

LEA BRIDGE ROAD – A STREET FOR EVERYONE

Public consultation document

Lammas Road junction to Markhouse Road junction (Section B)

Markhouse Road junction to Bakers Arms (Section C)

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VIEWS



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LEA BRIDGE ROAD: A STREET FOR EVERYONE

Lea Bridge Road is being modernised with £15million investment to transform this key route into an attractive destination for all, with new public spaces and a world class cycle route.

Lea Bridge Road is one of three routes linking our residents to neighbouring boroughs, running from the Whipps Cross Roundabout to the borough boundary with Hackney, and is heavily used with up to 30,000 vehicles and 1,500 cyclists using it every day.

With Lea Bridge Road Station opening next year, the area is set to become a key transport hub. This investment, along with Mini-Holland funding, will build upon the recent Bakers Arm regeneration to increase pedestrian footfall and provide an excellent opportunity for businesses to thrive. The proposed programme will upgrade junctions, bridges and footways, create attractive public spaces with more trees, offer safer routes to school and healthier travel options making the area a more enjoyable place that people will want to visit.

Over the past five years, collisions resulting in injury to people who walk and cycle have increased. Between 2009 and 2013, a total of 118 cyclists and 60 pedestrians were injured on the road, including 20 serious collisions and one fatality. Changes are needed on Lea Bridge Road to reduce collisions making the area safer for the community.

The Lea Bridge Road scheme aims to:

- Transform the look of the road into a thriving high street and place for community interaction, increasing footfall and business opportunities
- Make the road safer and more attractive for all
- Make walking and cycling a more attractive and convenient option for local people
- Smooth traffic flow by upgrading junction signals and improving the borough's road network as whole.



Lea Bridge Road

SCHEME OVERVIEW

Working with residents and businesses

We understand the importance of early and on-going involvement of the local community to help shape the plans. Over 1,300 people and 175 businesses have already provided us with feedback on the area through our perception survey in March 2015. The top line results are outlined below and can be viewed by visiting

www.enjoywalthamforest.co.uk/work-in-you-area/lea-bridge-road.

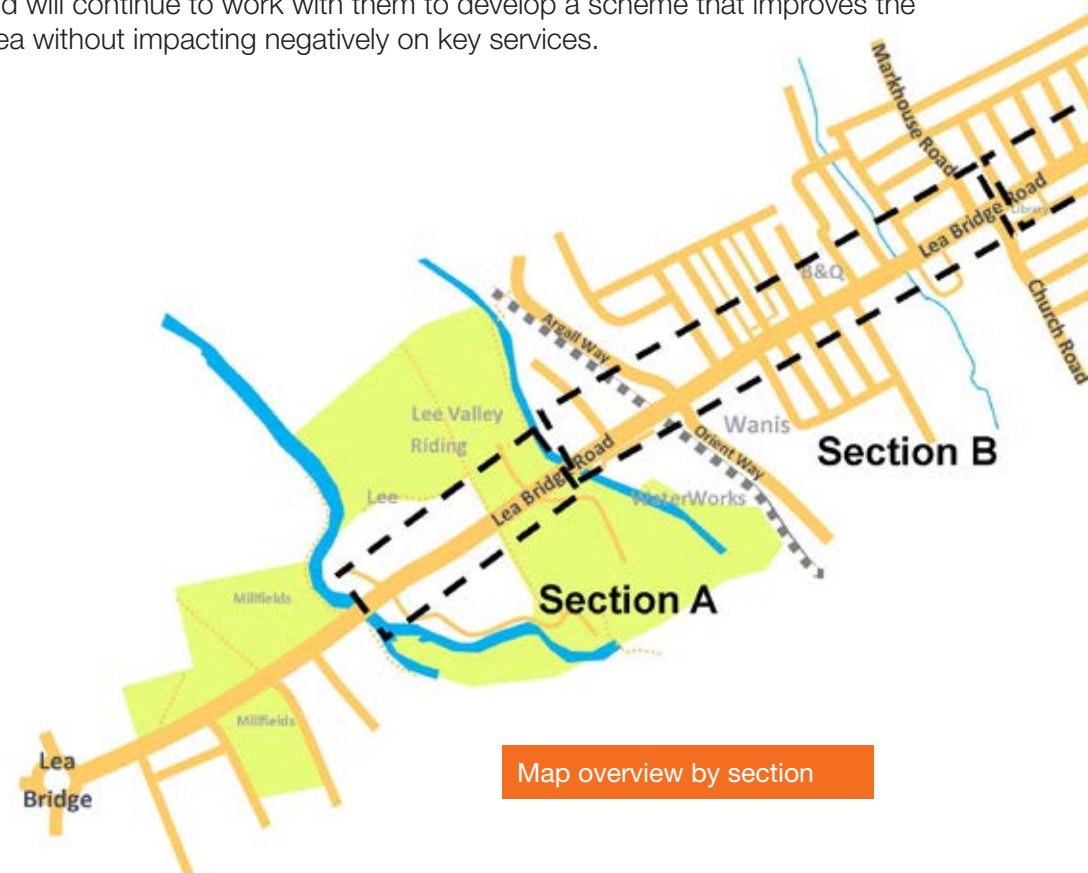
- 50 per cent of survey respondents would like safer crossing points
- 53 per cent wanted more plants and trees
- 55 per cent would like to see protected cycle lanes.

