

Section of the <i>Quietway 22/Newham Greenway(NG)</i>	Route Issues	Comments <i>Based on audit ride Wednesday, 21st of November 2018 19.00 – 21.00</i>
High Street South – Boundary Lane	<ul style="list-style-type: none"> • Lonsdale Avenue and Stokes Road ramp. • Lighting and CCTV. • High Street South crossing. • Route quality/signage. 	<p>High Street South Portal</p> <p>Improved lighting around the High Street South portal area will be desirable for social safety reasons.</p> <p>Removal or modification of the old chicane metal work in the portal area will improve sightlines and social safety feelings – in the dark the old chicane metal work gives an illusion of ‘people hanging around area’ which tends to trigger a feeling of immediate anxiety on portal approach.</p> <p>The existing green portal metalwork titled ‘Greenway’ could have some lighting or reflectors on it (maybe in red) so it can easily be ‘picked out’ in the dark – using the same concept as the red solar light lit exit/entry points on the <i>Viewtube/Wick Lane</i> section (near the London Stadium).</p> <p>Lonsdale Avenue and Stokes Road ramp</p> <p>The Stokes Road ramp needs upgraded lighting to match the complimentary Lonsdale Avenue ramp which has superb lighting facilities. This will help improve the social safety of the interchange area of the two ramps and the NG path.</p> <p>Is the Lonsdale Avenue portal to the upgraded NG ramp fit for purpose?</p> <p>When Stoke Road ramp is upgraded can the Stokes Road portal be kept free of blockage with surface marking e.g. ‘no parking’ and adequate waymarking?</p> <p>CCTV facilities</p> <p>CCTV systems in this section are currently operational.</p> <p>Route Lighting</p> <p>LED post lighting and path surface demarcation solar lights were working.</p> <p>Route quality</p> <p>Clear of debris and leaf fall. No ‘ponding’ issues. Grass verge also looked well maintained.</p>
Boundary Lane – Prince Regent Lane	<ul style="list-style-type: none"> • Lighting and CCTV. • Boundary Lane crossing. • Route quality/signage. • Potential <i>Newham University Hospital</i> link? • NG Orchard. 	<p>Boundary Lane crossing</p> <p>The Boundary Lane crossing area is very well lit.</p> <p>The existing green portal metalwork titled ‘Greenway’ could have some lighting or reflectors on it (maybe in red) so it can easily be ‘picked out’ in the dark – using the same concept as the red solar light lit exit/entry points on the <i>Viewtube/Wick Lane</i> section (near the London Stadium). Optional if main</p>

		<p>gates across NG route are always left opened.</p> <p>CCTV facilities</p> <p>CCTV systems in this section are currently operational.</p> <p>Potential Newham University Hospital link?</p> <p>The proposed <i>Newham University Hospital link</i> is with the hospital car park area (near Belgrave Road).</p> <p>The Barts NHS Trust hasn't been forthcoming with progression on this proposal at the moment. It should include better hospital bike parking facilities in the car park area including some at the Accident & Emergency (A&E) end to complement the link.</p> <p>NG Orchard</p> <p>The Orchard project is progressing well with a good support and management group in terms of use/activity in place.</p> <p>Route Lighting</p> <p>LED post lighting and path surface demarcation solar lights were working. Grass verge also looked well maintained.</p>
<p>Prince Regent Lane – Barking Road</p>	<ul style="list-style-type: none"> • Lighting and CCTV. • Prince Regent Lane crossing. • Route quality/signage. 	<p>Prince Regent Lane Portal</p> <p>Improved lighting around the Prince Regent Lane portal area (both sides of the road) will be desirable for social safety reasons.</p> <p>Removal or modification of the old chicane metal work in the portal area will improve sightlines and social safety feelings – in the dark the old chicane metal work gives an illusion of 'people hanging around area' which tends to trigger a feeling of immediate anxiety on portal approach.</p> <p>The existing green portal metalwork titled 'Greenway' could have some lighting or reflectors on it (maybe in red) so it can easily be 'picked out' in the dark – using the same concept as the red solar light lit exit/entry points on the <i>Viewtube/Wick Lane</i> section (near the London Stadium). Optional if main gates across NG route are always left opened.</p> <p>CCTV facilities</p> <p>CCTV systems in this section are currently operational.</p> <p>Route Lighting</p> <p>LED post lighting and path surface demarcation solar lights were working.</p>

