

This response to the Westfield Avenue and Stratford Walk proposals is from **Newham Cyclists**, the local borough group of the London Cycling Campaign (LCC). We represent the interests of people in Newham who already cycle, and campaign for safer streets that would make cycling a mainstream, inclusive, and convenient mode of transport for everyone.

SUMMARY

We **strongly support** the proposals in their current form, but believe further changes must be made to the Marshgate Lane junction to realise their full potential.

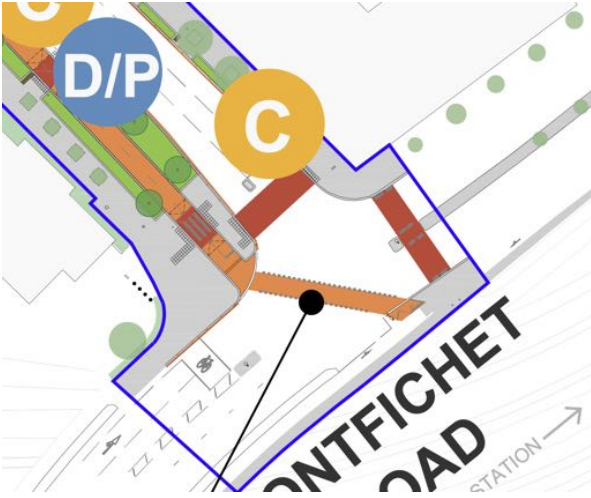
- The proposed scheme is of a very high quality, and represents a step change in provision for walking and cycling in the Queen Elizabeth Olympic Park that generally matches the standard seen in successful schemes such as at Stratford Town Centre.
- A high quality cycleway on Westfield Avenue will provide an alternative for those who currently cycle on Tessa Jowell Boulevard with less risk of pedestrian conflict—however, it **must be** direct, convenient, and fast.
- The proposed one-way system on Olympic Park Avenue will do a great deal to reduce speeding through East Village and open up direct connections for walking and cycling through the park.
- We insist that the cycle track must be designed to allow users of non-standard cycles, mobility scooters, etc. to use it comfortably. This means that it must be wide and flat with comfortable turning circles for larger cycles.
- Concerns about pedestrian and cyclist compliance with red traffic lights should be mitigated with acceptable waiting times—no more than 45 seconds, and no crossings that require people to wait twice. It should be possible to activate cycle crossings with both a button and a camera to reassure people that they have been detected.

- This might be an opportunity (with collaboration with DfT) to innovate and trial continental-style waiting time indicators, which would be a first for the UK. These are 'countdown' displays on pedestrian and cycle traffic signals that tell people how long they will have to wait for a green light (as opposed to telling those already crossing to hurry up.) If people know how long they will have to wait, they may feel more disposed to be patient and wait for a green.
- While alterations to the light phasing at Marshgate Lane are welcome, longer-term this junction must be redesigned to include separated space for all modes, and prioritise the movements of people walking and cycling over motor traffic.

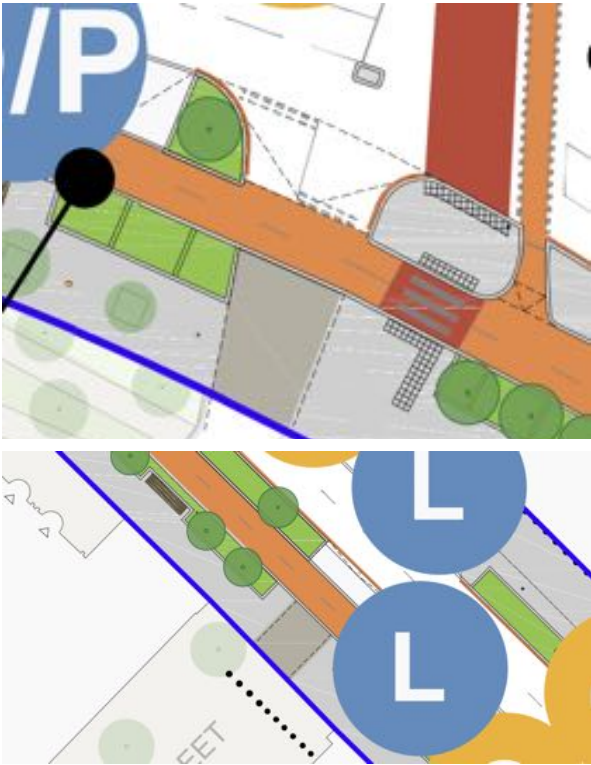
Right: Examples of waiting time indicators from 's-Hertogenbosch (above) and Rotterdam (below.) In both cases, the time indicated is the maximum amount of time before the traffic light turns green for people cycling.