We have already consulted on sections A and H of the road and are now seeking your feedback on our proposed improvements, for sections B and C, so that we can develop a scheme that meets the needs of the local community as a whole.

Working with communities and services

We have been seeking the views of key groups and services in the area including the emergency services, schools, and religious and community groups to understand their requirements, as well as ensuring that concerns are dealt with at an early stage.

We understand that these groups play an important role within the community and will continue to work with them to develop a scheme that improves the area without impacting negatively on key services.





Consultation approach

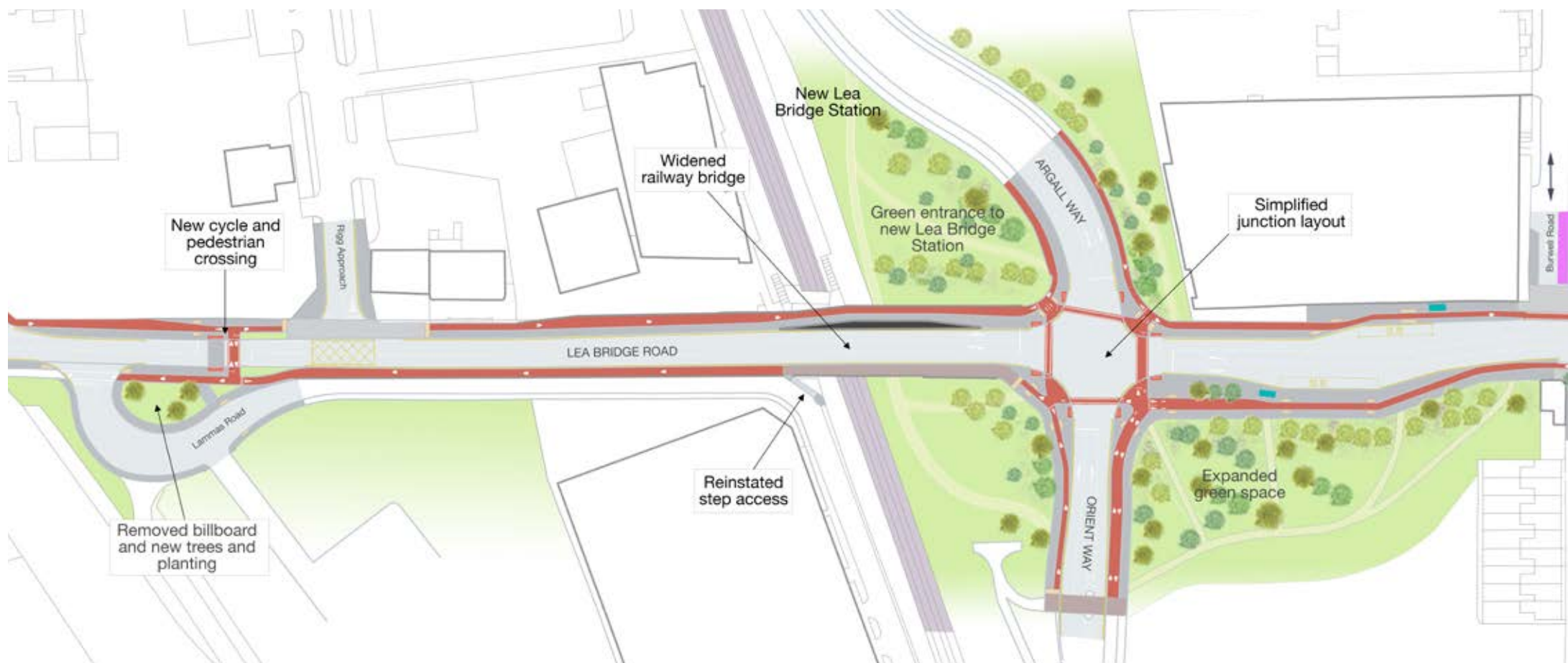
We want everyone who lives, works and uses Lea Bridge Road to have their say on the latest sections of the scheme. We will aim to ensure that people understand the improvements, the reasons behind them as well as the potential benefits that they may bring.