		<p>Route quality</p> <p>Clear of debris and leaf fall. No 'ponding' issues. Grass verge also looked well maintained.</p>
<p><u>Barking Road – Balaam Street</u></p>	<ul style="list-style-type: none"> • Lighting and CCTV. • Barking Road crossing. • Route quality/signage. 	<p><u>Barking Road A124 Portal</u></p> <p>Lighting around the Barking Road portal area (both sides of the road) is good in terms of social safety reasons. <u>The Universal Church of the Kingdom of God (UCKG) Help Centre building lighting</u> is complimentary.</p> <p>Removal or modification of the old chicane metal work in the portal area on the westside of Barking Road will improve sightlines and social safety feelings – in the dark the old chicane metal work gives an illusion of 'people hanging around area' which tends to trigger a feeling of immediate anxiety on portal approach.</p> <p><u>The existing green portal metalwork titled 'Greenway'</u> could have some lighting or reflectors on it (maybe in red) so it can easily be 'picked out' in the dark – using the same concept as the red solar light lit exit/entry points on the <i>Viewtube/Wick Lane</i> section (near the London Stadium). Optional if main gates across NG route are always left opened.</p> <p>CCTV facilities</p> <p>CCTV systems in this section are currently operational.</p> <p>NG usage counter (located on the eastside of the Barking road portal)</p> <p>Currently operational.</p> <p>Route Lighting</p> <p>LED post lighting and path surface demarcation solar lights were working.</p> <p>Route quality</p> <p>Clear of debris and leaf fall. No 'ponding' issues. Grass verge also looked well maintained.</p>
<p><u>Balaam Street – Upper Road</u></p>	<ul style="list-style-type: none"> • Lighting and CCTV. • Balaam Street crossing. • Solent Rise link. • Route quality/signage. 	<p><u>Balaam Street B116 Portal</u></p> <p>Improved lighting around the Balaam Street B116 portal area (both sides of the road) will be desirable for social safety reasons.</p> <p>Removal or modification of the old chicane metal work in the portal area (on the westside of the road) will improve sightlines and social safety feelings – in the dark the old chicane metal work gives an illusion of 'people hanging around area' which tends to trigger a feeling of immediate anxiety on portal approach.</p> <p>Issues of the NG Balaam Street portal westside gate locking (witnessed this in-situ) meant reducing the entry/exit gap, making it</p>

		<p>unusable for cycling traffic. All-ability active travel use compromised with this scenario.</p> <p>The existing green portal metalwork titled 'Greenway' could have some lighting or reflectors on it (maybe in red) so it can easily be 'picked out' in the dark – using the same concept as the red solar light lit exit/entry points on the <i>Viewtube/Wick Lane</i> section (near the London Stadium). Optional if main gates across NG route are always left opened.</p> <p>Balaam Street bridge handrails and location of toucan crossing</p> <p>Some alterations on the specific infrastructure mentioned above will improve the safety, sightlines and convenience for active travel modes using this crossing.</p> <p>CCTV facilities</p> <p>CCTV systems in this section are currently operational.</p> <p>Route Lighting</p> <p>LED post lighting and path surface demarcation solar lights were working.</p> <p>Route quality</p> <p>Clear of debris and leaf fall. No 'ponding' issues. Grass verge also looked well maintained. Wild Flower meadow strip is very innovative and a biodiversity plus.</p> <p>Solent Rise link</p> <p>An upgrade of this link will be desirable for all-ability active travel use.</p>
Upper Road – Manor Road	<ul style="list-style-type: none"> • <i>West Ham Memorial Recreation Ground</i> ramp. • Manor Road ramp. • Potential Whitelegg Road/<i>Plaistow LU station</i> link? • Upper Road crossing. • Lighting and CCTV. • Route quality/signage. 	<p>Upper Road B116 Portal</p> <p>Improved lighting around the Upper Road portal area (both sides of the road) will be desirable for social safety reasons.</p> <p>The concrete post clusters (or art work) in the Upper Road portal area (both sides of the road) fit for purpose? They compromise NG route sightlines especially in the dark.</p> <p>West Ham Memorial Recreation Ground ramp</p> <p>This is one of the 'jewels in the crown' of the NG infrastructure improvement work!! Superb facility – good gradients, well lit, good width and good surface treatment - all-ability active travel use positives. The staircase work still to be completed. This facility should be a candidate for sustainable transport infrastructure accolades or awards!!</p>

