



Beckton Walking and Cycling Project Engagement Report

The London borough of Newham

Reference: 6893

Date: March 2023

Document Control

Project Centre has prepared this report in accordance with the instructions from **The London Borough of Newham**. Project Centre shall not be liable for the use of any information contained herein for any purpose other than the sole and specific use for which it was prepared.

Job Number	Issue	Description	Originator	Checked	Authorised
8732	01	LB Newham – Beckton walking and cycling engagement	David Choo	Faith Coles	

File path: G:\Project Centre\Project-BST\1000008732 – LBN Beckton Engagement\2 Project Delivery\5 Design & WIP\Report

Contents

Document Control	1
Introduction and background	3
Engagement programme	5
Leaflet and online survey	6
Posters	7
Disabled people's focus group workshop	7
Resident design workshops	7
Consultation results	8
Additional responses	18
APPENDIX A – Leaflet	27
APPENDIX B – Poster	31
APPENDIX C – Disabled people's focus group	33
APPENDIX D - Formal response from Newham Cyclists	39

Introduction and background

The Beckton walking and cycling project aims to enable and encourage more active journeys from the surrounding catchment area through the improvement of the connecting walking and cycling routes.

Greater amounts of sustainable travel will have many benefits in terms of air quality and public health. It will also present opportunities for improvements in public space repurposed away from access roads and parking, creating a more attractive place for the users.

Newham Council wants to make Beckton a great place for walking and cycling. To make that happen, we are committed to improving local streets to make walking and cycling an easy, safe and convenient way to get around.

The **Beckton Walking and Cycling Project** is focused on upgrading physical infrastructure in order to:

- make walking and cycling easy, safe and convenient
- reduce air pollution
- promote more high street economic activity.

These upgrades to physical infrastructure could include, for example:

- cycle tracks and lanes
- wayfinding signage
- pedestrian crossings (including zebra crossings)
- improved footways
- traffic calming
- changes to junctions
- improved lighting and CCTV
- trees and greenery.

This report explains the public engagement carried out and summarises comments, feedback and recommendations made by members of the community to improve walking and cycling in Beckton.

The council will review the comments made by the Beckton community to produce designs and a construction programme for improved physical infrastructure. Further developments of the project will be made public via the project web page, e-mails to stakeholders and social media.

For more information, visit the project web page:

<https://www.newham.gov.uk/regeneration-1/beckton-walking-cycling>

Engagement programme

The Consultation was hosted from **Wednesday 30 November 2022 to Sunday 1 January 2023**. A full programme of activities is shown below.

- **Resident online survey** – 30 November 2022 to 1 January 2023
- **Disabled people's focus group workshop** – 8 December 2022
- **Design team produces early draft designs** – December 2022
- **Resident design workshop (online)** – 25 January 2023, 6:00pm to 7:30pm
- **Resident design workshop (in-person)** – 26 January 2023, 6:00pm to 7:30pm
- **Further designs and construction work begin** – March 2023 and ongoing.

Leaflet and online survey

Leaflets were distributed on **Wednesday 30 November 2022** to **7,026** properties within the Beckton area below:



A copy of the leaflet is shown in **Appendix A**.

The key purposes of the leaflet were to:

- Introduce the Beckton Walking and Cycling project, including project area and objectives
- Show examples of design work completed or in progress (as of November 2022)
- Inform about the consultation process
- Direct people to the survey website to complete an online survey

Posters

30 posters were put up in the Beckton area to inform residents about the project and direct people to the online survey. A copy of this poster can be found in **Appendix B**.

Disabled people's focus group workshop

LB Newham worked with Transport for All to deliver a workshop focusing on disabled peoples' lived experience and feedback for the Beckton Walking and Cycling project. Transport for All is a 'disabled-led group striving to increase access to transport and street space across the UK.'

The report for this workshop was produced by Transport for All and is available on the project web page below and located in **Appendix C**:

<https://www.newham.gov.uk/regeneration-1/beckton-walking-cycling>.