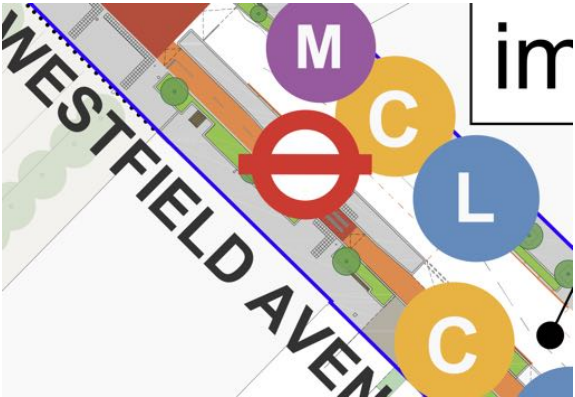



SPECIFIC COMMENTS


Where	Diagram	Our Comments
<p>Montfichet Road junction</p>		<p>The diagonal crossing and the sharp turn required for people going between Montfichet Road (west) and Westfield Avenue may be awkward for some people, particularly those on larger three-wheelers or recumbents. It is important that the waiting area is large and wide enough to allow people to make the turn, and that the phasing allows people plenty of time to cross.</p> <p>A longer-term way to avoid this, when Montfichet Road west is rebuilt as part of the Pool Street redesign, could be to put the cycle track on the north side of Montfichet Road and have it cross over diagonally at this junction. This would allow those cycling a free turn into and out of Westfield Avenue—likely to be very welcome for those who have just</p>

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		<p>cycled up the steep incline on Montfichet Road.</p> <p>There may be an opportunity to provide a diagonal pedestrian crossing as well—otherwise people are likely to walk in the cycle crossing.</p> <p>It should be possible to activate the cycle crossing both with a camera and a button to provide reassurance that the traffic light is working and will turn green. This might be an opportunity (with collaboration with DfT) to trial continental-style waiting time indicators, which would be a first for the UK and might encourage more people to wait for a green.</p>
Crossovers	(e.g.)	<p>At these locations the surfacing should be continuous to indicate that people walking and cycling have priority.</p> <p>Sight lines for the crossovers must be kept clear of illegally-parked cars,</p>

