***Newham Cyclists* (NC) formal response to the *TwelveTrees Park/Stephenson Street West Ham* (TTP SSWH) development with regards to the Active Travel connectivity options**

*Newham Cyclists* (NC) welcomes the development of the TTP SSWH development as a ‘mixed used’ development in LB Newham and the superb opportunities it offers to solve some of the historic ‘severances’ the existing infrastructure present to ‘Active Travel’ modes but we have very serious concerns about the ‘lack of clarity’ in terms of Active Travel (i.e. walking and cycling ) provision built-in into the development in terms of ‘connectivity and permeability’ with the existing nearby estates in particular and the borough in general.

TTP SSWH published a *Travel Assessment* document (in two parts, Part#1 and Part#2) in 2017 which specifically looked at the ‘***Development Connectivity and Permeability’ (DCP)*** issues focusing on ‘overcoming the significant barriers to movement, especially ‘Active Travel’ modes with regards to this development.

TTP SSWH Travel Assessment Part #1 document provides a very precise existing ‘Site Access’ summary under section 10.2 [10.2.1 - 10.2.7] page 45 as shown shown below. These are some of the DCP issues (i.e. ‘Active Travel’ severances) that have to be ‘unblocked’ as a minimum.

***SITE ACCESSES***

*10.2.1*

[***The site is located at the northern end of an existing industrial estate, which is constrained in terms of vehicle access by rail lines running across the northern and eastern boundaries of the area, the River Lea to the west and the A13 to the south.***](https://www.google.co.uk/maps/@51.5264092,0.0028612,585m/data=!3m1!1e3) *There are* ***three vehicle access points*** *available to this area, of which* ***two can be used to access the site: Stephenson Street / Manor Road (bridge over the Jubilee/DLR rail lines);*** *and* ***Stephenson Street / A13 Slip Road (left in / left out)****.*

*10.2.2*

[***The other access point is: A disused tunnel to the Abbey Mills site to the north – which is on private land underneath the c2c/District and Hammersmith & City lines and leads to a disused road and bridge across the Jubilee and DLR lines.***](https://www.google.co.uk/maps/@51.5264731,0.0033514,180a,35y,39.5t/data=!3m1!1e3)

*10.2.3*

[***The junction of Stephenson Street / Manor Road is the primary connection to access the Site from the wider road network. Stephenson Street bridges over the Jubilee/DLR rail lines and forms a priority controlled junction with Manor Road, which rises to therises to the level of the bridge. The junction has relatively limited visibility for vehicles turning out of Stephenson Street. HGV activity and interactions affect the capacity and operation of the junction.***](https://www.google.co.uk/maps/@51.5219951,0.0044115,176a,35y,39.5t/data=!3m1!1e3)

*10.2.4*

*From the Manor Road junction and bridge, Stephenson Street bends left to the south. The junction with the site access is priority controlled and requires vehicles to make a sharp U turn to the right which is complicated further by an immediately adjacent vehicle access.*

*10.2.5*

[***To the south, the industrial area is bounded by the A13 (or specifically an eastbound slip off the A13 to a junction with Manor Road) which is accessible via Stephenson Street and thus provides access to the site. This junction is left-in left-out priority***](https://www.google.co.uk/maps/@51.5144329,0.0061824,176a,35y,39.5t/data=!3m1!1e3)

*10.2.6*

*Images of the vehicle access locations are provided in Figure 10-2.*

These particular ‘Access Points’ have to be **‘Active Travel’ enabled in terms of ‘Connectivity and Permeability’** for this new estate to be properly connected to the LB Newham cycling network in general and the nearby local estates to the east, West Ham station/transport hub and connecting the [Royal Docks/Canning Town/West Ham/Greenway/Stratford/QE Olympic Park estates and town centres](https://www.google.co.uk/maps/@51.5247631,0.0001126,5242a,35y,270h/data=!3m1!1e3).

