

LEYTON TOWN CENTRE AREA IMPROVEMENTS



**WALK
CYCLE
ENJOY**

enjoy

WALTHAM FOREST

www.enjoywalthamforest.co.uk

LEYTON TOWN CENTRE AREA IMPROVEMENTS

Waltham Forest is changing and we want you to be part of it. Thanks to a funding pot of £27million from Transport for London, we're delivering the Mini-Holland Programme to make our streets fit for everyone to use, whether you walk, cycle, use public transport or drive.

In 2014, nearly 900 people were injured on our roads and air pollution in Waltham Forest is on the increase. At peak times of the day, we have up to 6,000 extra cars on our roads due to the school run, and we need to do something about it so that everyone can get from A to B safely.

The Mini-Holland Programme is about making our streets work for everyone and our borough a better place to live, work and visit. By creating designated space for cycling, creating routes that better connect our town centres and redesigning some of our public areas we want to help families get about safely, cut down unnecessary traffic outside your home, and work with businesses so that people want to spend time in our borough and get the most out of this once in a lifetime opportunity.

What's planned in Leyton Town Centre?

We have four town centre schemes in the Mini-Holland Programme, one of which is Leyton. These schemes will better connect Leyton, Leytonstone, Chingford and Highams Park, making it easier for people to walk and cycle for local journeys with new and improved walking and cycling routes. The town centre schemes will also improve the look and feel of these key areas whilst linking in with the four Village schemes in Walthamstow, making them more enjoyable places, boosting business for our local economy and giving our residents a sense of pride in their borough.

The Leyton Town Centre scheme area includes over 11,000 addresses and people walk and cycle through it to get to Leyton Underground Station, Leyton Midland Road Rail Station, the Olympic Park, Westfield shopping centre as well as local shops and amenities.

We're planning to make a range of improvements to the area, from reducing the amount of non-local traffic using local streets where residents like you live, to better walking and cycling routes to help you get around more easily and safely if you choose to walk or cycle. We'll also be investing in new public spaces and improving how the area looks, with plants and greenery, to encourage more people to spend their time in the area. The proposed design also includes a mix of road and traffic changes which are outlined on the map.

What has happened so far?

In June 2015, we sent a survey to all addresses in the scheme area to understand your concerns and how we can use this Mini-Holland funding to deliver what you want in your local area. Over 500 people took part, providing over 690 individual comments which we analysed and used to shape the next stage of the plans. The results of the survey can be found at:

www.enjoywalthamforest.co.uk/work-in-you-area/leyton-town-centre.

This feedback helped create an early design, which we presented to 41 residents as well as businesses that came to our co-design workshops in October 2015. During these workshops you told us what you thought of the proposed design, which has helped further develop the scheme.

We have been speaking to key stakeholders, including the emergency services and schools, to make sure the design enables them to do their important work day to day. We will continue to engage with these groups as the scheme progresses through to final design and completion. We have also used information about traffic movements and traffic survey data to design a scheme that will benefit all road users. More information about this design is detailed in this leaflet and we are asking for your views on it.

Giving your views on the proposed design

We want everyone who lives and works in the local area to have their say on the scheme design and to help shape the proposals.

To help manage the consultation and feedback we receive, we're asking you to rate and comment on groups of proposals rather than individual measures, and to tell us what else you would like to see.

The proposals for the Leyton Town Centre scheme include improving some of the public spaces with plants, trees and public art, changing the way vehicles access some roads to reduce unnecessary traffic outside people's homes, new and improved crossings to help people who walk and cycle, traffic direction changes and road safety improvements.

As some of these changes are linked they need to be introduced together, so we have grouped them and are asking for your views by group or 'series' of proposals. For example, a new public space with plants, trees and seating may only be possible if access to a road is changed, making it open only to people walking and cycling.

Please read each proposal listed in this leaflet, and tell us your thoughts on each one in the accompanying questionnaire if you requested a hardcopy leaflet. Depending on how much you write, we expect the survey to take no more than 10 minutes to complete. **Please provide your feedback by 31 January 2016.**



PROPOSALS

The key elements of the proposals are shown on the map on pages six and seven, and outlined in this document.

1. SERIES A – Francis Road and Norlington Road

- Install a modal filter on Norlington Road near the junction with Grosvenor Road. Modal filters involve putting trees and bollards in place to stop vehicles from ‘cutting-through’, whilst helping people who walk and cycle get about safely and easily. We want this change to reduce the amount of non-local traffic outside your home and to encourage people to use this street more freely. These roads can still be reached by residents, pedestrians, delivery drivers, bin collections, emergency services and people who cycle, but will be closed at one or more point to vehicles wanting to cut through.
- Redesign Francis Road between the Claude Road and Albert Road junctions, restricting traffic to address speeding issues making the area safer and more attractive for residents, visitors and people who walk and cycle.

