

LONDON BOROUGH OF WALTHAM FOREST

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| Meeting Date: | PLM – 24 March 2016 |
| Title: | Mini Holland Leytonstone Town Centre Scheme |
| Directorate: | Neighbourhoods |
| Report of: | Head of Highways and Infrastructure |
| Contact: | Kathiravelu Valavan |
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| Wards affected: | Leytonstone |
| Appendices: | Appendix A1 : Map of proposals – Consulted Appendix A2 : Map of proposals – Final scheme Appendix B : Engagement approach for delivery Appendix C : Consultation questionnaire results Appendix D : Reasons and benefits of proposed changes Appendix E : Alternatives considered Appendix F : Full equality analysis Appendix G : Sustainability implications |
| Status: | Open |

1. Summary

- 1.1 Waltham Forest was one of only three councils in London to be awarded Mini-Holland funding with an allocation of £27 million.
- 1.2 On 9 September 2014 Cabinet approved the delivery plan for the Mini Holland Programme.
- 1.3 The Mini-Holland Business Case was approved by Transport for London Surface Board on 18 November 2014.
- 1.4 On 10 February 2015 Cabinet delegated authority to the Director of Neighbourhoods in consultation with the Portfolio Holder for Environment to approve future individual schemes of the Mini Holland Programme.
- 1.5 As part of the scheme development stage, the council has undertaken extensive engagement and consultation that has influenced the development of the final proposals.

2. Recommendations

2.1 For the reasons set out in this report the Director of Neighbourhoods, in consultation with the Portfolio Holder for Environment, is recommended to:

2.1.1 Note the results of the consultation.

2.1.2 Approve the preliminary scheme design for the Leytonstone Town Centre scheme as shown in Appendix A2 and agree the scheme to proceed to detailed design and subsequent construction (subject to technical feasibility and funding availability) as part of the Mini-Holland Programme, as listed below:

Blended Crossings (Copenhagen Crossings) on the junctions of:

- Browning Road with High Road Leytonstone
- Mornington Road with High Road Leytonstone
- Aylmer Road with High Road Leytonstone
- Harvey Road with High Road Leytonstone
- Burghley Road with High Road Leytonstone
- Barclay Road with High Road Leytonstone
- Michael Road with High Road Leytonstone
- Harrington Road with High Road Leytonstone
- Lister Road with High Road Leytonstone
- Brockway Close with High Road Leytonstone
- Vernon Road with High Road Leytonstone
- Davies Lane with High Road Leytonstone
- Kingswood Road with Gainsborough Road
- Dyers Hall Road with Grove Green Road
- Drayton Road with Grove Green Road
- Connaught Road with Grove Green Road
- Southwest Road with Grove Green Road
- Scarborough Road with Grove Green Road
- Ferndale Road with High Road Leytonstone
- Joseph Ray Road with High Road Leytonstone

Road Safety Improvements:

- New pedestrian and cycle crossing on Grove Green Road near Queens Road
- Raise and narrow the junction at Kingswood Road and Gainsborough Road
- Introduce cycle friendly speed humps on Fairlop Road and Hainault Road
- Introduce a raised junction at Fairlop Road with Clarendon Road
- Introduce a raised junction where Scarborough Road meets Grove Green Road
- Improve the junction where Gainsborough Road meets the McDonald's entrance

- Make Burghley Road 'No Entry' to motorised vehicles
- Introduce cycle friendly speed humps in Harvey Road, on the bend of Mornington Road and the junction of Grove Road

Road Safety Improvements that require further Transport for London (TfL) liaison:

- Work with TfL to improve the phasing of the lights at the crossing on Bush Road
- Work with TfL to improve the crossing on the High Road between Henry Reynolds Gardens and Tesco

Browning Road:

- Install a Modal Filter (Road Closure) at the junction with High Road Leytonstone
- A new pedestrian friendly public space with trees and greenery
- A new blended 'Copenhagen' style crossing
- Cycle parking

New and improved public spaces:

- **Gainsborough road (between Tesco and the bridge over the a12)**
 - Introduce new trees and shrubs that absorb pollution
 - Help develop a community growing project.
- **Grove Green Road**
 - Update the current road layout to create a new/improved cycle lane
 - Introduce public art
 - Introduce new pollution absorbing trees and plants
- **Hainault road near the junction with midland road**
 - Introduce new public art under the railway bridge

Cycle improvements:

Grove Green Road

- Segregated cycle lanes where feasible
- Remove centre line markings and narrow junctions
- Create new blended 'Copenhagen' style crossings at various locations
- Introduce a pedestrian and cycle crossing near Queens Road
- Improve the junction with Scarborough Road

High Road Leytonstone

- Introduce segregated cycle lanes between Church Lane and Gainsborough Road
- Work with TfL to introduce new cycle traffic lights outside the library to control southbound cyclists

Cycle signage

Introduce improved signage on the streets listed below:

- Hainault Road
- Fairlop Road
- Grove Green Road
- High Road Leytonstone
- Mornington Road.

Two-way cycling

Introduce two-way cycling on the streets listed below:

- Barclay Road
- Harvey Road
- Browning Road
- Leybourne Road
- Burghley Road
- Leyspring Road
- Harrington Road • Mornington Road.
- Hartley Road

Area up-keep

- Remove all unused street signs
- Road resurfacing on Drayton Road and Mornington Road
- Improve the existing fire gates at:
 - Barclay Road junction with Mornington Road
 - Bushwood junction with Stanmore Road
 - Preston Road junction with Whipps Cross Road

3. Background

- 3.1 Waltham Forest Council's Mini-Holland Programme comprises a set of integrated schemes that will deliver vast improvements in safety and convenience for cyclists and pedestrians, along with comprehensive public realm enhancements to support residential and local shopping areas.
- 3.2 The overarching objectives of the Leytonstone Town Centre Scheme are to reduce the amount of through traffic using residential streets, and improve the look, feel and safety of the Leytonstone area for all road users.
- 3.3 This is to be achieved through a combination of new/improved cycle lanes, road closures, traffic direction changes, creation of shared public spaces, greening and safety improvements.
- 3.4 In February 2015 Cabinet delegated authority to the Director of Neighbourhoods in consultation with Portfolio Holder for Environment to approve future individual schemes of the Mini-Holland Programme including the award of any contracts that are deemed to be key decisions.
- 3.5 The Leytonstone Town Centre Scheme was initiated in June 2015 via an online "perception survey" that commenced on 29 June 2015 and concluded on 20 July 2015.
- 3.6 The perception survey was conducted within the Leytonstone Town Centre Scheme boundary to gain an understanding of what residents and businesses thought about the area and the type of improvements they would like to see. In total 342 people completed the survey and provided 440 individual comments.
- 3.7 Following the perception survey, a detailed analysis report was prepared in September 2015, which highlighted various concerns and aspirations from the local community that were geographically mapped. This was used to inform the development of an initial concept design.
- 3.8 When asked what changes could be made to the local area to make it a better environment for walking and cycling, the five most popular responses were: more plants and trees, more attractive streets, safer crossing points, less traffic and improved public spaces.
- 3.9 This demonstrates that the feel of an area is a really important factor for encouraging respondents to walk and cycle. When creating better environments for people to walk and cycle it is therefore important to balance consideration of technical road changes with public realm improvements.
- 3.10 In September and October 2015 the concept design was presented at a series of two workshops within the scheme area for the local community to co-design and further develop in conjunction with the design team. All local ward councillors were invited to attend these sessions.
- 3.11 All emergency services were requested to meet the design team to discuss the concept designs in more detail.

- 3.12 The workshop results were then analysed and included within a workshop analysis report, which influenced the development of the subsequent preliminary design stage in October/November 2015.
- 3.13 The preliminary design proposal included a mix of road closures (Modal Filters), traffic direction changes, creation of shared public spaces and safety improvements. The preliminary design was then taken to a full public consultation, which commenced on 11 January 2015 and concluded on 31 January 2015. The preliminary design is shown in Appendix Ai.
- 3.14 11233 consultation documents and questionnaires were hand delivered by council officers and postal contractors to all addresses in the area. The council received reports that documents had not been received, therefore officers were mobilised to re-post documents to these addresses. To promote the consultation, street notices were erected in the area, council officers undertook 'door knocking' to remind local people to have their say on the proposals; and drop-in sessions were held on Tuesday 19 January and Saturday 23 January at local venues. Officers also carried out various technical surveys, consulted with emergency services, utility companies, businesses, religious institutions and schools.
- 3.15 The results of the public consultation have been analysed and included within Appendix C.
- 3.16 This was an extensive consultation process undertaken by the Highways and Infrastructure team. During the engagement period the Council received and responded to hundreds of emails, over 67 residents attended design workshops, and over 132 residents attended drop in sessions. Council officers knocked on the doors of over 90% of the area to remind the community to respond to the consultation and discuss their views on the scheme if required. There were 206 respondents to the consultation and a total of 557 comments.
- 3.17 The results of the consultation showed that 44% were positive towards the safer environmental proposals, 43% were neutral and 13% were negative. The results for the changes to Browning Road were 49% positive, 47% were neutral and 4% were negative. Overall, 40% of respondents felt positive about the proposals, 48% were neutral and 12% were negative.
- 3.18 During the consultation period a large amount of neutral responses were received. This is inconsistent with other Mini-Holland consultations where we have received a smaller proportion of neutral ratings. We have therefore acknowledged this and have undertaken further analysis of these neutral responses to understand why these respondents felt this way and what they were saying about the proposals. It should be noted that the drop-in sessions received the highest attendance figures to date for the Mini-Holland programme.
- 3.19 It is also acknowledged that the response rate for the Leytonstone Town Centre Scheme was relatively low when compared to other Mini-Holland Schemes, despite a significant and comprehensive publicity drive to ensure awareness

within the area and to encourage residents to respond. In addition to the activities undertaken as outlined in 3.14 above the consultation was publicised via the following channels;

- Mini-Holland e-newsletter was sent to 3,200 emails.
- An email was sent to people who responded to the Leytonstone perception survey. informing them that the consultation period had started. This was sent to 102 people.
- Posted twice on Facebook during the consultation period; this reached 3,722 people.
- Tweeted twice on Twitter during the consultation period with 46 link clicks.
- The Mini-Holland Leytonstone webpage had 2,196 views
- leafleting at Leytonstone Station on several evenings,
- promotion through key stakeholder groups (e.g. Waltham Forest Cycling Campaign)
- TfL consultation website

It should however be noted that the consultation drop-in sessions received the highest attendance figures to date (132) for schemes within the Mini-Holland programme

3.20 The lower response rate is likely to reflect the nature of the proposals consulted upon which are mainly localised improvements with limited or no impact on key issues such as local accessibility, parking, etc.

4. Options, alternatives and additional measures considered

4.1 At each stage of engagement we have taken on board the feedback of residents and businesses, and many of their suggestions have been included in the design proposal. Some alternative options and additional measures were proposed during the engagement periods, which have been considered and **have been incorporated** or acknowledged through revisions to the design that was consulted upon. These include considering the feasibility of designing and implementing:

- A zebra crossing at the bus turnaround outside Leytonstone Underground Station on the Grove Green Road side
- A Copenhagen style crossing at the junction of Browning Road and Bushwood
- Improvements to King's Passage, which may include allowing cycling, improving lighting and improving planting and landscaping
- Additional traffic calming measures on Woodville Road, Burghley Road and Harrington Road
- Two-way cycling in Vernon Road between Harrington Road and Harold Road
- Improvements to address concerns around the use of Pastures Path and Greystone Path

- 4.2 It is noted that the volume of non-local traffic volume using Harvey Road and Mornington Road was raised as an issue during the consultation. The Council will undertake a further assessment of this issue and investigate potential options to reduce the volume and impact of non-local traffic, with a view to undertaking further local engagement on potential options at a later stage.
- 4.3 A number of further alternative options and additional measures were proposed during the engagement periods and while these have been considered they have not incorporated. Information about why these proposals are not viable options is included in Appendix E. In summary, pursuing these options would not achieve the aims of the Mini-Holland programme in the Leytonstone Town Centre Scheme. The aims are to improve infrastructure to make it safer for road users, improve and create new public spaces and increase the number of people choosing to travel on foot, by bike and on public transport, in order to reduce road congestion and improve air quality.
- 4.4 Copenhagen style crossings were a common theme raised within the consultation, and it should be noted that the Council is aiming to increase awareness through monitoring, education and marketing programmes.

5. Sustainable community strategy priorities (and other national or local policies or strategies)

5.1 Council Priorities: Bringing you better shopping, streets and leisure (regenerating the borough)

- Work to make our high streets thrive with a variety of shops and services to meet resident's needs
- Upgrade our pavements and roads

5.2 Mayor for London's Vision for Cycling

- Safer streets for bikes.
- More people travelling by bike.
- Better places for everyone.

5.3 Transport for London - Improving the health of Londoners: Transport action plan

6. Implications

6.1 **Finance, value for money and risk**

6.2 The funding of the Leytonstone Town Centre Scheme is allocated within the financial years 15/16 and 16/17, which will comprise of £461,000 Mini Holland funding for construction works, supplemented by LIP funding, and other sources where identified. If required, some construction works maybe deferred to 2017/18 in order to secure additional funding

- 6.3 The procurement of works and services will be carried out using existing framework or term contracts which have already received Council approval. When it is expected that better value for money can be obtained using an open tender process this will be undertaken.
- 6.4 There are always risks with a programme of this size, in particular delays or budget overruns. These risks will be mitigated through robust programming and planning. The Council has a good record of delivering major public realm projects in the last five years and will use this experience to minimise risk within this programme.

7. Legal

- 7.1 The Council as Highway Authority has a duty under section 41 of the Highways Act 1980 to maintain certain highways within its area. It also has a wide general power under section 62 of the 1980 Act to carry out works to improve the highways it has a duty to maintain and many other specific powers under the 1980 Act.
- 7.2 The Council may by order regulate the use of roads under section 6 and other specific powers of the Road Traffic Regulation Act 1984.
- 7.3 All procurements under the programme will have to comply with the Council's Contract Procedure Rules and, where necessary, the Public Contracts Regulations 2006 (as amended).
- 7.4 Under Part 3 of the Council's Constitution Cabinet may delegate key decisions to an officer of the Council.
- 7.5 Appropriate Traffic Management Orders will be made under the Road Traffic Regulation Act 1984 and advertised in accordance with the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.
- 7.6 Before making these orders consideration must be given to section 122 of the Road Traffic Regulation Act 1984 which contains the Council's duty to secure the expeditious, convenient and safe movement of vehicular and other traffic and the provision of suitable and adequate parking facilities on and off the highway.
- 7.7 This proposal has been designed with due consideration of our Network Management Duty relating to Traffic Management Act 2004. Consideration has been given to all road users to secure the expeditious movement of traffic as far as practical.

8. Equalities and diversity

- 8.1 A full Equality Analysis (attached as Appendix F) has been undertaken, which has considered the impact of the proposal on those with protected equality characteristics. Although the proposals are likely to bring about positive

improvements, the analysis has identified some potential for adverse impact and measures to help mitigate against these are set out.

8.2 Race/ ethnicity

8.3 No negative impacts are expected from the proposals on the community in respect of ethnicity.

8.4 Faith/ religion

8.5 No negative impacts are expected from the proposals on the community in respect of faith or religion.

8.6 Sexual orientation

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

9. Sustainability (including climate change, health, crime and disorder)

9.1 The programme will have a positive impact on sustainability by encouraging a shift in transport mode from car use to cycling and walking. This will also contribute to improving the health and well-being of the local community and air quality. The design guide includes an aspiration to employ low energy use equipment e.g. lighting units; using SUDS (Sustainable Urban Drainage System) compliant materials; and following the Council's Sustainable Procurement Strategy for sourcing materials. It is estimated that the Mini Holland programme will reduce CO2 emissions by approximately 1,000 Tonnes per year (see Appendix G).

9.2 The Mini-Holland programme will contribute to achieving the objectives set out within the councils Air Quality Action Plan.

9.3 Climate Change & Sustainability Impact Assessment

9.4 There are no climate impact implications to water, waste, land or buildings. Decreased congestion is considered to be a benefit to air quality. Any increase in road safety is considered to provide an opportunity for modal shift to encourage walking, cycling and increased use of public transport.

10. Council infrastructure


10.1 Whilst the size of this programme represents a significant investment of council resources, the programme is externally funded and there is sufficient funding to employ staff required for the project or to backfill existing council officers engaged in the programme.

