**Newham Cyclists Issues of Interest: following meeting of 1 October 2021**

Key general current issue is lack of staff in Newham Council.

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|  | **Specific issue** | **Future Action/Possible Action** |
| **1** | **Cycle Strategy** Newham cycle strategy runs to 2025. For measures to improve cycling see Appendix 1Depends heavily on creation of 33 cycle routes (Appendix 2) and improving CLOS scores |  Newham Cyclists originally commented on * lack of areas with no through traffic.
* Inadequately addressing identified strategic corridors.

No comprehensive CLOS review now planned. A review of impact on interventions made now planned instead. Newham Council are doing preliminary work on a broader sustainable transport strategy. |
| **2** | **Funding**Cabinet Decision of June 2020 included use of some of the Keep Newham Moving facility and a review of this facility to make it more use to active travel.LIP funding bid being prepared for submission November 2021.Application for levelling Up funding from for East of Borough | Newham have in practice funded LTN’s and School Streets to the tune of £250kDraft of LIP application being prepared for November Cabinet meeting. Will be available thenApplication for “capital funding” from Council being madeNothing heard from Central Government on substantial Levelling Up bid which includes money for sustainable transport.  |
| **3** | **Strategic Corridors**Those identified in TfL Strategic cycling Analysis of 2017 in Newham1. Romford Rd (CFS6 – top priority route)
2. Barking Road
3. Manor Park to North Woolwich (CFS9 top priority route)
4. Leyton to Plaistow (CFS7 top priority route)
5. A13/CS3

High Priority routes include Stratford to Leytonstone, Stratford to Royal Docks and Canning Town to Woolwich (i.e. Royal Docks Corridor)Medium priority is Forest Gate to Barking Rd. | 1. Newham Cyclists have supplied suggestions in response to Newham Council’s initial design - now parked. Substantial amount included for this as part of Levelling Up bid

Need to ensure desire line of Romford Rd improved and not replaced by low quality substitute routes.Not clear where Redbridge scheme stands for “Ilford Gardens” and/or a bridge over the Roding to York Rd. Improvement to path south of City of London Cemetery could be included in this scheme and any parallel to busy section of Romford Rd. 1. Subject to very poor Bus Priority Schemes like Greengate St junction driven by TfL.
2. Subject to poor Bus Priority Schemes at Clegg St driven by TfL.
3. Subject to poor Bus Priority Schemes driven by TfL. Money available to design Stratford to Leyton improvements which are less affected by bus priority schemes.
4. Improvements to Canning Town junction part of Royal Docks Corridor Scheme.

Newham Cyclists would prefer not proceeding with current proposals as they make strategic cycling routes worse.Nothing concrete on other routes.  |
| **4** | **TfL Low Traffic Neighbourhood (LTN) plan**sIn train1. Maryland
2. Odessa
3. Manbey
4. Atherton
5. [Woodgrange]
6. [Forest Gate/Manor Park (north of TfL/mainline rail line)]
7. Stratford Park