We are proposing two options for this area:

Option 1:

Permanently close Francis Road to motorised vehicles in two sections, one between Claude Road and Murchison Road and the other between Murchison Road and Albert Road. Although motorised vehicles will not be able to pass through, people who walk and cycle as well as the emergency services will be able to travel through the area.

These two restricted areas will become pedestrian friendly with new and wider pavement areas, plants, trees, cycle parking and seating. Murchison Road, which runs between the two restricted areas, will still be open to motorised vehicles allowing all vehicles to cross Francis Road at this junction. The existing parking bays in these restricted areas will be relocated onto the nearby side roads for residents, as well as creating spaces on the side road corners for short term parking and loading only.

Option 2:

Close Francis Road to motorised vehicles in two sections, one between Claude Road and Murchison Road and the other between Murchison Road and Albert Road, **only between the hours of 10am to 10pm** Monday to Sunday. Outside of these hours, all vehicles will be able to travel through the restricted areas.

These two restricted areas will become pedestrian friendly with new and wider pavement areas, cycle parking and seating. Murchison Road, which runs between the two restricted areas, will still be open at all times to motorised vehicles allowing all vehicles to cross Francis Road at this junction.

Approximately eight existing parking bays in these restricted areas will be retained for parking or loading outside of restricted hours. Remaining bays will be relocated onto the nearby side roads for residents and businesses to park, as well as creating spaces on the side road corners for short term parking and loading only.

To accommodate the changes for both options, the road will be raised to the level of the pavements at the junctions of - Francis Road / Claude Road - Francis Road / Murchison Road - Francis Road / Albert Road to encourage vehicles to slow down, making it easier and safer for people to cross the road.



EXAMPLE OF RESTRICTED AREA ON FRANCIS ROAD

FRANCIS ROAD BETWEEN THE JUNCTION OF CLAUDE ROAD AND ALBERT ROAD

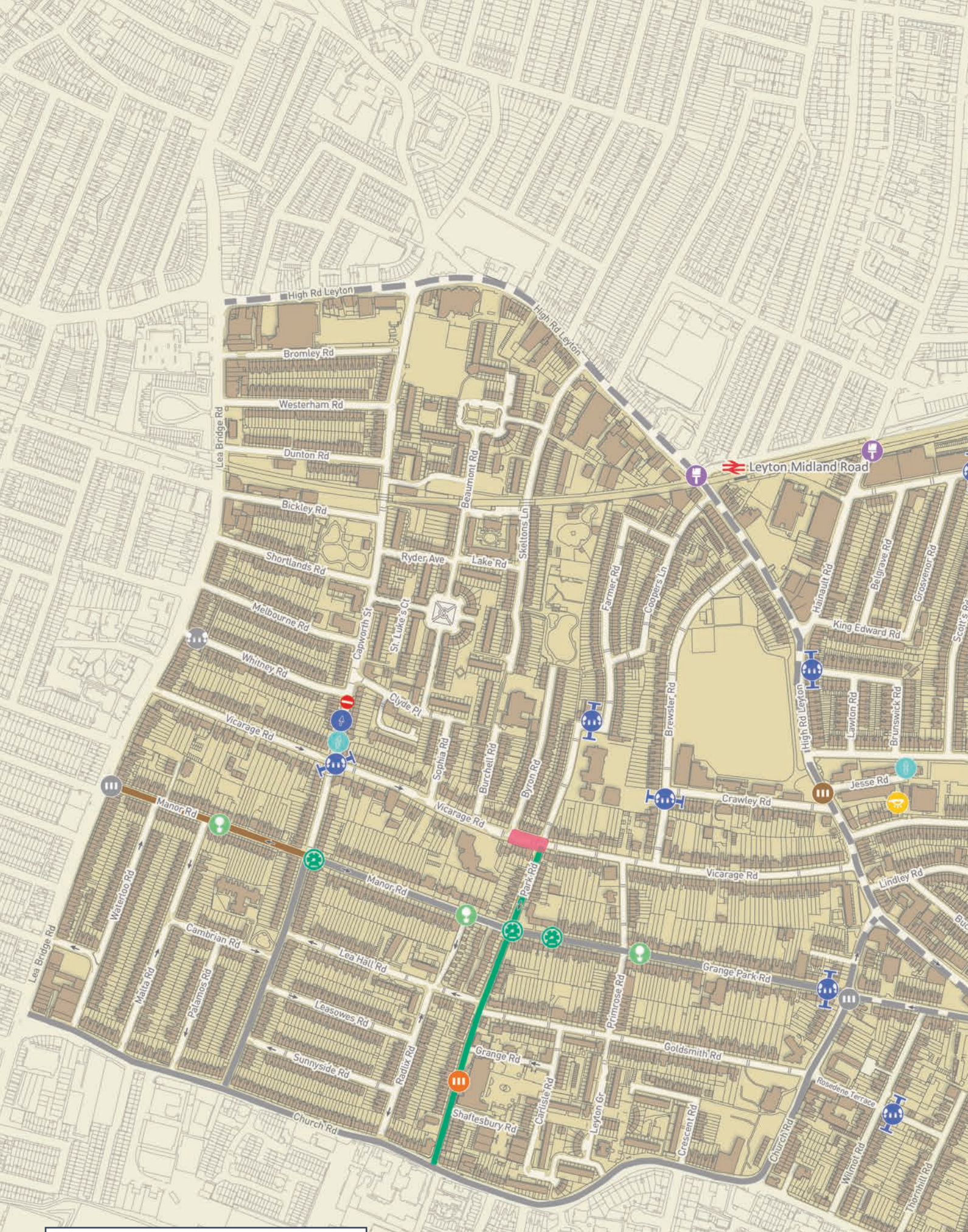
- Introduce raised junctions which include extending the pavement and raising the surface of the road so that drivers are encouraged to slow down helping pedestrians cross the road safely
- Relocate parking bays onto side roads, and keep eight spaces for parking and loading outside of restricted hours only
- Resurface and widen the pavements on the eastern side of Francis Road
- Introduce new seating and more cycle parking stands.

