**Newham Cyclists Issues of Interest Oct 2020**

General points from meeting of 6 March 2020:

* Community Infrastructure Levy can be used for transport infrastructure but in practice the emphasis is on social housing. Section 106 agreements are better for leveraging development money ring fenced for transport infrastructure.
* TfL Healthy Streets officer responsible for LB Newham now in place and working on specific projects including cycle training (all abilities) School Travel plans, and Newham contribution to national events such as Car Free Day.
* NC raised concern at slow and imperfect implementation of schemes.

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|  | **Specific issue** | **Future Action/Possible Action** |
| **1** | **Strategies**   1. TfL Strategic Cycling Analysis (SCA) 2017 identified four key routes in Newham –Cycle Future Routes -   *6 - Stratford to Ilford (Romford Road).*  *7 – Leyton to Barking Road A124.*  *8 Canning Town to Barking (Barking Road A124).*   1. *– Manor Park to Woolwich Ferry* 2. [Newham Cycle Strategy](https://www.newham.gov.uk/transport-streets/safer-healthier-streets/2?documentId=33&categoryId=20149) 2017/18 – 2024/25   Heavily based on CLOS assessments and removing barriers allied with low traffic neighbourhoods throughout borough. | 1. TfL was (pre-Covid) looking for all routes to have been designed within 3 years. Corridors are 400m wide – leaving danger of seeking parallel routes with no upgrade of main desire routes. Newham Council priority pre Covid-19 was CFR 7 – especially Leyton borders to Manor Road - as this links with Maryland Liveable Neighbourhood and Stratford Town Centre and builds on a 2015 Sustrans study.   Another danger is TfL bus money being used to finance schemes that are detrimental to longer term improved cycle routes.   6 – See below item 18  7 – See above  8 - See below item 7 for Greegate and Green St junctions. Preliminary design work had started pre – Covid on Ron Leighton Way to High St South.  9 – Manor Park to East Ham particularly difficult and in danger of a parallel route for cyclists. Cycle access around East Ham and Beckton District Centre particular problems.  (b)NC originally commented on   * lack of areas with no through traffic. * Inadequately addressing identified strategic corridors.   A CLOS assessment and review of cycle Strategy planned to be rolled into a new draft Sustainable Transport Strategy for which work is in hand. This could incorporate a stronger emphasis on Liveable Neighbourhoods.  Council was planning a replacement “Cycling and Walking Strategy” |
| **2** | **TfL Liveable Neighbourhood (LN) plan**s   1. Maryland 2. Odessa 3. Manby 4. Atherton 5. Woodgrange 6. Capel 7. Stratford  Costs vary. Areas 1 and 2 which have lots of point closures about £175k 8. Manor Park – east of HSN 9. Manor Park – west of HSN 10. Custom House | 1 – 7 planned and either funded by TfL/DfT as a Covid-19 response or Newham likely to fund out of own resources (effectively Keep Newham Moving Money).   Plans satisfactory. 1 & 2 in process of implementation.  (a) Claimed in Covid -19 applications to TfL to be an LTN. Needs verification that it is working and necessary imporvements mapped out   1. On hold 2. Originally early stages funded by TfL. Lost oon Covid-19. Application for funding renewed.   Meeting 5/12/19 with Casey Howard of PEACH and agreed to continue liaison with residents group and their consultants on regeneration. |
| **3** | 1. **Safe and Healthy Streets** 2. **School Streets**   5 pilot School streets initiative rolled out. Signs of large displacement at Chobham Academy but less so at Woodgrange/Godwin.   Cost about £47k each | 1. Former “Keep Newham Moving”. Only cycling specific expenditure was Ohio Road/Newhaven Lane link and contraflow part funded in 2016/17. Boleyn Road and Cumberland contraflows part funded through KNM in 2017/18.   Care needed to ensure that resurfacing is not a substitute for proper cycle facilities. Resurfacing only counts for a maximum of 6% under CLOS and can encourage greater and faster motor traffic.  Cabinet meeting of 11 June 20 allowed some use for immediate Covid-19 response – in effect for 7 School Streets and “soft measures” and former LIP expenditure which was lost in the Covid-19 crisis.   1. Pilot School Streets in place. First 7 of Covid -19 response identified.  School streets have advantages even in Liveable neighbourhoods   Application for funding from TFL for School Streets unsuccessful. Enforcement cameras in all 5 pilots but currently issuing warning letters. Initial metrics on air quality and modal split good. More work on displacement. |
