

This response to the Romford Road consultation 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

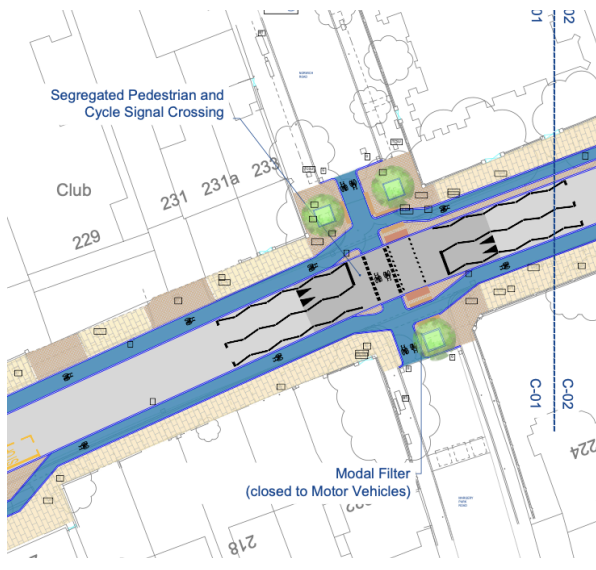
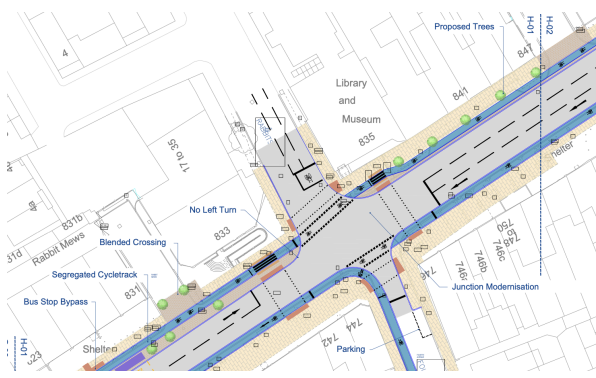
**We strongly support these proposals** and hope they will be delivered speedily and in full.

- **The scheme is of extremely high quality**, easily meeting the standards of the flagship Lea Bridge Road scheme in Waltham Forest and in many places exceeding it.
- **The proposed junction designs are commendable**. They follow proven safe designs and international best practice, and will reduce waiting times, increase legibility, and largely eliminate some categories of crash.
- **The bus stops follow good practice to improve visibility**. We are pleased the design avoids shared-use bus boarders (SUBBs), instead using bus stop bypasses with gentle chicanes (sometimes no chicane at all) and plenty of waiting space. We encourage the use of colour, level changes, and surface treatments to differentiate the cycle track and crossing point for blind and low vision bus users, and bus users who may be new to using bus stop bypasses.
- **The scheme will bring massive benefits to local residents**. Everyone deserves to live on a street that is safe for walking and cycling; this scheme shows a commitment to deliver this for residents of one of our main roads.
- **The scheme will be good for business**. Evidence shows that local businesses benefit from increased volumes of people cycling past their shopfront, particularly if there is convenient and safe cycle parking available for them.

- We urge Newham Council to deliver the consulted scheme as quickly as possible, so that residents and businesses can start reaping the benefits soon.