		<p>Good and welcoming vistas to the <i>West Ham Memorial Recreational Ground</i> facilities below complimented with the ambience of the sports participants using the flood lit facilities.</p> <p>CCTV facilities</p> <p>CCTV systems in this section are currently operational.</p> <p>Route Lighting</p> <p>LED post lighting and path surface demarcation solar lights were working.</p> <p>Route quality</p> <p>Clear of debris and leaf fall. No 'ponding' issues. Grass verge also looked well maintained. Wild Flower meadow strip is very innovative and a biodiversity plus.</p> <p>Improvement of the NG path surfacing is desirable in the future. Tarmac is preferable to the current concrete finish.</p> <p>Potential Whitelegg Road/Plaistow LU station link?</p> <p>I guess for the future but a 'carbon copy' or same standards to the <i>West Ham Memorial Recreation Ground</i> ramp will be great and boost active travel modes connectivity between the West Ham and Plaistow estates.</p> <p>Tie the old Ford Dagenham Motor site development to the funding of this link under the Section 106 procedures?</p> <p>Potential old Ford Dagenham Motor site development link?</p> <p>A future long shot but if not possible due to land link acquisition costs issues the alternative Whitelegg Road link mentioned above should be considered.</p> <p>Manor Road ramp and staircase</p> <p>Both could do with some night time lighting.</p>
Manor Road – Stratford High Street	<ul style="list-style-type: none"> • Abbey Road/<i>Channelsea</i> ramp. • Abbey Road toucan crossing. • <i>Britten Court/</i> Abbey Lane estate ramp. • <i>Abbey Creek/Abbey Mills</i> link. • Lighting and CCTV. • Canning Road/<i>Channelsea House</i> crossing. • Stratford High Street/CS2 crossing. • Route quality/signage. 	<p>Abbey Road/Channelsea ramp</p> <p>Another 'jewel in the crown' of the NG infrastructure improvement work!! Superb facility – good gradients, well lit, good width and good surface treatment - all-ability active travel use positives.</p> <p>The link to the Abbey Road toucan to the Channelsea path for a Cam Road/Stratford High Street link is a connectivity win.</p> <p>This facility should be a candidate for sustainable transport infrastructure accolades or awards!!</p> <p>Canning Road/Channelsea House crossing</p> <p>The Canning Road crossing should be a NG</p>