2. SERIES B – The area framed by Lea Bridge Road, Church Road and High Road Leyton

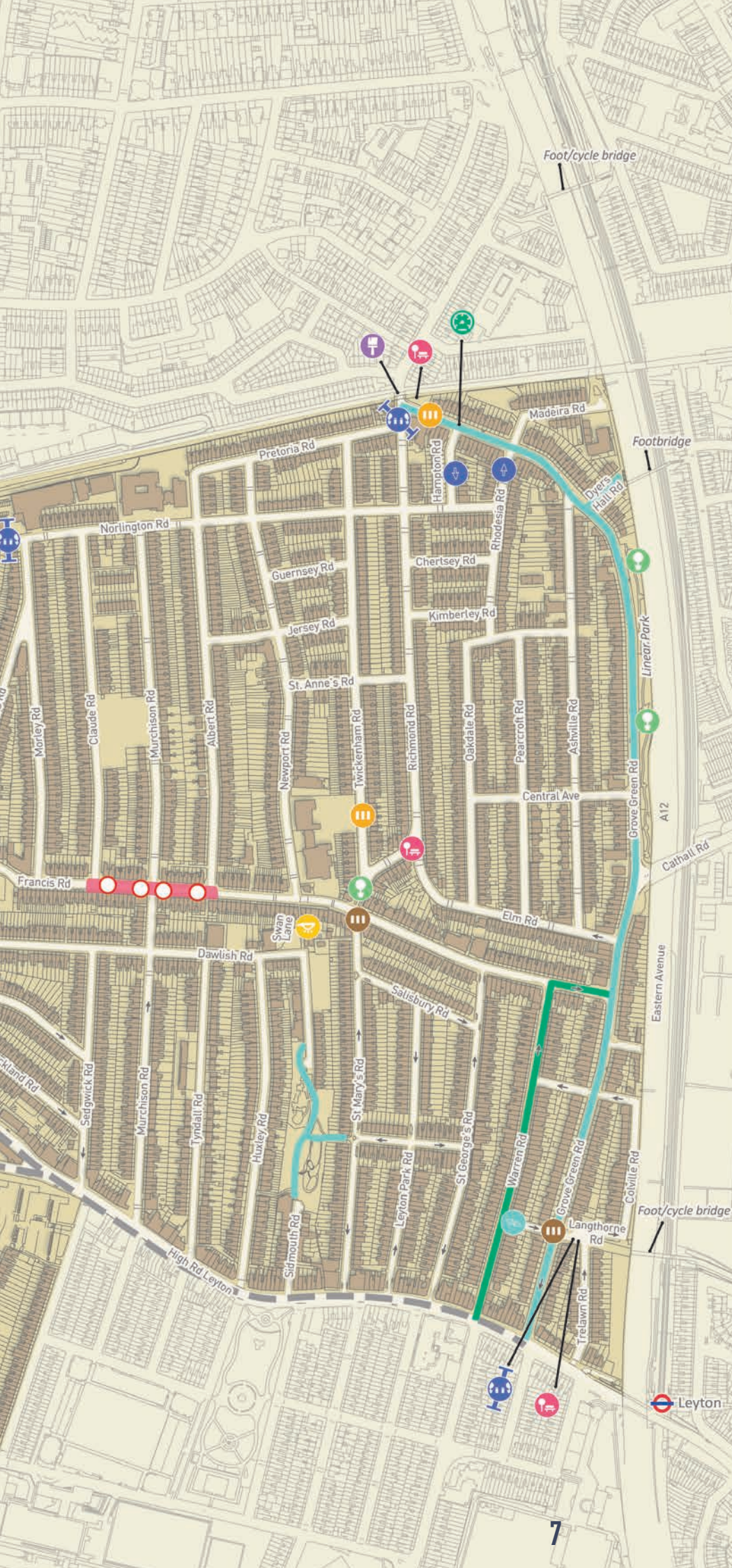
- Install a modal filter across the junction at Capworth Street and Vicarage Road. Modal filters involve putting trees and bollards in place to stop vehicles from ‘cutting-through’ smaller streets and would mean that motorised vehicles would no longer be able to drive across this junction from east to west along Capworth Street, or north to south along Vicarage Road. Only people walking or cycling could continue to cross the junction in these directions.