Approved by

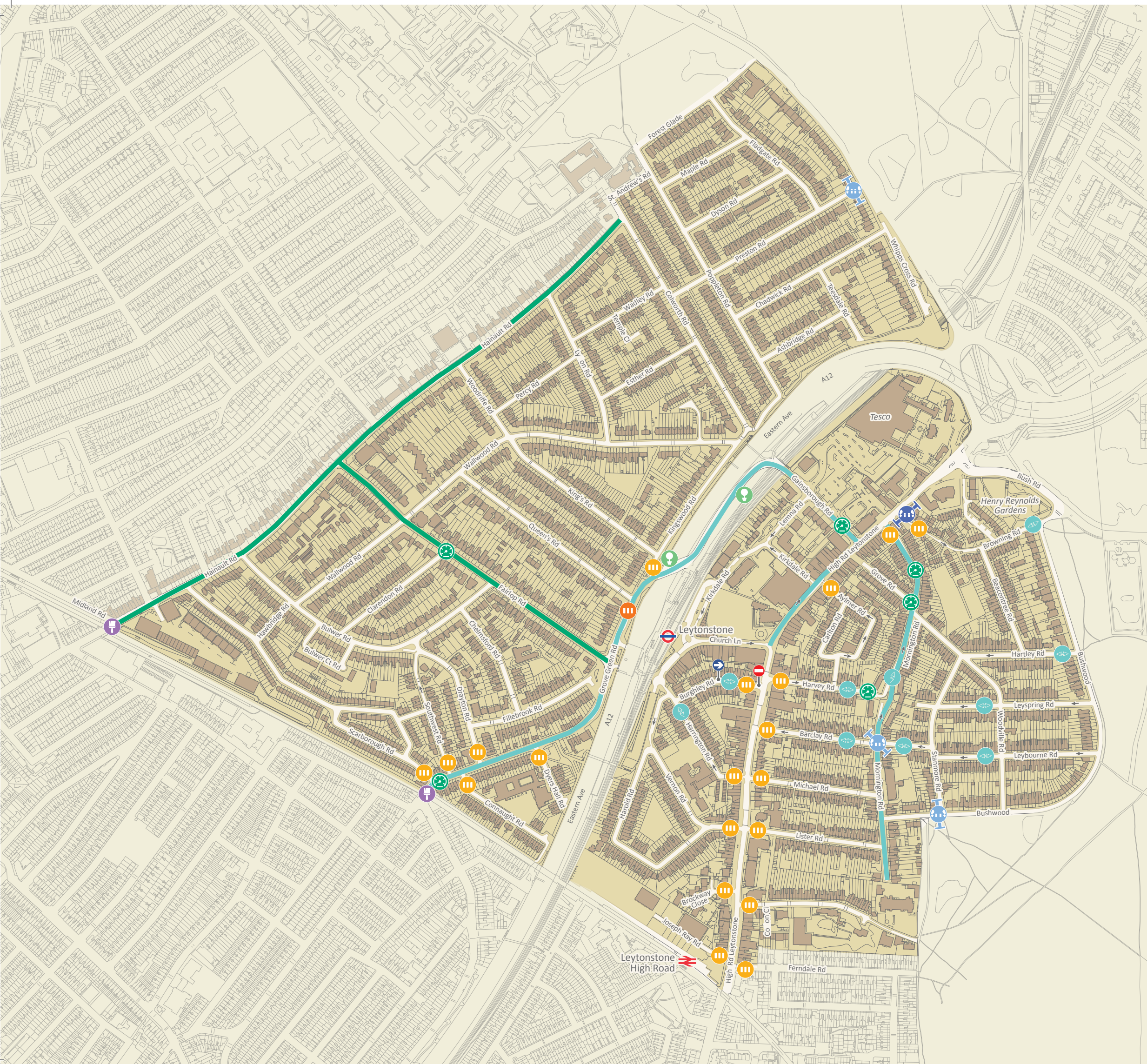

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Cllr Clyde Loakes
Environment Portfolio Holder

Date: 20/3/16

Approved by

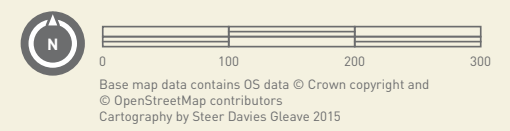

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Michele Moloney
Director of Neighbourhoods

Date: 24/3/16



















-  Tree planting / Landscaping
-  Public art / Bridge improvement
-  Improved existing modal filter with planting
-  New modal filter with planting
-  Direction of modal filter
-  New copenhagen crossing
-  New zebra crossing
-  Traffic calming
-  Traffic calming along route
-  Proposed two-way for cycles
-  New or improved cycle lane / route
-  Existing one-way
-  Proposed one-way
-  Proposed no entry for traffic

Appendix A1 Consultation Proposals





-  Tree planting / Landscaping
-  Public art / Bridge improvement
-  Improved existing modal filter with planting
-  New modal filter with planting
-  Direction of modal filter
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-  New zebra crossing
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-  Traffic calming along route
-  Proposed two-way for cycles
-  New or improved cycle lane / route
-  Existing one-way
-  Proposed one-way
-  Proposed no entry for traffic
-  Lighting improvement
-  Area upkeep

Appendix A2 Post Consultation Proposals



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Leytonstone Town Centre Scheme

Appendix B – Scheme Development and Engagement approach

The following document outlines the engagement approach for delivery for the Leytonstone Town Centre area wide improvement scheme. Based on this extensive approach the Council has developed proposals which take on board the residents' priorities, benefits the whole community and achieves the overarching aims of Mini Holland in the Leytonstone Town Centre area.

The Leytonstone Town Centre scheme refers to the area bordered by Whipps Cross Road, Bushwood, Leytonstone High Road and Hainault Road.



Map of the Leytonstone Town Centre scheme boundary

The Leytonstone Town Centre area wide improvements aim to reduce the amount of through traffic using residential streets whilst making better connections to the commercial areas. This will improve the look, feel and safety of the Leytonstone Town Centre area for all road users.

The Council has followed an engagement approach for delivery, detailed in the table below. The sections in bold highlight the engagement stages. This was an extensive consultation process run by Highways and Infrastructure. We value the views of our residents and have been consulting on the Leytonstone Town Centre area wide improvements scheme over an extensive period. We have talked to as many residents and local businesses as possible and have encouraged people to have their say at every opportunity.

| Delivery Process | |
|-------------------------|---------------------------------|
| Stage 1 | Perception Survey |
| Stage 2 | Concept Design |
| Stage 3 | Workshops |
| Stage 4 | Preliminary Design (TfL Review) |
| Stage 5 | Public Consultation |
| Stage 6 | Detailed Design |
| Stage 7 | Statutory Process |
| Stage 8 | Construction |
| Stage 9 | Review |

Stage 1 – Perception Survey

A perception survey was carried out as part of the early engagement for the scheme. This survey aimed to measure peoples views on how they felt about the area and why they felt this way. It also aimed to reveal concerns and aspirations that local people experience in their everyday lives.

The survey took place between 29 June and 20 July 2015. All properties within the scheme boundary were hand delivered a hard copy of the survey. The survey was also available to complete on-line through the engagement platform called Commonplace . All hard copy surveys that were received were then inputted into the on-line Commonplace system.

Perception survey promotion

The survey was promoted through a variety of methods including;

- social media – tweets and facebook advertising
- Mini-Holland email newsletter
- On-street posters featuring a QR code link to the survey
- Door knocking household reminders
- Councillor briefings
- Stakeholders such as London Cycling Campaign and Waltham Forest Cycling Campaign.

Perception survey findings

The survey received 342 respondents, posting over 440 comments.

How did respondents feel about the Leytonstone Town Centre area?

The perception survey asked respondents to mark specific points on a map which they felt were important to them or needed improvements. Respondents were then asked to select different statements which reflect how they felt about the Leytonstone Town Centre area.

This question highlighted that respondent's feelings were primarily dominated by concerns that the area was unattractive (154 respondents - 16%). The second most popular option was that the area 'didn't feel safe' with 145 (16%) comments.

Interestingly, the third most popular choice was that 'the area was easy to get around' with 75 (14%) comments. But the fourth most popular choice was 'the area was difficult to get around' with 30 (12%) comments received.

What changes would respondents like to see to make it a more pleasant environment for walking and cycling?

Respondents were able to select from a series of multiple choice options. The most popular changes respondents would like to see were 'more plants and trees' (selected 169 times) and 'more attractive streets' (selected 155 times). Respondents clearly demonstrated a wish to improve the Town Centre by seeing a more attractive environment. Requests for safer crossing points, less traffic and improved public spaces also dominated the responses.

Is there anything else that would encourage you to walk or cycle more in the area?

This was an open question and although specifically asking for views on walking and cycling, analysis of responses reveals this was used as a means for people to express a wide range of views on the area and the Mini-Holland programme in general. The responses were analysed and broken down into nine categories:

Nicer environment proposals – the majority of comments were made around creating a nicer environment. Within this category, respondent's biggest concerns were cleaner streets, better enforcement patrols, more trees, a more diverse mix of shops and more pocket parks and green space.

Traffic and road safety issues- a cluster of comments were received around High Road Leytonstone relating to rat running and high traffic volumes.

One resident stated: *'Quite a bit fast rat running traffic via Hainault Rd - consider modal filters in the area'*.

Better Pedestrian Priority – a cluster of comments relating to pedestrian improvements were received around the High Road Leytonstone and Grove Green Road areas.

A quote from one respondent: *'The Bush Rd and High Rd crossings for pedestrians at the Green Man roundabout need improved pedestrian and cyclist focus and priority. Car drivers get their own way and block the crossings and prevent cyclists coming out from a segregated situation from making progress'*.

Positive Mini-Holland – a number of positive comments were received about the Mini-Holland programme in general.

Parking Issues – Comments from across the area were received about an increase or extension to parking restrictions and additional short-term parking.

Site Specific Traffic Issues – responses were received across the area relating to better junction design and road layout. A cluster of comments were received specifically relating to the road layout on the Leytonstone High Road.

One resident quoted: *'The junction of Mornington Rd and High Rd is an absolute nightmare for everyone. More needs to be done for pedestrians in particular. We need to reduce the*

amount of vehicles who use this exit onto the High Rd dramatically. We need improved pedestrian crossing of the High Rd in this stretch too'.

Better Cycling Priority –comments were received about cycle route safety and segregation improvements across the area. Clusters were noted in Grove Green Road, High Road Leytonstone and the Leybourne Road area.

Anti Mini-Holland –concerns around Mini-Holland were received across the area generally however, a cluster of comments were received from the Kirkdale Road area.

Resident comment: *'Roads in London are congested and small. There are not suitable for cycling. Please don't congest them further with cycle lanes. Think of the motorists'.*

Highway Maintenance –Highways maintenance issues were received about the following locations:

- Fairlop Road
- Cavendish Drive
- Hainault Road
- Colworth Road
- High Road Leytonstone

Summary

The general feeling was that certain areas of Leytonstone Town Centre were unattractive and unsafe; a significant number of responses also suggested the area was easy to get around.

When asked what changes could be made to the local area to make it a nicer environment for walking and cycling, the five most popular responses were: more plants and trees, more attractive streets, safer crossing points, less traffic and improved public spaces.

Specific comments received relating to traffic and road safety issues included a call for a reduction in through traffic and speeds throughout Leytonstone. Better pedestrian facilities were requested throughout the area but particularly along on Grove Green Road and High Road Leytonstone.

Area wide comments were received relating to better cycle priority and or segregation. However particular concerns were again raised along Grove Green Road and High Road Leytonstone.

Stage 2- Concept Design

Based on the outcomes of the perception survey and what people told us we developed a concept design for the area which included the following measures; traffic calming, better pedestrian and cycling crossing points and a series of modal filters.

Stage 3- Workshops

In September and October 2015 a concept design was presented at two workshops within the scheme area. The co-design workshops were an opportunity for residents to provide feedback and suggest ways to develop the designs. Letters were hand delivered to all residents within the Leytonstone Town Centre area inviting them to the meetings. A total of 67 people responded and attended the workshops.



The workshops were held at two different locations in the area:

Monday 28 September 2015
Monday 5 October 2015

Leytonstone School
Leytonstone High Road Methodist Church

The workshops were extremely productive and informative with many of the issues and opportunities being actively debated. The Council received many constructive suggestions on how to improve the scheme and the area in general. Attitudes and opinions varied across both workshops which allowed the Council to identify and address the different viewpoints in each location. All the information received through these exercises was collated and fed into the development of the scheme put forward for consultation.

A summary of the key outcomes from the workshops are summarised below.

Exercise 1- Route Mapping

In the first exercise, attendees were asked where they walked and cycled in the Leytonstone Town Centre area. Collectively the attendees walked and cycled the majority of the area.

The roads that people used the most for cycling were Bushwood, High Road Leytonstone and Hainault Road.

The road that people used the most for walking was High Road Leytonstone followed by Colworth Road and Gainsborough Road.

Exercise 2- Concept Co-Design

In the second exercise residents evaluated the concept design and highlighted areas that they thought needed to be changed. Residents were given a plan of the concept design and had the opportunity to amend or comment on:

- Road closures (modal filters)
- Traffic calming
- Crossing points
- Improving streets for pedestrians
- Improving streets for cyclists

The key outcomes were:

- Browning Road- There were varying opinions about the proposed modal filters on Browning Road near High Road Leytonstone, on the junction at Barclay Road and on Bushwood. An alternative modal filter on Browning Road to stop access to Bushwood was suggested to ensure Browning Road is not cut off from the High Road; others supported this.
- A crossing near the junction of the High Road and Bush Road, near the station and along Grove Green Road were suggested
- Pedestrian improvements were dispersed throughout Leytonstone with a small cluster focused on Leytonstone Station and Gainsborough Road.
- Cycle improvement comments highlighted the shared space on Ferndale Road and Davies Lane, Whipps Cross roundabout and the problem of parked cars for cyclists.
- Traffic calming measures were concentrated around High Road Leytonstone around the junction with the roundabout and on Hainault and Mornington Roads because of the schools in the area.

Exercise 3- Public Realm Improvements

The third exercise asked residents to consider what they would like to see in terms of public space improvements. The most popular ideas for these improvements included:

- Public realm improvements were particularly welcomed around Leytonstone Station, the southern end of the High Road and around Mornington Road, Harvey Road and Barclay Road.
- More tree planting around High Road Leytonstone and the stations.
- Improved lighting around Leytonstone Station and in the Bushwood area, around the shared cycle and pedestrian path.
- There was a concentration of suggestions for public art around the Tesco/McDonalds car park.

Stage 4 – Preliminary Design

The preliminary design was developed based on responses received from the perception surveys and workshops.

During this stage, Transport for London also reviewed the preliminary design and provided comment.

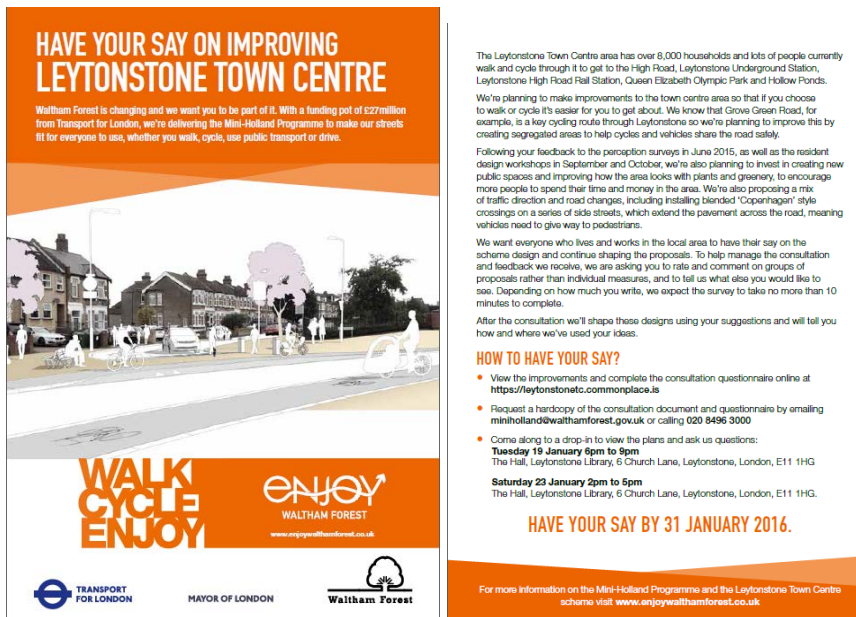
Stage 5 – Public consultation

Dates of the consultation

The consultation ran for three weeks from Monday, 11 January to Sunday, 31 January 2016.

Consultation promotion flyer

On Monday 11 January 2016 Council officers and postal contractors hand delivered over 8,000 consultation flyers to all residents and businesses within the Leytonstone Town Centre consultation area to promote the consultation as shown below.



Consultation flyer

On-line consultation

The consultation ran through the on-line engagement platform called Commonplace, which was also used to run the perception survey. All of the plans and proposals were available to view and people could feedback and comment by section on the following:

- the overview of the plans
- safer environment proposals
- changes to Browning Road
- public space improvements
- cycle improvements
- area upkeep

Respondents were asked to rate how they felt about each of these elements using a 'negative to positive' slider scale. Once completed they were asked why they felt like this and were provided with a series of 'tags' for them to tick. The tags were:

- | | |
|---|---|
| • Area will be made safer for all road users | • Area will not be made safer for all road users |
| • General environment will be improved | • General environment will not be improved |
| • It will encourage more walking and cycling | • It will not encourage more walking and cycling |
| • Sense of local community will be improved | • Sense of local community will not be improved |
| • More opportunities created for shops, businesses and places of interest to flourish in the area | • Less opportunities created for shops, businesses and places of interest to flourish in the area |
| • It will be easier to get around the area | • It will be more difficult to get around the area |
| • The area will be more attractive | • The area will be less attractive |

Hard copy versions

Hard copy versions of proposals were produced and were available to anyone on a request basis. A hard copy version of the questions and comments section was also produced and given together with a free post envelope to anyone wishing to complete this in hard version form.



Hard copy of the Leytonstone Town Centre consultation document

During this consultation period, the Council held a number of engagement events and met with key stakeholders.

Door knocking reminders

Door-knocking properties to remind residents about the consultation took place on key roads in the Leytonstone Town Centre area from 18 January to 29 January 2016, from 4pm to 7pm. This took place in the following roads: Lister Road, Davies Lane, Woodville Road, Grove Road, Stanmore Road, Bulwer Road, Kings Road, Queen's Road, Fairlop Road, Clarendon Road, Drayton Road, Southwest Road, Scarborough Road, Burghley Road, Harvey Road, Barclay Road, Michael Road, Browning Road and Mornington Road (between Harvey and the High Road).

Public drop-in events

Two drop in sessions were held during the consultation. These took place on: Tuesday 19 January at Leytonstone Library from 6-9 p.m. The second was on Saturday 23 January at Leytonstone Library from 2-5 p.m.

In total 132 people attended the sessions.

Social media promotion

- Mini-Holland e-newsletter was sent to 3,200 emails.
- An email was sent to people who responded to the Leytonstone perception survey, informing them that the consultation period had started. This was sent to 102 people.
- Posted twice on Facebook during the consultation period; this reached 3,722 people.
- Tweeted twice on Twitter during the consultation period with 46 link clicks.
- The Mini-Holland Leytonstone webpage had 2,196 views.

On-street signs

- The Council put up twenty five QR posters at junctions within the Leytonstone Town Centre area. The posters contained a link to the Mini Holland website where residents could view the details of the proposed designs.

Schools focus group

As part of engagement with young people on the scheme, we set up a focus group with student council representatives from Davies Lane Primary School and Norlington School for Boys on Wednesday 27 January.

The focus group aimed at obtaining feedback from young people about the proposals. We discussed issues around their school which discouraged them from walking or cycling in the local area.



The focus group followed a similar format to the resident workshops. The students mapped popular routes that they walk and cycle. They then looked at the proposals and highlighted areas which needed to be improved. The feedback received from the students can be found in Appendix C.

Emergency Services engagement

The following meetings with the emergency services took place during the engagement period.

