

This response to the East Village Cycle Connections engagement is from **Newham Cyclists**, the local group of the London Cycling Campaign. We are a grassroots volunteer group who exist to help all kinds of people access cycling as a cheap, accessible, and convenient form of transport.

SUMMARY

We support these proposals, with the exception of Liberty Bridge Road east of Cheering Lane which is unacceptable to us without traffic reduction measures.


We also recommend modal filtering on the Mirabelle Gardens-Elis Way-Cheering Lane corridor, because this is a popular rat-run used by non-local drivers to avoid the traffic lights on Celebration Avenue.


- **We don't think the design for Liberty Bridge Road east of the Sir Ludwig Guttman Health and Wellbeing Centre is acceptable**, particularly because it dumps people cycling into the carriageway, near a school, on a bridge with a steep gradient. This is a critical issue which must be addressed if the scheme is to meet its objectives—while it would not stop the rest of the scheme being built, doing nothing is not an option. Our suggestions are, in descending order of preference:
 - Install a bus gate on the bridge itself (possibly with camera-controlled exemptions for blue badge holders, deliveries, and drivers accessing the health centre.)

- Extend the existing School Street to include Liberty Bridge Road between Cheering Lane and Leyton Road, and possibly also the Elis Way/Mirabelle Gardens corridor (possibly with camera-controlled exemptions for blue badge holders, deliveries, and drivers accessing the health centre.)
 - Build a westbound cycle track only (in the uphill direction.)
 - Install a Give Way pinch point on the bridge with cycle bypasses, or a signal-controlled shuttle lane with bus priority and cycle bypasses (although both of these may cause traffic to queue over the zebra crossing, which is unlikely to be acceptable.)
 - Longer term, obtain funding to widen the bridge over the railway line to allow space for the cycle track and carriageway to be continuous.
- **The proposals for Celebration Avenue, Temple Mills Lane, Penny Brookes Street, Liberty Bridge Road (west of Cheering Lane) are commendable**, within the constraints of the existing infrastructure and trees.
 - We are particularly pleased to see a design that will ameliorate bus/bike conflict on the dangerous Temple Mills Lane bridge, which is long overdue.
 - The median in the two-way cycle track on Celebration Avenue is not ideal, but understandable given the location of the tree pits. Additional greenery is welcome to improve drainage.
 - The proposed new junction at Montfichet Road/Penny Brookes Street will be a massive improvement for a confusing junction that currently has a very poor safety record.
 - **We are concerned that this scheme does not mitigate risks on Liberty Bridge Road** from drivers using the Mirabelle Gardens-Elis Way-Cheering Lane corridor to avoid the traffic lights on Celebration Avenue. There are a number of potential measures to ameliorate this issue involving modal filtering or timed restrictions.


- **The design on Anthems Way is a good implementation of a home zone.** It's not quite a full Dutch style fietsstraat/cycle street, because the route is not currently a main artery for cycling. We urge Newham and LLDC to liaise with the developers of East Village (using planning controls if necessary) to ensure a continuous cycle route along the Anthems Way-Liberty Bridge Road corridor in line with best practice standards, avoiding shared footways wherever possible.

