

NC response to Cycle Future Route 7_CFR7 Phase 1A proposals: analysis and commentary

Based on consultation drawings

Cycle Future Route 7_CFR7 Phase 1A drawings : Route features and location	Proposals based on Cycle Future Route 7_CFR7 Phase 1A drawings	NC analysis and commentary
<u>Liberty Bridge Road (LBR) section [Cheering Lane un-signalised T junction]</u>	<u>New parallel crossing for cyclists and pedestrians (right/west of Cheering Lane T junction)</u>	NC welcome the proposals.
	<u>Proposed continuous footway (aka 'Copenhagen' crossing across Cheering Lane T junction)</u>	NC welcome the proposals.
<u>Liberty Bridge Road (LBR) section [Elis Way un-signalised T junction]</u>	New junction treatment.	NC recommend continuous footway (aka 'Copenhagen Crossings') across Elis Way un-signalised T junction.
<u>Liberty Bridge Road (LBR) section [east of Elis Way un-signalised T junction]</u>	<p><u>One loading bay space to be removed (north-side of LBR/in front of Sir Ludwig Guttmann Health & Wellbeing Centre)</u></p> <p><u>New two-way cycle track on Liberty Bridge Road (north-side of LBR alignment)</u></p>	NC welcomes the proposals.
<u>Liberty Bridge Road/Leyton Road/Chobham Road junction (LBR/LR/CR)</u>	Change roundabout junction to a cross road junction layout - Existing roundabout to be changed to traffic signal controlled junction with separate phase for walking and cycling.	<p>NC welcome the proposals but want more information on safe junction movements for cycling traffic and pedestrians with regards to Chobham Road connectivity.</p> <p>Likely junction crossing timings between LBR and CR for cycling traffic in particular are a matter of concern.</p> <p>With the proposed removal of the current Chobham Road toucan crossing which is deemed to be relatively favourable time-wise for pedestrian and cycling traffic movements, Active Travel mode priority should be an important issue and hope that this factor is not 'neglected' in the new proposed junction set-up.</p>
	Existing crossing on Chobham Road to be removed and shared use footway on south side converted to pedestrians only (right/east of the (LBR/LR/CR) junction. This the C16 infrastructure which are now not needed due to the area been in a Low Traffic Neighbourhood (LTN).	NC welcome the proposals but see the commentary above with regards to Active Travel mode crossing priority.

<u>Leyton Road A112 (Between Liberty Bridge Road and Penny Brookes Street junctions)</u>	New two-way cycle track on Leyton Road (east-side of the A112 alignment).	NC welcome the proposals.
	<u>Relocated bus stop location (existing Thornham Grove/Stop H) (Bus stop east-side of the A112 alignment).</u>	
	<u>Decapod Street to be made one-way entry from two-way access [Decapod Street un-signalised T junction].</u>	NC recommend that Decapod Street and Thornham Grove should be made two-way for cycling traffic and both junctions should have pedestrian priority crossing treatment (aka 'Copenhagen Crossings').
	<u>Cycleway 16 to be redirected to connect with CFR7 via Henniker Road.</u>	NC welcome the proposals.
	<u>New parallel crossing for cyclists and pedestrians [south of Decapod Street un-signalised T junction]</u>	NC welcome the proposals.
	<u>Proposed road closure on Thornham Grove at junction with Leyton Road (just south of the current bus top Thornham Grove /Stop H).</u>	NC recommend that Decapod Street and Thornham Grove should be made two-way for cycling traffic and both junctions should have pedestrian priority crossing treatment (aka 'Copenhagen Crossings').
	<u>Existing bus stop to be removed (current Thornham Grove /Stop H) (Bus stop east-side of the A112 alignment).</u>	
	<u>No entry into Thornham Grove from Leyton Road at this location - exit only.</u>	NC recommend that Decapod Street and Thornham Grove should be made two-way for cycling traffic.
<u>Leyton Road/Penny Brookes Street/Alma Street (LR/PBS/AS) junction</u>	<u>Proposed junction improvements with improved walking and cycling crossings (potential parallel crossing south of junction crossing Leyton Road).</u>	NC welcome pedestrian priority crossings provision.
	<u>New cycle track on Penny Brookes Street to connect with proposed East Village cycle network (south-side of the Penny Brookes Street alignment).</u>	NC welcome the proposals.
<u>Leyton Road (Between Penny Brookes Street and Windmill Lane junctions)</u>	<u>Improvements to play area entrance with additional planting (adjacent to Alma Street Community Play Areas east of Leyton Road alignment).</u>	
	<u>Relocated bus stop (Windmill Lane/Stop Z) east-side of Leyton Road alignment.</u>	

<p><u>Leyton Road/Windmill Lane/Angel Lane (LR/WL/AL) junction</u></p>	<p><u>Approved modal filter at Windmill Lane to prevent motor vehicle through access, but allowing emergency vehicle and cycle access.</u></p>	<p>NC recommend continuous footway (aka 'Copenhagen Crossings') across Windmill Lane unsignalised T junction.</p>
<p><u>Angel Lane A112</u></p>	<p><u>New zebra crossing (south of Leyton Road/Windmill Lane junction).</u></p>	<p>NC welcome pedestrian priority crossings provision.</p>
	<p><u>New two-way cycle track on Angel Lane Scheme with tie-in with Cycleway 2 on Great Eastern Road (east-side of Angel Lane alignment).</u></p>	<p>NC welcome the proposals.</p>
	<p><u>New traffic signal controlled pedestrian crossing (Angel Lane alignment s-bend over Great Eastern Railway/Elizabeth Line railway corridor).</u></p>	<p>NC welcome pedestrian priority crossings provision.</p>
		<p>Miscellaneous NC commentary.</p> <p>Cheering Lane should be considered for 'Traffic Management' reduction treatment.</p> <p>Specific asks are:</p> <p>#1. the whole <u>Cheering Lane</u> alignment should be made two-way for cycling traffic.</p> <p>#2. a modal filter consideration at the Cheering Lane/Celebration Avenue junction end to mitigate the risk of motor vehicle 'cut through' traffic between <u>Liberty Bridge Road and Celebration Avenue</u> which is likely to adversely affect safe Active Travel modes on the Liberty Bridge Road alignment.</p> <p>NC welcome the proposed scheme in general but are also interested in the 'tie-ins' for cycling traffic infrastructure provision with the proposed <u>East Village</u> (Olympic Park) cycle scheme and the <u>Leyton Road/Temple Mill Lane and the A112 (LB Waltham Forest) alignments?</u></p>