We are asking for section by section comments and feedback, and would like you to rate the plans and think about how they can be further improved. Your feedback will then be used to shape the final design.

The consultation will be managed in sections over the following timescales:

| Section | Boundary | Date |
|-------------|--|-------------------------------|
| Section A | Borough boundary with Hackney to the Lammas Road junction | June to July 2015 - completed |
| Section B | Lammas Road junction to Markhouse Road/ Church Road junction | 30 October to 25 November |
| Section C | Markhouse Road/ Church Road junction to Bakers Arms | 30 October to 25 November |
| Section DEF | Bakers Arms to Leyton Green Road | 9 November to 2 December |
| Section G | Leyton Green Road to Whipps Cross Roundabout | 9 November to 2 December |
| Section H | Whipps Cross Roundabout | June to July 2015 - completed |

SCHEME PROPOSALS: Section B Lammas Road junction to Markhouse Road/ Church Road junction



Engagement activities, earlier this year, allowed us to design a scheme which we believe will enhance and improve Leamington Road for the whole community. A proposal for Section B of Leamington Road has been developed based on the results of the perception surveys carried out earlier in the year, information on traffic movements, traffic survey data, bus information and traffic modelling. For example, 50 per cent of respondents to the perception

survey wanted safer crossings, 55 per cent wanted to see protected cycle lanes and 53 per cent wanted more plants and trees, also many of the businesses were concerned about parking and loading, and so these have been built into the improvements.

Local people and road users have told us that reducing traffic volumes and creating a safer environment are key priorities. In response, improvements

