

This response to the Carpenters Road proposals 22/00256/A0D and 22/00249/NMA 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.

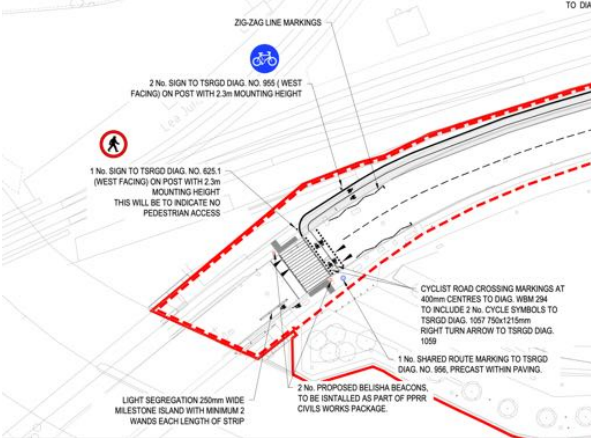
SUMMARY


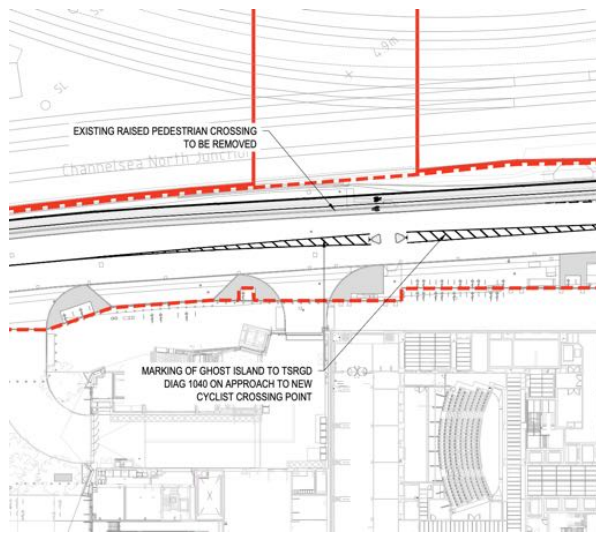
We **support the principle** of a cycleway on Carpenters Road, but we are **concerned about the details** of the proposed plans because they do not adequately serve people who will be accessing the new developments, nor do they deal with potential traffic volumes and speeds on Carpenters Road. A longer term solution must involve traffic reduction and further reallocation of road space.

- The proposed 2-way cycle track is an improvement on the original proposal to keep the painted cycle lanes, but stops short of providing an attractive through route for people cycling or an attractive entrance route for people accessing the new East Bank buildings.
- A lot of people who will want to use the cycleway are people who will be accessing the rear entrances of the new buildings—however, there is only 1 cycle crossing to access this cycle parking proposed, which, on the design, is inadequately marked. It is not clear, for instance, how people who live in the new residential blocks are supposed to access the cycle track, or how those making deliveries are supposed to get there from the cycle track.

- We are concerned about removing the pavement on 1 side to make way for the cycle track. From our experiences of other places in the Olympic Park that use this design (such as Montfichet Road by Stratford station), pedestrians will walk here anyway, leading to unnecessary conflict.
- We are worried about the potential for Carpenters Road to become an attractive through route for cars ('rat run') once more once it reopens to general traffic—potentially problematic, since the two-way cycle track scheme proposed in these documents dumps people out into the carriageway at the end of the road, and this would have negative impacts on the on-carriageway cycle network in Hackney Wick and the Carpenters estate.
- We question whether enough has been done with this design to reduce motor vehicles speeding on Carpenters Road. Traffic monitoring in November/December 2018 recorded the 85th percentile speed on Carpenters Road as around 30mph with over 80% of vehicles exceeding the posted speed limit. It appears little has been done to change the design to force drivers to slow down—particularly with large 'ghost islands' and generously wide swept servicing entrances. This, combined with the risk of rat-running, could create a real safety problem for people trying to cross to/from the cycle track and the bus stop.
- A longer term solution might be to systematically reduce traffic on Carpenters Road so that it is 'access only', or to make it one-way for cars. This could then unlock additional space for higher-quality walking and cycling provision, in addition to nudging passing drivers into using the A12 (as they should be doing already if they don't have business in the area.)