Resident design workshops

Two consultation workshops were held with the public on the following dates:

- Online workshop – Wednesday 25 January 23
- In person workshop – Thursday 26 January 23

The following number of people attended these workshops:

- Online workshop – 6 attendees
- In person workshop – 7 attendees

These workshops included a presentation and a detailed feedback session in which residents made comments and suggestions on a map of the area.

Consultation results

This section contains the analysis of all feedback received from the online survey, alongside comments received during workshops. All comments received from engagements have been collated and thematically analysed.

Comments from the Disabled people's focus group have been summarised

separately in **APPENDIX C –**

Disabled people's focus group



Speeding (34 comments)

- Speeding was reported generally across the area. Eleven of these comments mentioned speeding specifically along Tollgate Road and four comments mentioned speeding along Stanfeld Road.
- Speeding was also associated with a lack of road safety, with many comments mentioning that cars would often fail to stop at zebra crossings along Tollgate or Stanfeld Roads and that roundabouts were ineffective.

- Road width was also a common comment. The width of the road allows for more vehicle traffic and room to race but also makes it difficult for pedestrians to get across safely and quickly.



Noise (19 comments)

- This comment was applicable across the consultation area. There was not one specific area identified in having a significant issue with noise. The comments showed that issues of people racing cars are prevalent in the entire area.
- Comments focused mainly on loud modified vehicles; anti-social behaviour associated with car meets in car parks such as ASDA. There was a strong relationship between perceptions of speeding and noise.



Road safety (21 comments)

- Of these comments, seven comments mentioned issues with road safety along Tollgate Road.
- Comments mentioned issues with the width of the road and vehicle speeds making it difficult to cross. It was generally noted that there are plenty of pedestrian crossings, but excessive vehicle speeds make the road feel unsafe.

- One comment raised vehicles driving the wrong way down Halleywell Crescent which is currently a one-way system.



Traffic congestion (10 comments)

- Of these comments, three comments raised concerns about traffic congestion along Tollgate Road and three comments concerned the A13.
- Key issues raised were excessive congestion/traffic is increasing air and noise pollution during peak times on these roads and across the consultation area.
- Particular issues were associated with Tollgate Road and the A13 specifically, mainly commenting on congestion being caused by vehicles exiting and entering from the A13 into the surrounding area. Concerns were raised relating to lorries heading northbound from Woolwich Manor onto the A13 as people feel the lanes leading up to the A13 are too narrow for HGVs.



Pavement improvements (25 comments)

- The biggest concern raised by the public was about pavements that were uneven and in need of maintenance across Beckton. This also presents a problem for those with disabilities.
- Overgrowth of greenery was mentioned as a maintenance issue. In some instances, vegetation was cited as overgrown into the footways,

causing pedestrians to walk close to road edges. References have been made to footways along the Beckton Corridor and Tollgate Road.

- Issues relating to poor paving conditions were mentioned for Beckton Park, Jake Russel Walk, Beckton Corridor, Eisenhower Drive, Kingfisher Street, Beckton DLR station, Tollgate Road and Halleywell Crescent.



Crossing improvements (24 comments)

- Of these comments, seven comments mentioned Tollgate Road. The majority of the comments specifically referenced wanting crossings near the roundabouts along the road as people felt the roundabouts were dangerous for pedestrians.
- Three other comments referred to the ASDA / Tollgate Road roundabout as requiring improvements to pedestrian safety. A key issue raised was that people did not feel safe crossing at the roundabout and more crossings are needed.
- Two comments mentioned Beckton DLR station needing safer crossing points with one comment mentioning an issue with flooding at the station.
- The remaining comments made were more general, mentioning that overall, Beckton needed more safe crossings / school crossing points.