		<p>route priority crossing and be improved.</p> <p><u>Britten Court/Abbey Lane estate staircase/ ramp</u></p> <p>Both could do with some night time lighting.</p> <p>This facility has a link to <i>Abbey Lane Open Space</i> park which is gated (?).</p> <p>CCTV facilities</p> <p>CCTV systems in this section are currently operational.</p> <p>Route Lighting</p> <p>LED post lighting and path surface demarcation solar lights were working.</p> <p>Route quality</p> <p>Clear of debris and leaf fall. No 'ponding' issues.</p> <p>Improvement of the NG path surfacing is desirable in the future. Tarmac is preferable to the current concrete finish.</p> <p><u>Rick Robert Way/Stratford High Street corner development</u></p> <p>Potential impact on NG. Connectivity issues. NG Section 106 funding?</p> <p><u>Stratford High Street/CS2 crossing</u></p> <p>The <i>Network Rail/Crossrail</i> railway/DLR corridor severance and Stratford High Street/CS2 section due for opening by mid-2019 will demand a major upgrade of this crossing to advantage active travel modes.</p> <p>A major sustainable travel mode opportunity.</p>
<u>Loop Road – Wick Lane</u>	<ul style="list-style-type: none"> • Lighting and CCTV. • Wick Lane crossing. • Route quality/signage. • Loop Road/<i>Bobby Moore Academy</i> link ramp. • Marshgate Lane link ramp. • Loop Road/<i>London Stadium link</i> ramp. • <i>Lee Navigation</i> link ramp. 	<p>CCTV facilities</p> <p>CCTV systems in this section are currently not operational.</p> <p>Route Lighting</p> <p>LED post lighting and path surface demarcation solar lights were working. The LED post lighting now operational has made this section very socially safe at night. A great improvement including the link to the <i>Viewtube</i> facilities.</p> <p>The red solar light lit exit/entry points on the <i>Viewtube</i>/Wick Lane section are commendable and a good idea.</p> <p>Route quality</p> <p>Clear of debris and leaf fall. No 'ponding' issues.</p> <p>Improvement of the NG path surfacing is desirable in the future. Tarmac is preferable to the current concrete finish.</p>

		<p><u>Marshgate Lane link ramp</u></p> <p>Ramp upgrade including lighting and priority crossing on Marshgate Lane is essential.</p> <p><u>Pudding Mill DLR station/Marshgate Lane priority crossing</u></p> <p>Ramp/priority crossing connectivity essential to the NG section between <i>Network Rail/Crossrail</i> railway/DLR corridor severance and Stratford High Street/CS2 – section due for opening by mid-2019?</p> <p><u>Lee Navigation link ramp</u></p> <p>LED post lighting provision.</p> <p><u>Loop Road/Bobby Moore Academy link ramp</u></p> <p>Consideration of the Loop Road ‘cut-through’ motor traffic increase with the impending closure of the QEOP Carpenters Road section.</p> <p>Work with <i>Bobby Moore Academy</i> active travel lead on these issues.</p> <p><u>Wick Lane/NG development</u></p> <p>Potential impact on NG. Connectivity issues. NG Section 106 funding?</p> <p><u>Wick Lane Portal crossing</u></p> <p>The concrete post clusters (or art work) in the Wick Lane portal area fit for purpose?</p> <p>All-ability active travel use at this portal could be improved.</p> <p>LB Newham should adopt the very short section in LB Tower Hamlets for management and charge LB Tower Hamlets a financial contribution.</p>
<p><u>Quietway 22/Newham Greenway(NG)</u></p>	<ul style="list-style-type: none"> • Future developments. • Miscellaneous issues. 	<p>The NG corridor has the potential for capacity upgrade if active travel mode volumes increase in the future in terms of route width, connector links, route side community projects/events and linear expansion/upgrade in the area east and south of the High Street South junction – connections to the Beckton estate and LB Barking & Dagenham.</p> <p><u>Improvement of the A13 crossing to CS3 and the A13 northside cycleway connection to Gooseley Fields/Gooseley Lane estates (south East Ham estate).</u></p> <p>The mixed development plans of the <i>Queen Elizabeth Olympic Park</i> estate are likely to have an impact on NG usage. NG Section 106 funding?</p> <p>Is the NG maintenance management robust and adequate?</p>

		<p>Road interchanges with NG route still have 'gate locking at night' issues. Proper management of all hour, all ability access is vital.</p> <p>Recommending a minimum of two NG cycle audit rides yearly – a spring/summer one and an autumn/winter one.</p>
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Regards,

Olawale Ajibola
Newham Cyclists
Infrastructure Representative

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