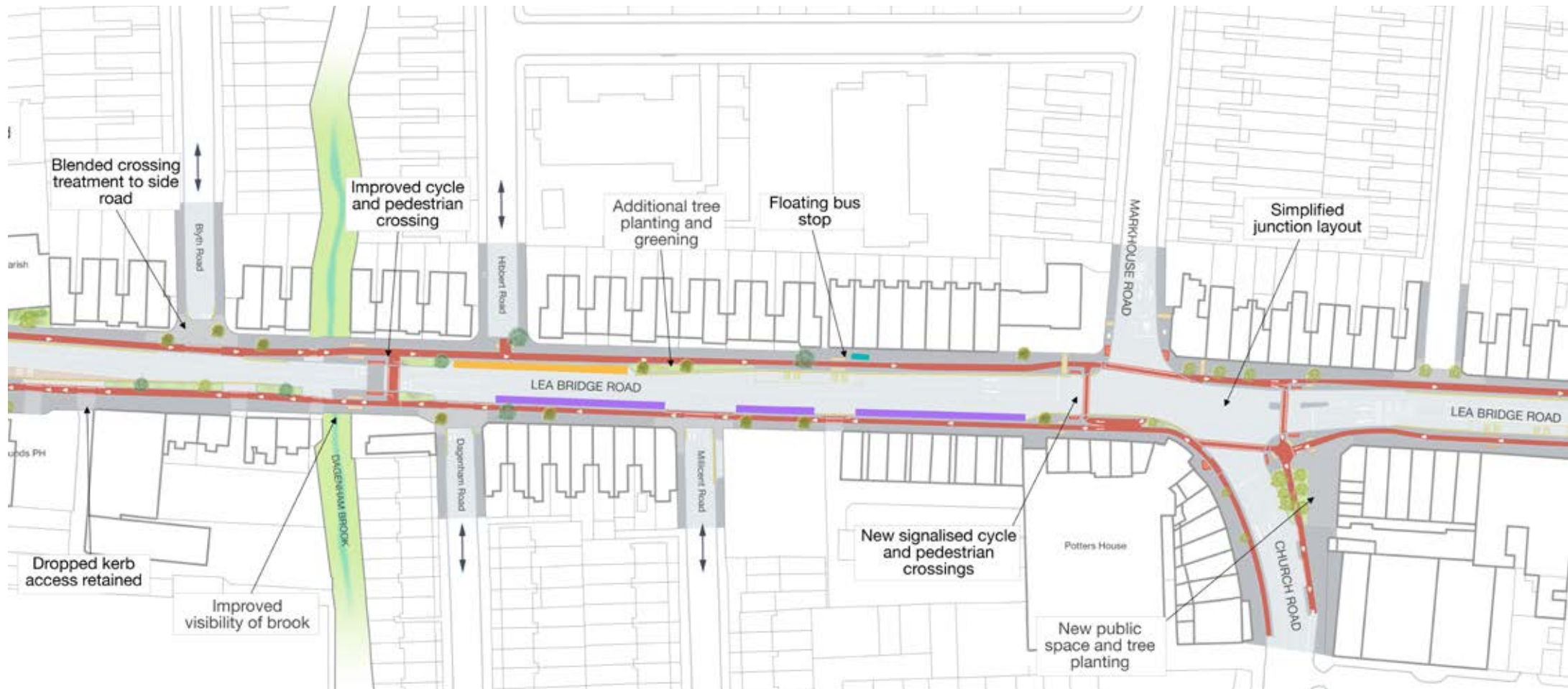


to the area will increase safety by introducing new crossing points, a 20mph speed limit, upgrading junctions and creating new protected cycle lanes (called segregated cycle tracks) that separate people who cycle from pedestrians and vehicles. By increasing safety more local people will be encouraged to walk and cycle, which in turn will help to reduce congestion on the roads.

Overview of proposals for this section

- Two segregated cycle tracks, one on each side of the road
- New and improved 'single stage' pedestrian and cycle crossings which allow the user to cross without the need to wait at an island
- Junction improvements to make the road easier to navigate and safer for all road users

Section B Lammas Road junction to Markhouse Road/ Church Road junction (contd.)



- Bus shelter improvements including updating existing shelters
- Modal filters (roads accessible to pedestrians and cycles) at three junctions, to reduce vehicle collisions
- Public space improvements along the street and at major junctions
- Upgraded traffic signals to help manage traffic flow
- 20mph speed limit to make the route safer for all.

SCHEME PROPOSALS: Section C Markhouse Road/Church Road junction to Bakers Arms



A proposal for Section C of Lea Bridge Road has also been developed based on the results of the perception surveys carried out earlier in the year, information on traffic movements, traffic survey data, bus information and traffic modelling.