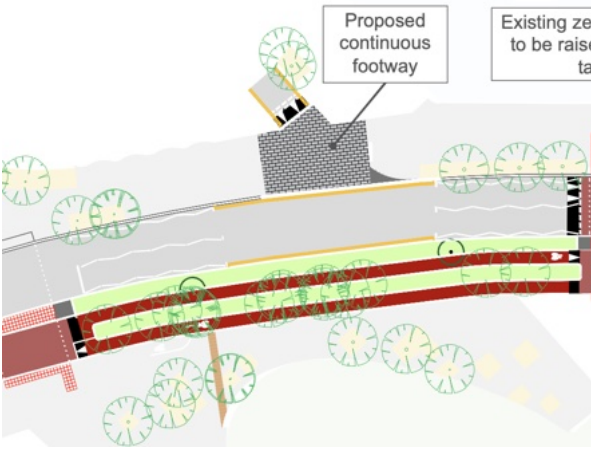
SPECIFIC COMMENTS

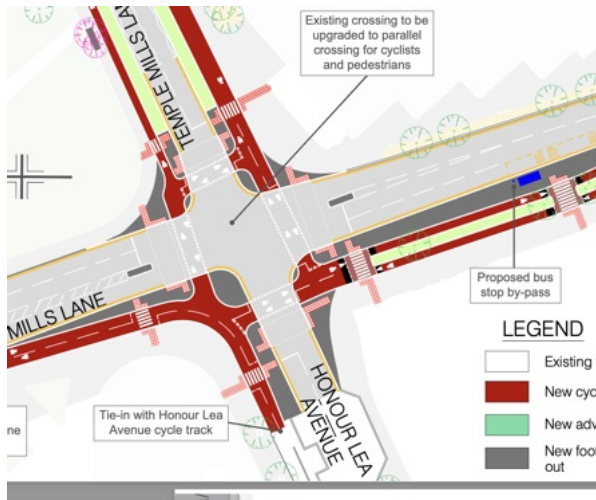
Where	Diagram	Our Comments
<p>Liberty Bridge Road east of Sir Ludwig Guttman Health And Wellbeing Centre</p>	 <p>The diagram shows a plan view of a road section. A red line indicates a 'Parking bay to be retained'. A yellow line indicates the 'Tie-in with Future Route 7 scheme'. A north arrow is also present.</p>	<p>Cycling on the carriageway with the current volume of motor traffic will not be an acceptable risk for children cycling to school at Chobham Academy, nor their parents. This applies particularly at school run times where they will be dealing with other parents in cars, who may be impatient. This is a critical issue which must be addressed if the scheme is to meet its objectives.</p> <p>Recommendation: Deliver a traffic reduction measure from the list above to significantly reduce traffic volumes</p>

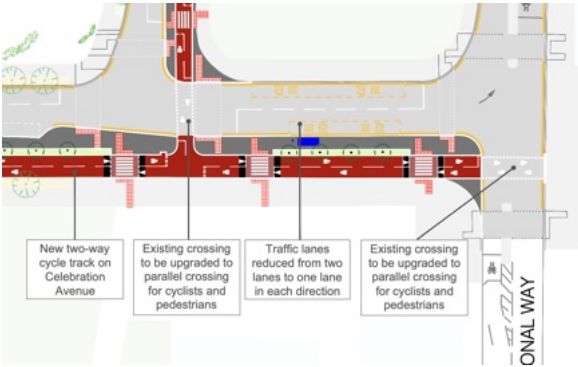
Where	Diagram	Our Comments
		<p>on this section of Liberty Bridge Road; <i>or</i> build a westbound (uphill) cycle track at minimum; <i>or</i> obtain funding to widen the bridge.</p>
Liberty Bridge Road/Cheering Lane/Elis Way	 <p>The diagram shows a plan view of the intersection of Liberty Bridge Road, Cheering Lane, and Elis Way. A red line indicates the proposed cycle track route. Two callout boxes point to specific areas: 'Parking bay to be retained' on the left and 'Parking be be retain' on the right. The street names 'ELIS WAY' and 'CHEERING LANE' are visible. The cycle track is shown curving around the intersection.</p>	<p>The eastbound cycle track should run in a straight line—there is no need for it to bend or bulge as seen here. Otherwise this runs the risk of cyclists being perceived as ‘swerving’, particularly by drivers turning into Cheering Lane, and also distracts cyclists from the task of watching for pedestrians.</p> <p>We support the addition of cycle stands, but are concerned their positioning as shown in this drawing may cause an obstruction for cane users trying to find the tactiles for the zebra crossing.</p> <p>Zebra markings should continue over the cycle track.</p>

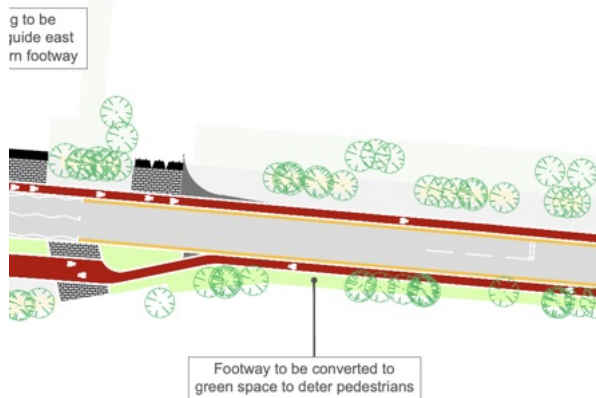
Where	Diagram	Our Comments
		<p>We are concerned that this junction is a weak spot in the scheme because Cheering Lane (and also Mirabelle Gardens and Elis Way) is a popular rat-run used by drivers looking to avoid the traffic lights on Celebration Avenue, increasing risks of right-hook or fail-to-give-way collisions.</p> <p>Recommended change: Install at least one modal filter (possibly two) on this corridor to eliminate this rat-run and divert drivers leaving Westfield down Celebration Avenue, possibly with exemptions for blue badges and deliveries. Another option might be to extend the School Street to include Mirabelle Gardens and Liberty Bridge Road, but this won't eliminate the off-peak rat-running issue.</p>