| **4** | **CS2**  (a)Warton Rd v dangerous left hook.  (b) Carpenter’s Road junction a danger.  (c) Bus island, sight lines and better warning for cyclist (also applies to STC)  See also Olympic Park and Westfield (6). | 1. TfL waiting for Stratford Gyratory to bed in. Newham have asked LLDC to ensure some s106 funding which could come from development of site by Greenway which is currently a giant car sales plot. In the meantime bus improvement scheme could be beneficial. 2. Carpenters Rd closure greatly decreases traffic. This could benefit from s106 funding. 3. Discussed possibility of marking on the cycle lane, such as those on approach to ordinary zebra crossings (which are, strictly, parking markings). |
| **5** | **Stratford Gyratory/Stratford Town Centre** Construction nearly finished. Overall a good scheme. Issues   1. Pilot 20mph to be made permanent 2. Conflicts between cyclists and pedestrians 3. Cycle parking. 4. Rat running in surrounding area. | Scheme finished – on the whole successful. .  Survey show traffic around Stratford 18% less. Early signs are that this is disappearance rather than displacement. New count due soon.  Enforcement issues particularly round Old Town Hall may need a slightly different configuration.  Early consultation on Stratford Town Centre. |
| 6 | **QE Olympic Park and Westfield.**  **Specific Issues**   1. Mountfichet Rd 2. Westfield Ave Southern entrance at Bridge Rd blockage appears unnecessary. 3. MSG development 4. Stratford Waterfront development 5. Carpenters Local Plan | 3 Inadequate proposals in MSG development scheme opposed twice in 2019 on grounds of inadequate cycle provision and lack of leverage to improve surrounding area.  Objection of Newham Cyclists to Stratford Waterfront 2019(on same grounds) overruled in planning decision.  Consultation on loading bays in Westfield Ave deadline 12 Feb 2020  Another Westfield Ave consultation deadline 8 November  In respect of Carpenters Local Plan NC have responded 2020 to consultation by emphasising the importance of improving the cycle access to the QEOP.  NC compiled some QEOP “Quick wins” to send to LLDC consultant. |
| **7** | **Barking Rd**  TfL bus priority schemes were being put in place   (a) That for **Greengate St** junction regressive in terms of active travel and likely to be dug up when TfL get round to improvement under their strategic cycling routes (see above)  (b) Design work started on **Green St** Junction | Newham Cyclists asked for Barking Rd to be funded for temporary treatment as part of Covid-19 response but Newham Council did not do this.   1. Newham Cyclists unsuccessfully wrote to councillors seeking postponement of revision of scheme as it is inadequate for cycling. Poor scheme implemented.   After further meeting with officials a pedestrian crossing agreed rather than simple a traffic refuge. Needs checking  NC asking for improvements matched in other parts of the borough (20mph, Copenhagen pavements or similar)   1. (b) Detailed informal suggestion made by NC. Design still under consideration. Still under consideration |
| **8** | **Royal Docks Corridor and area**   1. Silvertown Way and North Woolwich Rd. Alternative cycle friendly Initial plans drawn up for Canning Town to Connaught Bridge. Would be a lengthy section of segregated cycle track. 2. Other Royal Dock developments. | 1. Costings for schemes high (up to £4.8m) but feasible in Royal Docks Enterprise Zone budget. Consultation on options issued. Closed 16 Dec 2019. Initial view looks good as are funding prospects. Hence no leverage needed from West Silvertown Development.  Application by Newham Council for Covid-19 funding turned down. Need to follow up with checking funding available from RDEZ. 2. Possibility of LIP money for “Walking and Cycling Improvements” for design connecting former railway line (“Mitchel Way” – parallel to Jake Russell Walk) and in long term extend the walking and cycling path westwards |