Overview of proposals for this section

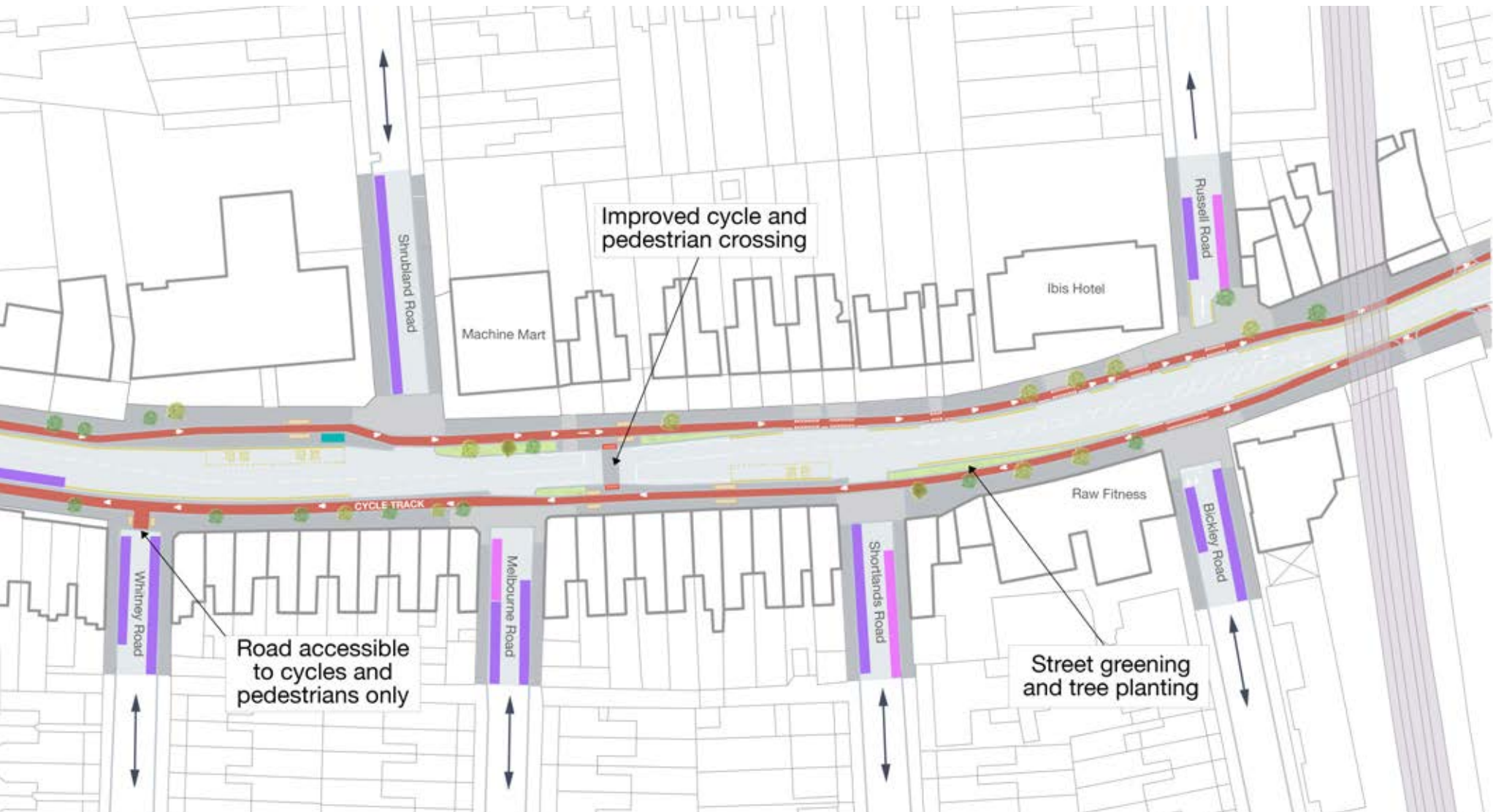
- Two segregated cycle tracks, one on each side of the road
- Upgraded and improved 'single stage' pedestrian and cycle crossings

Section C Markhouse Road/Church Road junction to Bakers Arms (contd.)



- New and improved road layout and removal of the central island to the east of Markhouse Road and Church Road junction
- Junction improvements at side roads to make it easier to navigate and safer for all road users

- Bus shelter improvements as well as upgraded existing bus stops
- Public space improvements at Friendship Gardens and Burrell Towers
- Upgraded traffic signals to help manage traffic flow
- 20mph speed limit to make the route safer for all.



SCHEME PROPOSALS:

Landscaping and public spaces



Landscaping and planting scored highly in the perception survey, therefore we understand how important public spaces are to you. The addition of new public space helps to instil a sense of pride in a neighbourhood, whilst encouraging people to spend time in the area and shop locally.

We will modernise the road with more efficient sustainable urban drainage systems to reduce the risk of flooding, improve the look with new plants such as low maintenance wildflowers and orchard trees, as well as increased on street tree planting.



The following public spaces have been identified on Lea Bridge Road that we would like to improve with help of the local community.

Section B:

- **Sybourn School**

Work with Sybourn School to improve the current boundary and fence line to complement the new trees being planted, and introduce local signs to places of interest such as Lee Valley Park, Sybourn School itself and historic information.

- **Perth Road Garden**

Clean up and transform the unused green space on Perth Road into a meadow area with seating, informal play and cycle parking, great as an after school meeting and play space for children and parents.

- **Public spaces at modal filters**

Create a new public space at the new modal filter (road closure) to include trees, plants and cycle stands.

- **Area around Hitcham Road**

Work with key businesses and the community in this area to improve the boundary areas with plants, trees, seating and travel information signage to local places of interest such as the local pub, Epping Forest and Leyton Jubilee Park.

- **Dagenham Brook**

Uncover the stream running between Blithe Road and Dagenham Road by lowering the walls or installing see through railings, making Dagenham Brook visible to people as well as a key feature of the borough. Future projects include improving the footpath to create a walking route, linking to Leyton Football Club and Leyton Jubilee Park.

Section C:

- **Lea Bridge Library Park**

Improve the Library's green space with meadow plants, new seating and a better link to Lea Bridge Road, making the park suitable for children's play opportunities.

- **Onra Road**

Create a garden on Onra Road with new plants, trees, cycle parking and sustainable urban drainage systems to prevent flooding.

