

LONDON BOROUGH OF WALTHAM FOREST

Committee/Date:	Environment PLM - 04 August 2015
Title:	Leyton to Blackhorse Road Route – Church Road
Directorate:	Neighbourhoods and Commissioning
Report of:	Design & Construction Manager
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Wards affected:	Lea Bridge/Leyton/Grove Green
Appendices:	1 – Consultation Document and Survey 2 – Consultation Results and Summary 3 – Consultation Area
Status:	Open

1. SUMMARY

- 1.1. The purpose of this report is to highlight the results of the Mini-Holland Church Road (Leyton to Blackhorse Road Route) and seek approvals to proceed to detailed design and implementation of the proposed measures of sections of segregated cycle lanes, 20 mph speed limit and improved crossing locations.

A copy of the consultation document highlighting the proposed measures is shown in *Appendix 1*.

2. RECOMMENDATION

It is recommended that the Director of Neighbourhoods and Commissioning in consultation with the Environment Portfolio Holder: -

- 2.1. Note the results of the consultation shown in Appendix 2;
- 2.2. Agree to proceed with the detailed design and implementation of the proposals indicated in the consultation leaflet and as described in section 4 of this report; and
- 2.3. Acknowledge that discussions with TfL during detailed design stages will continue with regards to Section A and C bus journey time impacts on Church Road between Capworth Street (northbound) and Leyton High Road (southbound) to assess the overall impact of proposals for these areas.

3. REASON FOR DECISION

- 3.1 After analyzing the consultation responses received, it can be noted that 26% (28) residents provided positive comments 61% (66) providing neutral comments and 12% (13) being noted as not in favor of the proposed measures for Sections A-C. Therefore, it is recommended to progress with the detailed design and subsequent implementation of these proposals.
- 3.2 In section B 70% (14) of respondents were recorded as being neutral and 25% against the proposals. However, it must be noted that a total 14% (15) comments were received that highlighted that residents and businesses would like the proposals to be stronger for cycling and pedestrians in this section and not opposed to the overall scheme aims and objectives.
- 3.3 Due to the lack of available pavement space in Section B and the extensive loss of residents parking that would be required to achieve the minimum Mini-Holland design standards it was not feasible to propose measures such as segregated cycle lanes between Capworth Street and Grange Park Road. To provide mitigation all existing cycle facilities and crossing points in this section will be upgraded as part of the 20mph and road safety scheme proposals.

4. BACKGROUND

- 4.1 The Council secured LIP and Mini –Holland funding from TfL to improve safety for all road users along Church Road between Lea Bridge Road and High Road Leyton as part of the Leyton to Blackhorse Mini-Holland Route.
- 4.2 During the 5 years ending December 2014 56 accidents occurred along Church Road and the one-way sections of High Road Leyton and Grange Park Road. 7 involved a serious injury whilst the remainder were slight. There were no fatal injuries during the five year period.
- 4.3 Of the 56 accidents 8 involved cyclists and 21 involved pedestrians, 7 of which occurred at the High Road Leyton junction with Church Road. The main cluster of accidents occurred at the Markhouse Road/Church Road junction but these have not been included in the number as this junction is within the Lea Bridge Road proposals.
- 4.4 8 of the 56 accidents occurred in the vicinity of the mini roundabout at the Capworth Street junction of which two involved cyclists and one involved a pedestrian. There were no accidents at the puffin crossing just north of Park Road.
- 4.5 Three accidents occurred at the traffic signalled junction at Oliver Road. One of these accidents involved a pedestrian crossing the north-south arm of Church Road. Eight accidents occurred at the Church Road junction with High Road Leyton, seven of these involved pedestrians. At the High Road Leyton junction with Grange Park Road there were seven accidents of which three involved pedestrians.

4.6 At both the Church Road junction with High Road Leyton and High Road Leyton junction with Grange Park Road there are zebra crossings across all approaches onto the triangular islands.

4.7 The Council therefore developed a set of proposals to reduce accidents, and improve the look and feel along the road with an overarching aim of improving the overall safety for all road users. These proposals are in line with the principals for Mini-Holland which also aim to reduce traffic speeds, provide mitigation for congestion where possible, and to improve walking and cycling infrastructure which will bring a wealth of benefits by encouraging more people to walk and cycle. The fully proposals are:

Section A-C: Mini Holland Proposals (Mini-Holland Funded)

- Fully segregated north and southbound cycle lanes on Church Road between Lea Bridge Road and Capworth Street;
- Introduction of measures to provide a quieter and safer cycle route for cyclists travelling north and southbound via Capworth Street, Manor Road, and Grange Park Road;
- Improvements to cycle lanes and between Capworth Street and Grange Park Road; and
- Fully segregated two-way cycle lanes on Grange Park Road (south), Leyton High Road and Church Road.

Section B: 20mph and Road Safety Measures (LIP Funded)

- Church Road junction with Capworth Street – raised priority junction
- Church Road junction with Oliver Road – raised signal controlled junction
- Park Road to Marsh Lane – raised cycle/pedestrian parallel crossing upgrade;
- Opposite 132 Church Road – raised uncontrolled pedestrian crossing;
- Church Road junction with Goldsmith Road – raised junction with uncontrolled pedestrian crossing;

Section C: Improved Zebra Crossings (Mini-Holland Funded)

- Church Road junction with Grange Park Road;
- Grange Park Road junction with High Road Leyton; and
- Church Road junction with High Road Leyton.