| **9** | **Crossrail Schemes**:   * Manor Park – almost finished * Forest Gate – under construction. * Maryland - to start soon. | Little chance for improvement even though work has not finished.  All are unsatisfactory from cycling perspective. Each brings hardly any CLOS improvement.  Manor Park needs completion – Copenhagen pavement at junction with Manor Park Road should start April. 20 mph signs northbound missing  FG work completed.  Maryland work in progress.  Procurement process for Brompton Box at FG to be restarted after April. Boxes already at Jupp Rd and also coming for Siemens Centre.  NC Response to Roberto Vedova of UCL 27/2/20. He is carrying out an academic survey on consultation at FG. |
| **10** | **Newham Greenway (QW 22)**   1. Antisocial behaviour 2. Light sequencing on A13. 3. Extension A13 to Gallions Reach 4. Light phasing to cross A 13 | Use of Greenway has increased (Cycle usage 150% 2012-17, but less so for cycling in winter months. LBN considering encouraging use e.g. by outdoor gym equipment and also motion sensors to temporarily increasing light (without disturbing bats). LBN keen to make known Greenway as a public health success story and as only lit greenspace in borough.  Ride against anti-social behaviour 24/2/20. Some progress reported from Council and Police engagement, In correspondence with Will Norman  Lights are maintained as if highway lighting and self report issues. 23 or so arrests and prosecutions to start soon.  Rail underpass left of Warton Rd - s 106 funding contemplated as part of UCL East development.  Removal of concrete posts at Upper Rd access point and removal of unnecessary gates in prospect.  Section from East Ham to Beckton under active contemplation including resequencing A13 lights. |
| **11** | **QW6**   1. Leyton Rd and Major Rd 2. Honourlea Ave some slight improvements awaiting adoption but in meantime a couple of Copenhagen pavements in place. 3. Implementing 20 mph in Capel Rd | 1. Built. NC have deep reservations on this. 2. Subject to building work 3. Capel Rd 20 mph needs proper implementation   NC did not support QW6 due to substandard junctions at Woodford Rd, Buxton Rd and Leyton Rd.  Works underway at west end of Capel Rd. Detailed comments to be supplied by NC.  Once lights in at Cobham Rd QW6 could be routed to desire line of Cemetery Rd and Cobham Rd. |
| **12** | **Permeability and other Minor Infrastructure**  2014 audit list of 500 minor improvements (drop kerbs, contraflows etc.)  [Website for suggestions](https://www.newham.gov.uk/coronavirus-covid-19/c19-information-advice/5)  Although Cabinet agreed on 11 June “to delegate authority to the Corporate Director of Environment & Sustainable Transport in consultation with the Mayor and the Cabinet Member for Environment, Highways & Sustainable Transport to permit the Keeping Newham Moving capital funding programme for 2020/21 to be used for the funding of the schemes in 2.2.1 above (in advance of any subsequent funding settlement) and also key complementary components in the wider Sustainable Transport and Highways LIP programme (up to the LIP Programme value of £2m), so that 5 momentum on existing complementary air quality and sustainable and active travel initiatives can be maintained.” Councillor Asser suggests cycling routes cannot be put into parks because LIP funding has been removed. | Delivery slow and now focussed on areas where there is impact. Focus switched to Liveable Neighbourhoods and new strategy – see item 1.  Some general infrastructure points:   * Point closures now seen as more effective than contraflows. * Sinusoidal humps difficult to construct properly so only one gang used to ensure correctly done.   Need to follow up on suggestions made and use of Keep Newham Moving funding for LIP type projects. |