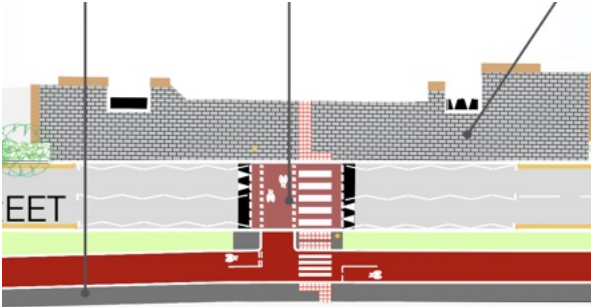
Where	Diagram	Our Comments
<p>Celebration Avenue/Liberty Bridge Road</p>	 <p>The diagram shows a plan view of the junction between Celebration Avenue and Liberty Bridge Road. Key features include: <ul style="list-style-type: none"> A 'two-way cycle track on Celebration Avenue' running horizontally across the bottom of the junction. A 'Proposed loading bay' located on the east side of Celebration Avenue. An 'Existing crossing to be widened' at the intersection of Celebration Avenue and Liberty Bridge Road. An 'Existing crossing to be upgraded to parallel crossing for cyclists and pedestrians' also at the intersection. </p>	<p>It is not clear why the southern crossing of the cycle track on Celebration Avenue is signalised and the northern one is a zebra crossing. For consistency, the same treatment should be applied on all arms of the junction.</p> <p>A signalised pedestrian crossing of the cycle track at a junction is unlikely to be widely respected, because it would guarantee at least one red light for cyclists turning between Celebration Avenue south and Liberty Bridge Road—whereas drivers will be allowed to complete this movement in a single phase.</p> <p>Recommended change: Change the southern crossing of the cycle track into a zebra crossing, similar to the northern crossing.</p> <p>In addition: The turning angles for cyclists turning right out of Liberty</p>


Where	Diagram	Our Comments
		<p>Bridge Road onto Celebration Avenue north look very tight as a result of the median. We suggest a localised reduction of the median, if possible, to allow a more comfortable and gentle right turn for cyclists turning out of Liberty Bridge Road.</p>
<p>Celebration Avenue/Cheering Lane</p>	 <p>The diagram shows a street layout with a proposed continuous footway (grey area) and an existing zebra crossing (red and white stripes) to be raised. Green circles represent trees and yellow circles represent streetlights. A red line indicates a cycle track or path.</p>	<p>Generally, it is good practice for one-way streets to be two-way for cycling unless there is a very good reason for them not to be. We recommend that contraflow cycling is introduced on Cheering Lane, with a gap in the cycle track median on Celebration Ave to allow cyclists to enter and leave. This should be possible regardless of whether there is a permanent modal filter or not.</p>

Where	Diagram	Our Comments
Temple Mills Lane/Honour Lea Ave/Celebration Ave	 <p>The diagram illustrates the proposed cycle infrastructure at the junction of Temple Mills Lane, Honour Lea Avenue, and Celebration Ave. Key features include:</p> <ul style="list-style-type: none"> Existing crossing to be upgraded to parallel crossing for cyclists and pedestrians: Located at the intersection of Temple Mills Lane and Honour Lea Avenue. Proposed bus stop by-pass: Located on Honour Lea Avenue. Tie-in with Honour Lea Avenue cycle track: Located at the intersection of Temple Mills Lane and Honour Lea Avenue. <p>LEGEND</p> <ul style="list-style-type: none"> Existing t (white) New cyc (red) New adv (green) New foot out (grey) 	<p>We would like to see timings adjusted and intelligent traffic signals installed at this junction to give priority to (in descending order):</p> <ul style="list-style-type: none"> • Buses turning between Temple Mills Lane and Celebration Ave • Pedestrians and cyclists • North/south general traffic • East/west general traffic <p>We wonder if it might be possible to retain some existing trees by running the eastbound Temple Mills Lane cycle track adjacent next to the road, moving the greenery to separate the pavement and cycle track. This, however, does increase the risk of illegal car parking on the cycle track, which is already a problem at school run times and on weekends during football etc.</p>