- **Burrell Tower (off Albany Road)**

Transform the unused green space into a play area between the road and properties with a new fence, signage, seating and easy access from Lea Bridge Road.

- **Shrubland and Melbourne Road**

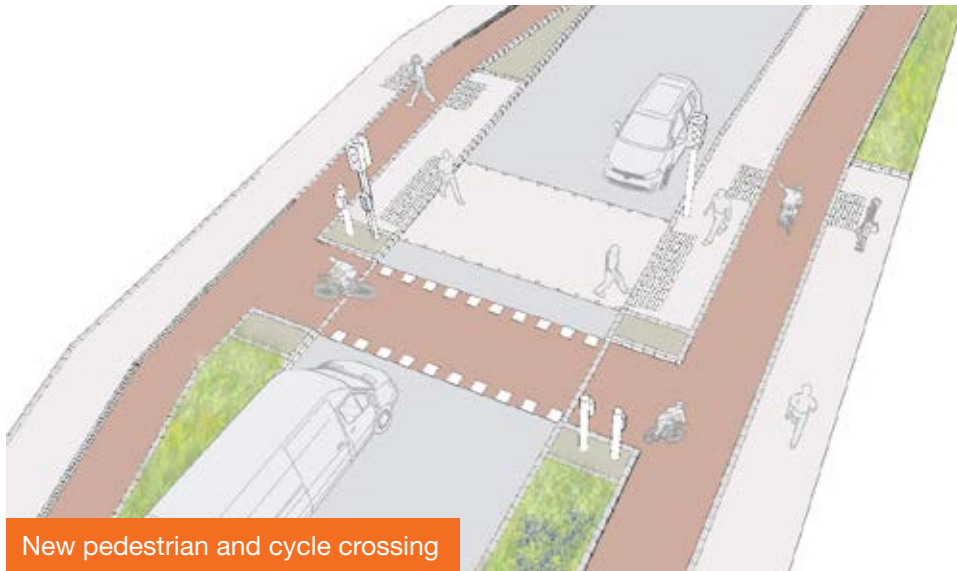
Create a green space with plants, trees, seating and cycle parking separating the road from the properties along the street.

- **Bakers Arms bridge**

Improve the area next to the hotel and café hut by cleaning the bridge and introducing new meadow plants and cycle parking to create a more pleasant environment.

SCHEME PROPOSALS:

New and improved crossings



New and improved crossings have been proposed at the following locations and will benefit from a range of improvements including upgraded traffic signals, continuous 'single stage' signalled crossings, an increase in crossing points at more convenient locations taking into consideration local amenities, separate signals for cycles and pedestrians to provide more comfortable and continuous journeys, and new 'elephant footprint' road markings, which indicate to motorists where cycles can expect to cross the road.

Section B:

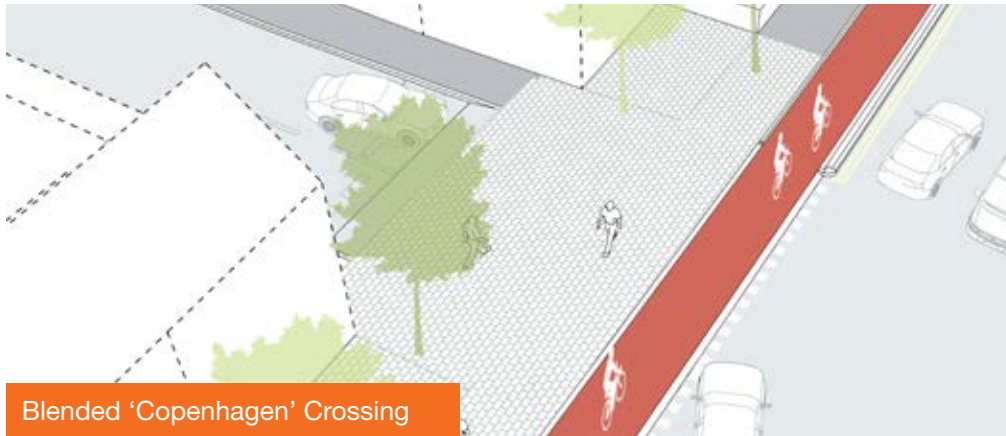
- New crossing between Lammas Road and Rigg Approach to improve access to Lammas Trading Estate
- Improve and upgrade crossing points for people who walk and cycle just east of Elm Park Road, just east of Heybridge Way and by Dagenham Road.