By doing this, we will reduce the amount of non-local traffic outside people’s homes along Capworth Street, as they will no longer be able to use it as a cut-through. Anyone walking or cycling will still be able to pass through the junction as they do now, and residents living on Capworth Street would still be able to drive down their road – they will just need to access it from another street rather than Vicarage Road. Delivery drivers, bin collections and emergency services will also still be able to access Capworth Street, just not from Vicarage Road. In the middle of the junction trees will be planted to improve the look of the area.

- Install modal filters on Farmer Road, Brewster Road, Grange Park Road, Rosedene Terrace and Brunswick Road. This will help stop vehicles cutting through these roads to access Church Road and High Road Leyton, and if you live on one of these streets it will mean less non-local traffic outside your home. These roads will still be reachable if you drive and for delivery drivers, bin collections and emergency services – you will just need to access these roads a different way as shown on the map on pages six and seven. We want this change to make your street safer, quieter, less polluted and more enjoyable for you and your neighbours
- Create a new zebra crossing outside Riverley Primary School on Park Road to help children and adults cross the road more safely
- Improve the look of Vicarage Road outside the local shops with new pavement surfacing, more trees, plants, and seating.



Proposed improvements



-  Pocket park
-  Streetscape improvements
-  Tree planting / Landscaping
-  Lighting improvement
-  Public art / Bridge improvement
-  New modal filter with planting
-  Direction of modal filter
-  New zebra crossing
-  New combined pedestrian and cycle crossing
-  New informal crossing
-  Traffic calming
-  Traffic calming along route
-  Road resurfacing / relining
-  Proposed two-way for cycles
-  New or improved cycle lane / route
-  Existing one-way
-  Proposed one-way
-  Access proposed to be restricted to certain hours
-  Proposed no entry for traffic
-  Other measure planned as part of adjacent Mini-Holland scheme (already consulted on)
-  Cycle route planned as part of adjacent Mini-Holland scheme (already consulted on)
-  Leyton High Road Mini-Holland scheme to be designed and consulted on in 2016



Base map data contains OS data © Crown copyright and
 © OpenStreetMap contributors
 Cartography by Steer Davies Gleaves 2015

3. SERIES C – Richmond Road junction with Grove Green Road

- Create a new crossing on Grove Green Road at the junction with Richmond Road, making this section of road easier to use for pedestrians
- Install a modal filter on Richmond Road at the junction with Grove Green Road. Modal filters involve putting trees and bollards in place to stop vehicles from ‘cutting-through’ smaller streets and would mean only people walking or cycling could access Richmond Road from Grove Green Road. By doing this, we will reduce the amount of non-local traffic outside people’s homes along Richmond Road, as they will no longer be able to use it as a cut-through. Anyone walking or cycling will still be able to pass through the junction as they do now and residents living on Richmond Road would still be able to drive down their road – they will just need to access it from another street rather than Grove Green Road. Delivery drivers, bin collections and emergency services will also still be able to access Richmond Road, just not from Grove Green Road. In the middle of the junction plants and trees will help make the area look more attractive
- Work with the community to create public art on or under the Grove Green Road railway bridge.



