

## London Cycling Campaign

22 November 2016

### Stratford Town Centre Improvements

<https://www.newham.gov.uk/Pages/Services/Stratford-town-centre-improvements.aspx>

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.

LCC welcomes and broadly supports these proposals. Highlights of the scheme include providing substantial segregated tracks throughout, 20mph speed limit and high-quality design details. These include bus stop bypasses, parallel crossings, modal filters, "Copenhagen" or "blended" crossings, the removal of motor vehicle traffic from Broadway Lane, relocation of taxi and coach stops and wider footways.

Specific points about the scheme:

- CS2 from Bow Flyover to the Stratford gyratory system has limited segregation and significant left hook risks into Wharton Road and Carpenters Road, which may deter cycling from central London to Stratford in spite of these proposals. These risks may be increased as motor traffic seeks to avoid the speed restrictions in the proposals by turning left across CS2 before reaching the town centre. Measures such as restricting turns for motor traffic, tightening corner radii and narrowing junction widths, raising the surface of the side roads and implementing traffic lights that separate cycling movements should be considered.
- The proposal describes cycle tracks as being separated with a level difference to the footway. These should feature hard segregation from the carriageway with a kerb upstand or other measure to prevent vehicles overrunning wherever possible, as appears in Newham's illustration video for the scheme.
- Restricting motor traffic to 20mph is critical. On the plan, only three junctions are shown as having a raised surface. More detail is required on what engineering elements such as raised junctions and crossings, tightened corners and deterrents such as speed cameras will be used to achieve an actual speed reduction to 20mph.
- More detail on pedestrian and cycling time phasing at the Traffic Control System junctions is required. Direct walking and cycling movements, without delays which would encourage crossing against the lights, are required.

- Shared space areas for pedestrians and those cycling should be designed for low speed cycling, e.g. Broadway Lane, which has a high footfall, is often crossed by pedestrians and is also likely to see high increases in cycling.
- Designs where cycle tracks end by running directly into shared space areas create a conflict risk with pedestrians and an incentive for cyclists to move to the main carriageway. Such gaps occur at the junction of The Grove and Great Eastern Road and at The Grove and Romford Road junctions. In these cases the cycle track could and should run continuously through the space.
- All trees, both existing and indicative, should be reviewed to ensure they do not compromise sight lines for cycling or pedestrians now or in the future. In particular the new trees planned (indicative) for West Ham Lane (public realm section) may compromise good line of sight for those cycling.
- New, improved and existing cycling parking facilities should be reviewed, in terms of design, location and suitability for all ability cycling. In particular cycle parking proposed at Stratford Station may result in significant cycle traffic across the Meridian Square pedestrian area with resulting conflict risk.
- Conditions/arrangements/enforcement plans for all loading bays should be reviewed to mitigate risk of cycle track or footway encroachment. In particular, the loading bay and motorcycle parking on The Broadway by the Old Town Hall on the current scheme plans require motor vehicles to cross the cycle track creating a collision risk. This risk should be mitigated, potentially by routing the cycle track around the inside of the loading bay and parking.
- Integration of the scheme with the Maryland Station Crossrail improvement proposals and nearby existing Quietway cycle routes should be maximised.
- Even with the new proposals, the area will remain complex for those unfamiliar with the area to navigate. Cycle routes to key destinations, e.g. the Olympic Park and Stratford International Station, should be clearly signposted.
- Motorcycle parking should not be located in Broadway Lane as it is an area restricted to pedestrians and those cycling.
- The contraflow track between the Great Eastern Road, Stratford High Street and Broadway High Street junction and Chant Street (on the southern side of Broadway High Street) should extend to the Stratford High Street cycle crossing. The plan shows a small gap here.
- Immediately north of The Grove and Park Avenue junction the carriageway narrows at the median traffic island. This introduces a collision risk for those cycling northbound. A potential solution would be to build a fully separated cycle track northbound to finish at the Grove Crescent Road junction protecting those cycling

until the carriageway narrows and scheme ends. (Newham should also consider extending segregated tracks further north.)

- High volumes of motor vehicle traffic parking or manoeuvring on Station Street is a barrier and risk for pedestrians and cycling moving between Farthingale Walk and the Jupp Road footbridge. Increased restrictions on parking, such as double yellow lines, could mitigate this risk. All transitions in particular in this area should be kept clear and smooth i.e. dropped kerbs to maximise accessibility
- There is a missing shared space link between the University Square Quietway cycle route and Broadway Lane.
- There is a missing cycle crossing at the Broadway High Street and Tramway Avenue junction.
- The new scheme may generate cut-through motor traffic in the Stratford estate south of Romford Road, between West Ham Lane and Glenavon Road, in particular for traffic travelling between Romford Road and West Ham Lane. A modal filter on Aldworth Road at West Ham Lane could mitigate this.
- Chant Street should be left turn only onto the Broadway to avoid risk of motor vehicles blocking the cycle track. And Grove Crescent Road should be left turn only onto Great Eastern Road to avoid risk of motor vehicles blocking cycle track.
- Service route 3 is not shown entering Angel Lane junction and if it continues to exist will conflict with the junction proposal.

#### 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 "Better Junctions" 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.