***Newham Cyclists (NC)*** **formal response to the TTP SSWH estate proposed development with regards to the development’s Travel Assessment Part1 & Part2 with commentary on the right column.**

|  |  |  |
| --- | --- | --- |
| **TTP SSWH Active Travel specific infrastructure wrt DCP** *(ref. TTP SSWH Travel Assessment Part 2)* | **Proposed infrastructure location/description** *(ref. TTP SSWH Travel Assessment Part 2)* | **NC Commentary** |
| **West Ham station bridge**  *13.2.1 - 13.2.3 of TTP SSWH Travel Assessment Part 2*  *Figure 13-1* | [A new bridge connection is proposed to connect the Site with the Jubilee Line Concourse of West Ham Station subject to receiving all necessary consents and third party rights.](https://www.google.co.uk/maps/@51.5281223,0.0044368,123m/data=!3m1!1e3)  The bridge structure would span the northbound Jubilee Line and accommodate a new gate line with associated staff and ticketing facilities. | NC welcome a new West Ham station portal with access to the TTP SSWH estate.  This new portal should help promote the case for ‘multi-modal’ travel in terms of cycle/train transport (aka ‘multi-modal’ transport). |
| **North Pedestrian Bridge**  *13.2.4 - 13.2.6 of TTP SSWH Travel Assessment Part 2*  *Figure 13-2* | The West Ham station bridge mentioned above is a ticketed entrance to West Ham Station and is not able to provide a 24/7 free route for pedestrians between the TTP SSWH Site and Manor Road.  [Therefore a further bridge is proposed that provides unrestricted pedestrian access between the Site and Manor Road subject to receiving all necessary consents and third party rights.](https://www.google.co.uk/maps/@51.5281223,0.0044368,123m/data=!3m1!1e3)  This will enable existing residents to the east of the rail lines to access the retail and community uses.  The proposed footbridge is located immediately to the north of West Ham Station and to the south  of the LU/C2C rail bridge.  It crosses the four Jubilee and DLR rail lines as well as Manor Road landing adjacent to the existing station entrance at Memorial Avenue.  The western end of the bridge widens out onto the podium level of the proposed development and is overlooked by retail units (Block N01).  The ground and bridge/podium levels are connected via lifts and steps. The lifts are sized to accommodate wheelchairs and bicycles. | This is one of the #2 proposed ‘all hour public access’ bridgesacross the north/south alignment of the *London Underground Jubilee Line/Dock Light Railway* corridor).  NC welcome and support the proposed infrastructure but it is not useful for cycling traffic transit use.  Bridges with lift access are only suitable for pedestrian based transit. They are not suitable at all for all-ability cycle based modes and shouldn’t be promoted as such.  There must be alternate ‘non-dismount’ cycling traffic routes to these proposed pedestrian footbridges. |
| **Southern Pedestrian Bridge (aka Milner Road Bridge)**  *13.2.7 - 13.2.8 of TTP SSWH Travel Assessment Part 2*  *Figure 13-3* | A further demand for pedestrian connectivity is expected at the south of the site particularly given the location of the secondary school site.  To cater for this movement a [footbridge is proposed between the site and Milner Road](https://www.google.co.uk/maps/@51.5258814,0.0047629,144m/data=!3m1!1e3), which will also cross the Jubilee / DLR rail lines to the eastern side of Manor Road subject to receiving all necessary consents and third party rights.  The western end of the bridge is integrated with Block S01 and overlooked by residential dwellings.  The ground and bridge levels are connected via steps and lifts that are sized to accommodate wheelchairs and bicycles. | This is one of the #2 proposed ‘all hour public access’ bridgesacross the north/south alignment of the *London Underground Jubilee Line/Dock Light Railway* corridor).  NC welcome and support the proposed infrastructure but it is not useful for cycling traffic transit use.  Bridges with lift access are only suitable for pedestrian based transit. They are not suitable at all for all-ability cycle based modes and shouldn’t be promoted as such.  There must be alternate ‘non-dismount’ cycling traffic routes to these proposed pedestrian footbridges. |