EXAMPLE OF MODAL FILTER ON RICHMOND ROAD

RICHMOND ROAD JUNCTION WITH GROVE GREEN ROAD

- Install a modal filter on Richmond Road
- Increase the pavement space outside the pub and shops, adding trees and seating
- Create a protected turning pocket on Grove Green Road, providing an area in the middle of the road where people on cycles wishing to turn right across or into oncoming traffic can wait, protected by islands on either side
- Increase the amount of cycle parking stands.

4. SERIES D – Langthorne Road

Redesign the road layout of Langthorne Road between Grove Green Road and Trelawn Road through the following proposals:

- Improve the area with plants, trees, benches and cycle stands
- Introduce a modal filter on Langthorne Road to reduce the number of vehicles in this section of the road, helping to provide a safer cycle connection between the walking and cycling bridge over the A12 and Grove Green Road. Modal filters involve putting trees and bollards in place to stop vehicles from ‘cutting-through’, whilst helping people on foot and bike, particularly children and older people, to get about safely and easily
- Create a new pedestrian and cycle crossing over Grove Green Road to help people access the walking and cycling bridge over the A12 and nearby station safely
- Remove approximately five parking spaces to make space for the cycle lane that is being created.

5. SERIES E – Church Road scheme (Leyton to Blackhorse Road route)

The Leyton Town Centre scheme links in with the Church Road scheme which was consulted on in July this year. Work to implement the final Church Road scheme will take place until March 2016 and includes the following improvements:

- A 20 mph speed limit along Church Road and Grange Park Road
- Blended ‘Copenhagen’ crossings at side roads
- New pedestrian and cycle crossings
- Upgraded bus stops
- Road safety improvements
- New protected cycle lanes
- Local cycle route signs.

To support these changes to Church Road and to create a quiet cycling and walking route separate to the Church Road route, we are proposing the following changes as part of the Leyton Town Centre scheme:

- Resurface Manor Road between Capworth Street and Lea Bridge Road to upgrade the road and make it more comfortable to cycle on
- Create a two-way cycle lane on Manor Road at the junction of Capworth Street / Manor Road and along Park Road at the junction of Park Road / Manor Road / Grange Park Road
- Improve the existing modal filter on Manor Road at the junction with Park Road with new surfacing and bollards
- Change the Manor Road and Capworth Street junction layout to make it safer for people crossing by encouraging vehicles to slow down before turning, as well as improving the look with more plants and trees
- Upgrade the speed humps on Park Road and Grange Park Road so that they meet the standards across the area with new speed humps that are comfortable for people to cycle over.
- Introduce changes to slow down vehicles on Capworth Street, for example speed humps.

6. CYCLING IMPROVEMENTS

To help people feel safer making local journeys by bike, we are proposing to improve the local cycle network – the lanes and cycle paths we currently have. We plan to create new cycle lanes (separated from traffic where possible), new road signs and more cycle stands, while tying all of this in with the wider Mini-Holland Programme in other areas of the borough so people can get from one town centre to another more easily.

GROVE GREEN ROAD

As Grove Green Road is a long road and a key walking and cycling route that connects Leyton Town Centre and Leytonstone Town Centre, sections of the road are being consulted on in both the Leyton and Leytonstone Town Centre schemes. To comment on the plans for the Leytonstone section of Grove Green Road visit <https://leytonstonetc.commonplace.is>.

The proposals for Grove Green Road in Leyton Town Centre include:

- Introduce segregated cycle lanes where there is enough space to do so. Segregated cycle lanes create separate, designated space for cycling – making it safer and easier for bikes and vehicles to share the road
- Widen the existing segregated cycle track and pavement alongside Linear Park to make space for more people who choose to walk and cycle
- Create ‘floating’ parking bays and bus stops between the junction of Francis Road and Leyton High Road. Floating parking and bus stops mean the cycle track continues on the left hand side of the bays and bus stops instead of the right, to make it easier and safer for buses, passengers, drivers and people cycling
- Remove the centre line markings to help reduce vehicle speeds as trials by TfL show that doing this helps lower traffic speeds
- Raise the junction at Hampton Road, making the pavement and road the same level, as well as widening the pavements to make the junction safer for people crossing by encouraging vehicles to slow down before turning
- Provide a marked cycle turning area protected with islands at the junction with Richmond Road
- Improve access to the off-road cycle track at the southern end of Dyers Hall Road
- Remove approximately five parking spaces on the south side of Grove Green Road, west of Dyers Hall Road, to create an advisory cycle track (a painted cycle lane)

LINEAR PARK

- Remove the park fence in order to provide a new wider cycle track and wider footway
- Upgrade the park with new pollution absorbing shrubs and trees.