5. CONSULTATION

5.1 Consultation documents and proposals were initially brought to the attention of Ward Councillors for comment. Subsequent to the pre-consultation exercise with Ward Councillors and Transport for London (TfL) a public consultation was undertaken between the 3rd and 24th July 2015 with late submissions being accepted and incorporated where reasonable. In addition to the public consultation exercise a drop-in session was held at the St Josephs Junior Scholl (Vicarage Road) on the 15th July to better

engage with local businesses and residents.

- 5.2 In total of 3000 residents and businesses were consulted. Please see Appendix 3 for the Church Road consultation area and Appendix 2 for the detailed consultation summary analysis.
- 5.3 The Council also provided an online consultation facility in addition to making a hard copy available for download on the website.

6. CONSULTATION RESULTS AND PROPOSALS

- 6.1 The results of the public consultation are shown in the table in Table 1 and Appendix 2.
- 6.2 The public consultation results showed that 49 residents and business responded against representing a 1.63% response rate.
- 6.3 49 individuals responded to the consultation providing around 108 individual comments. Around 15 people attended the drop-in session and several e-mails were also received during the consultation period to the Mini-Holland e-mail address.

Table 1: Consultation Comments Results

	Negative		Neutral		Positive		Overall totals
	Totals	%	Totals	%	Totals	%	
Overview and 20mph	6	18	21	62	7	21	34
Section A	1	4	14	54	11	42	26
Section B	5	25	14	70	1	5	20
Section C	1	4	17	63	9	33	27

7. IMPLICATIONS

7.1. Financial

- 7.1.1. This forms part of the Leyton to Blackhorse cycle route which has a budget of £1.2 million. The total costs for construction are estimated at £750,000 which is to be funded from a combination of Borough LIP funding 2015/16 (£170,000) and remaining from the Mini-Holland, Leyton to Blackhorse Road Route budget.

7.2. Consultation

- 7.2.1. Statutory consultation will take place in respect of making Traffic Management Orders (TMO's) that are mandatory to give effect to any changes to existing parking, waiting and loading provisions and/or restrictions. This consultation includes a statutory objection period. Notices will also be advertised providing information to the locations of all measures requiring TMO's as per regulations.

7.3. Timescale

7.3.1. Implementation will be via phased program beginning with the delivery of Section B (LIP Funded) in September 2015 with subsequent sections (Mini-Holland A and C) being subject to TfL approvals.

7.4. Legal

7.4.1. Appropriate Traffic Management Orders will be made under the Road Traffic Regulation Act 1984 and advertised in accordance with the Traffic Order (England and Wales) Procedural Regulations 1996.

7.5. Human Resources

7.5.1. Staff resources for the investigation, consultation, design and implementation have been fully funded within budgets made available and at no cost to the Borough.

7.6. Health Impact Assessment

7.6.1. In general 20 mph, traffic calming measures and provision segregated cycle lanes reduce both the number and severity of accidents making the area safer. Such measures can also promote walking and cycling as attractive alternative modes of transport which have a beneficial effect on health, if traffic is reduced or congestion relieved.

7.7. Equality Impact Assessment

7.7.1. Gender

The reduction of traffic speeds and improvements for cycling and walking in the area has the potential to improve road safety for all but especially for the most vulnerable road users and consequently reduce personal injury road accidents.

7.7.2. Age

The improved safety and environmental conditions make the area more conducive for all to travel either by walking or by cycling.

7.7.3. Disability

The detailed design of any proposal will include a review and update of the provision of spaces provided for disabled residents in consultation with the Council's mobility team.

7.7.4. Race/ ethnicity

The environment is made safer by reducing the risk of hate crime. No negative impacts are expected from the proposals on the community in respect of ethnicity.

7.7.5. Faith/ religion

The environment is made safer reducing the risk of hate crime. No negative impacts are expected from the proposals on the community in respect of faith.

7.7.6. Sexual orientation

No negative impacts are expected from the proposals on the community in respect of sexual orientation.

7.7.7. Climate Change Impact Assessment

There are no climate impact implications to water, waste, land or buildings. New energy efficient street lightings are to be provided and hence no impact on energy consumption is anticipated. Decreased congestion and a modal shift towards sustainable transport are considered to be a benefit to air quality. Where possible existing street furniture will be reused with public realm improvements being developed to improve biodiversity within the area. An increase in road safety is also considered to provide an opportunity for modal shift to encourage walking, cycling and increased use of public transport.

8. **CONCLUSION**

The consultation results show that there is support for the measures outlined within this report. It is therefore recommended that the scheme be taken forward to detailed design and implementation.

Approved by

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Date:

Cllr Clyde Loakes
Environment Portfolio Holder

Approved by

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Date:

Michele Moloney
Director of Neighbourhoods and Commissioning

Appendices:

- Appendix 1 – Consultation Leaflet**
- Appendix 2 – Consultation Results**
- Appendix 3 – Consultation Area**