| **Stephenson Street Bridge**  *13.2.9 - 13.2.13 of TTP SSWH Travel Assessment Part 2*  *Figure 13-4* | [An existing vehicle bridge](https://www.google.co.uk/maps/@51.5232109,0.0048537,172m/data=!3m1!1e3), part of Stephenson Street, provides vehicular access to the Site (and the wider industrial estate) from Manor Road across the Jubilee / DLR lines.  Manor Road rises to the level of the Stephenson Street bridge to form a priority controlled junction.  This junction has relatively limited visibility for vehicles turning out of Stephenson Street and interactions between relatively high volumes of turning HGVs / buses.  To the west of the rail lines Stephenson Street bends south and descends to ground level where there is a junction with the site access.  The site access bends north and passes West Ham Bus  Garage into the site.  The vehicle access strategy has been developed to provide a more direct access route to the site and to deliver improvements to the existing junction.  Subject to receiving all necessary consents and third party rights a new bridge would be constructed adjacent to the existing bridge enabling the separation of westbound and eastbound traffic flows.  This layout increases visibility and capacity. Left and right turning lanes are accommodated at the give way lines and interaction between turning HGVs/buses  is prevented.  At the western end of the bridge it is proposed to introduce a new direct vehicle access into the site. Traffic travelling westbound along the bridge would give way to north-south traffic.  The new bridge and site access also provides an opportunity to improve pedestrian and cycle connectivity to the Site and a new shared route is provided via the bridge, discussed later.  The proposed bridge could be provided either north or south of the existing bridge (with appropriate re-grading of Stephenson Street and Manor Road).  At the time of the planning application it has not been determined which option will be pursued, however it is likely that the northern option will be progressed, as illustrated above. The red line boundary for the site enables either option. | A new bridge, built north or possibly south of the existing one including a new ramp access to the bridge adjacent to the immediate west of the LU/DLR railway corridor will provide direct access to the TTP SSWH estate with the existing Stephenson Street section to the west of this new ramp access route.  This new infrastructure will include a segregated cycling and walking route from the TTP SSWH estate (south-east corner of the Phase 1 site) across the bridge to a similar cycling and walking route facility on Manor Road towards West Ham station direction, deflecting from left to right side on Manor Road via a parallel crossing.  This should be connected to the [Manor Road/Godbold road junction](https://www.google.co.uk/maps/@51.5223005,0.0053914,266a,35y,39.45t/data=!3m1!1e3), a vital connection to the [Canning Town north estates (east of the Manor Road alignment)](https://www.google.co.uk/maps/@51.523228,0.0094309,829m/data=!3m1!1e3). |
| **Existing Stephenson Street Access**  *13.2.16 - 13.2.17/13.3.1 of TTP SSWH Travel Assessment Part 2*  *Figure 13-8 Proposed Development Access Strategy*  [**Stephenson Street designation**](https://www.google.co.uk/maps/@51.5103841,0.0043696,1200a,35y,39.16t/data=!3m1!1e3) [*13.3.2 - 13.3.5 of TTP SSWH Travel Assessment Part 2]* | Once the new site access is provided from Stephenson Street the existing site access will be downgraded and become an access-only street primarily for pedestrian and cyclists.  This will provide an attractive and flat route to the south. Due to the need to maintain an emergency vehicle access to the Stagecoach West Ham Bus Garage and access to the arches underneath Stephenson Street a vehicle route would still be provided with a turning head.  To the north the vehicle route would only serve as emergency access to the proposed development and otherwise be a pedestrian/cyclist route only. Considering the light traffic flows that would be expected this street will be designed primarily as a pedestrian/cycle space.  In terms of wider connections to the north of the Site there is an existing *Greenway* that provides a direct off-street route from Manor Road to CS2 along Stratford High Street. CCTV and lighting is being introduced along the Greenway.  PEDESTRIAN AND CYCLE  The cyclist access strategy has been developed in consideration of the different types of cyclists that will access the site ranging from school pupils to more confident commuters travelling longer distance.  For longer distance cycle travel the key strategic cyclist routes near to the Site are Cycle Superhighway 2 (CS2) accessed to the north of the site and Cycle Superhighway 2 (CS3) accessed to the south of the site.  Stephenson Street and Bidder Street are relatively quiet roads and a cycle connection has recently been implemented to connect with CS3 from Stephenson Street underneath the A13.  A more local desire for movement, particularly associated with the secondary school, is expected  in the existing to the east of the Site.  The proposed Stephenson Street bridge provides a shared pedestrian/cycle route between the Site and Godbold Road with a new parallel pedestrian/cyclist  crossing at Manor Road. Godbold Road and other streets to the east of Manor Road are quiet and various recommended as routes for on street cycling.    