Section C:

- Improve and upgrade the crossing point for pedestrians and cycles by Manor Road
- Improve and upgrade the crossing point for pedestrians and cycles at Melbourne Road
- Retain and extend the pedestrian island just west of Bickley Road to just east of Russell Road westwards
- Remove the unused pedestrian island just east of Onra Road and upgrade the crossing next to Manor Road to provide a safer and easier crossing point at this location.

SCHEME PROPOSALS:

Improved junctions and side road junctions



Local people have told us that reducing the amount of traffic and creating safer places to cross on Lea Bridge Road are key concerns. In response, the scheme will introduce a number of road safety and junction upgrades in sections B and C to prioritise pedestrians and slow down traffic.

As well as increased safety, these junctions will benefit from new and improved monitored traffic signals that can be altered when traffic build up occurs. These will be installed along the full route, providing efficient road management in the aim of relieving congestion during busy periods.

Section B:

- Widen the footway and introduce a raised junction at Rigg Approach, to slow vehicle speeds when turning
- Introduce a yellow box at the junction of Rigg Approach to keep this section of the junction clear from traffic build up and help vehicles turning right
- Introduce blended Copenhagen crossings on all side road junctions open to traffic to prioritise people crossing side roads. Please refer to the overview map on page six for exact locations.

Orient Way and Argall Way junction improvements



- o Major junction improvements to revise and simplify the road layout, tying in with the new station
- o Improve the single stage crossing for pedestrians and provide new cycle crossing
- o Upgrade traffic signals with interface technology that enables TfL to control signal timings better when congestion occurs
- o Increase the green space and create a new public space for this area
- o Relocate the bus shelter on the westbound lane.

Markhouse Road and Church Road junction improvements



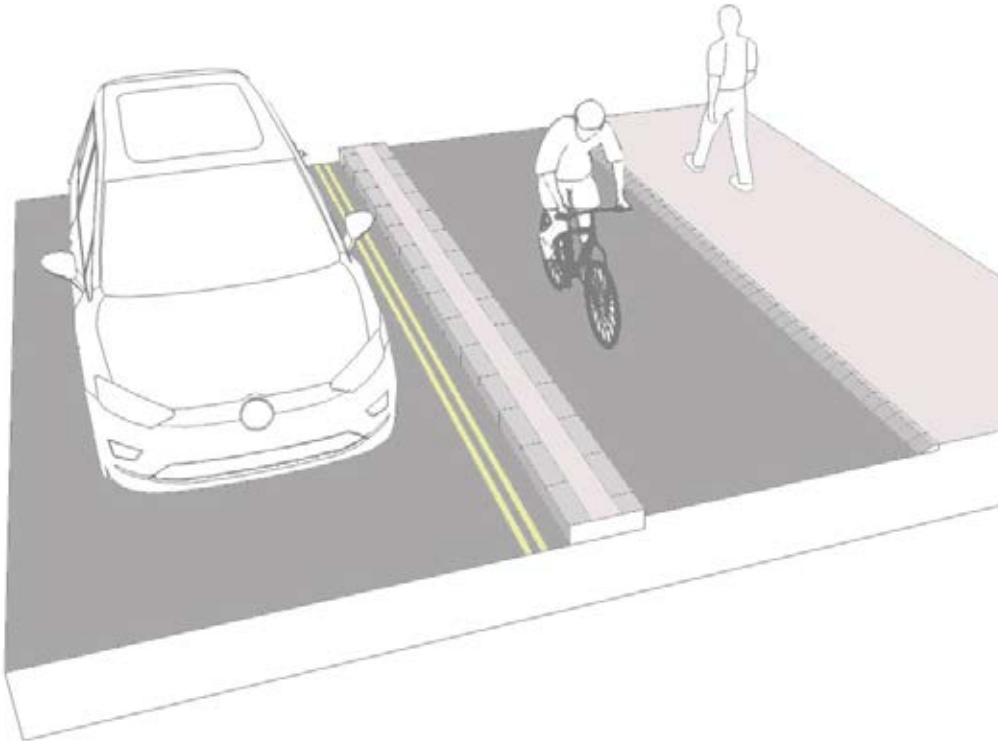
- o Junction changes to improve accessibility, safety and navigation for all road users
- o Revise the junction layout to provide more protection for people on cycles and pedestrians (three pedestrian accidents recorded on the Lea Bridge Road arm of the junction which does not currently have pedestrian crossing facilities)
- o Provide new and improved single stage crossings for pedestrians and people on cycles at all arms of the junction
- o Convert the existing left turn slip road, from Lea Bridge Road onto Church Road, to cycles only
- o Create a new and attractive public space.