As yet unfunded1. Custom House north of Crossrail station. Freemasons Rd to be improved. No through routes east but west to Silvertown Way presents a problem of future developments.
2. Manor Park/High St North (west)
3. Manor Park /High St North (east) claimed to be a LTN in cabinet paper
4. Forest Gate South/West Ham Park
5. Corporation St
 | On whole reaction from residents to temporary schemes has been positive. Some increase in traffic on boundary roads, most significantly Crownfield Rd. Reduction in traffic in LTN and improvements in air quality. 4 & 7 implemented under temporary orders. Moving towards making them permanent; 1, 2 and 7 in February next year which would require Cabinet decision in January. Possibly 3 too.In 1 tweaks to Maryland Rd being deferred. Tweaks to go ahead in 1.1 TfL ready to go ahead in permitting right turn southbound into Dames Rd. Implementation linked to making scheme permanent. Report on 4 in hand. Likely to recommend School Street for Earlham School.Council working on crossing of Water Lane – Manbey Grove to Louise Rd within the LTN work.5-6 subject to study by Westminster University. Funding available to deploy consultants on new design and take to implementation by end of financial year.Connection from Earlham Grove to Sebert Rd needs improving (should have been done as part of Crossrail improvements).Flexible approach possible in special cases. Arrangements for building trucks to enter Earlham Grove has worked smoothly. (a) Custom house large LTN now a distant prospect and no resident demand. Likely to focus on Cumberland Rd/Holborn Rd area between A13 and Barking Rd (“Plaistow South”). Some resident demand. Finance for design would need to come from LIP.(b) Traffic counts show that one way changes have not impeded rat running. (c) Need to make MP/HSN (east) effective to fulfil claim to be a LTN.(e) Resident demand for an LTN in this area. (d) funding available to instal on Corporation St to replace compromised physical point closure. Important as this could be the catalyst for a possible 'quietway ' Link to the potential Forest Gate South/West Ham Park LTN to the north via a Church Street/Dirleton Road (which has an existing gate filter)/crossing Portway/western edge of West Ham Park via Amity Road/Edward Temme Avenue (existing filter or path)/Devenary Road/Ham Park Road alignment.Work proceeding on (funded) no right turn northbound into Church Rd.At 27 Jan meeting Edwina Nolan – a resident- complained about the Browning Rd scheme not working because it displaces traffic, Shakespeare Crescent proposed one way with no contraflow. |
| **5** | **Bus Priority Schemes**1. Barking Rd/Green St
2. Barking Rd/ High St North and South
3. Barking Rd/Hermit Rd
4. Plaistow High St/Clegg St
 | Under Consultation.NC previously made detailed suggestions on Barking Rd/Green St in response to NC initial plans. All poor schemes but being driven by TfL. Newham Cyclists indicated that better nothing than these schemes.  |
| **6** | **Safe and Healthy Streets/School Streets**Phase 1Goodwin/WoodgrangeChobham Acadamy West HamLathomPhase 2 Sheringham Primary/NurseryPark PrimaryHartley PrimaryKay Rowe NurseryBrampton Community SchoolsLister AcademyPlaistow PrimarySouthern Rd Primary | Phase 1 & 2 rolled out.Phase 2 in progress.Shorlist being compiled for phase 3 from 30 schools. Councillor Jihan taking the lead.Newham Council need to fund School Streets from capital sourcesEarlham “egregious” but not demand from school and not on phase 3 shortlist; but see LTN.School 21 discharges pupils into cycle lane. |
| 7 | **QE Olympic Park and Westfield.**Mountfichet Rd Westfield Ave Southern entrance at Bridge Rd blockage appears unnecessary.MSG developmentStratford Waterfront developmentCarpenters Local PlanCycle parking and hire at Stratford International | Preliminary design development almost complete on Westfield Ave – on the whole positive as include cycle tracks and junction improvements. Point closure at International Way?Inadequate proposals in MSG development scheme re cycle parking and surrounding infrastructure. In respect of Carpenters Local Plan NC have responded to consultation by emphasising the importance of improving the cycle access to the QEOP. Preliminary design work in prospect for Carpenters Rd, Pool St and Monfichet.NC suggest some QEOP “Quick wins” especially at Abercrombie Rd, Waterden Rd crossing at Here East, light phasing at Honourlea Ave. LLDC now have a sustainable transport officer. |
| **8** | **CS2/Stratford High Street**Poor infrastructure at (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)Long Term Works to strengthen Greenway Sewage Bridge involves diversion of heavy goods vehicles via QEOP A12 and Stratford | Wrote to Thames Water by e-mail 9 August 2021 highlighting left hooks at Marshgate Lane, Penny Brook St and need to ensure heavy goods vehicles use the diversions and not unsuitable short cuts. Carpenters Rd little used due to Stratford Waterfront closure.  |
| **9** | **Stratford Gyratory/Stratford Town Centre** 1. Pilot 20mph to be made permanent
2. Conflicts between cyclists and pedestrians
3. Cycle parking.
4. Rat running in surrounding area.
5. Clash with pedestrians at junction of Grove and Romford Rd
6. Enforcement
 | Scheme finished – on the whole successful.  |
| **10** | **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.1. Other Royal Dock developments.
 | 1. Proposals being consulted upon. Issues are left hooks at major roads, side streets and Canning Town Bus Station. Temporary wands on Silvertown Way being replced.Dock Street to be closed and realigned for Silvertown Tunnel. No safe alternative for cyclists.
2. Possible “Walking and Cycling Improvements” connecting former railway line (“Mitchel Way” – parallel to Jake Russell Walk) and in long term extend the walking and cycling path westwards

