The London Borough of Newham (LBN) is working with Transport for London (TfL) to deliver programmes under the Mayor of London’s Vision for Cycling 2013-2022. This includes the ‘Quietway’ programme, intended to deliver pan-borough cycling routes by linking low-traffic streets, green spaces, and housing areas. The first route proposed to run through Newham is Quietway 6, linking the City of London with the Olympic Park and north east London.

During July 2015, LBN ran an initial consultation with residents and other stakeholders on the concept designs, as prepared by the organisation Sustrans on behalf of TfL. The report below summarises the responses and give a recommendation for the next stage of design and implementation.

Recommendations

- To proceed to statutory consultation and implementation for four of the ‘simple’ schemes: interventions 29 - Hatfield Road/Bramall Close, 31 - Wooster Gardens, 32 - Leonard Road/Bignold Road, and 34 - Anna Neagle Close/Brownlow Road with design changes in response to consultation comments.

- To proceed to statutory consultation and implementation for intervention 30 – Cemetery Road, but with a significantly reduced scope with no major changes to parking provision and only minor changes to existing traffic calming features with notification by letter to affected residents.

- To run a further round of consultation with a larger number of residents over a wider area (including printed communication and more opportunities to discuss in person) for intervention 36 - Capel Road, including proposed design responses to controversial elements that received multiple comments during the initial consultation.
• To continue developing designs for the ‘moderate’ and ‘complex’ schemes with appropriate
design changes in response to consultation comments, for localised consultation at a later
date.

Background

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programmes under the Mayor of London’s Vision for Cycling 2013-2022. This includes the
‘Quietway’ programme, intended to deliver pan-borough cycling routes by linking low-traffic streets,
green spaces, and housing areas. The first route proposed to run through Newham is Quietway 6,
linking the City of London with the Olympic Park and north east London.

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concept designs, as prepared by the organisation Sustrans on behalf of TfL. The report below
summarises the responses and give a recommendation for the next stage of design and
implementation.

What was consulted upon?

During 2014/15 Sustrans prepared a Route Delivery Plan including concept designs for all
interventions required along the entire route alignment from the London Borough of Tower Hamlets
(LBTH), the London Borough of Hackney (LBH), the London Legacy Development Corporation
(LLDC), LBN, and the London Borough of Redbridge.

For the purposes of the initial consultation, LBN made available plans of the proposed route
alignment, including the specific locations for proposed interventions, and the individual concept
designs for each of the 15 interventions in Newham.

Who was consulted, how, and when?

Plans were made (and continue to be) available via the Newham website. This was publicised in
the Newham Magazine prior to the start of the four week consultation period (22nd June - 17th
July). Laminated posters were placed on lamp columns along the route. For the seven ‘simple’
schemes, a printed letter and plan was also delivered to each address immediately on the route.

Due to the potential impact of some of the proposed schemes (intervention 30 – Cemetery Road,
and 36 – Capel Road) it is now recognised that a printed letter and plan should have been
delivered to a wider area of households, including all addresses on side roads to the proposed
alignment. A wider area will therefore be re-consulted on the revised proposals for intervention 36
– Capel Road and elements of design withdrawn for intervention 30 – Cemetery Road.

Whilst initial concept designs for the eight ‘moderate’ and ‘complex’ schemes were viewable on the
initial online consultation, more in-depth localised consultations for these schemes is programmed
to take place later in 2015 and 2016 to allow more time for the progression of design prior to
consultation.
Who responded? From where?

A total of 179 responses were received. 70% of responses included a postcode, of which 86% were in E7, 9% in E15, 3% in E12 and 3% from postcodes outside the borough.

Which schemes did respondents comment upon?

A summary of comments relating to specific schemes is outlined below with responses to specific issues and questions raised.

24 - Eastcross Way/Olympic Park Avenue/Honour Lea Avenue

4% of respondents commented on intervention 24.

Comments were raised around potential conflict between cyclist and pedestrians on the existing bridge over the A12 linking Cadogan Close (adjacent to Victoria Park) and Wallis Road. This has been forwarded to the London Borough of Hackney.

Comments were raised with a preference for using a parallel Zebra (or signalised) crossing of Olympic Park Avenue as shown in Option 1, and signing the Quietway route along the existing two-way cycle track on Honour Lea Avenue rather than on the carriageway as suggested on Option 2. Comments objected to the suggested use of the carriageway on this alignment and that the off-road cycle track should seek to be upgraded instead.

Consultation with stakeholders in LBN Network Management has indicated that traffic volumes are likely to increase significantly on Honour Lea Avenue, particularly during events in the Queen Elizabeth Olympic Park (QEOP) suggesting full segregation may be the appropriate design response.

It is recommended that officers develop a design that utilises a parallel Zebra crossing and the (potentially upgraded) two-way track on Honour Lea Avenue.