Pedestrian safety (33 comments)

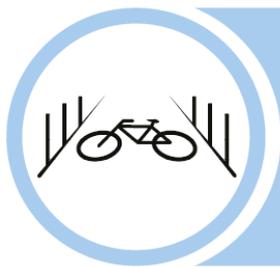
- The main concern with pedestrian safety refers to pavement improvements where uneven pavements presented a trip hazard for pedestrians.
- The next most commonly raised concern was the number of cyclists, e-scooters and e-bikes riding on footways at high speeds. One respondent mentioned that they had experienced collisions with bikes on multiple occasions.
- The remaining comments were related to the crossing improvement theme where pedestrians generally feel unsafe due to the lack of safe crossing points within the area.
- Six comments raised risks with shared use routes causing pedestrian collisions with motorised bicycles.
- Safety concerns were raised with the pathway running along Royal Docks Road between Winsor Terrace and the Porsche dealership. Reported fly tipping and burning of rubbish along the pathway accompanied by lack of lighting has raised concerns with locals feeling unsafe in that area.



Lighting improvements (71 comments)

- Beckton District Park had the greatest number of comments regarding lighting. Many feel that more lighting is needed as it is a convenient cut through from the DLR station. Generally, the lack of lighting was a safety concern for respondents, especially at night.

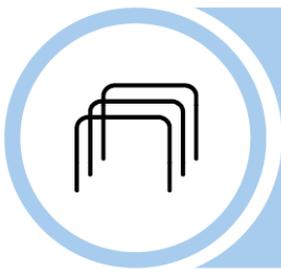
- The remaining comments mentioned overall how the Beckton area needs better lighting and that overgrown vegetation often makes the area feel darker by blocking out light.
- Specific locations mentioned that required more lighting were: Capital Way Footbridge, Stansfield Road, Beckton DLR station, Will Thorne Pavilion, Hadleigh Walk, Beckton Corridor, Beckton District Park, Lidl Car Park, ASDA and Winsor Terrace.



Segregated cycle lanes / cycle lanes (42 comments)

- Overall, the sentiment was that respondents wanted the introduction of more segregated cycle lanes across the Beckton area. Comments noted that there is currently an issue with cyclists riding on pavements and that segregated cycle lanes would make it safer for pedestrians.
- Six of these comments specifically mentioned Tollgate Road, four mentioned the A13 and three mentioned Woolwich Manor Way.
- Comments referencing Tollgate Road:
 - A segregated cycle lane is needed and could be linked to existing cycle lanes such as cycle route 13.
 - Due to vehicle speeds it does not currently feel safe to cycle along Tollgate Road, but a fully segregated lane would help improve this.
 - Cars often pass cyclists too closely, which makes cyclists nervous and causes them to cycle on the footway.

- Respondents suggested newer, safer routes for crossing the A13 and noted that the current routes often have broken glass and litter. This was also raised during the workshops.
- A comment referring to Woolwich Manor Way noted that the shared pathway is too narrow for both cyclists and pedestrians. Other comments mentioning this road noted that they did not think there was enough room for a fully segregated cycle lane along the road.
- One comment noted that the issues with cycling along Victoria Dock Road would be resolved by a segregated cycle lane.



Cycle parking/storage (19 comments)

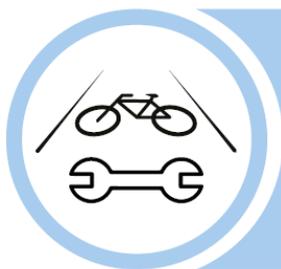
- Each of the comments welcomed more cycle parking in the area. Comments also mentioned wanting more cycle parking at supermarkets (ASDA, Lidl) and at retail parks.
- More cycle hubs were mentioned during the in-person workshop.
- Many comments touched on cycle theft being a problem and more security is needed if further cycle parking is implemented (i.e. cameras, lighting etc)



Better accessibility and connections (8 comments)

- The Beckton Corridor is not well connected to the CS3 highway.

- A cycle path down Woolwich Manor Way would serve as a good connection to the Greenway footpath and cycleway.
- Better cycle lane connections are needed to DLR stations.
- Better cycling connections are needed linking Plaistow to East Ham.
- General comments refer to better interconnectedness between any proposed cycle routes and existing cycle routes, and better routes to key hubs such as stations and shops.