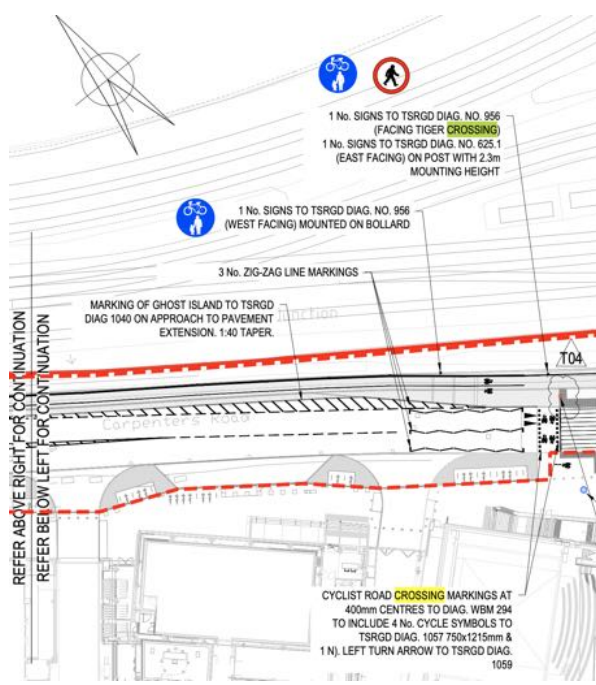
SPECIFIC COMMENTS

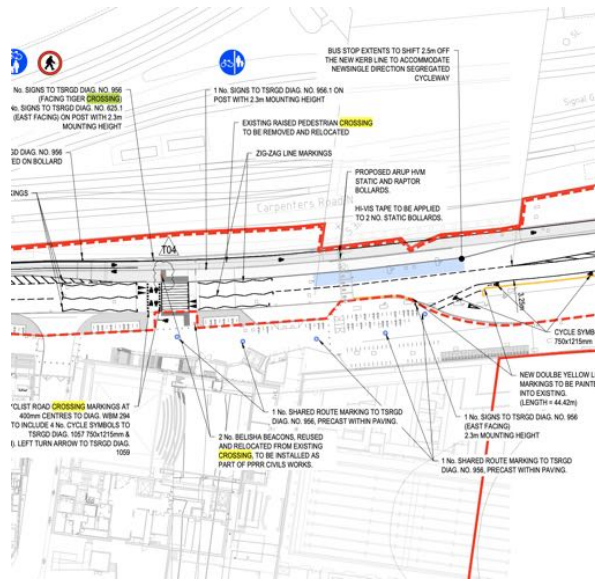
Where	Diagram	Our Comments
<p>Crossing and western end of cycle track</p>		<p>It is important that drivers are aware that people cycling will be crossing here and they need to give way. Signage (pursuant to TSGRD 950) would be appropriate.</p> <p>If traffic volumes are low and speeds are below the 20mph speed limit, the geometry of this junction is likely to be OK. If volumes increase, however—particularly if a reopened Carpenters Road becomes a preferred through route for drivers—and if those drivers regularly exceed the speed limits, it may need rethinking to be more generous with refuges and waiting areas for crossing pedestrians and cyclists.</p> <p>Pedestrians are likely to ignore ‘no pedestrians’ signs (and are entitled to do so since, in the UK, people are</p>

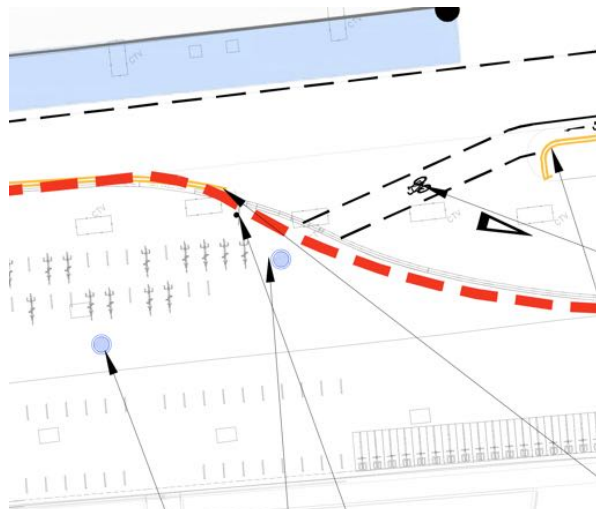
Where	Diagram	Our Comments
		<p>allowed to walk wherever on the road they like.)</p>
Centre line marking		<p>TfL have found that in some circumstances removing the centre line can help reduce traffic speeds as it has an optical narrowing effect.</p>
Cycle crossing to UAL LCF and V&A East		<p>Cycle symbols and give-way markings should be present in the refuge island to give people confidence in using the crossing correctly. TSGRD 950 signage may also be appropriate to warn drivers to expect people cycling.</p> <p>There must be a dropped kerb between the cycle track and the crossing. Dutch-style inritbanden/entrance kerbs (now available in the UK market) may be an</p>

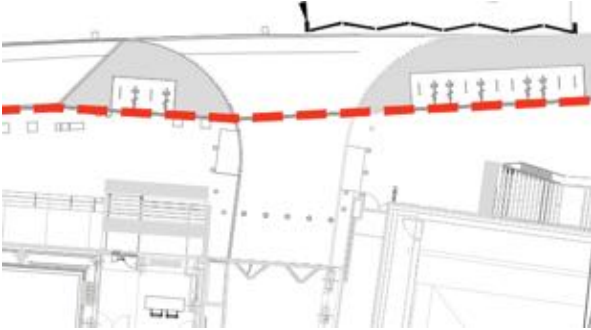
Where	Diagram	Our Comments
		<p>option to maximise the usable width of the carriageway and the cycleway. Another option, which might also help to reduce traffic speeds, would be to build the crossing on a raised table.</p> <p>As per LTN 1/20 paragraph 10.4.7¹ the refuge island must be at least 3m wide (in the direction of travel of the cyclist) to ensure everyone can safely use it.</p> <p>Overall the principle of this cycle crossing is good - however, there should be much more of them to allow people to access all the buildings from the cycle track.</p>