| **13** | **Manor Park Rat Running.**   1. East of HSN:Browning Rd bridge restrictions introduced after hiatus at political level with further compromise of allowing Little Ilford residents permits to use the bridge. Scheme technically temporary. Monitoring needed. Rixen Rd bridge scheme in operation      1. West of HSN Council consultation closed 19 May 2019. | See also item 2 (LTNs)   1. Browning Rd bridge scheme (modified to permit rat running from Little Ilford residents) in place following political hiccough. Cameras in place and thousands of penalty notices issued including for traffic using bridge northbound (which was never permitted). Traffic reduced on Stanley and Barclay Rds by 85%.   LBN planning residents’ workshops to iron out glitches and contemplating how to eliminate rat running via Church Rd. 2. Traffic counts show that one way changes have not significantly impeded rat running. Next phase in planning that will involve point closures/”gates”.  This area to wait until (a) is settled. |
| **14** | **Leaway Connection**   1. Site of Scrap yard 2. Adjacent developments – Stephenson St and Canning Rd, Strand East. 3. Connections to Leaway 4. Leaway/City Island to Canning Town connection. | 1. Real progress in obtaining land to complete connection from Cody Dock to Canning Town which will link with new ramp. 2. No news on these developments. 3. Possible LIP funding for route from Channelsea Path to Twelve Trees Crescent. 4. City Island developers obliged to provide a connection. Ideas include a new crossing over DLR direct to existing bridge from City Island or refurbishing and remodelling current disused bridge (“Rubens Bridge”) |
| **15** | **Borough Wide 20mph** | LIP equivocal but borough wide 20mph is still only a vague aspiration. |
| **16** | **Roding Way and connections**  Roding way a long term aspiration and some protection for development in Cycle Strategy. However difficult issues of land ownership.  Short term alternatives to be sought. | Redbridge has won funding for a bridge over the Roding to York Way/Wanstead Park Ave. Long term vision is ped/cycle crossing at mushroom farm.  See also Stratford to Ilford corridor.  See Rob Callander Photo audit.  Living Streets preparing an alternative plan not involving crossing at Ilford Golf course but in front of Tunnel Academy. Not direct |
| **17** | **East Ham**   * Position of cycle parking racks * Filtering Burgess Rd * Cycle use of High St South | Manor Park to Woolwich is a TfL strategic cycle route. See item 1. |
| **18** | **Stratford to Ilford**  The “corridor” is 400m wide – not just the Romford Rd. | TfL working on parallel route at western end from Stratford to Forest Gate along Earlham Grove. Water Lane crossing is key. Reversal of priorities is one solution.  Need to ensure desire line of Romford Rd improved and not replaced by low quality substitute routes.  Zero Vision walk with TfL and Newham Council revealed complete absence of enforcement.  Living Streets preparing an alternative plan not involving crossing at Ilford Golf course but in front of Tunnel Academy. But closure of Mill lane and cycle track under A406. Claim it is funded. See item 16 (Roding Way)  £250k initial funding for temporary measures based on 24 bus lanes, 24 mandatory cycle lanes and removal of pinch points. Funding application made for island bus stops.  NC comments on detailed plans submitted October 2020 |
| **19** | **CS3x to Barking (Jenkins Lane)** | Work progressing, but cycle signs removed.  See Rob Callander photo shoot. |
| **20** | **Enforcement** | Widespread parking on pavement and disregard of speed limits  Responsibility for traffic enforcement n Newham moved from Communities to Traffic which could lead to a different approach to enforcement.  LBN contemplating a survey to demonstrate loading bay misuse. |
| **21** | **Cycle Parking** | TfL funding of £148K 2019-20 and will be an application for 2020-21. What has happened to this?  Need to ensure responses to individual requests. |