4 December - London Fire Brigade

The London Ambulance Service, London Fire Brigade and the Police were all informed of the consultation period by email. In addition, the statement below is from the London Ambulance Service:

“The London Ambulance Service is working with Waltham Forest Council on traffic changes in relation to the Mini-Holland scheme. We’re engaging with the council to ensure that any changes take account of the needs of our ambulances crews and patients.”

Natasha Wills Assistant Director of Operations, East Central, London Ambulance Service NHS Trust.

The Council received feedback from 206 respondents during the consultation period. All the responses have been collated and analysed. A full report and analysis on the results is in Appendix C- Consultation results and outcome.

Approximate dates for the next stages of the scheme are shown below.

Stage 6 Detailed Design – April-May 2016

Stage 7 Statutory Notice – June 2016

Stage 8 Construction – July 2016

Stage 9 Review - If implementation takes place we will continue to monitor traffic levels and feedback from the area. We will commence a review of the measures from six months after full implementation.

APPENDIX C

Leytonstone Town Centre Mini-Holland



Consultation Results and Outcome

February 2016



Contents

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Introduction

This appendix outlines the results of the consultation for the Leytonstone Town Centre Mini-Holland scheme. This appendix should be read in-conjunction with Appendix B– The engagement approach for delivery and Appendix D– Reasons and benefits for the proposed changes.

Responses received

In total 206 people responded to the consultation. Of this 557 comments were noted and acknowledged.

The consultation received 6810 individual page views via the on-line engagement site Commonplace which hosted the consultation. One hard copy version of the questionnaire was received and this was inputted into the Commonplace site and included in the analysis.

| Source | Views |
|----------------------------|-------|
| Facebook | 528 |
| Twitter | 141 |
| enjoywalthamforest.co.uk | 433 |
| commonplace.is | 136 |
| Google | 41 |
| Email | 25 |
| consultations.tfl.gov.uk | 33 |
| tcproposals.commonplace.is | 11 |
| Bing.com | 5 |
| Cyclescape.org | 4 |

The adjacent table shows where people viewing the proposals online were directed from. Please note, this does not include respondents who went directly to the website.

About the respondents

Respondents were initially asked to detail in what capacity they were responding to the consultation. The results are detailed in Figure 1.

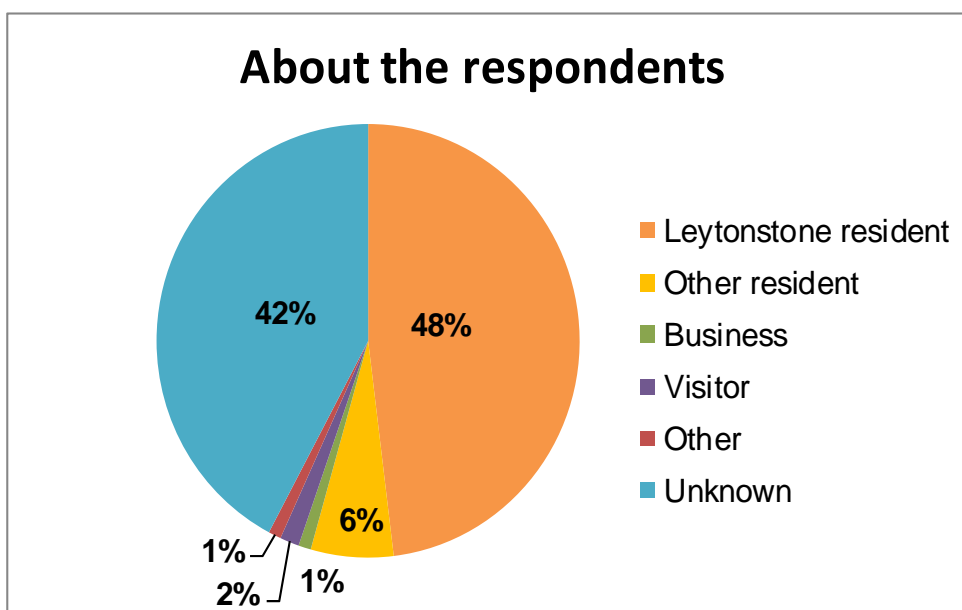
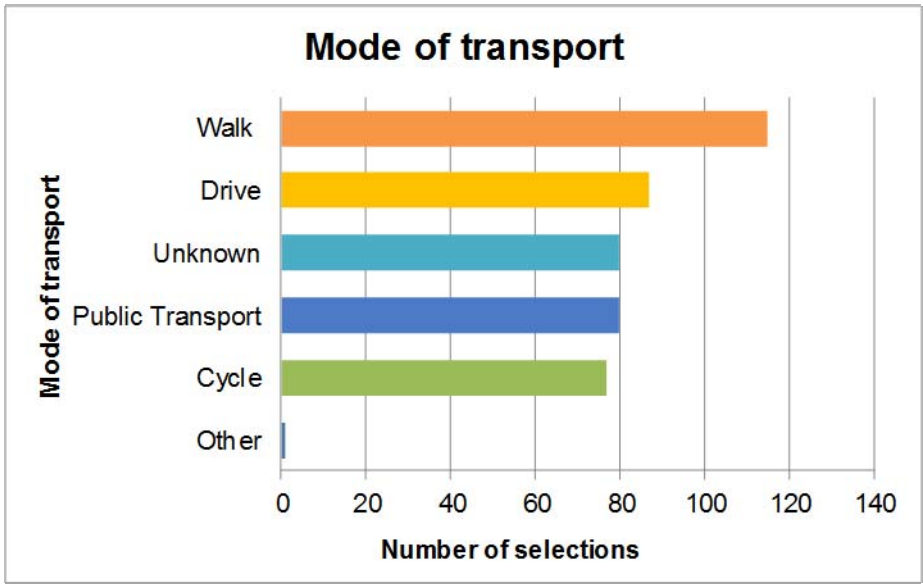


Figure 1



Respondents were then asked how they travel in the area. People could tick multiple options and of those who answered the most popular travel mode was walking followed by driving.

Figure 2

Where respondents were from

The map (Figure 3) below shows the postcode of where respondents live. Of the 105 people who left their postcode, E11 (85%), followed by E10 (7%) were the areas where most respondents came from. The next most stated postcode was E17.

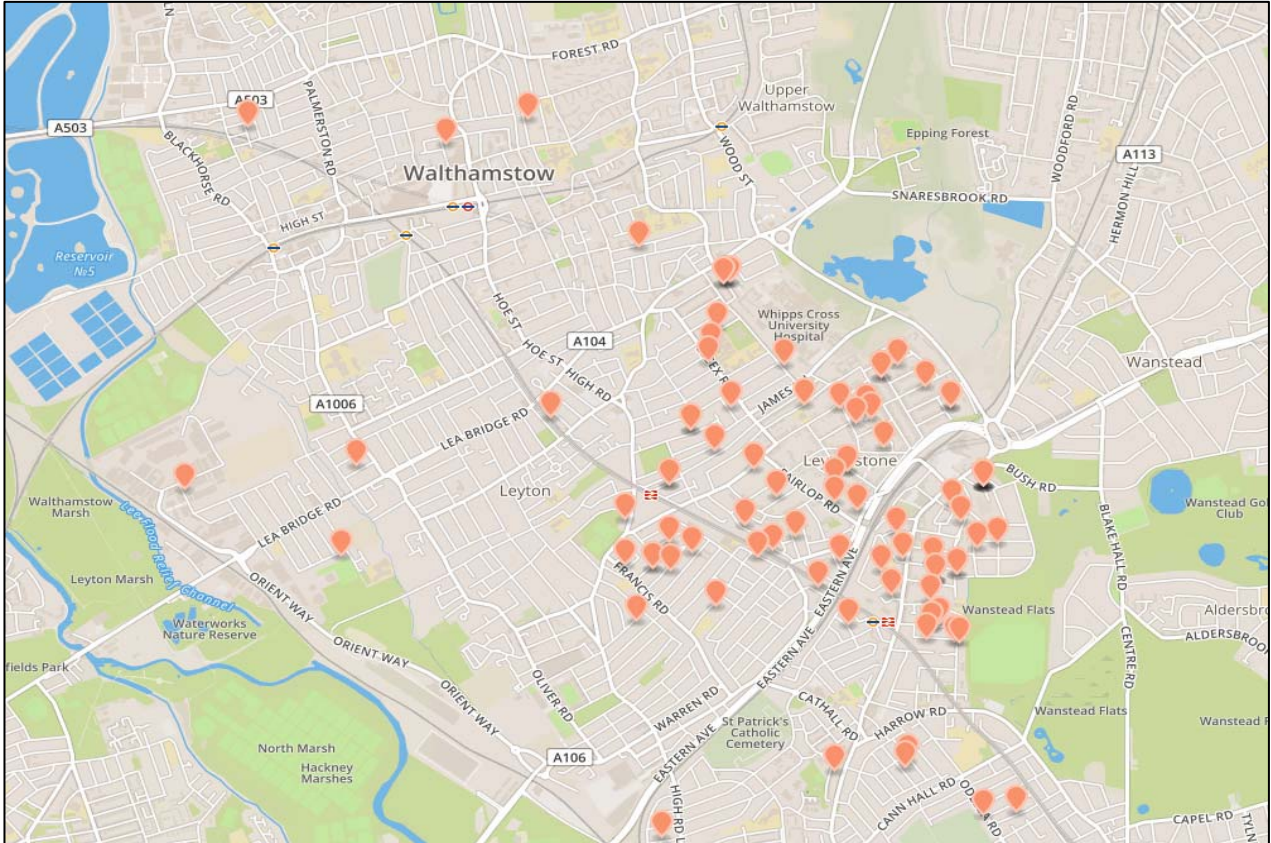


Figure 3

About the results

Overall Results

Respondents were asked to rate how they feel about each proposal, using a sliding scale.

The results showed that there was support for the proposals overall, with 40% of respondents indicating they were positive towards them, 48% were neutral and just 12% were negative.

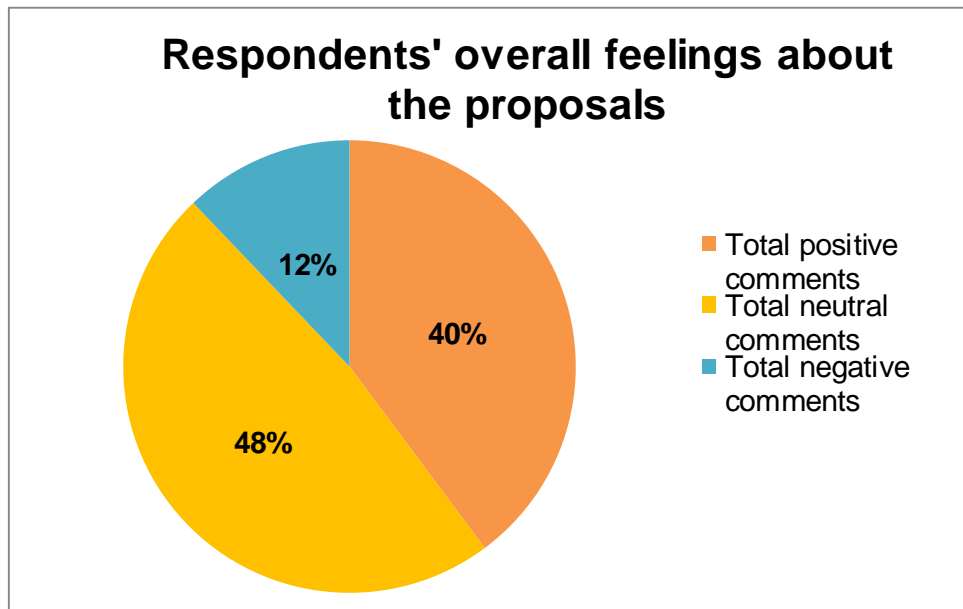


Figure 4

We recognise that there was a high proportion of respondents that felt neutral about this proposal. A high proportion of neutral comments runs throughout the results. Further analysis of neutral comments can be found later in this appendix to understand why these respondents felt this way and what they were saying about the proposals.

When analysing this by transport mode, those that walked, cycled and travelled by public transport were more positive with those that drove being less favourable towards the plans.

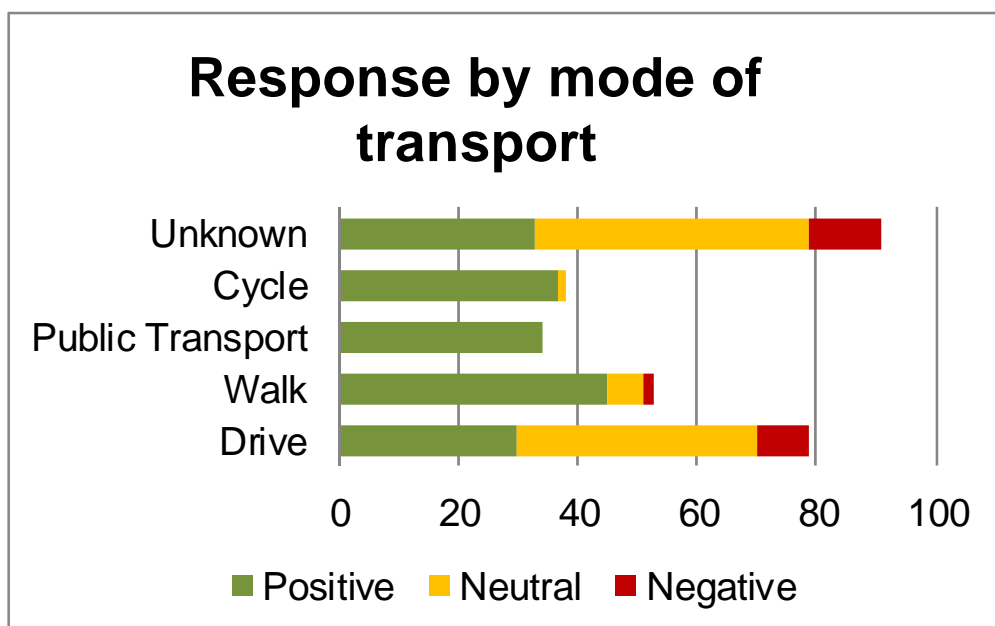


Figure 5

Having rated each proposal respondents were then asked why they felt like this and were asked to tick an option relating to the Mini-Holland objectives. The most popular option chosen was ‘the general environment will be improved’, followed by the ‘the area will be more attractive’. Please note that respondents could tick multiple options.

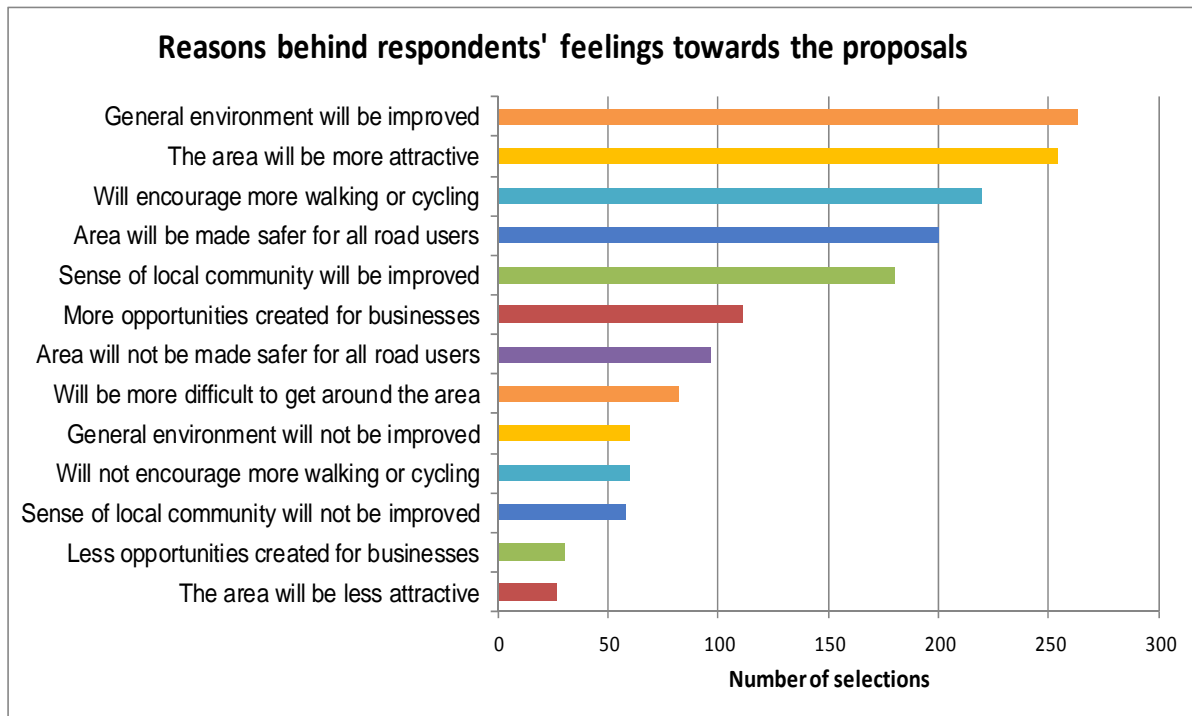


Figure 6

It is interesting to note that all six of the positive reasons were selected before any negative reasons were selected.

1. Creating a safer environment

Blended ‘Copenhagen’ style crossings

Blended ‘Copenhagen’ style crossings are proposed at the following junctions:

Browning Road with High Road Leytonstone

Mornington Road with High Road Leytonstone

Aylmer Road with High Road Leytonstone

Harvey Road with High Road Leytonstone

Burghley Road with High Road Leytonstone

Southwest Road with Grove Green Road

Joseph Ray Road with High Road Leytonstone

Ferndale Road with High Road Leytonstone

Drayton Road with Grove Green Road

Kingswood Road with Gainsborough Road

Barclay with High Road Leytonstone

Michael Road with High Road Leytonstone

Harrington Road with High Road Leytonstone

Lister Road with High Road Leytonstone

Brockway Close with High Road Leytonstone

Scarborough Road with Grove Green Road

Vernon Road with High Road Leytonstone

Connaught Road with Grove Green Road

Dyers Hall Road with Grove Green Road

Davies Lane with High Road Leytonstone

Road safety improvements

To make the area safer for all road users, we also want to improve crossing points and junctions. The proposals and locations are as follows:

| | |
|---|--|
| Pedestrian and cycle crossing on Grove Green Road near Queens Road | Raise and narrow the junction a Kingswood Road and Gainsborough Road |
| Introduction of cycle friendly speed humps on Fairlop Road and Hainault Road | Introduction of a raised junction at Fairlop Road with Clarendon Road |
| Introduction of a raised junction where Scarborough Road meets Grove Green Road | Improve the phasing of the lights at the crossing on Bush Road |
| Improvements to the junction where Gainsborough Road meets the McDonald's entrance | Improvements to the crossing on the High Road between Henry Reynolds Gardens and Tesco |
| Introduction of cycle friendly speed humps in Harvey Road on the bend of Mornington Road and the junction of Grove Road. Also address the issue of people driving on the wrong side of the road bypassing traffic to turn down Harvey Road. | Make Burghley Road 'No Entry' to motorised vehicles only from High Road Leytonstone and one way from the junction with Harrington Road |

Respondents were asked to rate the above safer environment proposals.