25 - Honour Lea Avenue/Temple Mill Lane

4% of respondents commented on intervention 25.

Comments were raised objecting to the removal of signals or any form of pedestrian/cycle priority across the junction, and that the existing prohibition of vehicles except buses and cycles needs to be better enforced across Temple Mill Lane bridge.

Consultation with stakeholders in LBN Network Management has indicated that traffic volumes are likely to increase significantly on Honour Lea Avenue and Celebration Avenue, particularly during
events in the Queen Elizabeth Olympic Park (QEOP) suggesting full segregation may be the appropriate design response.

It is recommended that officers develop a design that retains signalised crossings on all arms of the junction.

26 - Temple Mill Lane/Leyton Road

5% of respondents commented on intervention 26.

Comments were made relating to the current layout of cycling facilities on Temple Mill Lane being confusing, split between a separate shared use pedestrian bridge, the carriageway, and the segregated west-bound lane. Comments also raised concern around the proposed design of the ‘jug handle’ treatment for right turning cyclists in to Leyton Road. There was also a request to relocate the existing electricity sub-station to create more width for the proposed two-way track on Leyton Road. There was also a suggestion for installing a segregated east-bound cycle lane along the length of Temple Mill Lane.

Traffic counts suggest approximately 4200 vehicles per day using Leyton Road north of Liberty Bridge Road with the majority of speeds at or above 30mph.

Traffic counts suggest that approximately 4,200 vehicles per day use Leyton Road at the point of the route alignment, with approximately 340 vehicles during the peak hour, with the majority of speeds between 28 and 32mph. The volume of motor vehicles (200-500 vehicles/peak hour) at this location is assessed to be at a ‘good’ level of service for design for cycling (TfL London Cycling Design Standards, 2014). The speed of vehicles is assessed to be at a ‘critical’ level of service for design for cycling.

It is recommended that officers develop a design that includes segregated cycle lanes on Temple Mill Lane in both directions and that traffic management options to significantly reduce motor vehicle volumes and speed are also investigated as a possible alternative to the proposed segregated two-way track on Leyton Road.

27 - Leyton Road/Chobham Road

6% of respondents commented on intervention 27.

Comments were made relating to the high volume and speed of vehicles at this junction requiring full segregation. Some comments supported replacing the roundabout with signals whilst others objected to the increase in general traffic lanes and loss of green space. Some respondents suggested traffic calming measures such as speed humps or cameras. Comments also raised concern about the difficulty of cyclists to turn right in the designs consulted on.

Traffic counts suggest that approximately 9,100 motor vehicles per day use the Leyton Road/Chobham Road junction with approximately 1030 motor vehicles during the peak hour. The volume of motor vehicles (>1000 vehicles/peak hour) is assessed to be at a ‘critical’ level of service for design for cycling.
It is recommended that officers continue to develop designs for the Leyton Road/Chobham Road and Major Road/Chobham Road junctions. As a complex scheme this will be consulted on later in 2015 and 2016.

28 - Henniker Road/Leytonstone Road/Buxton Road

10% of respondents commented on intervention 28.

A number of comments included concern around a perceived loss of parking from the introduction of cycle lanes (and that the road was not wide enough for their introduction) and an increase in cyclist volumes on Henniker Road reducing safety for pedestrians.

The design proposed no changes to Henniker Road (including no cycle lanes) and no loss of parking.

Comment was also made suggesting filtering (closing motor vehicle access) to Henniker and Buxton Roads to reduce motor vehicle rat-running. Comment was also made regarding the perceived poor road surface on Buxton Road.

A number of comments were made suggesting that the current design does not provide a safe enough crossing of Leytonstone Road and that a signalised or Zebra crossing should be provided.

Traffic counts suggest that approximately 18,900 vehicles a day use Leytonstone Road at the point of the route alignment, with approximately 1,300 vehicles during the peak hour, with the majority of speeds between 23 and 24mph. The volume of motor vehicles (>1000 vehicles/peak hour) at this location is assessed to be at a 'critical' level of service for design for cycling.

It is recommended that officers seek to develop a design that includes a controlled crossing at this location. This will include assessment of the impact of any new crossing on the surrounding road network.

29 - Hatfield Road/Bramall Close

1% of respondents commented on intervention 29.

Comment was made supporting the change in priority at the junction of Buxton Road and Ash Road and that the access to the cycle route between Hatfield Road and Bramall Close must be kept clear of parked vehicles to be effective.

It is recommended that officers progress this scheme to detailed design and statutory consultation for the required Traffic Orders before implementation.