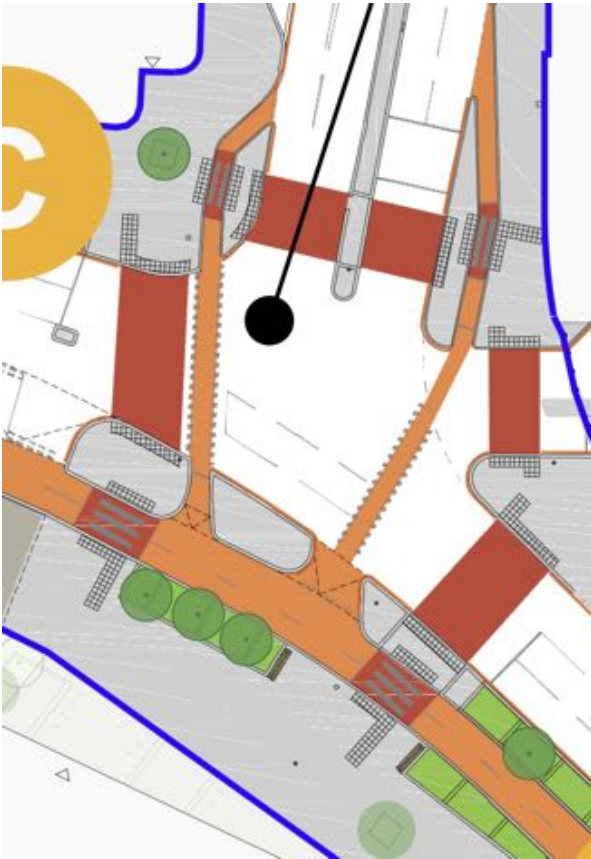
Where	Diagram	Our Comments
		<p>utilities, obstacles etc. to prevent potential 'left hook' collisions.</p> <p>Tactile markings on continuous footways can help cane users navigate by counting side-streets, and allay people's concerns about not knowing where they may encounter cars. These must be carefully positioned (set back) to avoid turning drivers seeing "their" part of the road and bullying people walking and cycling into giving up their priority.</p>
<p>Bus stop bypasses (e.g. at Chestnut Plaza/Endeavour Square)</p>	<p>(e.g.)</p>	<p>The designs here are good examples of bus stop bypasses that match up to best practice standards in the UK and on the continent. Cycle compliance with zebra crossings on BSBs is best</p>

Where	Diagram	Our Comments
		<p>when bus users and cyclists have clear sightlines towards each other, and no-one has to negotiate tight chicanes or obstacles.</p> <p>We are pleased that the cycle track is in a straight line allowing cyclists to focus on watching for pedestrians rather than not hitting a kerb.</p> <p>The siting of the planting areas should nudge bus users into using the zebra crossing. However, if very high volumes of people are forecast to alight here, it may be wise to provide some kind of barrier on the island to prevent people from stepping out into the cycleway without realising it and funnel them to the zebra crossing. This could take the form of a less obtrusive form of guardrail than there is currently, or another strip of planting/SUDS.</p> <p>Bus shelters and advertising structures must not obstruct sight lines for people</p>

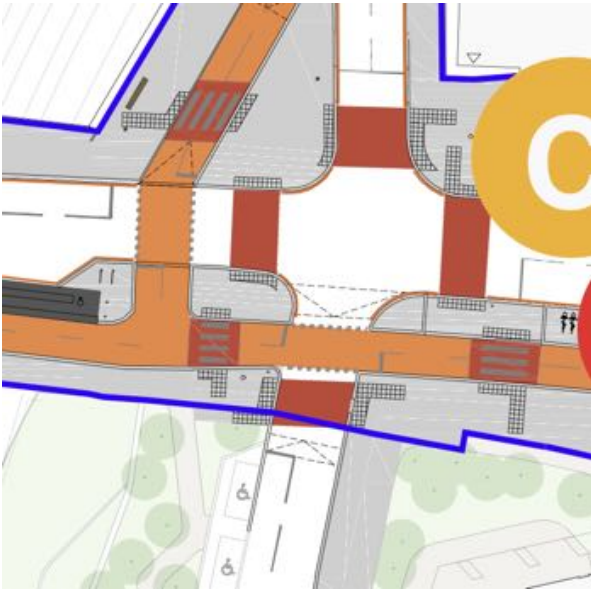
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		<p>getting on or off buses.</p> <p>Visually impaired bus users may appreciate a change in surface of the cycle track—maybe to a tiled surface—to give an audible indication when cyclists are approaching, in addition to slowing cyclists down. This must be used sparingly, however, or people may choose to cycle in the carriageway instead.</p>
Stratford Walk		<p>The proposed design is a high quality 'destination' area not intended as a through cycle route, but will be attractive to people cycling nonetheless.</p> <p>You may wish to retain some cycle hire stands, or add additional cycle parking, at the Aquatics Centre for people who want to access this location (who may find it more convenient than walking from Westfield Avenue.)</p>