44% of respondents were positive towards the proposals, 43% were neutral and 13% were negative.

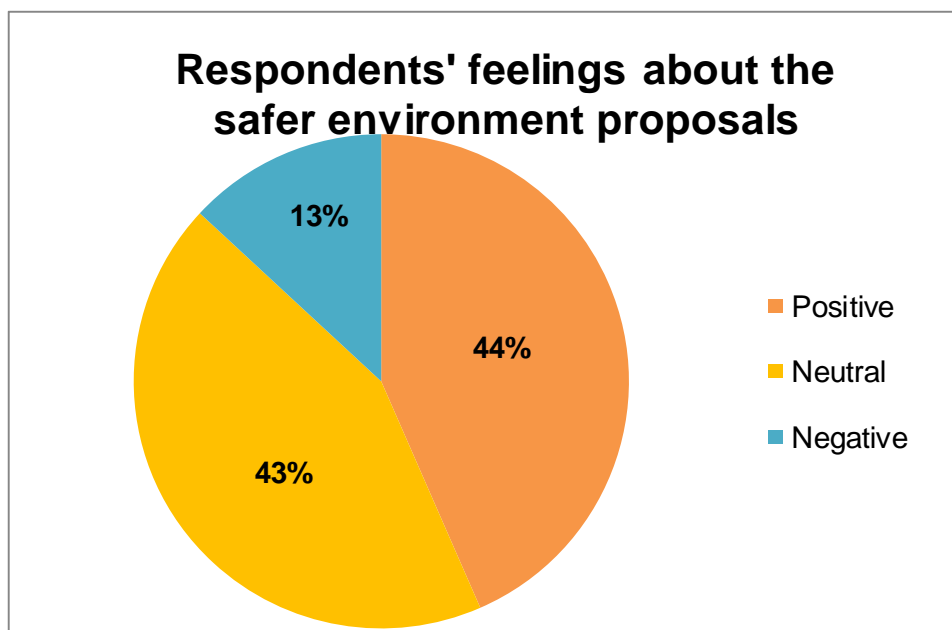


Figure 7– This shows respondents' feelings about the safer environment proposals

Reasons behind respondents' feelings towards the safer environment proposals

Having rated each proposal respondents were then asked why they felt like this and were asked to tick an option relating to the Mini-Holland objectives. The top three options chosen were 'will encourage more walking or cycling', followed by 'general environment will be improved' and 'the area will be more attractive'.

Safer Environment Comments

In total there were 224 comments left about this proposal. Within a comment, respondents were able to raise many different points. The comments have been analysed and categorised into themes. The top themes were:

Traffic– (105 specific points). The key themes were:

- Road safety– the traffic calming proposals would give better priority to pedestrians and cyclists. Measures to further improve road safety were also proposed such as: additional traffic calming, zebra crossings, greater protection for cyclists and slowing traffic outside schools. Some respondents also thought the correct way to use Copenhagen crossings needed to be made clearer to all road users.
- Congestion– many respondents thought that there were existing congestion problems in the Leytonstone area that needed to be addressed.
- Speed concerns– related to traffic calming and how to tackle speeding traffic.

Crossings– (79 specific points). The key themes were:

- Request for an additional Copenhagen crossing at the junction of Mornington Road and Grove Road.
- The benefits of Copenhagen crossings
- Ensuring vulnerable road users understand how to use Copenhagen crossings
- The suitability of Copenhagen crossings at specific locations: Mornington Road with High road Leytonstone, Kingswood Road with Gainsborough Road, Joseph Ray Road with High Road Leytonstone

Walking– (65 specific points). The key points were as follows:

- How Copenhagen crossings will work for pedestrians
- Copenhagen crossings would improve safety for pedestrians. Walking along the High Street will be less interrupted and will be more pleasant for pedestrians.

Neutral respondents' comments

94 comments were left by respondents who felt neutral about the proposals. We analysed how neutral respondents rated the proposals, the majority of these respondents leaned towards feeling positive.

Further analysis of these comments highlighted the following points:

- Road behaviour- the majority of points were related to driver behaviour and some about cyclist behaviour.
- Suggestions for locations for additional pedestrian crossings at:
 - ⇒ The Fairlop-Grove Green Road intersection near Leytonstone tube station
 - ⇒ The junction of High Road Leytonstone and Church Lane
 - ⇒ More zebra crossings
- Road safety– points were raised that the Green Man Roundabout and High Road Leytonstone needed greater protection for cyclists.
- Further comments about Copenhagen crossings

2. Changes to Browning Road junction with High Road Leytonstone

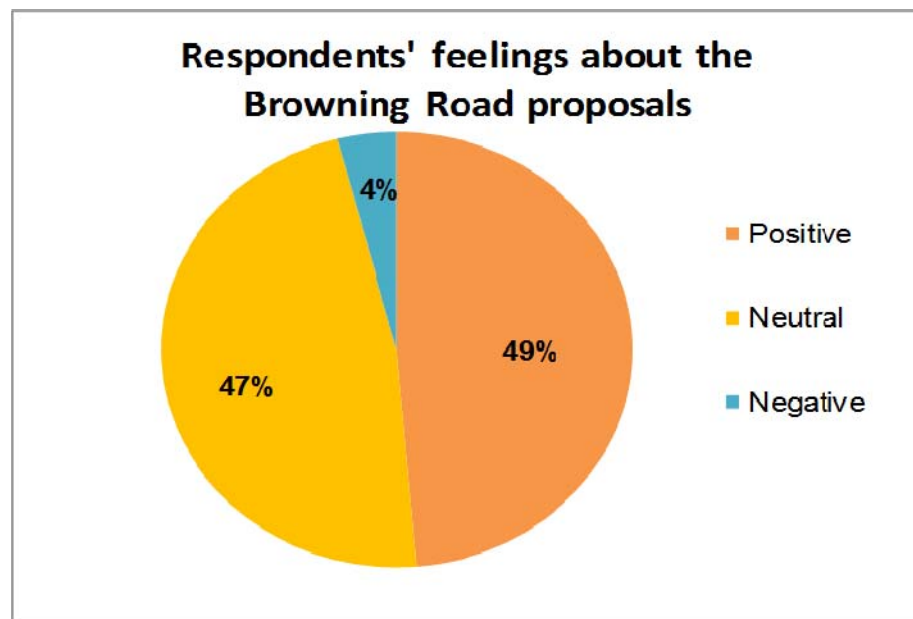
Proposals for Series B include:

| | |
|---|---|
| Introducing a 'modal filter' at the junction of Browning Road and High Road Leytonstone | Removing the existing 'No Entry' near the junction with Beacontree Road |
| Making Browning Road two-way for its entire length | A new pedestrian friendly public space with trees and greenery |
| A new blended 'Copenhagen' style crossing | Cycle parking |

Respondents were asked to rate the changes to Browning Road proposals for Leytonstone.

49% of respondents were positive towards the proposals, 47% were neutral and 4% were negative.

Figure 8 shows the response to the Browning Road proposals.



Reasons behind respondents' feelings towards the Browning Road proposals

Having rated each proposal respondents were then asked why they felt like this and were asked to tick an option relating to the Mini-Holland objectives. The top three options chosen were 'the area will be more attractive', followed by 'general environment will be improved' and 'will encourage more walking or cycling'.

Browning Road Comments

In total there were 78 comments left about this proposal. The comments have been analysed and grouped into the type of issues listed below.

No right turn– comments often stated that existing traffic is bad on Browning Road because of the no right turn from McDonalds onto the High Road. Instead of going around the Green Man Roundabout to get back to the High Road, motorists often use Browning Road instead.

Access only– currently only residents of Browning Road should be accessing the road from High Road Leytonstone but this is sign is frequently ignored.

Supportive comments– comments that were made in support thought the Browning Road proposals will:

- Reduce the levels of rat running traffic, that currently travels at high speeds through Browning Road
- Improve the safety of the area for pedestrians and cyclists
- Make the outside area of the North Star pub a nicer place to spend time
- Enhance the area overall, making it safer and more attractive.

Issues– comments that were not supportive of the Browning Road proposals were concerned that the proposals would:

- Reduce rat running but make access for residents on Browning Road more difficult. Respondents thought Browning Road is a narrow road with insufficient turning space meaning that residents would have to reverse
- Increase journey times
- Increase congestion levels on the High Road, Mornington Road, Harvey Road and other roads in the Bushwood area
- Force motorists to access the Bushwood area via Mornington Road. Respondents felt that accessing Mornington Road from the High Road would be difficult
- Increase traffic on the High Road
- One suggestion was retiming the Gainsborough Road and Bushwood traffic lights to ease traffic in the area

A response to these comments can be found in Appendix D.

Neutral respondents' comments

41 comments were left by respondents that felt neutral about the proposals. We analysed how neutral respondents rated the proposals, the majority of these respondents leaned towards feeling positive. The key points were:

- Benefits that the Browning Road proposal would bring
- Benefits that the proposals would have to the environment
- Road safety– related to Browning Road being a narrow road
- Congestion and rat-running– the impact the Browning Road modal filter would have on surrounding road in Bushwood area
- Issues raised about the Browning Road proposal mirrored the points raised in the above section
- Air quality– concerns that there would be an increase in pollution if there is an increase in congestion

A response to these comments can be found in Appendix D.

3. Public space improvements

Gainsborough Road (between Tesco and the bridge over the A12)

- Introduce new trees and shrubs that absorb pollution
- Help develop a community growing project.

Grove Green Road

- Update the current road layout to create a new pedestrian and cycle lane which links with the local cycle network to help people cycling continue their onward journey
- Introduce public art to encourage people to use the road and reduce anti-social behaviour
- Introduce new pollution absorbing trees and plants.

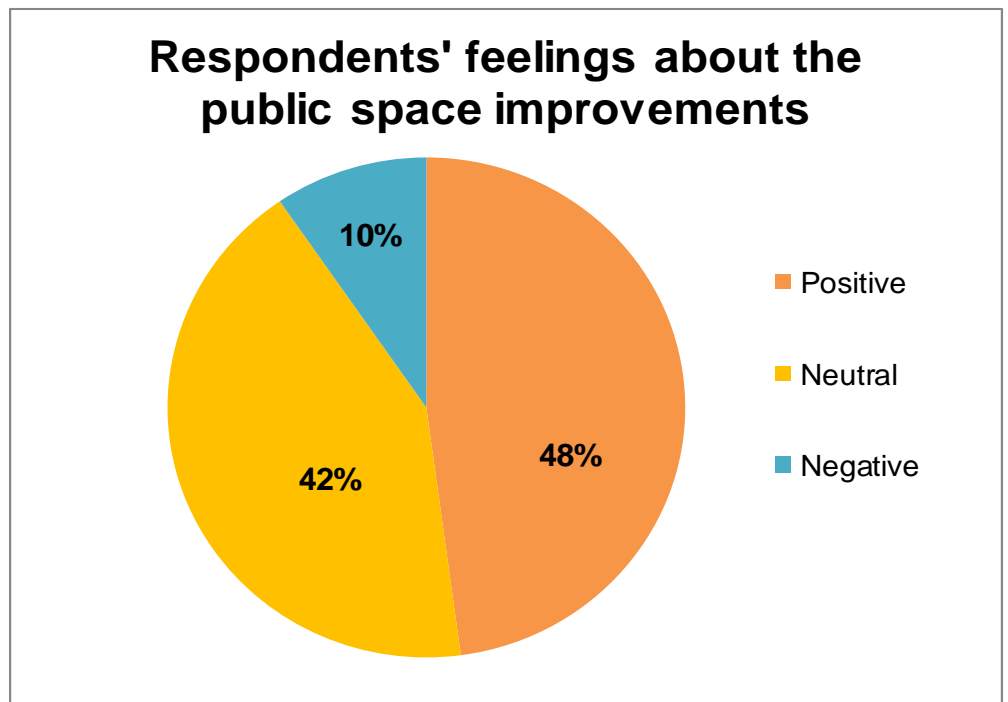
Hainault Road near the junction with Midland Road

- Introduce new public art under the railway bridge.

Respondents were asked to rate the public realm proposals for Leytonstone.

48% of respondents were positive towards the proposals, 42% were neutral and 10% were negative.

Figure 9 shows the response to the public space proposals.



Respondents were asked to tell us which proposals were most important to them by ranking the measures from 1 to 3. We then weighted the selections according to whether respondents' ranked proposals as their first, second or third option.

| Popularity order | Public space improvements | Number of selections |
|------------------|---------------------------|----------------------|
| 1 | Grove Green Road | 75 |
| 2 | Gainsborough Road | 48 |
| 3 | Hainault Road | 41 |

Reasons behind respondents' feelings towards the public space proposals

Having rated each proposal respondents were then asked why they felt like this and were asked to tick an option relating to the Mini-Holland objectives. The top three options chosen were 'the area will be more attractive', followed by 'general environment will be improved' and 'will encourage more walking or cycling'.

Public space comments

67 comments were left about public space proposals.

Public Realm- Key suggestions:

- A shrub bed on Kingswood Road
- Improvements to the grassed area along Gainsborough Road
- Public art– supportive
- Additional trees on Grove Green Road

Other points raised were:

- Public art– supportive
- Public art– concerns it would not be maintained
- Concerns about the growing project

Economic- (15 specific points) Key points:

- Increased investment is needed in the businesses in the area, in particular shop frontages
- High Road Leytonstone was flagged as an area in need of further investment

Neutral respondents' comments

42 comments were left by respondents that felt neutral about the proposals. We analysed how neutral respondents rated the proposals, the majority of these respondents leant towards feeling positive. The key points were:

- Public realm– most respondents would like to see additional trees in the area and felt that this should be prioritised over public art in the area. Respondents also thought that neighbourhood groups should be involved in the community growing projects.
- Economic– shop frontages should be regenerated
- Environment– requests for more sustainable drainage in the area, litter to be reduced and the need for additional greenery to counteract car pollution.

4. Cycle improvements

To help people make local journeys by bike, we are proposing to improve the existing local cycle network. The plans are to create new cycle lanes and protected cycle lanes, new road signs and more cycle stands.

Grove Green Road

- Where possible, introduce segregated cycle lanes
- Remove the centre line markings and narrow the junction
- Create new blended 'Copenhagen' style crossings at various locations
- Introduce a pedestrian and cycle crossing near Queens Road
- Improve the junction with Scarborough Road

High Road Leytonstone

- Introduce segregated cycle lanes between Church Lane and Gainsborough Road
- Introduce new cycle traffic lights outside the library.

Cycle signage

Introduce improved signage on the streets listed below:

- Fairlop Road
- Grove Green Road
- Hainault Road
- High Road Leytonstone
- Mornington Road.

Two-way cycling

Introduce two-way cycling on the streets listed below.

- Barclay Road
- Browning Road
- Burghley Road
- Harrington Road
- Hartley Road
- Harvey Road
- Leybourne Road
- Leyspring Road
- Mornington Road.
- Vernon Road (on the way section near Harrington Road)

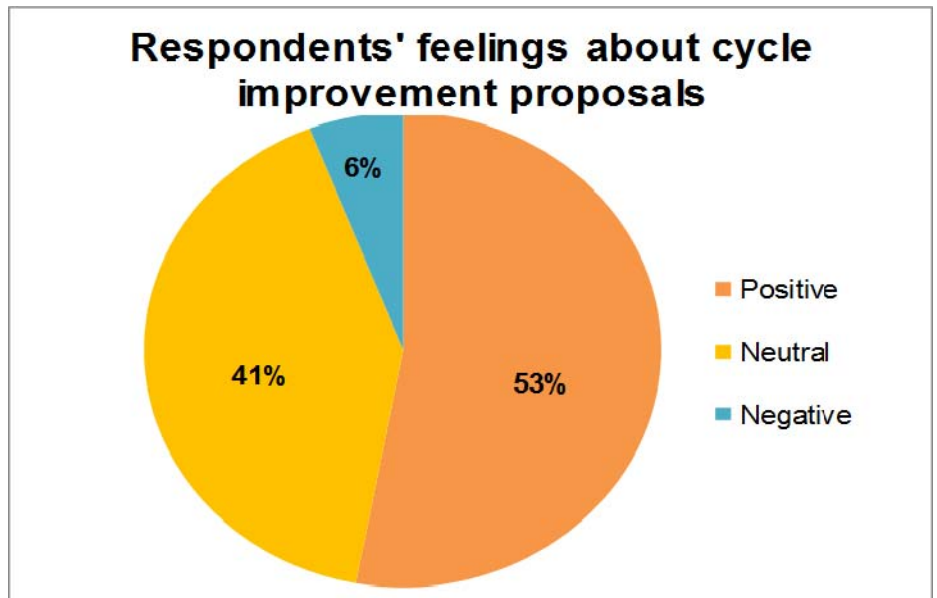
We are also planning to create:

- A new pedestrian friendly public space with trees and greenery
- A new blended 'Copenhagen' style crossing
- Cycle parking

Respondents were asked to rate the cycle improvement proposals for Leytonstone.

53% of respondents were positive towards the proposals, 41% were neutral and 6% were negative.

Figure 10 shows the responses for the cycle improvement proposals in the Leytonstone area.



Reasons behind respondents' feelings towards the cycle improvement proposals

Having rated each proposal respondents were then asked why they felt like this and were asked to tick an option relating to the Mini-Holland objectives. The top three options chosen were 'will encourage more walking or cycling', followed by 'area will be made safer for all road users' and 'general environment will be improved'.