Both of the new footbridges will provide lifts that can accommodate bicycles. Cyclists would be required to dismount to use the bridges. | The assessment statement of this section for Stephenson Street from the Travel Assessment documentation with regards to safe cycling and walking is ‘seriously inaccurate’ with regards to the actual volume and type of motorised carriageway traffic and is opposed by NC.  The north/south alignment of Stephenson Street is on the eastern edge of the big ***Twelve Trees*** Industrial Park estate/LU Jubilee line & DLR railway corridor.  The ***Twelve Trees*** Industrial Park is located on an ‘island’ between the river Lea to the west, the TTP SSWH estate/LU District/H’smith & City lines and C2C railway corridor to the north, the East India Dock Road/Newham Way A13 to the south and Stephenson Street/LU Jubilee line & DLR railway corridor to the east.  The current Stephenson Street carries a lot of noisy and Heavy Good Vehicles (HGV) movements in and out of this industrial park using it as a mainly southbound only exit from the industrial estate towards the A13. This is the eastern ‘portal’ of the industrial park. [Bidder Street , to the west of Stephenson Street provides the complementary northbound entry only route](https://www.google.co.uk/maps/@51.5175947,0.0037501,584m/data=!3m1!1e3).  [The only other ‘portal’ for the ***Twelve Trees*** the industrial park is on the western side via the Twelve Trees Crescent/bridge with regards to the A12 in Bow (LB Tower Hamlets)](https://www.google.co.uk/maps/@51.5237723,-0.0034888,696m/data=!3m1!1e3).  **With regards to facilitating safe Active Travel modes, Stephenson Street will have to be closed to general motorised traffic including Heavy Goods Vehicles for it to be viable with Bidder Street used for freight and access motor traffic.**  This Stephenson Street Active Travel mode re-designation will allow for a ‘real and cheap transformation’ of the local walking and cycling traffic network in particular and the western part of LB Newham in terms of the [Royal Docks/Canning Town/West Ham/Greenway/Stratford/QE Olympic Park estates and town centres connectivity as well as the links to cycleways CS2/C2 (Stratford High Street) and CS3/C3 (Newham Way A13)](https://www.google.co.uk/maps/@51.4901035,0.0164033,4883a,35y,38.47t/data=!3m1!1e3). |
| [**Disused tunnel ‘access point’ between TTP SSWH site and Crows Road and potentially the Abbey Mills or Abbey Creek site to the north**](https://www.google.co.uk/maps/@51.5264012,0.0035606,180a,35y,39.5t/data=!3m1!1e3)*[ref.**13.3.1 of TTP SSWH Travel Assessment Part 2. Figure 13-8 Proposed Development Access Strategy].* | This ‘infrastructure’ which is on private land underneath the LU District/Hammersmith & City/ C2C lines and leads to a disused road and bridge across the Jubilee and DLR lines (i.e. Crow Road), east of the London Underground /Network Rail sub station | This access point is on the northern boundary of the TTP SSWH Phase 1 site.  *NC* believe that this disused tunnel under the London Underground (LU) District/H’smith & City/City to Coast (C2C) railway corridor provides the crucial 'Active Travel' portal link to [Crows Road and then the link to a Manor Road/Alan Hocken Way junction parallel crossing](https://www.google.co.uk/maps/@51.5286384,0.0047496,280m/data=!3m1!1e3) which is in the SSWH Travel Assessment document as proposals.  ***Transport for London (TfL)*** **and *Network Rail (NR)* need be involved and as such be informed of the importance of the potential ‘portal access’ to support and get their backing. It is important to get the support and help of the *Mayor of London* Walking and Cycling Commissioner on this key infrastructure.**  An *Active Travel* route via this ‘disused tunnel’ portal/Crows Road/Manor Road/Alan Hocken junction parallel crossing will be a **crucial link** between the south Stratford/West Ham estates north of *London Underground (LU) District/H’smith & City/City to Coast (C2C) railway corridor* via the TTP SSWH estate and the north Canning Town estates, east of the *London Underground (LU) Jubilee Line/DLR railway corridor* and Canning Town railway/bus station and estates, south of the A13 via a re-designated Stephenson Street as the two railway corridors mentioned above present two major severances to the development of north/south and east/west Active Travel routes in this part of the borough.  **LB Newham should ask for Community Infrastructure Development Levy funds to be committed to funding this infrastructure.** |