Where	Diagram	Our Comments
Celebration Ave/Penny Brookes Street & Celebration Ave/International Way		<p>We support the additional tree planting between the cycle track and bus stop, which will help eliminate a long-standing issue with pavement parking on the DLR concourse.</p> <p>There's a current issue with unmanaged pick-up/drop-off car parking on International Way. The parallel crossing needs to be kept clear of parked cars.</p> <p>Waiting times for pedestrians are currently unacceptable at the site of the parallel crossing, considering it is the primary route to Westfield and Stratford International. There is also a speeding problem. We suggest building the parallel crossing on a raised table and adjusting the signal timings to give extra green phases to walking and cycling. These would be interim measures in advance of a full scheme on International Way.</p>

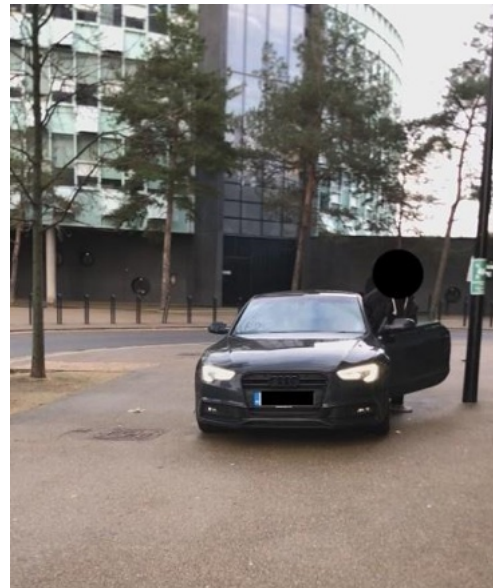
Where	Diagram	Our Comments
		<p>We would like you to consider a future extension of Cycleway 26 past the front of Stratford International HS1 station and onto Roundhouse Lane. This should be delivered with funding from the proposed Westfield student accommodation development, and should be a continuous separated cycleway—not shared footway.</p>
<p>Temple Mills Lane</p>		<p>It is unlikely that low-level planting by itself will deter pedestrians from using this section of green space. Extensive use of trees might be most effective, along with convenient positioning of the zebra crossing to the northern footway.</p> <p>Lighting needs to be reviewed on the pedestrian span of the bridge to ensure it is an attractive environment for people walking.</p>

Where	Diagram	Our Comments
		<p>Bus speeds and bus driver behaviour need to be effectively managed on the bridge. The small number of users whose cycles may not fit in the stepped cycle track should not have to put up with bullying from bus drivers if they need to use the carriageway.</p>
<p>Penny Brookes Street/Mirabelle Gardens (also De Coubertin Street)</p>		<p>Converting the bottom end of Mirabelle Gardens to shared pavement is not a good idea. Shared footways are hostile to visually impaired pedestrians, and also provide plausible deniability for phone snatchers who cycle on pavements looking for a victim.</p> <p>Suggested change: Keep the zebra crossing as a zebra crossing. Instead create gaps in the median at either end of Mirabelle Gardens, and at the bottom of de Coubertin Street, to allow those cycling to enter/leave from the cycle track, in a straight line, without</p>

Where	Diagram	Our Comments
		<p>having to cycle on the pavement or swerve. (They would have to give way to motor traffic, but we don't expect this to be a problem at the traffic volumes we see on Penny Brookes Street.)</p>
<p>Anthems Way</p>		<p>Anthems Way is a hotspot for bad parking, in a way that obstructs the entrance from the street to the shared walking/cycling surface. Parking that obstructs the entrance will need to be eliminated to make the cycle street an attractive way to enter East Village.</p> <p>The kerbline is cluttered with bollards, the arrangement of which needs to be reviewed as part of the design of the cycle street here. An improved and more obvious entrance would be welcome.</p>

ADDITIONAL REMARKS SPECIFIC TO EAST VILLAGE

- **East Village experiences a major problem with pavement parking**, and parking that obstructs junctions and crossings. This applies especially at school run times, but also off-peak, including by delivery drivers, removals drivers, and East Village and Get Living's own contractors. **Pavement and cycleway parking must be effectively eliminated** if the scheme is to achieve its objectives.