Cycle improvement comments

In total there were 75 comments left about cycle improvements. These comments have been analysed and grouped together into the following themes;

Cycling– (51 specific points) Key points:

- More cycle lights at crossings and junctions
- Full segregation on Grove Green Road, High Road Leytonstone and Gainsborough Road
- Ensure new cycle routes link to existing cycle routes
- Request for a ban on parking in bus and cycle lanes
- Benefits of contra-flow cycling, providing it is clearly signed
- Concerns about contra-flow cycling on one-way residential streets
- Loss of parking if segregated cycle lanes are implemented

A response to these comments can be found in Appendix D and E.

Neutral respondents' comments

32 comments were left by respondents that felt neutral about the proposals. We analysed how neutral respondents rated the proposals; only one respondent leant towards negative and the rest of respondents leant towards feeling positive. The key points were:

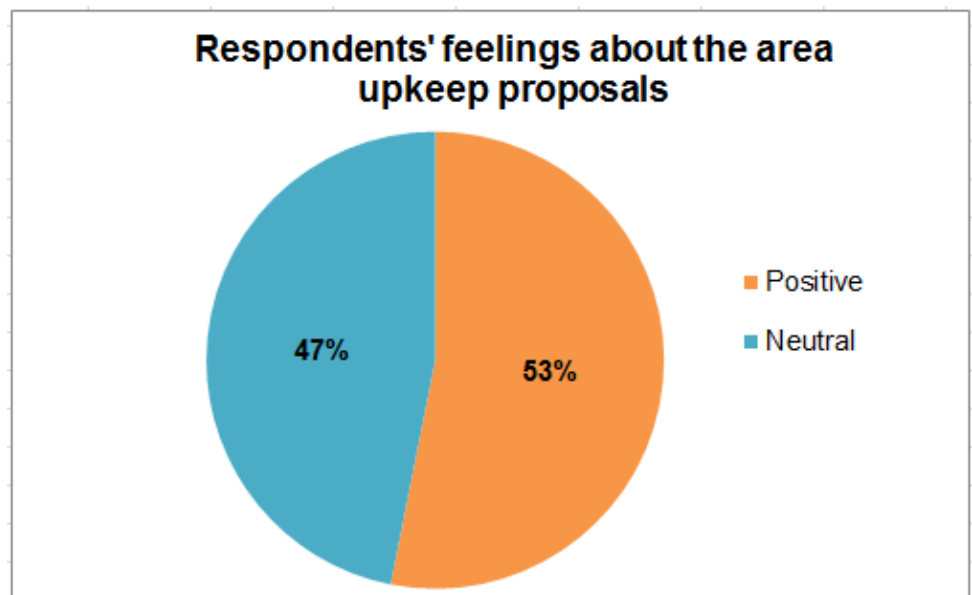
- Cycling– more Sheffield stands were requested in the area. Respondents thought that cyclist's behaviour needs to be enforced to ensure they are not cycling on the pavement or jumping red lights. These proposals will encourage the use of bikes in the area.

5. Area up-keep

As part of this scheme we plan to address a number of maintenance issues in the area such as:

- Removing all unused street signs
- Road resurfacing on Drayton Road and Mornington Road
- Improving the existing fire gates with new trees, plants, and better cycle and pedestrians access while making it easy for the emergency services to get through lockable bollards at the following locations:
 - ⇒ Barclay Road junction with Mornington Road
 - ⇒ Bushwood junction with Stanmore Road
 - ⇒ Preston Road junction with Whipps Cross Road.

Figure 11 shows the responses to the area up-keep proposals.



Respondents were asked to rate the area up-keep proposals.

53% of respondents were positive towards the proposals and 47% were neutral.

Reasons behind respondents' feelings towards the area upkeep proposals

Having rated each proposal respondents were then asked why they felt like this and were asked to tick an option relating to the Mini-Holland objectives. The top three options chosen were 'general environment will be improved', followed by 'the area will be more attractive' and 'will encourage more walking or cycling'.

Area upkeep comments

In total there were 67 comments left about this series. Key points were:

- Positive about the proposals
- More could be proposed
- Suggestions included:
 - ⇒ Requests to replace existing fire gates with a more attractive option
 - ⇒ Improvements to make shop frontages more attractive
 - ⇒ Requests for more trees

Neutral respondents' comments

32 comments were left by respondents that felt neutral about the proposals. We analysed how neutral respondents rated the proposals; only one respondent leant towards negative and the rest of respondents leant towards feeling positive. The key points were:

- Respondents felt it was very important to keep the area looking nice and specifically referred to: pruning trees, keeping the streets clean, ensuring bins are collected on time and raised problems with fly tipping.
- The area outside Argos on Church Lane was highlighted as a 'dead space' which could be made to look a lot nicer.

6. School focus group feedback

As outlined in Appendix B, we set up a focus group with student council representatives from Davies Lane Primary School and Norlington School aimed to obtain feedback from young people about the proposals.

The students came up with suggestions; one student aptly summarised the discussion by saying “something needs to happen”. The suggestions made by the students are outlined below.

Destinations which the students currently walk and cycle to, or they aspire to be able to walk and cycle to include:

- School (Davies Lane Primary School and Norlington School for Boys)
- High Road Leytonstone
- Westfield Shopping Centre
- The Olympic Park
- Tesco
- The park
- Leytonstone station
- Jubilee Park

High Road Leytonstone was a road that was mentioned frequently by the students as they liked to go to the shops there. They thought that High Road Leytonstone does not feel safe and has heavy traffic. Suggestions for improvements included:

- More trees and greening
- More local, independent shops
- Lots more zebra crossings

Other suggestions included:

- Separate walking and cycling lanes
- More trees and greening
- More cycle paths
- Improving Mornington Road
- Making Mornington Road one way
- More grass or AstroTurf in the park near Leyton Midland Road station- at the moment there are a lot of rocks when they play football there
- Zebra crossings on the way to Davies Lane Primary School
- Changes around the Bushwood area such as more traffic calming

Leytonstone Town Centre Scheme

Appendix D – Reasons and benefits of the proposals

The proposals have been developed based on the results of the perception survey, concept design, workshops, preliminary design and public consultation. At each stage of the process the proposals have been adapted and refined based on feedback from residents, businesses and key stakeholders.

This appendix provides a description of the proposals in the Leytonstone Town Centre Scheme, and the benefits each proposal will bring to the community. This is the final set of proposals recommended for implementation, incorporating changes and additional measures arising from the consultation process.

Additional and alternative measures that have been considered but are not recommended for implementation are described in Appendix E.

The proposals are set out below, grouped in order of the themes they were presented in during the public consultation.

1. Creating a safer environment

Results from the perception survey in June 2015 showed that 44 per cent of people who took part felt that some areas in Leytonstone Town Centre feel unsafe and 39 per cent would like safer crossing points. To address this, a series of crossing and road safety measures were proposed.

Consultation proposals

Blended 'Copenhagen' style crossings

A core element of the Leytonstone proposals is the introduction of a series of measures designed to improve pedestrian priority with the introduction of blended 'Copenhagen' style crossings. The locations consulted on were:

- Browning Road with High Road Leytonstone
- Mornington Road with High Road Leytonstone
- Aylmer Road with High Road Leytonstone
- Harvey Road with High Road Leytonstone
- Burghley Road with High Road Leytonstone
- Barclay Road with High Road Leytonstone
- Michael Road with High Road Leytonstone
- Harrington Road with High Road Leytonstone
- Lister Road with High Road Leytonstone
- Brockway Close with High Road Leytonstone
- Vernon Road with High Road Leytonstone
- Davies Lane with High Road Leytonstone
- Ferndale Road with High Road Leytonstone
- Joseph Ray Road with High Road Leytonstone.
- Kingswood Road with Gainsborough Road

- Dyers Hall Road with Grove Green Road
- Drayton Road with Grove Green Road
- Connaught Road with Grove Green Road
- Southwest Road with Grove Green Road
- Scarborough Road with Grove Green Road

Road safety improvements

A number of other safety measures were proposed, including new crossing points, traffic calming, and traffic management measures. The proposals consulted on were:

- New combined pedestrian and cycle crossing on Grove Green Road near Queens Road
- Junction of Kingswood Road and Gainsborough Road narrowed with footway build-outs and Copenhagen style crossing introduced to reduce traffic speeds and improve pedestrian access across the junction mouth
- A raised junction treatment at Fairlop Road with Clarendon Road
- A raised junction treatment where Scarborough Road meets Grove Green Road
- A raised side road entry treatment across the junction mouth of the McDonald's entrance at Gainsborough Road
- Cycle friendly speed humps along on Fairlop Road and Hainault Road
- Cycle friendly speed humps in Harvey Road, on the bend of Mornington Road and the junction of Grove Road to reduce vehicle speeds
- Work with TfL to improve the phasing of the lights at the crossing on Bush Road to make it safer and easier to cross
- Work with TfL to improve the crossing on the High Road between Henry Reynolds Gardens and Tesco to make it safer and easier to cross. Also address the issues of people driving on the wrong side of the road bypassing traffic to turn down Harvey Road.
- Make Burghley Road 'No Entry' to motorised vehicles only from High Road Leytonstone and one way from the junction with Harrington Road to High Road Leytonstone.

Reasons and benefits

The benefits of the measures are summarised in the table below.

| Proposals to create a safer environment | Reasons and benefits for changes |
|---|--|
| Raised Copenhagen style crossings – various locations | Prioritise pedestrians at junctions by providing a continuous pavement for pedestrians across side road entries. The treatment will also slow traffic exiting/entering the side roads. |
| New combined pedestrian and cycle crossing on Grove Green Road near Queens Road | Provide safe crossing point at this location where a lot of people cross informally, and generally improve pedestrian and cycle connectivity across Grove Green Road |

| Proposals to create a safer environment | Reasons and benefits for changes |
|---|---|
| Junction of Kingswood Road and Gainsborough Road narrowed with footway build-outs and Copenhagen style crossing introduced to reduce traffic speeds and improve pedestrian access across the junction mouth | Prioritise pedestrian movement and reduce the crossing width across Kingswood Road and slow traffic exiting/entering Kingswood Road |
| <p>Raised junction treatments at:</p> <ul style="list-style-type: none"> • Fairlop Road junction with Clarendon Road • Scarborough Road junction with Grove Green Road | Traffic calming measure to slow vehicular traffic, thereby benefiting both pedestrian and cycle movements |
| <p>A raised side road entry treatment across the junction of the McDonald's entrance road on Gainsborough</p> <p>Cycle friendly speed humps:</p> <ul style="list-style-type: none"> • Fairlop Road and Hainault Road • Harvey Road, on the bend of Mornington Road and the junction of Grove Road | Prioritise pedestrian movement across the junction and slow traffic entering / exiting |
| Work with TfL to improve the phasing of the lights at the crossing on Bush Road | To make it safer and easier for pedestrians to cross |
| Work with TfL to improve the crossing on the High Road between Henry Reynolds Gardens and Tesco. | To make it safer and easier for pedestrians to cross |
| Make Burghley Road 'No Entry' to motorised vehicles from High Road Leytonstone and one way from the junction with Harrington Road to High Road Leytonstone. | In order to stop traffic driving down Burghley Road and then driving the wrong way along Harrington Road. |

Consultation results

Within the consultation responses, 44% were positive about the proposed measures, 13% were against, and 43% were neutral or did not know.

The comments received during the consultation process in relation to the Copenhagen crossings were divided between people thinking that they would improve conditions for walking or cycling or they would make no difference, however more people thought they would improve conditions. Many of the comments were about driver behaviour when using these crossings. Some people agreed with the crossings in principle but thought more work needed to be done to educate drivers and users in general. These concerns are acknowledged and measures will be pursued to address these, as described below.

Final measures

In order to fully achieve the benefits of the scheme for Leytonstone we need to create a safe environment for all road users. The design measures put forward will help achieve this and all proposals are to be implemented as described in the consultation.

Blended 'Copenhagen' style crossings

Blended 'Copenhagen' style crossings are new to the borough, and to the UK, and as with all new infrastructure and design treatments there will inevitably be a period of adjustment and transition as people get used to the new layouts. These crossings, which are popular in other European cities, are designed to slow down vehicles when entering or exiting side road junctions and encourage vehicles to give way to pedestrians crossing the road, reinforcing the rules of the Highway Code.

Each location is designed with consideration to site specific characteristics and constraints and is independently road safety audited during the design stage. The intention is that the crossings form part of an integrated set of improvements working alongside road closures and other measures within each area so that they are generally subject to low traffic volumes.

We recognise that Copenhagen crossings are new infrastructure and will be monitoring them to ensure they are performing well and any potential safety issues identified. This will include a further independent road safety audit post construction under operational conditions, more signage to make road users aware of the road changes, and independent video monitoring and analysis by TfL to understand and compare user behaviour and interaction before and after the crossings have been introduced - which is currently underway at two locations in the northern section of Hoe Street by Forest Road.

Issues over driver behaviour at Copenhagen crossings will also be addressed by developing and delivering campaigns to educate drivers and change their behaviour, and also to educate local school children about the crossing design as part of road safety education programmes.

We will continue to review and hone the designs as part of the detailed design process, taking into consideration on-going feedback from stakeholders and the various monitoring processes detailed above, alongside any further guidance or best practice that may emerge in the future

Bushwood/Browning Road

Specific comments have been made about the junction of Bushwood/Browning Road being dangerous; a Copenhagen treatment has been requested for this location. This will be implemented, subject to technical feasibility and cost considerations. .

Green man roundabout

Specific comments have also been made about Green Man roundabout and that it is a significant barrier to pedestrian and cycle movement. We will continue to work with TfL, who are the Highway Authority for the roundabout and are also responsible for all traffic signals in London, to review the design of the roundabout and adjacent junctions/crossings in order to make improvements for pedestrians and cyclists

Improved crossing in Bus turnaround facility on north side of Leytonstone Station

We will also work with TfL to review the bus stop and pedestrian crossing arrangements within the Leytonstone station area (Grove Green Road side) in order to provide a formal zebra crossing facility between the Underground entrance and the island.

Additional Traffic Calming

We will review traffic speed and volume data for Woodville Road, Burghley Road and Harrington Road to determine whether additional traffic calming measures should be considered

2. Changes to Browning Road

Consultation proposals

Browning Road where it meets High Road Leytonstone is proposed to be designed as a 'modal filter' to prevent traffic access to Browning Road at this location, and only allow pedestrians and cycles to pass through. The design would include a new Copenhagen style crossing along the junction entrance, coupled with trees or other planting to prevent vehicle access, whilst allowing people on foot and bike to pass through.

To enable this change and to help services and deliveries access the area, we will remove the existing 'No Entry' near the junction with Beacontree Road and make Browning Road two-way for its entire length. This will allow residents and service vehicles to access Browning Road via Bush Road.

Reason and Benefits

The main reason and benefit of this scheme is to reduce rat-running traffic in the Bushwood conservation area. The reduction in traffic will create an environment that is better for walking and cycling.

Traffic data collected in Browning Road showed 500 vehicle movements per day in the one-way section and 2000 movements per day in the two-way section, indicating a significant amount of non-local traffic using Browning Road.

In addition the closure offers an opportunity for public realm improvements where Browning meets Leytonstone High Road, including surfacing improvements and planting.

Consultation Results

Within the consultation responses, 49% were positive about the changes to Browning Road, 47% were neutral or did not know and 4% had a negative response.

A large number of comments were supportive of the closure in principle but commented on the potential/perceived impacts. The main ones being;

- The closure would reduce rat-running but make access for residents on Browning Road more difficult. Respondents noted that Browning Road is a narrow road and thought that insufficient turning space would result in vehicles having to reverse.
- Increased congestion levels on the High Road, Mornington Road, Harvey Road and other roads in the Bushwood area

Final measures

In order to fully achieve the benefits of the scheme for Leytonstone and reduce the volume of non-local traffic on key roads within the area the proposal to introduce a modal filter in Browning Road at the junction with High Road Leytonstone are to be implemented as described in the consultation. In response to the key comments and issues raised:

Local access due to narrow road width: It is noted that Browning Road is narrow in some sections and those wishing to exit Browning Road via Bush Road will have to make a three point turn due to the proposed closure at its junction with High Road Leytonstone. There is however space to undertake this manoeuvre for most small and medium sized vehicles at the T junction opposite no 32 Browning Road (adjacent to the North Star) and the expected number of vehicle movements based on the number of available on-street parking spaces (approximately 7) is expected to be minimal. Closing Browning Road will dramatically reduce traffic volumes and will therefore mean that those wishing to undertake a three point turn and exit via Bush Road to do so with little obstruction. This arrangement is found in similar streets across London and works well in low traffic roads.

The two regular requirements for larger vehicle access are for waste collection and for deliveries to the North Star Pub. The Councils Waste Service have a standard risk assessment process for dealing with narrow streets with restricted access at one end and will generally employ a "banks man" to help with navigation and ensure safety while reversing. Officers have discussed the proposals with the North Star Pub, who are supportive of the changes, and they will manage their deliveries by using the T junction opposite no 32 Browning Road as detailed above

Increased congestion/Traffic concerns on other roads within the Bushwood area: In response to the issues raised we will undertake a further assessment of this issue and investigate potential options to reduce the volume and impact of non-local traffic, with a view to undertaking further local engagement on potential options at a later stage

3. NEW AND IMPROVED PUBLIC SPACES

Consultation proposals

A number of public realm and planting measures were proposed across the area. The specific proposals consulted on were:

Gainsborough Road (between Tesco and the bridge over the A12)

- New pollution absorbing trees and plants.
- Help develop a community growing project.

Grove Green Road

- New pollution absorbing trees and plants.
- Public art at the railway bridge

Hainault Road near the junction with Midland Road

- Public art at the railway bridge.