Maintenance of cycle routes (8 comments)

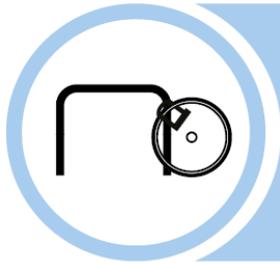
- There were two comments that mentioned Beckton Park having overgrown vegetation across paths that needs cutting back, and also improved lighting. One comment mentioned issues with leaves covering pathways and making cycling dangerous due to slipping when wet.
- One comment mentioned that the Beckton Corridor needs repair due to the road surface cracking.
- The remaining comments mention potholes being an issue.



Cyclist-vehicle conflict concerns (7 comments)

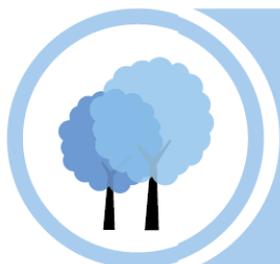
- Five of the comments made were opposed to cycle lanes as they could reduce road width for motor vehicles.

- Two comments mention Tollgate Road. The Islands crossings in the middle of the road create pinch points where drivers squeeze past cyclists, often leading to conflict between the two parties.



Cycle theft (6 comments)

- Overall sentiment by respondents was that theft of bicycles was high in the area.
- Respondents feel that police are not prioritising cycle theft. This includes a lack of investigation by police and doubt about the likelihood of a stolen bicycle being recovered.
- Several commentators noted that even with security measures such as CCTV and high quality bike locks, that bicycles can still get stolen.
- Theft has been reported to be a common occurrence in front of ASDA and along the Greenway walking and cycleway.



Tees / greenery maintenance (35 comments)

- Respondents noted the need for more maintenance of vegetation, including the need to cut back vegetation encroaching onto footways and collecting fallen leaves from pathways.
- More trees and greenery are wanted across the area, with no specific areas mentioned.



Public seating (15 comments)

- More seating was wanted across the Beckton area, in the park in particular.
- There were concerns that more seating would lead to increased anti-social behaviour due to people loitering.



More bins and cleanliness (22 comments)

- More litter bins are wanted across the area and in Beckton District Park.
- There is a problem with litter in the ASDA car park and litter from takeaways.
- More litter picking and street sweeping in the area is needed.
- Bins need to be emptied more regularly.
- Capital Way footbridge was also mentioned as having repeat issues with broken glass causing punctures for cyclists.
- Reports of fly tipping along the pathway running along Royal Docks Road between Winsor Terrace and the Porsche dealership. Reported fly tipping and burning of rubbish along the pathway accompanied by a lack of lighting has raised concerns with feeling unsafe in that area.



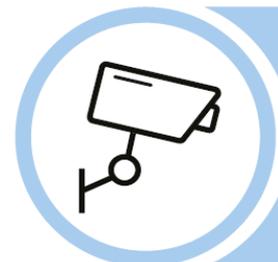
General maintenance of the area (12 comments)

- The space in front of the Globe library could be used for markets etc.
- More could be done to improve the space in front of ASDA.
- Benches need repair or replacement.



Increasing attractiveness of the area (10 comments)

- More art is wanted across Beckton to make it a brighter and more pleasant place.



More CCTV cameras (36 comments)

- Comments regarding street lighting often also mentioned wanting CCTV to accompany the lighting.
- Respondents wanted more CCTV across Beckton with comments specifically mentioning: Tollgate Road, Beckton District Park, Mitchell Walk, Beckton Corridor, Hadleigh Walk, Beckton DLR station, and Kingsford Way and Lion Road (Between Globe Library and ASDA).



Increased police presence (12 comments)

- Respondents desired more police presence across the area to improve the feeling of safety.

Additional responses

A formal response was received by the **Newham Cyclists Beckton Walking and Cycling Project (BWCP)**. The full response is shown in **Appendix D**.

APPENDIX A – LEAFLET

WE ARE STREETS.



WE ARE NEWHAM.