Above (left to right): Pavement parking on Celebration Avenue (by David Phillips, who provide furniture in East Village's privately rented furnished flats); on Cheering Lane opposite the school; on Honour Lea Ave obstructing one of the new crossings (the driver in this case was sent a NIP for dangerous positioning); and on Liberty Bridge Road. Images courtesy of Julian Burke.

- Another key issue in the area is **snatch-and-grab thefts of mobile phones, etc. by criminals using bicycles modified to act as unlicensed electric motorbikes**. High quality cycleways will provide a place for legitimate users (utility cyclists, delivery riders, leisure riders) to cycle safely and comfortably that is not the pavement—thereby making it clearer when someone is cycling on the pavement at speed that they are up to no good. This is an additional reason to keep shared pedestrian/cycle space to an absolute minimum, and preferably avoid having it entirely.
- We think there is an opportunity to formalise cycling on Prize Walk by marking a section of the generous shared pedestrian area as a cycle track, and connecting it to parallel pedestrian/cycle crossings at both ends.

GENERAL REMARKS ON CYCLING SCHEMES

- All cycling schemes should allow for growth in cycling. The Mayor’s Transport Strategy relies on a growth in cycle trips to keep London moving. High quality cycling infrastructure is an efficient and cost-effective use of road space.
- The overwhelming majority of people will only cycle where they feel safe. This means using protected cycle tracks with safe junctions on main roads, and reducing motor traffic volumes on side streets.
- While back street cycle routes can be an important part of the cycle network, they are in addition to, not a substitute for, high-quality provision for people living and working on main roads. Where indirect and low-intervention “quietway” routes along backstreets are the only provision for cycling, uptake has historically been poor.
- Cycling schemes are a great opportunity to introduce greenery and plant trees, which can also help with drainage in addition to improving pedestrian amenity. We encourage existing trees to be kept wherever possible. When trees are removed, they should always be replaced, and preferably increased in number.

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 side roads, but these must not compromise the usable width of the cycleway or present a tipping risk.
- Pedestrians and cyclists going straight ahead 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, as an additional physical indicator of priority. This can be achieved by building crossovers on a raised table, or by using Dutch-style entrance kerbs ([now available on the UK market](#)) to force drivers to slow down.
- High-quality bus stop bypasses with clear sight lines, and without narrow chicanes and clutter, are our preferred solution for cycling around bus stops. Shared bus borders (sometimes called SUBBs) put bus users and cyclists into direct conflict, so should be avoided. Similarly, interruptions in the cycle track for bus cages (where cyclists are expected to wait behind buses or use the general traffic lane to pass) or bus lanes in place of cycle tracks, are not inclusive or safe, and act as a barrier to most potential cyclists who will be risk-averse.

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.
- On the approach to bus stop bypasses, 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 them down. This must be used sparingly, however, or people may choose to cycle in the carriageway instead.

INTERACTIONS WITH MOTOR TRAFFIC

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

CONCLUSION

The scheme overall will be a massive improvement for residents of East Village and students at Chobham Academy.

Designs of this standard are what *should* have been built here from the start.

We do caution that additional work is necessary to ensure the scheme meets its objectives, particularly when it comes to traffic reduction around Chobham Academy itself. In particular, the short unprotected section on Liberty Bridge Road will continue to be a barrier for students cycling to school without a meaningful form of traffic reduction.

The proposed improvements are long overdue and we encourage Newham Council to obtain funding using all mechanisms (particularly from developers through the planning system) to fully design and implement these proposals quickly, along with the traffic reduction measures that should be bundled with it.

We support these proposals, with the exception of Liberty Bridge Road east of Cheering Lane which is unacceptable to us without traffic reduction measures.

We also recommend modal filtering on the Mirabelle Gardens-Elis Way-Cheering Lane corridor, because this is a popular rat-run used by non-local drivers to avoid the traffic lights on Celebration Avenue.

ACKNOWLEDGMENTS

Compiled by Jonathan Rothwell, Norman Ma, and Olawale Ajibola from Newham Cyclists in March 2024, with thanks to Julian Burke for the photographic evidence of East Village's pavement parking problem.