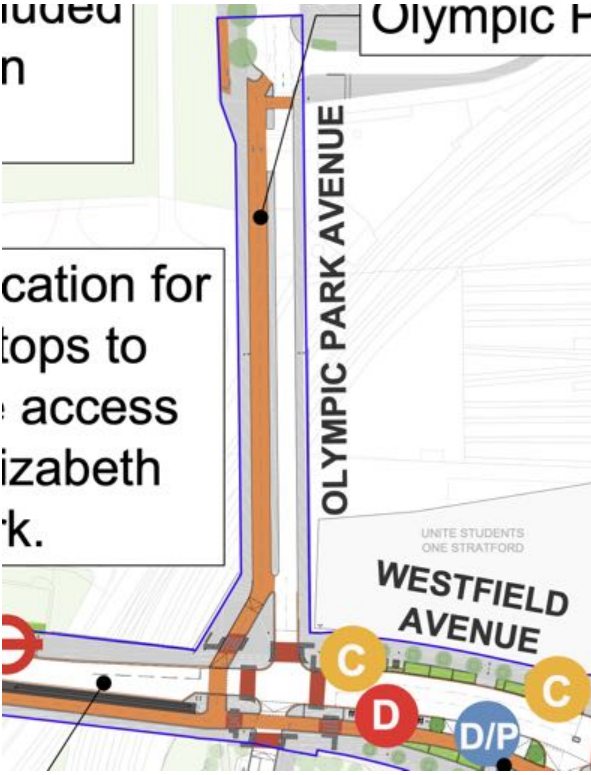
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		<p>Cycle flows here will probably remain reasonably high until alternate ways of getting onto Westfield Avenue (i.e. rebuild of Montfichet Road east, Pool Street scheme) become available for use.</p>
Chestnut Plaza crossing		<p>Widening is welcome but it is not clear why this is a 'pedestrian cycle crossing' since cycling is banned on the Westfield estate. Westfield may wish to add additional cycle parking on their side of the crossing to nudge people into parking their cycles there rather than riding further onto The Street.</p> <p>There is a chance pedestrians will step out into the cycle track to use this as an additional waiting area (as currently happens at Great Eastern Road outside Meridian Square.) It may be worth providing them with a traffic island in the median to wait in.</p>

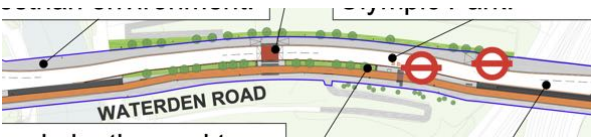
Where	Diagram	Our Comments
		<p>Waiting times for people walking and cycling must be kept as short as possible—otherwise red-light compliance will be poor, and some people are likely to choose a more 'direct' route (Tessa Jowell Boulevard) instead. Even with Green Person Authority on this crossing, current waiting times are often excessive for people crossing.</p> <p>Since people cycling on Westfield Avenue are expected to wait at the crossing, this might be an opportunity (with collaboration with DfT) to trial continental-style waiting time indicators, which would be a first for the UK.</p>

Where	Diagram	Our Comments
International Way junction		<p>Waiting pockets for cyclists turning out of the track are very good. Simplified junction with wide single-stage crossings is good.</p> <p>International Way being for buses and licenced taxis only is good, although we worry that drivers will ignore this (or that it may be seen as a 'release valve' during high-traffic events and opened to general traffic—in fact we believe this may be the case on event days.)</p> <p>The easternmost crossing could do with being 2-way to provide an access route for people cycling to the 'main' Westfield cycle parking in car park C. This could be achievable with a short spur of 2-way cycle track.</p> <p>We would like to see the junction designed with a future extension of Cycleway 26 around the back of Westfield via Celebration Avenue/Stratford</p>