BECKTON WALKING & CYCLING PROJECT
We want to hear what you think | Nov 2022

Newham Council wants to make Beckton a great place for active travel. To make that happen, we are committed to improving local streets to make active travel an easy, safe and convenient way to get around.

A survey is now live online. You can tell us what kind of changes you would like to see in Beckton to make it better for walking and cycling. The survey runs until **Sunday 1 January 2023**.

This leaflet includes:

- the Beckton project area and objectives
- examples of design work being undertaken already
- information on how to complete the survey.



The Beckton project area

The map below shows the project area. We are particularly interested in making walking and cycling improvements to the four following focus areas.

We are working closely with colleagues from the Parks Service in order to build upon the findings of the Community Vision for the Beckton Parks Masterplan. For more information please visit www.newham.gov.uk/becktonparksmasterplan.



Beckton Town Centre

Beckton Town Centre is a hub of activity, including retail and transport facilities such as ASDA, Beckton DLR station and Beckton bus station. The scope of potential improvements to walking and cycling includes access to and through the wider ASDA shopping area.

Tollgate Road

Tollgate Road is a key east-west corridor which runs through the Beckton area and supports access to residential, community, and commercial destinations.

Woolwich Manor Way

Woolwich Manor Way is particularly significant because it forms the only major north-south connection across the A13 within the project area.

Beckton Corridor

Beckton Corridor is a key pedestrian route, separated from car traffic, connecting Beckton DLR station to residential areas, Beckton Park and Royal Albert Way (including Royal Albert DLR station).

What kinds of changes are we looking to make?

The Beckton Walking and Cycling Project is focused on upgrading the physical infrastructure in order to:



Physical infrastructure upgrades could include, for example:



Mitchell Walk

Work has already been carried out to make Mitchell Walk accessible for all. The improvements include step-free access, new CCTV and lighting.



Project stages

We will collect the views of local residents and businesses in order to help design further improvements that will most effectively support walking and cycling.

Here are the indicative project stages:



We want to hear from you

Resident survey

We would like to hear your feedback on issues and suggestions for improvement schemes that will make Beckton better for walking and cycling.

Please visit our website newhamco-create.co.uk/en/projects/becktonwalkingandcycling

Or scan our QR code below.



The survey is live until Sunday 1 January 2023

Disabled residents' workshop

The Council is working with Transport for All to host a workshop for disabled residents, to identify barriers and share ideas that will make Beckton better for walking, cycling and wheeling.

The workshop will take online 8 Dec 13:00-14:30

To register your interest, please contact Transport for All:

020 3409 3007
(leave voicemail)

consultancy@transportforall.org.uk

www.transportforall.org.uk



Contact information

Contact us

If you have any further questions, phone or email us at:

020 8430 2000

BecktonWalkingandCycling@newham.gov.uk

Further information

For more information, please visit our website using the URL or scan our QR code below.

www.newham.gov.uk/becktonwalkingandcycling



Other languages

For a translation of this document:

- Visit shorturl.at/bHKT1 or scan the QR code below, and enter code 1879798, or
- Call 020 3373 4000



Accessible formats

Accessible formats are available on the Beckton Walking and Cycling website, and include:

- PDF
- Plain text (Word)
- Easy Read (simplified text)
- Audio recording
- British Sign Language summary

APPENDIX B – Poster

WE ARE STREETS.

WE ARE NEWHAM.

BECKTON WALKING AND CYCLING

An online
survey is
now live.

You can tell us
what kinds of
changes you
would like to see
in Beckton to
make it better
for walking and
cycling.
The survey runs
until Sunday
1 January 2023.



☎ 020 8430 2000
✉ BecktonWalkingandCycling@newham.gov.uk
🏠 www.newham.gov.uk/becktonwalkingandcycling



APPDENDIX C – Disabled people’s focus group

London Borough of Newham – Beckton Walking and Cycling Project

Disabled people’s focus group – Findings

1. Introduction

This report presents a summary of the feedback given by participants in a focus group about access issues and potential access improvements within the area covered by the London Borough of Newham’s (LBN) Beckton Walking and Cycling Project.

