

London Cycling Campaign

28 February 2017

Quietway 6 – Leyton Ladder

<https://www.newham.gov.uk/Documents/Transport%20and%20streets/Scheme26And27LeytonLadderDescriptionAndPlan.pdf>

This consultation response is on behalf of the London Cycling Campaign, the capital's leading cycling organisation with more than 12,000 members and 40,000 supporters. The LCC welcomes the opportunity to comment on plans. The response is in support of the response from Newham Cyclists, the borough group, and was developed with input from the co-chairs of LCC's Infrastructure Review Group.

The scheme as currently proposed is not supported. Leyton Road, Temple Mills Lane, Major Road and Chobham Road all have high volumes of fast moving traffic. The improvements which the scheme as currently proposed brings are not strong enough without further action to encourage all ages and all abilities of people to cycle along this part of Quietway 6. If the scheme remains as is, Leyton Road and adjacent junctions will be key barriers on Quietway 6 – and thus the scheme is not considered a positive use of cycle funding. However, improvements to the scheme listed below could easily create a far better scheme that would boost cycling numbers and diversity, and be supported.

Specific points about the scheme:

- For this scheme to be a success and ensure that the Quietway works as a continuous route, it must enable those less confident at cycling to move through each junction calmly, comfortably and safely. The three junctions in this scheme (Leyton Road/Drapers Field/Temple Mills Road, Leyton Road/Liberty Bridge Road/Chobham and Chobham Road/Major Road) do not meet this criteria. Well-designed signalised crossings would potentially address these areas.
- The proposed two-way cycle track does not run the full length of the scheme and the proposed route for cycling at the ends of the track is not clear. The cycle track should feed seamlessly into each of the junctions which will enable calm, comfortable and safe travel through the junction.
- A better approach could well be to re-align QW6 along Major Road rather than Leyton Road. To meet the requirements of a Quietway the following would be required:
 - o A signalised junction at Leyton Road/Drapers Field/Temple Mills Road to mitigate poor sight lines and facilitate east-west cycle flow.
 - o Signalised crossings on Major Road and Temple Mills Lane to become toucan or parallel crossings with raised level treatment to facilitate safe turning cycle movements from Temple Mills Lane to Major Road.

- Major Road between Three Mills Lane and Chobham Road to be two-way for cycling and buses, and one-way southbound for motor vehicles in order to create safer space for cycling.
- Raised entry treatment at junction approach (Major Road south of junction).
- 20 mph speed limits are required for Major Road, Leyton Road, Three Mills Lane and Chobham Road. These should be enforced with physical measures such as raised tables and sinusoidal road humps.
- Making Major Road south of Chobham Road one-way is welcome as it will reduce motor vehicle through traffic from Henniker Road.

General points about cycling schemes:

- LCC requires schemes to be designed to accommodate growth in cycling. Providing space for cycling is a more efficient use of road space than providing space for driving private motor vehicles, particularly for journeys of 5km or less. In terms of providing maximum efficiency for space and energy use, walking, cycling, then public transport are key.
- As demonstrated by the success of recent Cycle Superhighways and mini-Holland projects etc., people cycle when they feel safe. For cycling to become mainstream, a network of high-quality, direct routes separate from high volumes and/or speeds of motor vehicle traffic is required to/from all key destinations and residential areas in an area. Schemes should be planned, designed and implemented to maximise potential to increase journeys – with links to nearby amenities, residential centres, transport hubs considered from the outset.
- Spending money on cycling infrastructure has been shown to dramatically boost health outcomes in an area. Spending on cycling schemes outranks all other transport mode for return on investment according to a DfT study. Schemes which promote cycling meet TfL's "Healthy Streets" checklist. A healthy street is one where people choose to cycle.
- LCC wants, as a condition of funding, all "Quietways" highway development designed to London Cycling Design Standards (LCDS), with a Cycling Level of Service (CLOS) rating of 70 or above, with all "Critical Fails" eliminated.