30 - Cemetery Road

4% of respondents commented on intervention 30.
Some comments supported the possible parking restrictions on the north side of Cemetery Road whilst others objected to this. Some comments suggested filtering (closing motor vehicle access) at Cemetery Road and/or one of the surrounding side roads to displace east-west motor vehicles away from residential streets to Forest Lane. Some respondents objected to the proposal for sinusoidal road humps and the removal of the existing traffic islands at the western point of Cemetery Road whilst others supported this measure. Comment was also made regarding the perceived poor road surface on Cemetery Road.

Traffic counts suggest approximately 1,700 vehicles a day use Cemetery Road, with approximately 150 vehicles during the peak hour, with the majority of speeds between 21 and 22 mph. The volume of vehicles (<200 vehicles/peak hour) at this location is assessed be at the ‘highest’ level of service for design for cycling and the speed at the ‘good’ level of service for design for cycling (between 20-25mph).

Officers are now aware that the surrounding side roads around Cemetery Road were not included in the original distribution of letters during the initial consultation. This was an error, particularly as the proposed introduction of parking restrictions on Cemetery Road would have an impact on parking provision in the surrounding area.

It is recommended that plans for the introduction of parking restrictions along the majority of the north side of Cemetery Road are not taken forward as part of the Quietway Programme.

It is recommended that officers progress the remaining elements of this scheme, including the introduction of yellow lines within 10m of junctions, to detailed design and statutory consultation for the required Traffic Orders before implementation.

31 - Wooder Gardens

5% of respondents commented on intervention 31.

The majority of comments on intervention 31 (4/6) supported the introduction of contraflow cycling to Wooder Gardens whilst the minority objected to this. Some other comments suggested that the signage and markings to indicate the presence of contraflow cycling could be improved, particularly at the exit point to Field Road.

The objections received related to a perceived high peak traffic flow on Wooder Gardens and the narrow width of the carriageway to accommodate two-way cycling flows.

Traffic and speed counts for Wooder Gardens were undertaken across a seven day period with results for each 24 hour period summarised in to 15 minute intervals. This data showed approximately 360 vehicles a day use Wooder Gardens, with approximately 36 vehicles during the peak hour, with the majority of speeds below 18mph. The volume (<200 vehicles/peak hour) and speed (<20mph) of vehicles at this location is assessed be at the ‘highest’ level of service for design for cycling and within regional and national guidance on the design for contraflow cycling. This data would appear to be at odds with the general residents perception of traffic flow.

It is therefore recommended that officers adapt the proposed design in response to the comments raised, particularly with regard to reducing potential conflict at exit and entry points for contraflow
cycling, and progress this scheme to detailed design and statutory consultation for the required Traffic Orders before implementation.

32 - Leonard Road/Bignold Road

10% of respondents commented on intervention 32.

Some comments supported the alignment and speed reduction measures on Leonard Road and Bignold Road whilst others objected to this. Some comments raised concerns that Leonard and Bignold Roads were not quiet.

Traffic counts for Leonard Road and Bignold Road suggest approximately 650 vehicles a day use these roads with 55 vehicles during the peak hour and the majority of speeds between 22 and 25 mph. The volume of vehicles (<200 vehicles/peak hour) at this location is assessed be at the ‘highest’ level of service for design for cycling and the speed at the ‘good’ level of service for design for cycling (between 20-25mph).

Some objections related to a perceived loss of parking on Leonard Road and Bignold Road. In fact, the scheme proposed no changes to current parking provision except for the introduction of double yellow lines within 10 metres of the junction of Leonard Road and Eric Road to enforce Highway Code 243, with minimal loss of existing available parking. This measure ensures better visibility and therefore safety for all road users and enables refuse vehicles (and other large vehicles) to access these roads.

Some comments suggested a preference for an alternative alignment via Stracey Road. Suggestions for improving permeability for cycling between Stracey Road and Woodford Road have been noted; however this alignment was discounted for the Quietway 6 route as a whole due to the difficulty in providing an adequate crossing of Woodford Road.

Some comments suggested a preference for an alternative alignment via Vansittart Road. This alignment formed part of the Olympic Walking and Cycling Route Enhancement (OWCRE); however the route was discounted for Quietway 6 as it was less direct.

Therefore, it is recommended that officers adapt the proposed design in response to the comments raised and progress this scheme to detailed design and statutory consultation for the required Traffic Orders before implementation.

33 - Dames Road

6% if respondents commented on intervention 33.

Multiple comments were raised concerning the perceived high volume and speed of motor vehicles on Dames Road and the desire to provide a controlled crossing point for cyclists. Comments included the suggestion to introduce a 20mph limit on Dames Road.

Traffic counts for Dames Road suggest approximately 5500 vehicles a day use this road with 420 vehicles during the peak hour and the majority of speeds between 25 and 26mph. The volume of vehicles (200-500 vehicles/peak hour) at this location is assessed be at the ‘good’ level of service.
for design for cycling and the speed at the ‘basic’ (low) level of service for design for cycling (between 25-30mph).