Reasons and Benefits

Results from the perception surveys in June 2015 showed that 59 per cent of respondents said they would like to see more plants and trees in the area. This was also raised in the co-design workshops, so we have identified public spaces that we would like to develop to help enhance the look and feel of the area.

| New and improved public spaces | Reasons and benefits for changes |
|---|--|
| <p>Gainsborough Road (between Tesco and the bridge over the A12):</p> <ul style="list-style-type: none"> • Pollution absorbing trees and plants • Community growing project | <ul style="list-style-type: none"> • Planting scheme will improve air quality as well as general visual amenity • The growing project will involve the local community in planting and maintenance, improving sense of ownership and improving the amenity of the area |
| <p>Grove Green Road:</p> <ul style="list-style-type: none"> • Pollution absorbing trees and plants • Public art | <ul style="list-style-type: none"> • Planting scheme will improve air quality as well as general visual amenity • Public art provides opportunity to develop project with local community, improve sense of ownership and improve amenity of area |
| <p>Hainault Road near the junction with Midland Road:</p> <ul style="list-style-type: none"> • Public art | <ul style="list-style-type: none"> • Public art provides opportunity to develop project with local community, improve sense of ownership and improve amenity of area |

Consultation response

Within the consultation responses, 48% supported the new and improved public spaces, 42% were neutral or did not know and 10% were negative.

Final measures

The measures as consulted on are proposed to be taken forward for implementation, subject to further technical feasibility and funding. Proposals for public art and community growing projects will be developed collaboratively with the local community and subject to further consideration of physical and financial aspects.

4. CYCLE IMPROVEMENTS

Consultation proposals

A variety of cycle measures were proposed across the area, aimed at improving the existing cycle network including new cycle lanes, protected cycle lanes, new signage and two-way cycling on one-way roads. These measures were developed in response to area-wide comments received as part of the perception survey relating to cycle route safety and segregation improvements, including clusters of particular comments along Grove Green Road and High Road Leytonstone.

The specific proposals consulted on were:

Grove Green Road

- New segregated cycle lanes on Grove Green Road and Gainsborough Road
- Remove the centre line road markings and narrow the junction
- Blended 'Copenhagen' style crossings on side roads
- New pedestrian and cycle crossing near Queens Road
- Raised table junction at Scarborough Road

High Road Leytonstone

- Upgrade existing cycle lanes between Church Lane and Gainsborough Road on the north-eastern (Matalan) side to segregated facilities
- New cycle traffic lights at the Church Lane/High Street Leytonstone junction for southbound cyclists using the existing contraflow lane, which is currently uncontrolled. This will reduce conflict between cyclists and pedestrians crossing on the "green man" signal

Cycle signage

New / improved signage to highlight cycle routes to both cyclists and drivers on the streets listed:

- Fairlop Road
- Grove Green Road
- Hainault Road
- High Road Leytonstone
- Mornington Road.

Two-way cycling

Designate the following one-way roads as two-way for cyclists:

- Barclay Road
- Browning Road
- Burghley Road
- Harrington Road
- Hartley Road
- Harvey Road
- Leybourne Road
- Leyspring Road
- Mornington Road.

Reason and Benefits

The benefits of the measures are summarised in the table below.

| Cycle Improvements | Reasons and benefits for changes |
|---|---|
| Grove Green Road – various measures | <ul style="list-style-type: none"> • Segregated cycle lanes will create separate, designated space for cycling – making it safer and easier for cycles and vehicles to share the road. • Removing the centre line markings and narrowing the junction have been shown to reduce vehicle speeds • Creating Copenhagen style crossings at various locations will help prioritise pedestrian movement along the road, and reduce vehicle speeds when turning into / out of side roads • The pedestrian and cycle crossing near Queens Road will provide a safer crossing point at this location where a lot of people cross informally, and generally improve pedestrian and cycle connectivity across Grove Green Road • The raised junction treatment at Scarborough Road will reduce vehicle speeds and make this safer for all road users |
| High Road Leytonstone: <ul style="list-style-type: none"> • Upgrade cycle lanes between Church Lane and Gainsborough Road to segregated facilities • Cycle traffic lights outside the library | <ul style="list-style-type: none"> • Improve visibility of cyclists and provide greater protection from vehicular traffic and parked vehicles. • Make it clear to cyclists where to stop and make the crossing safer for all users |
| Cycle signage – various locations | <ul style="list-style-type: none"> • Assist wayfinding for cyclists and make drivers more aware that cyclists using the road |
| Two-way cycling – various locations | <ul style="list-style-type: none"> • Provide more direct routes for cyclists and improve overall network connectivity |

Consultation results

Within the consultation responses, 53% were positive about the cycle improvements, 41% were neutral or did not know and 6% had a negative response.

Within the consultation responses a number of comments were received relating to cycle improvements:

- Full segregation on Grove Green Road, High Road Leytonstone and Gainsborough Road.

- Requests for more cycle lights at crossings and junctions.
- Loss of parking if segregated cycle lanes are implemented.
- Improve Kings Passage by removing the prohibition of cycling along here.

Final measures

The design measures above are proposed to be implemented.

We will seek to provide the highest level of service for cyclists along Gainsborough and Grove Green Roads – including offering full segregation wherever possible within budgetary constraints.

In addition we will review the design proposals for Grove Green Road in relation to the parking lay-by area outside Leytonstone station which is currently used to stand rail replacement buses. The current designs propose to remove the lay by in order to provide a segregated cycle lane and new zebra crossing. We will liaise with TfL and investigate a design which maintains the lay by, segregated cycle lane and crossing facility.

As part of the next stage of design, we will also investigate the introduction of segregated cycle facilities along High Road Leytonstone on the north-eastern (Matalan) side.

As part of on-going cycle and highways work in the borough we will seek to introduce cycle facilities at all signal junctions as and when these junctions are upgraded.

We do not envisage any net loss in parking due to the segregated cycle lanes currently proposed.

We will review the prohibition of cycling in Kings Passage to determine if it can be lifted.

We will investigate making Vernon Road two-way for cyclists between Harrington Road and Harold Road

We will investigate making the alleyway between Leyspring and Mornington Roads under St Augustine's a shared path including a review of the current railings which act as a barrier to cycling and pedestrian movement.

5. Area up-keep

Consultation proposals

A number of maintenance issues were raised through the perception surveys and early engagement sessions. The proposals developed in response to these issues that were then consulted on include.

- Remove all unused street signs
- Resurface the carriageway on Drayton Road and Mornington Road

- Improve the existing fire gates at the following locations with new trees, plants, and lockable bollards to maintain emergency access:
 - Barclay Road junction with Mornington Road
 - Bushwood junction with Stanmore Road
 - Preston Road junction with Whipps Cross Road

Reason and Benefits

The benefits of the measures are summarised in the table below.

| Area Up-keep | Reasons and benefits for changes |
|---|--|
| Remove all unused street signs | Declutter streetscape and make the area look more attractive |
| Resurface the carriageway on Drayton Road and Mornington Road | Improve the attractiveness of the street and make the road safer and more pleasant to drive and cycle on |
| Improvements to existing fire gates | Make the public realm more attractive at these locations |

Consultation Results

Within the consultation responses, 53% were positive about the maintenance proposals, 47% were neutral or did not know and 0% were negative response.

In addition to the above measures there were requests for more tree planting generally. Also specific requests were made to improve Kings Passage with better lighting and pruning of overhanging vegetation.

Final measures

The measures as identified are proposed to be implemented. Work is proposed to start in spring 2016.

Tree and other planting will be incorporated into proposed design measures where feasible as part of the detailed design process. Additional planting is planned to be undertaken along Gainsborough and Grove Green Road to improve air quality, which will further contribute to greening.

In addition, improvements to Kings Passage (lighting, vegetation pruning) will be investigated.

Appendix E – Options, alternatives and additional measures considered

At each stage of the engagement process we have taken on board the feedback and views of residents. The proposals have been developed to try and address as many of these concerns as possible. This section of the report describes alternative proposals and additional measures that have been suggested and considered but are not being taken forward. These are grouped by relevant theme, for consistency with the consultation analysis. This appendix should be read in conjunction with Appendix D which describes the final measures proposed to be implemented.

1. Creating a safer environment

During the consultation additional pedestrian crossings were suggested at:

- The Fairlop Road / Grove Green Road junction near Leytonstone tube station
- The junction of High Road Leytonstone and Church Lane

The Fairlop Road / Grove Green Road junction is already signal controlled and has “Green Man” pedestrian crossing facilities on all arms. Additional pedestrian crossings facilities at this location are not considered necessary. A new zebra crossing is proposed north-east of this junction on Grove Green Road near Queens Road, which will improve safety for pedestrians wishing to cross at this location. In addition, a new zebra crossing in the bus station turnaround facility on the north side of Leytonstone station by Grove Green Road will be considered at the next stage of design.

The traffic signals at the junction of High Road Leytonstone and Church Lane already have pedestrian phases and the arrangement is considered fit for purpose, so no change to this facility is proposed.

Mornington Road:

It is acknowledged that adverse traffic volume and speed in Harvey Road and Mornington Road were raised as an issue during the consultation. The Council will undertake a further assessment regarding this issue and look to investigate potential options if feasible, with a view to a further local consultation at a later stage.

2. Changes to Browning Road

All alternatives, options and additional measures relating to Browning Road have been incorporated into the design as per the comments in Appendix D

3. New and improved public spaces

The consultation responses included a request for increased investment in business in the area, in particular to improve shop frontages, and also further investment in High Road Leytonstone.

Shop front improvements cannot be funded directly using the Mini-Holland funding, and so at this time the Council is not able to consider this. However, the Council has been preparing a place shaping strategy for the Leytonstone Town Centre area and this is due to be published shortly. The strategy sets out short, medium and long term opportunities for improvements within the area – including

the possibility of shop front improvements once appropriate funding and resources can be identified and secured.

4. Cycle improvements

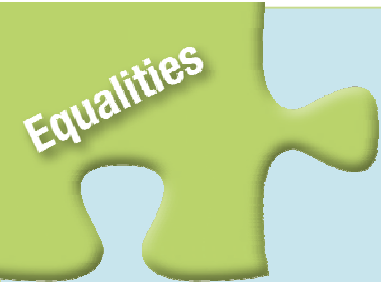
The consultation responses included a request for a ban on parking in bus and cycle lanes.

Parking and loading requirements are specific to locations and these will be considered on a case-by-case basis in relation to specific design interventions rather than pursuing a blanket ban on parking in bus and cycle lanes.

5. Area up-keep

The consultation responses in this theme included requests to make shop frontages more attractive, and requests for more trees.

The shop frontages request is addressed under the Public Space heading above. In relation to additional trees, the interventions that have been developed include a number of locations for new trees sited to meet specific physical constraints. Scope for additional tree planting will be considered as designs are taken forward to a more detailed level, but additional sites cannot be considered at this time.



WALTHAM FOREST COUNCIL FULL EQUALITY ANALYSIS (EA) TEMPLATE

Decision

Date

What is an Equality Analysis (EA) for? [Double click here for more information / Hide](#)

The Council must have due regard to its Public Sector Equality Duty (PSED) when making decisions at member and officer level. An EA is the best method by which the Council can provide the evidential analysis to comply with the equality duty, particularly for major decisions. However, the level of analysis required should only be proportionate to the relevance of the duty to the service or decision. Some decisions will require detailed equalities consideration, e.g. a decision on adult

social care provision or reduction of grants to voluntary organisations, whereas the performance of other functions will have less of an equalities impact, e.g. the appointment of committees where only a limited assessment is required. In rare cases, the Courts have said there may be no impact. If you think this may be the case, then you should undertake the EA screening process first to determine if you need to complete this full EA and have a rational basis for this conclusion.

What is the Public Sector Equality Duty (PSED)? [Double click here for more information / Hide](#)

The public sector equality duty (s.149, Equality Act 2010) requires the Council, when exercising its functions, to have “due regard” to the need to:

1. eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited under the Act,
2. advance equality of opportunity between those who share a “protected characteristic” and those who do not share that protected characteristic and
3. foster good relations between persons who share a relevant protected characteristic and persons who do not share it (this involves having due regard, in particular, to the need to (a) tackle prejudice, and (b) promote understanding).

These are collectively referred to in this EA as the equality aims. Advancing equality (the second equality aim) involves having due regard, in particular, to the

need to:

- Removing or minimising disadvantages suffered by people due to their protected characteristic
- Taking steps to meet the needs of people from protected groups where these are different from the needs of other people including steps to take account of disabled people’s disabilities *and*
- Encouraging people from protected groups to participate in public life or in other activities where their participation is disproportionately low

NB Please note that, for disabled persons, the Council must have regard to the possible need for steps that amount to positive discrimination, to “level the playing field” with non-disabled persons, e.g. in accessing services through dedicated car parking spaces.

IMPORTANT NOTES:

1. **THIS FRONT SHEET IS AN ESSENTIAL PART OF THE EA – COMPLETE THE TEMPLATE AND SUBMIT IT AS A SINGLE DOCUMENT.**
2. **IN RARE CASES, WHEN COMPLETING THE ASSESSMENT IT MAY BECOME APPARENT THAT THE RECOMMENDATIONS WOULD LEAD TO UNLAWFUL DISCRIMINATION E.G. A PROPOSAL TO PAY MEN MORE THAN WOMEN. IF SO, STOP, RECONSIDER YOUR PROPOSAL AND SEEK ADVICE.**

THE HEAD OF SERVICE OR DIRECTOR WHO IS RESPONSIBLE FOR MEMBER LEVEL REPORTS MUST BE SATISFIED WITH THE FINALISED EQUALITY ANALYSIS AND FOR MAJOR PROPOSALS, IT IS SENSIBLE TO ENSURE YOUR LEAD MEMBER HAS BEEN CONSULTED.



Waltham Forest

Fostering good relations [Double click here for more information / Hide](#)

Fostering good relations involves having due regard, in particular, to the need to tackle prejudice and promote understanding.

Protected Characteristics [Double click here for more information / Hide](#)

Guidance on compliance with the PSED for officers and decision makers [Double click here for more information / Hide](#)

What to do if your proposal is scheduled for Cabinet/Committee? [Double click here for more information / Hide](#)

The Proposals: Mini Holland Programme and Leytonstone Town Centre Area improvement Scheme

1. What is the Proposal?

The Leytonstone Town Centre scheme forms part of the Mini Holland Programme.

Waltham Forest was one of the three Councils in London to be awarded £27 million from Transport for London (TfL) as part of the Mini Holland Programme to establish a number of integrated schemes designed to deliver dramatic improvements in safety and convenience for cyclists, coupled with imaginative public realm enhancements to improve residential and local shopping areas. The rationale of this programme is to encourage more people to cycle rather than use cars, particularly for short local journeys and the primary outcome will be an improved cycle network based on improving safety for all road users by providing a safer environment for all.

This programme will aim to promote the following:

- reduction in traffic congestion in residential streets and improve air quality;
- remove barriers to travel for all, particularly those living in deprived communities;
- improve health outcomes due to increased exercise by active travel patterns;
- create a more sustainable community with an attractive environment, new and improved public spaces and improved walking and cycling links; and encourage cycling as a viable mode of transport.

Within the wider Mini Holland Programme we are delivering four town centre schemes, one of which is the Leytonstone Town Centre scheme (Leytonstone Ward). The town centre schemes aim to better connect Chingford, Highams Park, Leyton and Leytonstone through key walking and cycling routes, making areas of the borough easier to get to for people who want to walk and cycle for local journeys. The town centre schemes also aim to improve the look and feel of these four key areas whilst linking in with the four village schemes in Walthamstow and increase footfall in the area, to give the local economy a boost and give residents a sense of pride in their borough.

The specific objectives of the Leytonstone Town Centre include:

- Creating a safer environment – including blended ‘Copenhagen’ style crossings and road safety improvements.
- Changes to Browning Road.
- New and improved public spaces – Gainsborough Road, Grove Green Road and Hainault Road near the junction with Midland Road.
- Cycle improvements to Grove Green Road and High Road Leytonstone, including improved cycle signage and introduction of two-way cycling on some streets.

2. What are the recommendations?

Approval is being sought for the implementation of the final scheme.

3. Who is affected by the Proposal? *Identify the main groups most likely to be affected by the recommendations, directly and indirectly.*

The Leytonstone Town Centre proposal is likely to impact all those who live, work and use Leytonstone Town Centre. For the purpose of this assessment, the Leytonstone ward is most directly affected by the proposals. Main groups specifically include:

All businesses and organisations located within the Leytonstone ward

Schools

Leytonstone Business and Enterprise Specialist school
Connaught School for Girls
Gwyn Jones Primary School
George Tomlinson Primary School
Davies Lane Primary School

Residents in the Leytonstone Town Centre area

There are over 8000 residential properties in the scheme area.

Emergency services

The Police and emergency services. Please note we have engaged directly with all emergency services on the scheme proposals.

Road users

The proposals will have an impact on all road users, including people who cycle, motorists, bus and rail passengers and pedestrians.

One of the purposes of the scheme is to address the balance and equality of road users in Leytonstone Town Centre and improve conditions for walking and cycling, which are considered to be healthy, sustainable and inclusive modes of travel. As such, the scheme impacts those who are limited in the transport options open to them (e.g. due to transport costs) and as such will impact those on low incomes or living in deprived households. Access to transport and take up of various modes also is implicated by issues of culture and race. Cycle training that the Council carried out between April to October 2015 showed that 51% of participants were from a BAEM background.

The scheme will also impact those road users that may be considered vulnerable, such as elderly, young people and children, those with mobility related disabilities, and other mental or physical health conditions and disabilities.