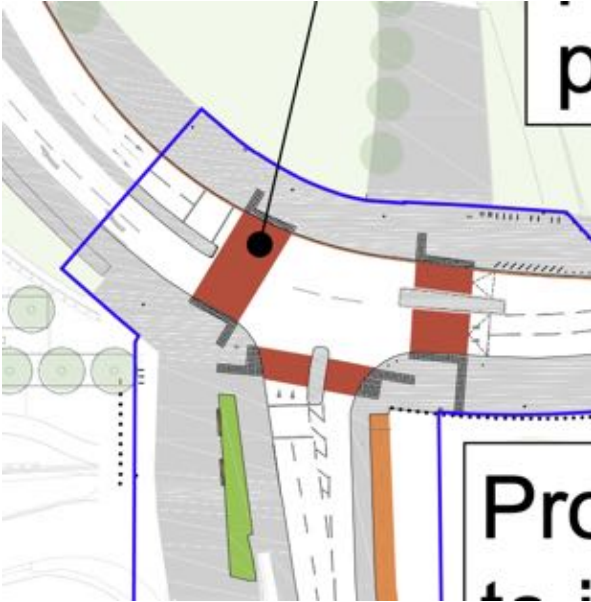
Where	Diagram	Our Comments
		<p>International/Roundhouse Lane in mind.</p> <p>It should be possible to activate the cycle crossing both with a camera and a button—preferably with some indication that the light <i>is</i> going to change to discourage red-light jumping. This might be an opportunity (with collaboration with DfT) to trial continental-style waiting time indicators, which would be a first for the UK.</p>

Where	Diagram	Our Comments
Olympic Park Avenue junction		<p>Waiting times must be reasonable for people walking and cycling. Otherwise compliance will be poor as people will choose to make their own decisions about when it is safe to proceed. At a junction with only 2 lanes of traffic a waiting time of more than 45 seconds is likely to be unacceptable.</p> <p>All pedestrian and cycle phases should run concurrently in a “simultaneous green” arrangement so that people can cross the junction in a single stage. No-one should have to wait twice, or they are likely to take matters into their own hands.</p> <p>It should be possible to activate the cycle crossing both with a camera and a button—preferably with some indication that the light <i>is</i> going to change to discourage red-light jumping. This might be an opportunity (with collaboration with DfT) to trial continental-style waiting time</p>

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		<p>indicators, which would be a first for the UK.</p>
<p>Olympic Park Avenue bridge</p>	 <p>Diagram showing the proposed layout for the Olympic Park Avenue bridge. The diagram indicates a one-way layout for motor traffic southbound, with the northbound lane repurposed as a dedicated footway and cycleway. The diagram includes labels for 'OLYMPIC PARK AVENUE', 'WESTFIELD AVENUE', and 'UNITE STUDENTS ONE STRATFORD'. There are also colored circles labeled 'C', 'D', and 'D/P' on the map.</p>	<p>We assume that, despite the (presumably erroneous) centre line marking on the diagram at the bottom of the bridge span, this road will be one lane, one-way southbound for motorists, with the existing northbound lane being repurposed as a dedicated footway and cycleway.</p> <p>We support making the bridge one-way for motor traffic southbound to provide a continuous protected route for people cycling between East Village and Westfield Avenue. This will also eliminate a rat-run (Westfield Ave/Waterden Rd—Olympic Park Ave—Honour Lea Ave/Abercrombie Rd—Temple Mills Lane) that affects residents of East Village and Chobham Manor and compromises the quality of</p>