2. Background

Transport for All was commissioned by LBN to deliver a focus group involving disabled people who live, work or frequently visit Newham to get feedback to assist with developing the scope of the Beckton Walking and Cycling Project.

The project is focused on delivering upgrades to physical infrastructure in four key areas within Beckton:

- Tollgate Road
- Woolwich Manor Way
- Beckton Town Centre
- Beckton Corridor

A map of the areas covered is in Appendix 1.

The project is being funded through the central Government ‘Levelling Up Fund’, to be delivered by April 2024. More information can be found here:

<https://www.newham.gov.uk/becktonwalkingandcycling>

The purpose of the workshop was to get feedback about access issues and potential access improvements within the area covered by the project.

3. Scope and methodology

Location, date and time

The focus groups were held online via Zoom. They took place as follows:

- Blue Badge holders: Tuesday 13th December, 1.30 – 3.00pm
- Non-Blue Badge holders: Wednesday 14th December, 1.30 – 3.00pm

Objectives

The objectives of the focus groups, agreed with LBN in advance, were as follows:

- Gather insight around how accessible participants perceive Beckton's streetspaces to be, in relation to:
 - Issues caused by motor vehicles
 - Pedestrian infrastructure
 - Cycling infrastructure
 - Junctions
 - Neighbourhood design
 - Security and crime
- Capture what streetspace improvements participants would like Newham to make, which may be general or in relation to specific places.
- Identify whether participants face other barriers to walking / wheeling and cycling in Beckton.

Participants

Participants were recruited through:

- Transport for All emails to relevant members
- Transport for All engagement with local disability organisations
- LBN flyers to residents
- LBN website information

Two members of the project team attended the first part of the focus group to give an initial overview of the project.

The workshop included five participants. An additional two people had signed up for the workshop but did not attend. All are frequent visitors to Newham.

Some participants have multiple impairments and across the group these included:

- Blind or partially sighted
- Deaf or hearing loss

- Mobility impairment
- Long term health condition(s) or chronic illness
- Mental health condition(s)

Mobility aids that participants use included:

- Cane
- Prosthetics or orthotics
- Walking stick, frame or crutches
- Adapted cycle

4. Summary of feedback from the focus group

The majority of the feedback was general rather than in relation to specific areas and included some of the general barriers to active travel that disabled people face and some suggestions about how LBN could approach the project in order to leverage maximum benefit.

Barriers to active travel

The following general barriers to active travel – and potential solutions for these – highlighted by participants included:

- Lack of tactile paving makes it difficult for visually impaired people to identify crossings. These need to be installed and maintained so that they are in good condition.
- Pavement clutter, including bikes, creates trip hazards and obstructions. Increased cycle parking would help to address this.
- Cycle crossings are difficult for visually impaired people because bikes are quiet. Adding sound / vibrations to bikes or increasing use of bicycle bells would help to address this.
- 'Beg buttons' at crossings are not pedestrian-friendly, as they do not always provide enough time for pedestrians to cross.
- Routes with multiple crossings are difficult to navigate. Sometimes it is necessary to take a bus to avoid the need to cross multiple crossings.
- 'Colourful crossings' are confusing.
- Copenhagen crossings can improve streetspace accessibility, providing they have appropriate tactile paving.
- Improving the appearance of streetspaces, including adding artwork and parklets, can help them to feel more pedestrian-friendly.
- Some on-street cycle hangers are too small for adapted cycles.
- Consistent and good quality lighting is beneficial for visually impaired people.
- 'Bus-stop bypasses' prioritise cyclists and are dangerous for visually impaired people.
- Uneven surfaces can be a barrier for both pedestrians and cyclists.

- Quiet routes can feel risky due to fear of crime (including stolen cycles) and having no one to ask for assistance from.