Age [Double click here to add impact / Hide](#)

Check box if NOT applicable

Key borough statistics: The 2011 census shows that Waltham Forest has a population of 258,249. Broken down by broad age group, some 26.1% of the population (67,303) were aged 0-19, 35.8% (92,392) 20-39, 28.2% (72,988) 40-64 and 10% (25,566) were aged 65+. Compared to London and England and Wales Waltham Forest has a younger age profile with 8.1% of its population aged 0-4 and 26.1% 0-19 compared to 7.2% and 24.5% across London and 6.2% and 24% across England and Wales respectively. Those aged 20-39 (35.8%) constitute the same percentage of the population in Waltham Forest as across London as a whole (also 35.8%) compared to only 26.9% across England and Wales. Smaller proportions of the borough population are found in the 40-64 and 65+ age groups which constitute 28.2% and 10%

compared to 32.7% and 16.4% across England and Wales. (Source: 2011 Census, Office for National Statistics). **Children in Care:** As at December 2012, we had 289 children in our care. 56% were male and 44% female. Most are in the 12-16 age bracket (35%) followed by 6-11 age group (24%). Ethnic breakdown - White: 42%; Black or Black British: 28%; Mixed race: 19%; Asian or Asian British: 6%; Other: 4%. **NB: These statistics provide general data for this protected characteristic. You need to ensure you have sufficient data about those affected by the proposals – see below under “additional equalities data”. Ward based data is available here: <http://www.walthamforest.gov.uk/Pages/Services/statistics-economic-information-and-analysis.aspx?l1=100004&l2=200088>**

[Double click here to show borough wide statistics / hide statistics](#)

Age *Click and hover over the questions to find more details on what is required*

Additional Equalities Data (Service level or Corporate) *Include data analysis of the impact of the proposals*

- Leytonstone ward has 13,450 people of which 2,350 are children aged 0-15.
- 9.9% of children in reception year and 17.8% children in year 6 are obese.
- 13.7% of dependent children in the ward are considered to living in out of work households.
- 8% of Leytonstone ward are over 65; this is lower than the Borough and London average.
- The life expectancy age for males is 80.6 compared to the average of 79.7 in the borough and 79.7 in London. The life expectancy age for women is 80.9 compared to the average of 83.7 in the borough and 84.1 in London.
- A higher than average percentage of the Leytonstone ward population is of working age (between 16 and 64) (74.7%). This is higher than the Borough and London average (67.8% and 68.6% respectively) (GLA SHLAA Trend -2015).
- Leytonstone ward has an average employment rate (70.3%); the London average of 69.2%. 40.8% of the eligible population have Level 4 qualifications or above compared to the Borough average of 30.0%. 15.1% of the population in this ward have no qualifications compared to 20.8% in the Borough. Young people and elderly are often more dependent on modes other than the private car. According to Projecting Older People Population Information (POPPI), it has been projected that 4,857 people in Waltham Forest aged 65+ will have restricted mobility and they often need access to a car, dial-a-ride and other emergency services.
- Fear of crime affects both older and younger people, as evidenced in the resident’s panel report 2009. This found that elderly people would avoid going out after dark, whilst younger people found teenagers hanging around shops a problem.
- The proposed scheme does not limit or restrict access for the older people. The scheme has been heavily influenced by the comments received from residents of the local almshouses, care homes and dial-a-ride. This took place during stage 2, 3 and 4 of the engagement.

What is the proposal’s impact on the equalities aims? *Look for **direct impact** but also evidence of **disproportionate impact** i.e. where a decision affects a protected group more than the general population, including **indirect impact***

This programme is expected to make a positive impact on all age groups.

What actions can be taken to avoid or mitigate any negative impact or to better advance equality and foster good relations?

New and upgraded crossing facilities will help both older and younger people to cross the road both easily and safely. The removal of the informal crossings will

Age *Click and hover over the questions to find more details on what is required*

Public realm and street improvements

Improvements to the street network within the scheme area will improve the pedestrian environment generally; legibility (e.g. way finding) and sense of place will benefit older people as it will be easier to travel around the borough and town centre.

Improved lighting should help the area to feel safer which will have a particular positive impact on older people and young people, who may currently feel intimidated in the evening.

Cycle improvements

In addition, the proposals will have the potential for the following positive impacts:

- Improved safety for young people, who historically make up a high proportion of cycling collisions
- Increased independence for young people who aren't able to drive
- Improved safety for older people, who are more likely to be deterred from cycling by safety concerns
- Young people from low income families will benefit from an allocated fund to subsidise cycle training.

Many studies show the potential health benefits of cycling for older people far outweigh the risks, and high levels of cycling among older people in the Netherlands and Denmark demonstrate the potential.

Blended 'Copenhagen' Crossings

The introduction of blended 'Copenhagen' style crossings, which prioritise pedestrians, at various junctions in the Leytonstone area will help improve the safety for both older and younger people when crossing the road. They are popular in Europe and extend the pavement across side streets at key junctions, giving pedestrians a continuous pavement rather than a traditional kerb that they need to wait at before crossing the side road. This encourages vehicles to slow down when entering or exiting the side road, ensuring that pedestrians or cyclists have the right of way, as per the Highway Code.

therefore reduce the potential for unsafe conditions.

We understand some issues have been raised regarding the new blended crossings. Blended 'Copenhagen' style crossings are new to the borough, and to the UK, and as with all new infrastructure and design treatments there will inevitably be a period of adjustment and transition as people get used to the new layouts. These crossings, which are popular in other European cities, are designed to slow down vehicles when entering or exiting side road junctions and encourage vehicles to give way to pedestrians crossing the road, reinforcing the rules of the Highway Code.

Each location is designed with consideration to site specific characteristics and constraints and is independently road safety audited during the design stage. The intention is that the crossings form part of an integrated set of improvements working alongside road closures and other measures within each area so that they are generally subject to low traffic volumes.

We recognise that Copenhagen crossings are new infrastructure and will be monitoring them to ensure they are performing well and any potential safety issues identified. This will include a further independent road safety audit post construction under operational conditions, more signage to make road users aware of the road changes, and independent video monitoring and analysis by TfL to understand and compare user behaviour and interaction before and after the crossings have been introduced - which is currently underway at two locations in the northern section of Hoe Street by Forest Road.

Issues over driver behaviour at Copenhagen crossings will also be addressed by developing and delivering campaigns to educate drivers and change their behaviour, and also to educate local school children about the crossing design as part of road safety education programmes.

We will continue to review and hone the designs as part of the detailed design process, taking into consideration on-going feedback from stakeholders and the various monitoring processes detailed above, alongside any further guidance or best practice that may emerge in the future.

Providing information about road changes is key for all those requiring access the area. There may be barriers to accessing information among some older people

Age *Click and hover over the questions to find more details on what is required*

Road safety improvements

To make the area safer for all road users we want to improve crossing points and junctions and introduce elements which slow down vehicles. This will include new pedestrian and cycle crossings, raise and narrow junctions to reduce traffic speeds and improve pedestrian access and cycle friendly speed humps.

Changes to Browning Road

We are proposing to change the entry point to Browning Road from High Road Leytonstone by introducing a 'modal filter' at this point which allows only pedestrians and cycles to pass through. This will help younger and older people get about safely and easily.

Improved public realm in this area, greater natural surveillance on the street, particularly in the evenings will improve community safety and help to reduce crime and fear of crime, which is a real concern to older people.

who are less likely to have Internet access and therefore may be excluded from the benefits of an online website e.g. alternative route, partial road closures (certain parts of the day).

Disability [Double click here to add impact / Hide](#)

[Check box if NOT applicable](#)

Key borough statistics: Look for update from latest APS / also see Borough profile update Recent data from the 2011/2012 Annual Population survey suggests there are 31,000 disabled people of working age (16-64) living in Waltham Forest of which around 16,000 are female and 15,000 male. This represents around 1 in 5 (20%) of the working age population, a higher rate than found across London (16.9%) though lower than that found in England (20.5%). 2012 data finds that across the borough some 10,350 residents claim disability living allowance with rates tending to be higher in the southern and middle wards of the borough though this data should only

be treated as a rough indicator of the prevalence of disability. As at January 2012, some 1,299 children and young people had a statement of Special Educational Needs in Waltham Forest.

(Source: 2011 Census, 2011/12 Annual Population survey, Office for National Statistics, Department for Work and Pensions, Department for Education) **Notes: These statistics provide general data for this protected characteristic. You need to ensure you have sufficient data about those affected by the proposals – see below under “additional equalities data”.**

[Double click here to show borough wide statistics / hide statistics](#)

Disability *Click and hover over the questions to find more details on what is required*

Additional Equalities Data (Service level or Corporate) *Include data analysis of the impact of the proposals*

Walthamstow is within the top 5% most deprived areas, in terms of crime, in London. Fear of crime is higher amongst those with disabilities as evidenced in the resident's panel report 2009.

According to the HNMA (2007) 24.2% of households in the borough include a member with a disability. 44.1% of those with a disability suffer from mobility difficulties and 6.2% contained a member who is a wheel chair user.

Disability *Click and hover over the questions to find more details on what is required*

Sensory disability

In 2011, Waltham Forest had 875 older people registered as blind or partially sighted and 65 as deaf or hard of hearing. The rates were significantly lower for those who were deaf or hard of hearing compared to national rates, however, those that were registered as blind were significantly higher than the national rates.

Long-term conditions

The association between physical inactivity (including overweight and obesity) and the following long term illnesses in London (particularly in residents of Waltham Forest) remains strong:

Diabetes ((both Type 1 and Type 2) remains a significant problem for the community and accounted as 13,214 in 2011/12. The estimated number of all deaths attributable to diabetes for those aged 20 to 79 in Waltham Forest is 14.6%, similar to other boroughs in outer and inner north east London but much higher than in England.

Cardiovascular disease remains the biggest killer of those aged 75 and under, and there are significantly higher rates in the poorer wards compared to more affluent areas. The increase in older Black, Asian and Minority Ethnic (BAME) populations in the borough is important to plan for because these groups are more at risk of Cardiovascular disease. It is also the main contributor for health inequalities between Waltham Forest and England.

Representatives of disabled people (London-wide) have expressed opposition to shared use pavements, due to concerns about being passed too close and fear of collisions. Walthamstow is within the top 5% most deprived, in terms of crime, in London. Fear of crime is higher amongst those with disabilities as evidenced in the resident's panel report 2009.

The requirement that homes, shops and other facilities should be accessible to all members of the community and meet the needs of residents throughout their changing life cycle will benefit this group.

What is the proposal's impact on the equalities aims? *Look for **direct impact** but also evidence of **disproportionate impact** i.e. where a decision affects a protected group more than the general population, including **indirect impact***

The delivery of the Mini Holland programme is likely to have a positive impact on the equalities aim and bring about specific benefits to disabled people by adding more direct routes, widening footways, creating level surfaces, drop kerbs and tactile paving.

Public realm and street improvements

The proposed improvements to new and existing public spaces and the routes

What actions can be taken to avoid or mitigate any negative impact or to better advance equality and foster good relations?

There may be perceived issues of conflict between certain road users particularly for people with mobility or sensory impairment. The final design will also take into consideration the need to maximise space to ensure that areas designated for shared use between pedestrians, buggy users, wheelchair users and cyclists are not restricted. The final design will adhere to shared space guidelines and subject to safety audits that takes into consideration the needs of disabled people, in particular, those with visual impairment.

Disability *Click and hover over the questions to find more details on what is required*

between them will have a positive impact on **all equalities groups** but will need to be done so in a way that does not encourage anti-social behaviour as this would have a negative impact on all equalities groups and particularly disabled people.

Cycle improvements

Cycling is the third most popular sport among disabled people with just under 10% of cycling participants having a disability. Therefore action to enable more and safer cycling will have positive impacts for this group.

Structural improvements for cyclists using shared use of the footway will also benefit wheelchair users and buggy users.

Increased participation in physical activity such as cycling would have benefits in preventing and addressing many health problems that can result in disability along with the overall health and well-being of the individual.

The proposal of this scheme is to promote cycling through the development of better places and liveable environment, although cycling itself may not be accessible to some people for instance people with visual or physical impairment, the liveable environment will be improved to benefit these groups.

Road safety improvements

To make the area safer for all road users we want to improve crossing points and junctions and introduce elements which slow down vehicles. This will include new pedestrian and cycle crossings, raise and narrow junctions to reduce traffic speeds and improve pedestrian access and cycle friendly speed humps.

Changes to Browning Road

We are proposing to change the entry point to Browning Road from High Road Leytonstone by introducing a 'modal filter' at this point which allows only pedestrians and cycles to pass through. This will disabled people get about safely and easily.

New and upgraded crossing facilities will help disabled people to cross the road both easily and safely.

We understand some issues have been raised regarding the new blended crossings. Blended 'Copenhagen' style crossings are new to the borough, and to the UK, and as with all new infrastructure and design treatments there will inevitably be a period of adjustment and transition as people get used to the new layouts. These crossings, which are popular in other European cities, are designed to slow down vehicles when entering or exiting side road junctions and encourage vehicles to give way to pedestrians crossing the road, reinforcing the rules of the Highway Code.

Each location is designed with consideration to site specific characteristics and constraints and is independently road safety audited during the design stage. The intention is that the crossings form part of an integrated set of improvements working alongside road closures and other measures within each area so that they are generally subject to low traffic volumes.

We recognise that Copenhagen crossings are new infrastructure and will be monitoring them to ensure they are performing well and any potential safety issues identified. This will include a further independent road safety audit post construction under operational conditions, more signage to make road users aware of the road changes, and independent video monitoring and analysis by TfL to understand and compare user behaviour and interaction before and after the crossings have been introduced - which is currently underway at two locations in the northern section of Hoe Street by Forest Road.

Issues over driver behaviour at Copenhagen crossings will also be addressed by developing and delivering campaigns to educate drivers and change their behaviour, and also to educate local school children about the crossing design as part of road safety education programmes.

We will continue to review and hone the designs as part of the detailed design process, taking into consideration on-going feedback from stakeholders and the various monitoring processes detailed above, alongside any further guidance or best practice that may emerge in the future.

Disability *Click and hover over the questions to find more details on what is required*

The final detailed design of the Browning Road closure and works would be subject to a wide range of scrutiny include following TfL designs standards and safety audits. Please find the attached link to such design standards <https://www.gov.uk/government/publications/shared-space>

As part of this scheme and throughout the Mini Holland Programme, there will be a targeted communications campaign including the enjoy website with clear sign postings and updates to residents on both progress and the scheme proposals. Information will also be sent directly to all households and businesses.

Pregnancy and Maternity [Double click here to add impact / Hide](#)

Check box if NOT applicable

Key borough statistics: According to the 2011 census, 8.1% (20,839) of the Waltham Forest population is aged 0-4 compared to 7.2% across London and 6.2% across England and Wales. For those aged 0-1 these percentages are respectively 3.3% (Waltham Forest), 3% (London) and 2.5% (England & Wales). The Total Fertility rate for Waltham Forest in 2011 is 2.69 (3rd highest across London) compared to a London and England figure of 1.99. The teenage pregnancy rate in Waltham Forest (2010) is 45.7 per 1,000 of the female population aged 15-17

compared with 37.1 across London and 35.5 across England and Wales. Source: 2011 Census, Conception statistics and Birth Summary Tables, Office for National Statistics. **NB: The total fertility rate measures the projected number of births born to a woman over her lifetime. These statistics provide general data for this protected characteristic. You need to ensure you have sufficient data about those affected by the proposals – see below under “additional equalities data**

[Double click here to show borough wide statistics / hide statistics](#)

Pregnancy and Maternity *Click and hover over the questions to find more details on what is required*

Additional Equalities Data (Service level or Corporate) *Include data analysis of the impact of the proposals.*

Leytonstone ward has a fertility rate of 69.1 compared to the borough average of 77.5 and the London average 67.0 (Census 2011).

What is the proposal’s impact on the equalities aims? *Look for **direct impact** but also evidence of **disproportionate impact** i.e. where a decision affects a protected group more than the general population, including **indirect impact***

Pregnant women and parents with young children on bike seats may have particular safety concerns. Therefore enabling safer cycling will be of benefit of this group.

Public realm improvements, will improve the pedestrian environment generally, but also be of specific benefit to pregnant women and women with small children.

What actions can be taken to avoid or mitigate any negative impact or to better advance equality and foster good relations?

The final design also took into consideration the need to maximise footway space to ensure that areas designated for shared use (pedestrians, buggy users, wheelchair users and cyclists) are not restricted.

Air pollution largely is caused by vehicle emissions and is worse on roads with high levels of vehicle traffic, lack of trees and greenery and enclosed roads. Air pollution

Pregnancy and Maternity *Click and hover over the questions to find more details on what is required*

Safety of pedestrians will also be improved by reduced vehicle traffic, safer road crossings and junctions. Women who are pregnant and parents/carers with young children will benefit from this as will others – as above.

is associated with harm to pregnant women and their unborn and new born children. The Leytonstone Town Centre scheme will encourage more people to cycle and walk, rather than using motor vehicles, as well as introducing a programme of urban greening. The scheme will therefore reduce pollution levels from vehicle traffic, and reduce the associated health risks to this equality group. The scheme will better enable pregnant women to live a healthy pregnancy and maternity period, and provide their children with the best and healthiest start in life.

New and upgraded crossing facilities will help women who are pregnant and parents/carers with young children to cross the road both easily and safely. The removal of the informal crossings will therefore reduce potential for unsafe conditions.

Race [Double click here to add impact / Hide](#)

Check box if NOT applicable

Key Borough Statistics: According to 2011 census data Waltham Forest's White British population is 92,999, 36% of the total borough population. All other ethnic groups constitute 64% of the population (165,250). Broken down by specified ethnicity: White Other (37,472/14.5%), Pakistani (26,347/10.2%), Black Caribbean (18,841/7.3%), Black African (18,815/7.3%), Indian (9,134/3.5%), Other Black (7,135/2.8%), Any other ethnic group (6,728/2.6%), Bangladeshi (4,632/1.8%) and Chinese (2,579/1%). Note: The more detailed ethnicity breakdown goes into more detail and data for more recent arrivals includes: Polish (6,944/2.7%), Other Eastern

Europe (6,020/2.3%) and Baltic states (3,011/1.2%). Data on arrivals from other countries over the last 8 years show that Poland, Pakistan and Lithuania have supplied the greatest number of migrants. (Source: 2011 Census, Office for National Statistics, Department for Work and Pensions)

NB: These statistics provide general data for this protected characteristic. You need to ensure you have sufficient data about those affected by the proposals – see below under “additional equalities data”.

[Double click here to show borough wide statistics / hide statistics](#)

Race *Click and hover over the questions to find more details on what is required*

Additional Equalities Data (Service level or Corporate) *Include data analysis of the impact of the proposals*

- Leytonstone ward is ethnically diverse with 47.6% BAME residents. This compares to 47.8% in Waltham Forest.
- Walthamstow has a high proportion of households which are classified as overcrowded (22.4%). Many of these homes are occupied by BME groups. (Walthamstow Socio-Economic Master plan 2007).
- 77.4% of BME households, who wished to move but stated an inability to do so, specified this was due to being unable to afford to buy a home.

Race *Click and hover over the questions to find more details on what is required*

- Walthamstow includes a significant number of local community areas which are amongst the top 5% most deprived areas in London (Walthamstow Socio-Economic Master plan 2007). BME groups are disproportionately more likely to be living in poverty.
- The 2006 AESOP study of ethnicity and psychosis (Department of Health, 2010) found inequalities in terms of incidence of mental illness amongst BME groups.