TWO-WAY CYCLING

Introduce two-way cycling on the streets listed below, which means the roads are still one-way for motorised vehicles, but cycles will be able to travel on them in both directions. This helps provide a direct and quiet cycle route whilst encouraging motorised vehicles to slow down.

- Capworth Street in proposed one-way section between Vicarage Road and Whitney Road
- Langthorne Road
- Jesse Road.



Road sign showing one way road for motorised vehicles and two way for cycling.

7. CREATING A SAFER ENVIRONMENT

Results from our perception survey in June 2015 showed that 44 per cent of people who took part felt that some areas in Leyton Town Centre feel unsafe. To address this, we want to make a number of road safety and junction improvements in the area to help you get about more easily.

Provide better lighting for pedestrians on:

- The pedestrian link between Dawlish Road and Francis Road, next to Newport Children Centre
- Swan Lane between Dawlish Road and Jesse Road.

New and improved crossings:

- Install a zebra crossing outside Riverley School on Park Road
- Introduce new combined pedestrian and cycle crossings on:
 - Francis Road from Richmond Road to St Mary's Road
 - Leyton High Road between Crawley Road and Jesse Road
 - Leyton High Road from Coopers Lane to Leyton Midland Road Station.

Road safety improvements:

- Introduce new speed humps in Warren Road and Park Road which are comfortable for people cycling
- Allow two-way cycling and install separator islands to protect people on cycles and make them more visible to drivers at the junction of Manor Road / Park Road / Grange Park Road, the junction of Vicarage Road and Park Road, and the junction of Capworth Street and Manor Road
- Replace the mini-roundabout at the Park Road and Vicarage Road junction with raised junction and give-way road markings. A raised junction helps to slow down vehicles, making the road safer to cross by raising the road to pavement level.

8. NEW AND IMPROVED PUBLIC SPACES

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, and so we have identified public spaces that we would like to develop with your help to enhance the look and feel of the area. The most popular proposals from this list will be taken forward, subject to available budget:

- Create a new, small public space with trees, plants and cycle parking at the junction of Richmond Road with Elm Road
- Improve the existing green space on Grove Green Road opposite Richmond Road with new plants
- Create public art on the Hainault Road railway bridge, the Grove Green Road railway bridge, and the High Road Leyton Midland Road railway bridge
- Improve the look of Grove Green Road by upgrading the Linear Park landscape with new pollution absorbing shrubs, trees and plants
- Introduce plants in the Twickenham Road modal filter at the junction with Francis Road
- Introduce more trees and plants along Manor Road and Grange Park Road.

Take part in the consultation

We hope you like the proposals and can see how they will benefit Leyton Town Centre for everyone. It's important that you help us shape the improvements by telling us your views.

Please provide your feedback by 31 January 2016.

There are a number of ways for you to have your say:

- Online – visit <https://leytontc.commonplace.is> to complete the questionnaire and provide comments online
- Request a hardcopy of the consultation document and questionnaire by emailing miniholland@walthamforest.gov.uk or calling 020 8496 3000
- Come and talk to us and view the plans on:
 - **Wednesday 20 January 6pm to 9pm**
St Joseph's Catholic Junior School, Vicarage Road, Leyton, E10 5DX
 - **Sunday 24 January 2pm to 5pm**
Norlington School for Boys, Norlington Road, Leyton, E10 6JZ.

What happens next?

All of the feedback received will be grouped, carefully analysed and used to shape the final design.

Where there are elements of the scheme that are not well supported by residents and businesses, we will look at these again. Where it's possible to make changes based on your comments and suggestions we will, and where we can't we will explain why. A summary of the results and feedback will be sent to everyone who took part after the public consultation stage has ended. This will set out the results and how they have been used to help shape the final design. This will also be available on the website for everyone to see.

Before we get to the design stage, Transport for London (TfL) will also need to approve all of our plans as the funders of the Mini-Holland Programme.



For more information on the Mini-Holland Programme visit www.enjoywalthamforest.co.uk.