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		<p>Cycleway 16.</p> <p>It's not clear why there appears to be a cycle crossing at the junction with Anthems Way and also an exit from the cycle track into the carriageway. The former is unlikely to be necessary if cyclists will only have to deal with southbound drivers and those emerging from Anthems Way.</p> <p>Some opportunities may be available for public art or greening on the bridge span itself to make the environment more attractive for people walking and cycling.</p>
Waterden Road bridge	 <p>The diagram shows a plan view of the Waterden Road bridge. It highlights a section where the carriageway narrows, marked with red circles. It also shows a proposed additional footway on the north side and a new bus stop location. The road is labeled 'WATERDEN ROAD'.</p>	<p>Carriageway narrowing is good and will reduce speeds and risk of crashes. An additional footway on the north side is welcome and long overdue. Provision for a new bus stop is welcome.</p> <p>Since the informal crossing crosses 2 lanes of traffic and the road is quite</p>

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		<p>straight (meaning speeds will sometimes be high,) there should be an island to allow pedestrians to deal with 1 direction of traffic at a time. Otherwise, if space does not allow this, it needs to be a zebra crossing.</p> <p>New planting is a positive.</p> <p>Hostile vehicle mitigation may be needed to stop pavement parking for events at the Copper Box and Stadium.</p>

Where	Diagram	Our Comments
Marshgate Lane junction		<p>Improved signal timing for pedestrians and cyclists is welcome, but this junction remains a weak spot in the Park that is a hotspot for pedestrian/cycle conflict, and prioritises motor traffic movements over the main pedestrian/cycle flow.</p> <p>A longer term solution once East Wick phase 2 is complete must be separated space for all modes, and narrowing of the junction mouth to force drivers to slow down when turning in and out.</p>

GENERAL REMARKS

ACCESSIBILITY

- All cycle tracks and crossings should be designed with the [Wheels for Wellbeing Guide to Inclusive Cycling in mind](#).

- Camber must be carefully controlled to ensure three-wheelers do not face a tipping risk. Dropped kerbs should be available to allow people cycling to access side streets, but these must not compromise the usable width of the cycleway or present a tipping risk.
- Pedestrians and cyclists should not have to negotiate any change in level at crossovers, which can be uncomfortable and lead to people's luggage and shopping getting damaged. Level changes should be for turning drivers to negotiate. This can be achieved by building the crossover on a raised table, or by using Dutch-style inritbanden/entrance kerbs ([now available in the UK market](#)) to force drivers to slow down.
- Any buttons used to activate crossings must be reachable from wheelchairs, adapted cycles, recumbents, etc.

SURFACING

- The surface for the cycle track should be distinct from that of the footway and the carriageway to help make it clear where each type of road user should be.
- Cycle symbols should be used, particularly at crossings and crossovers, to indicate to other road users that they can expect to encounter people cycling.
- Smooth, machine-laid asphalt is preferred as a surface for cycling. Tiles are acceptable where speeds need to be lower and where the layout is temporary, but may cause uncomfortable vibrations for some riders so should be used sparingly. Setts and cobbles are not acceptable as riding over them is uncomfortable for most riders, presents a slipping risk in wet weather, and runs the risk of people's shopping or other luggage being damaged by vibrations.
- Colour can be used to mark out the cycleway, which provides an additional benefit to people with low vision. Dark red is the convention on 'flagship' cycleways in Waltham Forest as seen on Temple Mills Lane and Lea Bridge Road. Some 2010s-era cycleways use blue surfacing throughout. Elsewhere in London the current convention is for black asphalt with Danish-style blue surfacing at crossovers and junctions. We suggest you pick a colour scheme and then use it consistently throughout this and all future schemes in the Park area.

EVENT DAYS

- On event days where cycling on Westfield Avenue is not possible, we would like to see directional signage provided to indicate to those cycling how they can still reach their destination (e.g. people cycling from CS2 towards Leyton and East Village.) This must be possible without dismounting or sharing with heavy volumes of traffic, neither of which is likely to be inclusive.

CONCLUSION

We **strongly support** the proposals in their current form, but believe further changes must be made to the Marshgate Lane junction to realise their full potential.