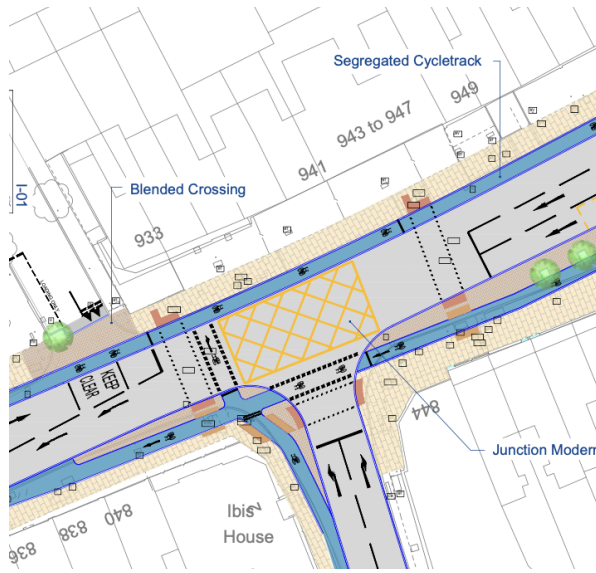
## SPECIFIC COMMENTS

Where	Diagram	Our Comments
Water Lane/Vicarage Road junction		<p><b>Recommendation:</b> Zebra markings should be present on all crossings of the cycle track for consistency.</p> <p><b>In addition:</b> it could be worth exploring a CYCLOPS-style junction with the cycle crossings on the outside of the pedestrian crossings, which would formally allow diagonal pedestrian crossings. On the other hand, such a change might introduce a mismatch with other junctions and result in confusion about who is meant to be where.</p>

Where	Diagram	Our Comments
Norwich Road/Margery Park Road		<p>We note a mismatch between proposals in this scheme and proposals for the West Ham Park LTN<sup>1</sup>, which positions Margery Park Road as an entry/exit street for the LTN. While we don't think an additional closure to motor vehicles will compromise the quality of the LTN, we do ask the scheme designers to clarify their intention.</p>
Rabbits Road/Fourth Avenue		<p>It is not clear how people cycling are supposed to turn into Rabbits Road from here.</p> <p>We would like details of the proposed phasing at this junction. The two stop-lines on the westbound track would suggest that those cycling will be guaranteed to hit at least one red light</p>

<sup>1</sup> <https://www.newham.gov.uk/downloads/file/6949/west-ham-park-leaflet>

Where	Diagram	Our Comments
		<p>when crossing this junction—in which case compliance will be poor, particularly given drivers can cross the junction in a single movement and won't have to wait twice.</p> <p>While we understand there are likely space constraints, we would like a long-term plan to convert this to a conventional protected crossroads like other junctions in the scheme. This would be safer and reduce confusion from this being the only junction with advanced stop lines on a side road.</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. Longer-term we would like to see the Council explore the possibility of contraflow cycling on Fourth Avenue.</p>

Where	Diagram	Our Comments
Little Ilford Lane		<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. Longer-term we would like to see the Council explore the possibility of contraflow cycling on Little Ilford Lane.</p>

## ADDITIONAL FUTURE ENHANCEMENTS

- **The Council should move swiftly in delivering a comprehensive programme of Low Traffic Neighbourhoods adjacent to the Romford Road.** This is important to ensure bus performance and the cycle route on Romford Road are not compromised by “rat runs” where drivers use purely residential streets to avoid traffic lights. Everyone in Newham deserves to live on a safe street for walking and cycling, and main road treatments must go hand-in-hand with side road treatments.

- **We would like to see the Council safeguard the possibility of future cycle routes between Romford Road (east) and Manor Park station**, which we believe would be reasonably cheap to implement:
  - Via Carlyle Avenue, Carlyle Road (allowing contraflow cycling) and Station Road;
  - Via Rabbits Road and Forest View Road (using the existing modal filter) if it is possible to reduce traffic volumes on the Rabbits Road bridge or install protected cycleways there. This would also allow a connection to Cycleway 16 via a short extension of the existing semi-protected cycle lanes on Forest Drive.
- **We urge the Council to collaborate with their neighbouring borough in Redbridge to organise funding and delivery for the Ilford Garden junction scheme as soon as possible**, which would open up an extension of Cycleway 2 to Ilford town centre. The designs should tie in neatly to each other using similar principles and junction designs wherever possible.

## 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 safety issues. 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 boarders (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 consulted scheme is of extremely high quality**, easily meeting the standards of the Lea Bridge Road (Cycleway 23) in Waltham Forest and in places exceeding it. It will offer a long overdue extension of Cycleway 2 beyond Stratford, opening up a cheap, accessible, and convenient transport option for people to use 24/7. **We urge Newham to fund and deliver this scheme in full as soon as possible, so local people and businesses can start reaping the benefits quickly.**

**We strongly support these proposals** and hope they will be delivered speedily and in full.

## ACKNOWLEDGMENTS

Compiled by Jonathan Rothwell and Olawale Ajibola from Newham Cyclists in March 2024.