Suggested approach to project

The following suggestions about the how LBN could approach the project in order to leverage maximum benefit were made:

- Carry out access audits of the area prior to developing the scope of the project.
- Carry out safety and quality assessments in relation to each possible intervention.
- Follow existing good practice guidance such as LTN 1/20 cycling infrastructure design guidance – international standards, including cycle infrastructure standards from the Netherlands, may also be helpful.
- Liaise with neighbouring Boroughs in order to ensure that streetspace design is consistent, joined up and replicable – Aldersbrook Road is an example of different standards between Boroughs.
- Consider residential development schemes which include storage space for cargo bikes – Urbana Villor in Malmo, Sweden is an example.
- Ensure that regular streetspace maintenance is carried out and that maintenance teams are upskilled to understand how they impact on streetspace accessibility.

Specific suggestions for improvements

Specific suggestions for improvements included the following:

- There are not enough benches / seats in the Beckton area streetspace.
- There is a lot of pavement parking around the newer residential areas close to Beckton DLR station – increased amounts of dedicated off-street parking would help to reduce this.
- Wayfinding and signage outside Beckton DLR should be improved.
- The greenway by Beckton B&Q is overgrown and feels unsafe.
- Canal lock gates in the Beckton area are too narrow for some adapted / accessible cycles, such as cargo trikes.

Participants also supported the proposals for improving the crossings close to Asda and reducing the overgrowth and poor surfacing on the Beckton Corridor put forward by the project team.

Appendix 1 – Map of area covered by the Beckton Walking and Cycling Project

The Beckton Walking and Cycling Project covers four key areas within Beckton:

- Tollgate Road
- Woolwich Manor Way
- Beckton Town Centre
- Beckton Corridor



Image: Map of the area covered by the Beckton Walking and Cycling Project

APPENDIX D - Formal response from Newham Cyclists

Newham Cyclists Beckton Walking and Cycling Project (BWCP) formal response

Beckton Walking and Cycling Project Summary

Newham Council wants to make Beckton a great place for active travel. To make that happen, we are committed to improving local streets to make Active Travel an easy, safe and convenient way to get around.

We would like to hear your feedback on issues and suggestions for improvement schemes that will make Beckton better for walking and cycling.

Results of this survey will be analysed and presented in a workshops in January, where we will seek more detailed comments on specific proposed projects.

We expect construction on projects resulting from this survey and workshops to start in March 2023.

Project areas

The bright part of the map below shows the whole project area (**page #7 map**).

We are particularly interested in making improvements for walking and cycling in the four following focus areas.

Tollgate Road ('Purple corridor' on map below)

Tollgate Road is a key east-west corridor, which runs through the Beckton area and supports access to residential, community, and commercial destinations.

Beckton Corridor ('Green corridor' on map below)

Beckton Corridor is a key pedestrian route, separated from car traffic, connecting Beckton DLR station to residential areas, Beckton Park, and Royal Albert Way (including Royal Albert DLR station).

Woolwich Manor Way ('Blue corridor' on map below)

Woolwich Manor Way is particularly significant because it is the only major north-south connection across the A13 within the project area.

Beckton Town Centre ('Red quadrant' on map below)

Beckton Town Centre is a hub of activity including community retail and transport facilities such as Beckton DLR station and Beckton bus station.

The scope of potential improvements to walking and cycling includes access to and through the wider ASDA shopping area.

What kinds of changes are LB Newham looking to make?

The Beckton Walking and Cycling Project is focused on upgrading the physical infrastructure in order to:

1. Make walking and cycling easy, safe and convenient
2. Reduce air pollution
3. Promote more high street economic activity

Physical infrastructure upgrades could include, for example:

1. Cycle tracks and lanes.

2. Trees and greenery.
3. Improved lighting and CCTV.
4. Changes to junctions.
5. Traffic calming.
6. Better access for disabled people
7. Improved footways.
8. Pedestrian crossings (including zebra crossings).
9. Wayfinding signage.