Newham Cyclists met with Royal Docks Team Oct 2021 for in connection with a future walking and cycling Strategy for the area  |
| **11** | **Newham Greenway (QW 22)**1. Ramps
2. Antisocial behaviour
3. North of Stratford High St.
4. Light sequencing on A13.
 | Hospital Ramp openFewer reports of antisocial behaviour winter 2020/21 following earlier prosecution. Funding now for removal of 5 restrictive gates (Barking Rd and Prince Regent Lane).Funding obtained (including from developers to test feasibility of a link from Plaistow Place development site over the District Line to an improved Whitelegg Rd ramp to Greenway.Long term: Rail underpass left of Warton Rd - s 106 funding?  |
| **12** | **Crossrail Schemes Retrofitting**:* Manor Park – almost finished
* Forest Gate – finished
* Maryland - finished.
 | Little chance for improvement in near term.All are unsatisfactory from cycling perspective. Each brings hardly any CLOS improvement. Manor Park needs completion – Copenhagen pavement at junction with Manor Park Road.Woodgrange Rd is a barrier east-west between LTNs and north south especially in view of Redbridge plans for Centre Rd. No plans at present for Central Rd in Newham.Prospect of upgrade of modal filter in Manor Park in conjunction with the Community Garden.Removal of Covid barriers in Woodgrange Rd give opportunity for cycle track.  |
| **13** | **QW6**Leyton Rd and Major Rd  | Major danger leading to serious injury at Temple Mills Lane and Leyton Rd junction. Waltham Forest Council engaged on this. With LTN could use Chobham Rd and Gurney Rd as a more direct desire line for QW6.  |
| **14** | **Permeability and other Minor Infrastructure** 2014 audit list of 500 minor improvements (drop kerbs, contraflows etc) | Newham Council focussing on LTNs but willing to look at individual suggestions for minor wins. |
| **15** | **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.
5. Dock Street closure
 | 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”)
5. No plans to alleviate.
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| **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. Is this still planned?Long term vision is ped/cycle crossing at Millais Ave. See also Stratford to Ilford corridor.Feb 2021 Stephen Timms provided a paper to support this route. NC provided comments including alternative and interim routes and offered any further assistance. Meetings taking place since then.Possible to use part of LIP cycle network funding for this.  |
| **17** | **Borough Wide 20mph** | On LIP bid to consider. |
| **18** | **CS3x to Barking (Jenkins Lane)** | Cycle provision blanked out. Funding obtained to finish the last 90m to CS3. |
| **19** | **Enforcement of parking and speed limits** | In particular see Julian Burke complaint about East Village to Newham Councillors May 2021Newham Recorder front page 11 August 2021.Enforcement being brought in house. |
| **20** | **Upton Corridor** | Poor scheme implemented some years ago. Need retro-improvement. Alan Cooper has written to Councillors.Fallswithin A114 corridor (Forest Gate to Barking Rd)  |
| **21** | **Centre Rd Forest Gate** | Redbridge proposing improvements but left hanging in Newham section. |

**Appendix 1**

Objective 1 - Create safer and more inviting conditions for cycling Ref Action Target Timescale 01-01

* Maintain an up-to-date map of Cycling Levels of Service (CloS) with any changes as part of an annual ‘Cycling Account’.
* Designate a grid, ideally of parallel 400m, existing and indicative potential cross-borough routes where maximum CLoS scores could be attained.
* Identify full funding and progress design and implementation of the next phase (short term) of routes and upgrades, as shown in [infrastructure programme] including securing improvements through the planning system.
* Identify full funding for feasibility assessments, design, and implementation of identified medium term routes and upgrades, as shown [infrastructure programme], including securing improvements through the planning system. This includes proposals for strategic cycling routes that would serve the core cycling connections identified in TfL’s Strategic Cycling Analysis (2017).
* Identify full funding for feasibility assessments, design, and implementation of identified longer term routes and upgrades, as shown [infrastructure programme], including securing improvements through the planning system.
* Seek to increase the CLoS of all streets, particularly in areas between upgraded strategic routes above, wherever possible during any road schemes (including planned maintenance through ‘Keep Newham Moving’, including consideration of 20mph speed limits and filtered permeability). Annual, on-going
* Seek funding for feasibility assessments for piloting a ‘Heathy Neighbourhoods’ approach using filtered permeability to reduce motor traffic volumes and speeds, and improve physical activity levels, air quality, and community cohesion in at least 6 areas bounded by classified roads.

**Appendix 2 Strategic Cycle Routes identified in Cycle Strategy**

NS001 Leaway

NS002 Temple Mill - Three Mills

NS003 Channelsea - Twelvetrees

NS004 N-S DLR Parallel

NS005 Greenway - Thames Barrier

NS006 A112 Corridor

NS007 N-S County Boundary

NS008 B109 Corridor

NS009 A117 Corridor

NS010 Manor Park - Gallions Reach

NS011 Roding Valley Way

EW001 Quietway 6

EW002 Ilford Link

EW003 Stratford - Epping

EW004 Woodgrange Village

EW005 Stratford Town Centre

EW006 Cycle Superhighway 2- Ilford

EW007 Stadium - Roding

EW008 West Ham Park - Plashet Park

EW009 Stratford - East Ham

EW010 Plaistow - East Ham

EW011 Newham Greenway

EW012 A124 Barking Road Corridor

EW013 CS3 Northern Parallel

EW014 Cycle Superhighway

EW015 Mitchell Way

EW016 Residential Street

EW017 Beckton Corridor

EW018 Strait Road

EW019 NCR13

EW020 Docklands South

EW021 North Woolwich Road

EW022 Thames Path