| [**Crows Road upgrade and improvements**](https://www.google.co.uk/maps/@51.524071,0.0010077,425a,35y,39.39t/data=!3m1!1e3) (including bridges over the *London Underground Jubilee and Dockland Rail*  railway corridor). *[ref.**13.3.1 of TTP SSWH Travel Assessment Part 2. Figure 13-8 Proposed Development Access Strategy].* |  | Crows Road is a potential crucial Active Travel route especially for cycling traffic between [Twelve Trees Park , Leaway, Twelve Trees Industrial Estates, Three Mills Island, Strand East, Stratford High Street and the estates to the east of the *London Underground Jubilee and Dockland Rail*  railway corridor](https://www.google.co.uk/maps/@51.5194455,-0.0039922,1013a,35y,39.21t/data=!3m1!1e3).  Crows Road improvements are crucial to the Disused tunnel ‘access point’ issue mentioned above.  [Crow Road also offer the opportunities to new access points to future Abbey Creek estate developments, Channelsea Island and the *Greenway*](https://www.google.co.uk/maps/@51.5289385,-0.000399,435m/data=!3m1!1e3).  **LB Newham should ask for Community Infrastructure Development Levy funds to be committed to funding this infrastructure.** |
| [**Crows Road/Manor Road/Alan Hocken Way junction parallel crossing link to shared path on the Manor Road east side improvements**](https://www.google.co.uk/maps/@51.5284065,0.0048324,125a,35y,39.54t/data=!3m1!1e3) *[ref.**13.2.17 of TTP SSWH Travel Assessment Part 2. Figure 13-6 Proposed Parallel Crossing Improvement to Greenway].* |  | This is a potential crucial cycling and walking traffic link to the [Greenway as well as the estates](https://www.google.co.uk/maps/@51.5287906,0.0047595,151a,35y,39.52t/data=!3m1!1e3) to the north of the *Greenway* and the *London Underground District/Hammersmith & City and C2C* railway corridor alignments which are major severances to ‘at ease’ north/south cycling routes in LB Newham.  **LB Newham should ask for Community Infrastructure Development Levy funds to be committed to funding this infrastructure.** |
| [**Crows Road (northeast/southwest alignment) ‘access points’ link with TTP SSWH site west boundary**](https://www.google.co.uk/maps/@51.5241201,-0.0002028,300a,35y,39.44t/data=!3m1!1e3) *[ref.**13.3.1 of TTP SSWH Travel Assessment Part 2. Figure 13-8 Proposed Development Access Strategy].* |  | These two access points are on the western boundaries of the TTP SSWH Phase 3 and 4 sites.  They offer alternative east/west alignment Active Travel links between [the TTP SSWH estate and the Twelve Trees industrial park as well as connectivity to the Twelve Tree Crescent/*Lea way*](https://www.google.co.uk/maps/@51.5250348,-0.0015582,613m/data=!3m1!1e3).  **LB Newham should ask for Community Infrastructure Development Levy funds to be committed to funding this infrastructure.** |
| [**Public cycle parking facilities in TTP SSWH estate (at surface level)**](https://www.google.co.uk/maps/@51.5267614,0.0038951,127a,35y,36.24h,45t/data=!3m1!1e3). |  | There should be generous provision for free public cycling parking on the Phase 1 site near the new West Ham railway station portal since this transportation hub of five railway routes [currently has very limited surface cycle public parking facilities](https://www.google.co.uk/maps/@51.5277796,0.0054358,3a,61.2y,306.83h,79.55t/data=!3m6!1e1!3m4!1sIDOPdEvKQXfl-V61Qi9rFQ!2e0!7i16384!8i8192), located east of the *LU Jubilee line/DLR* railway corridor.  This will encourage and support multi-modal (i.e. cycle/train) travel plans with regards to West Ham station convenient due to lack of space on the current station estate. |
| **TTP SSWH Safeguarded Cycle Hire Stations provision**  *13.2.21 - 13.2.22 of TTP SSWH Travel Assessment Part 2. Figure 13-7 Safeguarded Location for Cycle Hire Scheme (Phase 1)* | The *Cycle Hire Scheme* does not currently serve the areas immediately around the site. The nearest Docking Station is located along Devons Road in the London Borough of Tower Hamlets.  During pre-application discussions TfL have noted a desire in future to extend the scheme  eastwards.  Appreciating that this may not happen for some years two locations have been safeguarded on the site for future provision. These areas are located on the western and eastern ends of the Four Seasons Park. The location safeguarded as part of Phase 1 is illustrated in Figure 13-7.  If the Cycle Hire scheme is extended future residents and employees at the site will have a further sustainable travel option.  Figure 13-7 shows the Safeguarded Location for Cycle Hire Scheme (Phase 1) | TTP SSWH’s location means this new estate offers an ideal place for a range of alternative cycle hire schemes (including freight options) - TfL Hire schemes and private sector/local authority regulated ones to facilitate particularly multi-modal (i.e. cycle/train) travel plans.  It is also important that the proposed TTP SSWH cycle hire hub/provision facilitate hired cycle travel between the [Royal Docks/Canning Town/West Ham/Greenway/Stratford/QE Olympic Park estates and town centres](https://www.google.co.uk/maps/@51.5247631,0.0001126,5242a,35y,270h/data=!3m1!1e3) as well as the Twelve Trees industrial estate, a major employment hub and the *Leaway*. |

Regards,

Olawale Ajibola  
*Newham Cyclists*

*Infrastructure Representative*

*April 2022*