Location of scheme	Proposed Beckton Walking and Cycling Project (BWCP) scheme Location of possible Infrastructure 'interventions'	Newham Cyclists commentary
Tollgate Road	Tollgate Road is a key east-west corridor which runs through the Beckton area and supports access to residential, community, and commercial destinations.	<p>Tollgate Road should have segregated cycling traffic infrastructure preferably a bi-directional cycleway on the southern side between the Stansfeld Road and the Woolwich Manor Way A117 junctions.</p> <p>Speed limit should be a maximum of 20mph.</p> <p>More and improved pedestrian crossing facilities recommended.</p> <p>Pedestrian priority treatment at un-signalised junctions.</p>
Beckton Corridor	Beckton Corridor is a key pedestrian route, separated from car traffic, connecting Beckton DLR station to residential areas, Beckton Park and Royal Albert Way (including Royal Albert DLR station).	Upgrade plans for this Active Travel mode route is very welcomed but it should be made all-hours 'social safety' compliant.

Location of scheme	Proposed Beckton Walking and Cycling Project (BWCP) scheme Location of possible Infrastructure 'interventions'	Newham Cyclists commentary
Woolwich Manor Way	Woolwich Manor Way is particularly significant because it forms the only major north-south connection across the A13 within the project area.	<p>Woolwich Manor Way should have segregated cycling traffic infrastructure between Newham Way A13/Cycleway 3/Newham Greenway junction connecting to Beckton town centre, Beckton Dockland Light Railway (DLR) & bus stations and Ferndale Street junction.</p> <p>The Woolwich Manor Way A117 'corridor' is one of the Transport for London's Cycle Future Route alignments (CFR 9).</p> <p>Speed limit should be a maximum of 20mph.</p> <p>More and improved pedestrian crossing facilities recommended.</p> <p>Pedestrian priority treatment at un-signalised junctions.</p> <p>Woolwich Manor Way should be considered for measures to make it less attractive for 'cut-through' general motor traffic between Newham Way A13 and Gallions roundabout.</p>
Beckton Town Centre	<p>Beckton Town Centre is a hub of activity, including retail and transport facilities such as ASDA, Beckton DLR station and Beckton bus station.</p> <p>The scope of potential improvements to walking and cycling includes access to and through the wider ASDA shopping area.</p>	Active Travel mode infrastructure improvements as suggested above and properly integrated with the estates on both sides of the Woolwich Manor Way A117 alignment and the local public transport hub should make the town centre a potentially attractive 'hot spot' for residents and visitors alike.

Location of scheme	Infrastructure 'interventions' not mentioned for consideration in the LB Newham BWCP scheme narrative above but vital, needed and complimentary to the creation of a 'real game changer' sustainable/comprehensive local Active Travel network.	Newham Cyclists commentary
Stanfeld Road		<p>Stanfeld Road should have segregated cycling traffic infrastructure preferably a bi-directional cycleway on the eastern side between the Tollgate Road and the Strait Road junctions.</p> <p>Speed limit should be a maximum of 20mph.</p> <p>Pedestrian priority treatment at un-signalised junctions.</p> <p>More and improved pedestrian crossing facilities recommended to safely link Beckton Park, the estates on both sides of the Stansfeld Road and the Beckton Corridor path sections.</p>
Strait Road		<p>Strait Road should be made legal for two-way cycling traffic and the road definitely needs an Automatic Number Plate Recognition (ANPR) camera filter set-up to prevent 'cut-through' general traffic with exemptions for buses and other standard emergency and council service vehicles.</p>
Mitchell Walk		<p>Despite it's laudable recent upgrade, Mitchell Walk (on a west/east alignment between Lion Road and Stansfeld Road) is not ideal for high local cycling traffic volumes and especially at night for 'social safety' reasons.</p>
Beckton residential estate (south of the Tollgate Road alignment)		<p>Improve and unblock portal access for 'all-ability walking routes by removing car parking 'severances' e.g. Hadleigh Walk and make the estate walking paths 'connectors' 'social safety' compliant.</p>
Beckton District Park Area		<p>Better Active Travel mode routes/connectors between Newham Way and Tollgate Road are desirable.</p>