What is the proposal's impact on the equalities aims? *Look for **direct impact** but also evidence of **disproportionate impact** i.e. where a decision affects a protected group more than the general population, including **indirect impact***

In some cultures, particularly women from some ethnic groups may be less likely to cycle. Measures to promote and encourage cycling could be of benefit to this group.

BME groups are disproportionately more likely to be living in poverty and in overcrowded homes. Increasing facilities for cycling and storage for bicycles will benefit BME groups as cycling would be the cheaper mode of travel for this group.

Travel patterns of BME groups show a high share of public transport trips. The proposals will make the walking and cycling routes to and from the access points for public transport in a better and safer environment.

Evidence suggests BME groups are less likely to drive cars. Improvements to cycling, public transport and public transport accessibility will benefit BME groups.

Language could be a barrier with information materials, including cycling promotion and notification of events.

What actions can be taken to avoid or mitigate any negative impact or to better advance equality and foster good relations?

One of the Mini-Holland strategic aims to encourage higher proportions of BME groups to take up cycling. However, as BME groups perceive the most barriers to taking up cycling and walking, the proposal is likely to be more impactful and meaningful to those from white groups.

In order to fully address issues surrounding race, particularly BME groups, wider engagement is needed to break social and cultural barriers to cycling. The Council is targeting these groups, particularly through cycle training and between April to October 2015 training showed that 51% of participants were from a BME background.

Religion or Belief *Double click here to add impact / Hide*

Check box if NOT applicable

Key borough statistics: According to the 2011 Census the borough has 48.4% of its population stating their religion to be Christian, Muslim 21.9%, Hindu 2.3%, Jewish 0.5%, Sikh 0.5%, Buddhist 0.8% and other 0.4%. Some 18% of residents claimed no religion whilst 7.3% did not state an answer. The multi-faith nature of Waltham Forest is evidenced by more recent data which shows that Waltham Forest has

around 150 Christian Churches, 16 Muslim Mosques, 4 Hindu Temples, 3 Jewish Synagogues, 1 Sikh Gurdwara and 1 Tao Temple. **NB: These statistics provide general data for this protected characteristic. You need to ensure you have sufficient data about those affected by the proposals – see below under “additional equalities data”.**

[Double click here to show borough wide statistics / hide statistics](#)

Religion or Belief *Click and hover over the questions to find more details on what is required*

Additional Equalities Data (Service level or Corporate) *Include data analysis of the impact of the proposals*

What is the proposal's impact on the equalities aims? *Look for **direct impact** but also evidence of **disproportionate impact** i.e. where a decision affects a protected group more than the general population, including **indirect impact***

What actions can be taken to avoid or mitigate any negative impact or to better advance equality and foster good relations?

There are no negative impacts on this equality group to mitigate.

The proposal is expected to have a positive impact on the various religious groups.

The key impacts of the scheme are concerned with access to travel mode options, and enabling access to places of worship. The scheme does not challenge or oppose any religious beliefs or values, or prevent or discourage members of any religion from continuing to practice, worship and follow their religion.

The proposal impacts a large stretch of highway, which contains several places of worship- namely Christian and Muslim in faith. The proposal while not affecting the physical buildings, does impact the surrounding street environment, and affects accessibility by various modes of travel through reconfiguration of car parking, removal of bus lanes, and installation of segregated cycle tracks.

These measures will widen the transport mode options for worshipers to visit their local place of worship, encouraging and enabling those from deprived households or on low incomes to worship and practice their religion.

Sex [Double click here to add impact / Hide](#)

Check box if NOT applicable

Key borough statistics: The 2011 census put the gender split of Waltham Forest as Male: 128,970 (49.94%) and Female 129,279 (50.06%). (Source: 2011 Census, Office for National Statistics).

NB: These statistics provide general data for this protected characteristic. You need to ensure you have sufficient data about those affected by the proposals – see below under “additional equalities data”.

[Double click here to show borough wide statistics / hide statistics](#)

Sex *Click and hover over the questions to find more details on what is required*

Sex *Click and hover over the questions to find more details on what is required*

Additional Equalities Data (Service level or Corporate) *Include data analysis of the impact of the proposals*

- In the UK 1% of all transport trips by women are by bike, whilst for men it is 2% (DfT, 2008). Women in the UK currently cycle much less than their male counterparts, whereas this is not the case in countries which have high levels of cycling generally, such as Holland, Denmark and Germany (Garrard, 2003).
- DfT statistics for 2007 showed that only 29% of cycle trips were made by women. However statistics from The Netherlands, Germany and
- Denmark demonstrates the potential for more women to cycle, with 55%, 49% and 45% of trips respectively. An Australian study showed that female commuter cyclists preferred to use routes with maximum separation from motorised traffic.
- In London, where levels of cycling have been increasing significantly over recent years, the gender gap is most evident in the youngest age group; 2% of females aged under 25 cycle, whilst 11% of males in the same age group do. In the 25 – 44 age group, 40% of males and 21% of females cycle, whilst in the 45 and above age group levels are similar at 12% for women and 14% for men (TfL, 2008). This shows that although women of all ages cycle less than men, there may be peaks of disparity in cycling levels at different stages of people's lives.

What is the proposal's impact on the equalities aims? *Look for **direct impact** but also evidence of **disproportionate impact** i.e. where a decision affects a protected group more than the general population, including **indirect impact***

Fewer women than men cycle and women tend to be less confident cycling on the road. National research shows that safety issues are of a particular concern in relation to cycling for women. Women prefer separate cycling facilities, either partially or totally segregated from motor traffic. Therefore enabling more and safer cycling will be of benefit.

It is not foreseen that there will be a differential impact for individuals in the community if the proposed changes are adopted and implemented.

The proposed improvements to new and existing public spaces and the routes between them will have a positive impact on all equalities groups but will need to be done so in a way that does not encourage anti-social behaviour as this would have a negative impact on all equalities groups and particularly women, young and old people and LGBT communities..

What actions can be taken to avoid or mitigate any negative impact or to better advance equality and foster good relations?

A key aspect of the Mini Holland Programme is to encourage cycling proficiency and awareness in schools. This will increase participation from females

In addition to this local cycle training groups will be providing free cycle training and cycle maintenance for residents. It is also anticipated that this will increase participation.

According to TfL research, cyclists in London are more likely to be male, indicating that females experience or perceive greater barriers to cycling, or lack interest and propensity to cycle. Research has shown women have greater concerns for road safety than men when deciding to cycle, and are consequently are more likely to be discouraged from taking up cycling by perceptions of poor safety.

Improvements to cycling infrastructure to enhance the safety and usability of the network will therefore positively impacts both males and females, although is likely to benefit females the most. The scheme will therefore enhance gender equality by widening and enhancing the availability of safe and appropriate transport options.

Sexual Orientation and Gender Reassignment [Double click here to add impact / Hide](#)

Check box if NOT applicable

Key borough statistics: National estimates of LGBT population range from 0.3% to 10% using different measures. A study commissioned by Waltham Forest Council suggested the population to be somewhere between 7,000 to 10,000 people in 2007 (this is 4-6% of the adult population). The study also suggested that there may be at least 35 transgender individuals in the borough (Source: Measuring Sexual Identity –

Office for National Statistics, Waltham Forest LGBT Matters). **NB: These statistics provide general data for these protected characteristics. You need to ensure you have sufficient data about those affected by the proposals – see below under “additional equalities data”.**

[Double click here to show borough wide statistics / hide statistics](#)

Sexual Orientation and Gender Reassignment [Click and hover over the questions to find more details on what is required](#)

Additional Equalities Data (Service level or Corporate) *Include data analysis of the impact of the proposals*

Type response here

What is the proposal’s impact on the equalities aims? *Look for **direct impact** but also evidence of **disproportionate impact** i.e. where a decision affects a protected group more than the general population, including **indirect impact***

What actions can be taken to avoid or mitigate any negative impact or to better advance equality and foster good relations?

There are no negative impacts on this equality group to mitigate.

Members of the LGBT community may often feel vulnerable in certain situations, in particular relating to public transport and walking around the area. This proposal can help to reduce this vulnerability by making the area more pedestrian friendly to walk around, creating community hubs and increasing natural surveillance through design.

The proposed improvements to new and existing public spaces and the routes between them will have a positive impact on all equalities groups but will need to be done so in a way that does not encourage anti-social behaviour as this would have a negative impact on all equalities groups and particularly women, young and old people, and LGBT.

Marriage and Civil Partnership [Double click here to add impact / Hide](#)

Check box if NOT applicable

Key borough statistics:

| | |
|-------------|---|
| 2009 - 2010 | 670 marriages registered in the borough and 32 Civil Partnerships |
| 2010 - 2011 | 725 marriages registered in the borough and 27 Civil Partnerships |
| 2011 - 2012 | 812 marriages registered in the borough and 25 Civil Partnerships |

NB: These statistics provide general data for these protected characteristics. You need to ensure you have sufficient data about those affected by the proposals – see below under “additional equalities data”.

[Double click here to show borough wide statistics / hide statistics](#)

Marriage and Civil Partnership [Click and hover over the questions to find more details on what is required](#)

Marriage and Civil Partnership *Click and hover over the questions to find more details on what is required*

Additional Equalities Data (Service level or Corporate) *Include data analysis of the impact of the proposals*

What is the proposal's impact on the equalities aims? *Look for **direct impact** but also evidence of **disproportionate impact** i.e. where a decision affects a protected group more than the general population, including **indirect impact***

What actions can be taken to avoid or mitigate any negative impact or to better advance equality and foster good relations?

The proposed improvements to new and existing public spaces and the routes between them will have a positive impact on all equalities groups but will need to be done so in a way that does not encourage anti-social behaviour as this would have a negative impact on all equalities groups and particularly women, young and old people, and LGBT.

There are no negative impacts on this equality group to mitigate.

Additional Impacts on Advancing Equality & Fostering Good Relations [Double click here to add impact / Hide](#) Check box if NOT applicable

See pages 1 and 2 for full details of these two aims. This section seeks to identify what additional steps can be taken to promote these aims or to mitigate any adverse impact. Analysis should be based on the data you have collected above for the 8 protected characteristics covered by these aims. Remember, marriage and civil partnership is not covered.

Key borough data: From our 2011 Cohesion Survey, a third of our respondents believe that differences are 'definitely respected'. A further 46% believe this is the case most of the time, and just 6% feels this is not the case. By age group, a higher

proportion of older residents feel differences are respected 'definitely/most of the time' (86% aged 66+ years). Residents with a disability are less likely to feel differences are respected (74%) than those without a disability (80%). The survey also shows that participation in community activity is 75% for Asian residents and residents in North Chingford (72%). Participation is lowest amongst South Chingford residents (63%).

NB: These statistics provide general data for these protected characteristics. You need to ensure you have sufficient data about those affected by the proposals – see below under "additional equalities data".

[Double click here to show borough wide statistics / hide statistics](#)

Additional Impacts on Advancing Equality & Fostering Good Relations *Click and hover over the questions to find more details on what is required*

Additional Equalities Data (Service level or Corporate)

According to the GLA SHLAA Trend based population projection data of 2015, Leytonstone ward has a population density in the borough with 10,269 persons per square kilometre. This compares to the borough average of 6,897 per square kilometre. Leytonstone ward has a fertility rate of 69.1, in comparison to the borough average of 75.4 and the London average of 64.0 (Office for National Statistics).

Census data also indicates that Leytonstone ward has 2.9% of people travel by bicycle to work compared to the 2.8% of average for the borough and 4% for average of Londoners. Residents of this ward have fewer cars per household (0.7) in comparison to the borough average of 0.8 and the London average of 0.8. This ward has an average score for public transport accessibility in 2014 of 5.5 which is higher than the borough average of 3.6, in comparison to the London average of 3.8.

Additional Impacts on Advancing Equality & Fostering Good Relations *Click and hover over the questions to find more details on what is required*

54.7% of the properties in Leytonstone ward are flat/maisonette or apartment compared to the borough average of 41.2% and 52.2% in London, with 37.4% of households living in private rented accommodation compared to a quarter in the borough and a quarter in London.

Are there any additional benefits or risks of the proposals on advancing equality and fostering good relations not considered above?

The extensive amount of community engagement work carried out before/during and after the trial helped to gauge the potential impact of the programme proposals on different equality groups and results of the consultation on the trial closures shaped and informed the final scheme design. .

What actions can be taken to avoid or mitigate any negative impact on advancing equality or fostering good relations not considered above? Provide details of how effective the mitigation will be and how it will be monitored.

The Mini Holland Programme contains a number of complementary measures which include the provision of secure cycle sheds and cycle stands on the highway. This will make cycling far more accessible for those individuals that live in premises that cannot be used to store a bike.

Conclusion

Consider the Guidance below and set out your conclusions from the equalities analysis of the 8 protected characteristics. If there are negative equalities impacts, but you think that the proposals should still proceed in the current or amended form, explain what the objective justification for this is, providing evidence as

appropriate. If it is helpful, refer to other documents e.g. the Cabinet report. You may find it helpful to identify one of the 4 outcomes below as being closest to your current proposals. (Use your conclusions as a basis for the "Equalities Implications" in the Cabinet report.)

This analysis has concluded that...

In terms of summarising the responses received, 40% of respondents were in favour of the proposed measures to be introduced by the scheme, 48% were neutral and 12% were against.

The scheme has developed through consultation with a number of stakeholders including: cycling and access groups, religious groups, local Councillors, local businesses, residents groups and the Council staff. Elements of the scheme have received a lot of support and we are taking these elements forward. There has been some concern about the potential conflict between cyclists and pedestrians and the final scheme design addresses these concerns. Continuous dialogue with stakeholders will form the basis of the final design of all Mini Holland.

Outcome of Analysis *Check one that applies*

No major change required when the assessment has not identified any potential for discrimination or adverse impact and all opportunities to advance equality have been taken.

Outcome 3

Continue despite having identified some potential for adverse impacts or missed opportunities to advance equality. In this case, the justification should be included in the assessment and should be in line with the duty to have 'due regard'. For the most important relevant policies, compelling reasons will be needed. You should consider whether there are sufficient plans to reduce the negative impact and/or plans to monitor the actual impact.

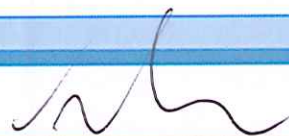
Outcome 2

Adjustments to remove barriers identified by the assessment or to better advance equality. Are you satisfied that the proposed adjustments will remove the barriers identified?

Outcome 4

Stop and rethink when an assessment shows actual or potential unlawful discrimination.

Signed off by Head of Service:



Name:

Vala Velavan

Date:

24 March 2016

Appendix G - Matrix to Assess Climate Change Impacts

| Aim is to reduce Carbon Emissions (CO ₂) by 80% by 2050 | Positive impact | Negative impact | Mitigation measure | Effect on CO ₂ emissions (+ or - tonnes of CO ₂) | Opportunity to promote |
|--|---|--|--|---|--|
| Water Water Use and Flooding | | Use of impermeable material for cycling infrastructure could increase potential flooding | Use permeable paving, SUD systems. | | Flooding exacerbated by climate change can be mitigated by using permeable materials and adhering to SUD guidance. Their use will be encouraged. |
| Energy Energy efficiency and energy saving in buildings, including opportunities for installation of renewable energy generation | Mini Holland will endeavour to use renewable energy as far as possible, e.g. to power automatic cycle counters, lighting | | | | |
| Air Air quality, pollution | Mini Holland seeks to increase journeys made by bike (10% by 2020), and reduce trips by car (-5% by 2020). This will have obvious air quality benefits (e.g. reduction in NO _x , PMs). | | | An annual reduction of 5% in CO ₂ emissions would equate to approximately 3,700 Tonnes per year. | |
| Waste – reducing, reusing and recycling waste | Contractors working on MH will be required to re-use and recycle materials wherever feasible. | Waste disposed of in landfill | Recycling and Re-use of materials. Term contracts include a performance indicator which measures the amount of construction and demolition waste reused or recycled. | | |

| Aim is to reduce Carbon Emissions (CO2) by 80% by 2050 | Positive impact | Negative impact | Mitigation measure | Effect on CO2 emissions (+ or - tonnes of CO2) | Opportunity to promote |
|---|---|---|--|--|---|
| Land Use of brown-field and green-field sites | N/A | | | | |
| Bio-diversity Effects on bio-diversity including green space, trees, rivers and streams | Mini Holland aims to reduce motor traffic, which will have a positive impact on biodiversity by reducing land take for roads/ parking, reducing road kill, noise and other disturbance, and a reduction in harmful emissions (NOx, PMs) which negatively impact on flora, fauna, air and water quality. | | | | |
| Transport Travelling to deliver service. | Reduction in carbon emissions through cycling, walking and the use of low emission vehicles | Transport and the type of vehicles used produce substantial carbon emissions. | Staff and contractors will be encouraged to walk, cycle and use public transport in the course of work to deliver the MH programme. Where the use of motor vehicles is necessary, fuel-efficient, low emission vehicles will be preferred. | 100 miles reduced lorry mileage [HGV 3.5 – 7.5 tonne] (161 kms) saves 0.106 tonnes of CO2. So for every mile of reduced lorry travel saves 1.06kgs of CO2. (Source: Defra) | Transport and the type of vehicles used produce substantial carbon emissions. The term contracts include a performance indicator to measure conformity with Euro standards. |

| Aim is to reduce Carbon Emissions (CO2) by 80% by 2050 | Positive impact | Negative impact | Mitigation measure | Effect on CO2 emissions (+ or - tonnes of CO2) | Opportunity to promote |
|--|-----------------|-----------------|--------------------|--|------------------------|
| Buildings Adaptability of buildings to heat or flooding. Use of green roofs, rainwater harvesting etc. | N/A | | | | |

| |
|---|
| Commentary on any differences in financial costings for climate change mitigation / adaptation measures including energy efficiency and potential external grant sources |
| |
| Potential “whole life costing” savings ie: increased installation costs will achieve running cost savings over lifetime; including reduced use of resources eg: water saving devices |
| |
| Explanation of Proposal chosen in context of results matrix assessment, including what mitigating steps can and have been taken |
| |
| <u>Total Tonnes of CO2 & DEC rating of building to be occupied</u> |
| An annual reduction of 5% in CO ₂ emissions would equate to approximately 3,700 Tonnes per year. |