It is recommended that Officers continue to develop designs for Dames Road for public consultation later in 2015 and 2016.

34 - Anna Neagle Close/Brownlow Road

4% of respondents commented on intervention 34.

Comments were received supporting the introduction of cycling permeability through Anna Neagle Close and Brownlow Road.

It is recommended that officers adapt the proposed design in response to the comments raised and progress this scheme to detailed design and statutory consultation before implementation.

35 - Woodford Road/Capel Road

11% of respondents commented on intervention 35.

Comments were received supporting the introduction of speed reduction measures on Woodford Road but suggesting the introduction of a controlled crossing point for cyclists. Multiple objections were received to the proposal in option 2 of a right turn ban in and out of Capel Road.

Traffic counts for Woodford Road suggest approximately 15,200 vehicles a day use this road with more than 1000 vehicles during the peak hour and the majority of speeds between 29 and 31mph. The volume (>1000 vehicles/peak hour) and speed (>30mph) of vehicles at this location is assessed be at the ‘critical’ level of service for design for cycling.

The proposal for the right turn ban at Woodford Road/Capel Road will not be taken forward.

It is recommended that officers develop a design that includes a controlled crossing at this location for public consultation later in 2015 and 2016, and continue to work with officers at the London Borough of Redbridge to investigate speed reduction measures on Centre Road on the approach to Woodford Road.

36 - Capel Road

46% of respondents commented on intervention 36.

Officers are now aware that the surrounding side roads around Capel Road were not included in the original distribution of letters during the initial consultation. This was an error, particularly as the proposed introduction of parking restrictions and banned vehicular movements on Capel Road would have an impact on parking demand and traffic displacement in the surrounding area. The summary below cannot therefore be interpreted as a valid representation of resident views and any changes to Capel Road will involve a new round of consultation, including to all side roads in the neighbourhood.
From the initial (limited) consultation, 38 comments were received objecting to the proposed closure to motor vehicles at a point along Capel Road with 10 in support. 36 comments were received objecting to the proposed parking restrictions on the north side of Capel Road, particularly with regards to access for visitors to Wanstead Flats and the Golden Fleece pub and to parking displacement on to the uncontrolled side streets. 18 comments were received in support of parking restrictions including suggestions for controlled parking to reduce/remove the perceived high level of commuter parking.

Nine comments were received objecting to the narrowing of Capel Road at the western end (between Cranmer Road and Woodford Road) with five comments supporting this feature.

16 comments were received suggesting the upgrade and use of the existing bridleway on Wanstead Flats north and parallel to Capel Road rather than the use of the carriageway, with one objection to this.

Traffic counts for the western end of Capel Road suggest approximately 4300 vehicles a day use this section with approximately 375 vehicles during the peak hour, with the majority of the speeds between 23 and 25mph. The volume (200-500 vehicles/peak hour) and speed (20-25mph) of vehicles at this location is assessed be at the ‘good’ level of service for design for cycling.

Traffic counts for the central section of Capel Road suggest approximately 2000 vehicles a day use this section with less than 200 during the peak hour and the majority of speeds between 20 and 22mph. The volume (<200 vehicles/peak hour) is assessed to be at the ‘highest’ level of service for design for cycling and the speed (20-25mph) of vehicles at this location is assessed be at the ‘good’ level of service for design for cycling.

As the volume of vehicles at the central section of Capel Road is significantly lower than the western end, this suggests that a motor vehicular closure at a point in the central section would be relatively ineffective at reducing volumes along the corridor.

The proposal for a point closure along Capel Road will therefore not now be taken forward.

Plans for the introduction of parking restrictions along the majority of the north side of Capel Road will not now be taken forward.

It is recommended that officers develop a design that includes a controlled crossing to link Capel Road and Brownlow Road for consultation in 2016, and continue to work with officers at the London Borough of Redbridge to investigate speed reduction measures on Centre Road on the approach to Woodford Road.

It is recommended that officers develop a design that utilises segregation on Capel Road where vehicle volumes are higher and investigate the possibility of improved cycling provision on Wanstead Flats with the Corporation of London, for a revisited public consultation later in 2015.

37 - Capel Road/Forest Drive

3% of respondents commented on intervention 37.
Comments were received in support of the removal of the roundabout at this location and speed reduction measures. Suggestions were made to include parallel cycling Zebra crossings on all arms of the junction.

It is recommended that officers continue to develop designs in response to comments for the Capel Road/Forest Drive junction for consultation later in 2015 and 2016.

**38 - Forest Drive/Aldersbrook Road**

1% of respondents commented on intervention 38.

Comments were received suggesting segregated cycling facilities in both directions and to create a wider footway on the western side to allow for a segregated cycle track rather than shared use facility.

It is recommended that officers continue to develop designs for Forest Drive and Aldersbrook Road in response to comments for public consultation later in 2015 and 2016.