham made no bid in 2017, 2018 bid due October. 2018-9 annual LIP spending bid (available to download as a Cabinet document) indicates:</p> <ul style="list-style-type: none"> • £200k bid for investigating improvements to Freemason Rd area linked to Custom House Crossrail scheme. • £200k bid for investigating Green St pedestrianisation from Queen’s Market to St Georges Ave. A councillor led project. <p>Other possibilities are (a) to link to WF “village” from Cann Hall Rd to Newham Boundary by extending it to Forest Lane and (b) incorporating upgrade to A112 Leyton Road from Angel Lane to LBWF border, part of the Leyton to Barking</p>	<p>Link to LCC election campaign.</p> <p>Which (or all) of three suggestions for areas without through traffic.</p> <p>Seek to get Freemasons scheme an area of through traffic (which it appears to be naturally) – and links to Hallsville Quarter and Silvertown Way.</p> <p>Green St project could be part of Woolwich to FG N-S route (currently under consideration on a slightly different alignment).</p> <p>Custom House could link to a new “Custom House to Greenway” route.</p>

Road SCA corridor above. See also Cycle Strategy	
Keep Newham Moving Ohio Road/Newhaven Lane link and contraflow part funded through KNM in 206/17. Boleyn Road and Cumberland contraflows part funded through KNM in 2017/18.	
CS2 Warton Rd still scheduled to get alleviation measures as part of TfL bus priority scheme. Carpenter's Road junction a danger. See also Olympic Park and Westfield.	Bus priority scheme may not be benign for cycling along Romford Rd
Stratford Gyratory/Stratford Town Centre Construction underway 20mph introduced for road works and as a trial for the finished scheme.	22 Jan 2018 examination of works with TfL. Keep pressing on 20mph and to link with Maryland scheme.
QE Olympic Park and Westfield. No movement on Mountfichet Rd, but west end connecting to Warton Rd still a considerable danger. Westfield Ave Newham are waiting for final report updating 2015 report. Likely to involve closing one carriageway. Potentially money from developers of International Quarter etc. Bridge H14 campaign not supported by Newham, but getting some traction. Southside connections to QEOP a long term issue, but should improve. See also QW 6.	Press for link from Siding St to Mountfichet Rd for pedestrians and cyclist. Mountfichet Rd in desperate need of improvement.
Royal Docks Walking and Cycling Scheme QV Liveable neighbourhood Plans QV Silvertown Way	RW to share RD infrastructure Plan. Bridge over Royal Victoria Dock needs to be cycle friendly and ideally go over Crossrail to link to Freemasons scheme.
Crossrail Schemes: <ul style="list-style-type: none"> • Forest Gate – under construction. • Maryland - to start soon. All are unsatisfactory from cycling perspective.	Press for details of decision on Maryland from local councillors and link with residents. These, and Manor Park examples of poor schemes lacking coherence.
Newham Greenway (QW 22) Lighting operational Stratford High St to High St South, CCTV operational Balaam St to High St South – which is 24 hour at present.	Generally a good plan which is progressing. NC helping with launch. A more permanent ranger arrangement? When Memorial Ground ramp built ride the

<p>Abbey Rd ramp about to open to provide a good connection to Channelsea Path and Stratford.</p> <p>Memorial Ground ramp under construction. Hospital link held up with Barts Health.</p> <p>Stokes Rd/ Lonsdale Ave improvements progressing.</p> <p>Wayfinding to be finalised.</p> <p>North of Stratford High St issues on view Tube section and closed section to remain closed until at least Dec 2018 for sewer bridge works.</p> <p>RW has e-mailed TfL on sequencing of lights at A13.</p>	<p>route to Canning Town.</p> <p>Support traffic calming in Abbey Rd in light of recent incidents.</p> <p>Lights at A13 example of lack of coherence.</p>
<p>QW6</p> <ul style="list-style-type: none"> • Buxton Rd Henniker Rd junction delayed but should be completed (including crossing and double yellow lines) around April. • Leyton Rd and Major Rd still being modelled. • Honourlea Ave some slight improvements awaiting adoption but in meantime a couple of Copenhagen pavements in place. 	<p>NC have already decided it will not support QW6 due to substandard junctions at Woodford Rd, Buxton Rd and Leyton Rd (as planned)</p> <p>Copenhagen pavements can be used as a precedent (along with Manor Park Ave when it is built) although in LCDS these are still stated to be experimental. Awaiting assessment of their use in WF which appears to have been successful.</p>
<p>Permeability and other Minor Infrastructure</p> <ul style="list-style-type: none"> a) Green St/Barking Rd – junction planning starting b) Gallions –work to start soon. c) Boleyn Rd contraflow – contributes to a Stratford to East ham route. <p>No responses on numerous minor schemes where Copenhagen Pavements have been suggested, eg High Street north, Tollgate Lane</p> <p>QV Liveable Neighbourhoods (Green St)</p>	<p>Make point that contraflow is not causing accidents (if that is the case) in order to promote more permeability by means of contraflows.</p> <p>Green St/Barking Rd engage in process with suggestions for reducing roads going into junction.</p>
<p>Silvertown Way and North Woolwich Rd</p> <p>Hallsville Quarter Plan accommodates cycle track.</p> <p>Newham waiting for final report on update of 2015 Silvertown Way Plan.</p> <p>Money for detailed plans for North Woolwich Rd held up awaiting formal cabinet level approval.</p>	<p>Press ward Councillor (Murphy) on north Woolwich Rd.</p>
<p>CS3x (Jenkins Lane)</p> <p>In final stages of detailed design with funding available from developers and Newham.</p>	<p>Generally good scheme</p>
<p>Bike Hire</p> <p>Newham are in early discussions to pilot</p>	

dockless bike scheme.	
Other long-term Issues Leaway connection Manor Park to North Woolwich connection Roding Way and crossings Strand East Romford Rd corridor. 20 mph	Romford Rd bus prioritisation should not make cycling more difficult. Recent TfL proposal at Woolwich unsatisfactory. No decent link from Woolwich northbound.