¹ https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/951074/cycle-infrastructure-design-ltn-1-20.pdf

Where	Diagram	Our Comments
<p>Ghost island outside the BBC</p>	 <p>The diagram illustrates a proposed cycle crossing on Carpenters Road. Key features include:</p> <ul style="list-style-type: none"> A 'ghost island' (overrunnable area) marked with zig-zag lines and a 1:40 taper extension. Cycle crossing markings at 400mm centres, including cycle symbols and a left turn arrow. Signage: 1 No. Sign to TSRGD Diag. No. 956 (Facing Tiger Crossing) and 1 No. Sign to TSRGD Diag. No. 625.1 (East Facing) on a post with 2.3m mounting height. Additional signage: 1 No. Sign to TSRGD Diag. No. 956 (West Facing) mounted on a bollard. 3 No. Zig-zag line markings. Marking of the ghost island to TSRGD Diag. 1040 on approach to pavement. Vertical text on the left: 'REFER ABOVE RIGHT FOR CONTINUATION' and 'REFER BELOW LEFT FOR CONTINUATION'. Reference to 'CYCLIST ROAD CROSSING MARKINGS AT 400mm CENTRES TO DIAG. WBM 294 TO INCLUDE 4 No. CYCLE SYMBOLS TO TSRGD DIAG. 1057 750x1215mm & 1 No. LEFT TURN ARROW TO TSRGD DIAG. 1059'. 	<p>It is not clear what purpose the 'ghost traffic island' serves here. Since it is an overrunnable area of the carriageway, it may well invite speeding.</p> <p>There should be an additional cycle crossing point to allow people to enter/leave the cycle track on their way to/from the BBC premises.</p>

Where	Diagram	Our Comments
<p>Transition to 1-way outside Sadlers Wells East</p>		<p>The shared footpath arrangement outside Sadlers Wells, while a pragmatic temporary solution, is likely to be confusing to people arriving in the area for the first time (especially by minicab or taxi.) Shared footway solutions are generally not preferred because they put people walking and cycling into conflict, and are dangerous for those with sensory impairments who may not be able to see a cyclist coming.</p> <p>Similar remarks on the parallel crossing to the other parallel crossing on the western end.</p> <p>Pedestrians are likely to ignore 'no pedestrians' signs (and are entitled to since, in the UK, people are allowed to walk wherever on the road they like.)</p>

Where	Diagram	Our Comments
<p>Priority markings for exit from Aquatics Centre car park/lay-by</p>		<p>Double tick markings are missing from the 'give way' for motor traffic leaving via this exit. This could be cited in court as mitigation by a driver who failed to give way.</p> <p>You should consider using coloured surfacing to mark out the cycleway.</p> <p>We are concerned about the angle of the crossing and the visibility for drivers of oncoming cyclists, who may be effectively 'behind' them. In addition, the generous sweep of this exit invites drivers to speed out without stopping (it compares very poorly with the tight right angles for cycling on the parallel crossings at either end of the cycle track.) The junction should be tightened as much as possible and the exit for cars brought as close to a right-angle as possible.</p>

Where	Diagram	Our Comments
<p>Crossovers/entrances on south side</p>	<p>E.g.</p> 	<p>The crossovers of the pavement for the servicing entrances to the building seem concerningly wide. This combined with lots of servicing movements may prove uninviting to people walking. People walking some distance may choose to cross and walk in the cycle track instead.</p> <p>You may wish to provide implied zebra crossings or continuous pavements to give people more confidence crossing.</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 in the cycleway to access properties, but these must not compromise the usable width of the cycleway or present a tipping risk.

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.
- Colour can be used to mark out the cycleway, which provides an additional benefit to people with low vision.

INTERACTIONS WITH MOTOR TRAFFIC

- 20mph speed limits should be self-enforcing wherever possible with speed humps, chicanes, optical narrowing, and traffic reduction.

- Hostile Vehicle Mitigation must be designed to ensure people cannot park their cars on the cycle track, which is likely during events at Sadlers Wells, the BBC, UAL, and also at events at the Stadium and Copper Box. Enforcement teams should target antisocial parking (e.g. obstructing crossings or sight lines to crossings.)

CONCLUSION

We **support the principle** of a cycleway on Carpenters Road, but we are **concerned about the details** of the proposed plans because they do not adequately serve people who will be accessing the new developments, nor do they deal with potential traffic volumes and speeds on Carpenters Road. A longer term solution must involve traffic reduction and further reallocation of road space.