Section C:

Blended 'Copenhagen' crossings will be introduced on all side road junctions open to traffic, to prioritise pedestrians and slow traffic.

SCHEME PROPOSALS:

New cycle lane



Fully segregated cycle track

Lea Bridge Road will benefit from the creation of two cycle tracks, one on each side of the road, to transform this key route for people who cycle. It will provide a safe space for people to cycle on, separated from motorised traffic, which is proven to increase cycling as people who would like to cycle feel more confident to do so.

This type of cycle lane will also reduce confusion and conflict among all road users by creating the cycle track on a slightly lower level to the footway, making the cycle track a different colour and material to the footway and carriageway, and by making drivers feel more at ease. Where necessary, existing access to off street parking will be maintained across the cycle track including drop kerb access.

Section B:

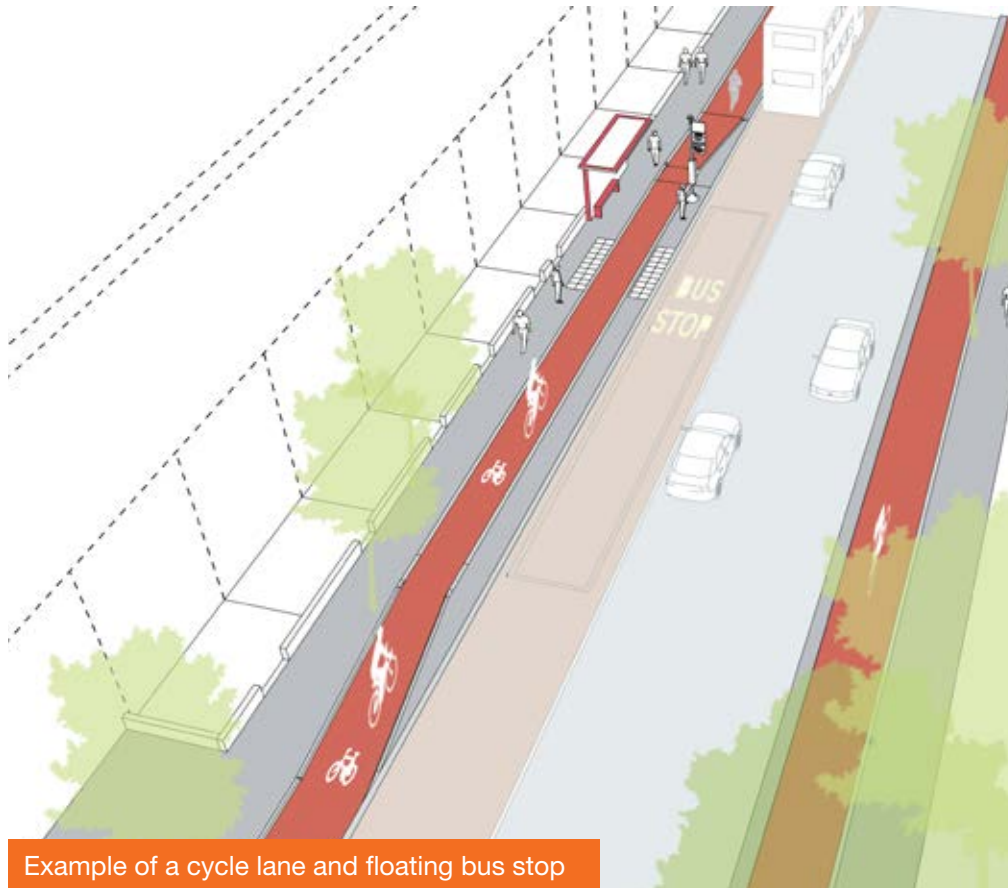
To accommodate the cycle track, the railway bridge to the west of Orient Way on both the north and south side will be widened. In addition, a new widened footway will be provided on the north side for pedestrians, and a new pedestrian staircase will be provided on the south side to Lammas Estate. The south side track, west of the staircase to the Lammas Road junction, will be for people on cycles only.

Section C:

To accommodate the cycle track the central island to the east of Markhouse Road and Church Road junction will be removed. Currently the central island prevents vehicles from turning right into and out of some streets. To ensure traffic movements remain the same, a right hand turn ban will be introduced into and out of the following streets: Salcome Road, Theobald Road, Rochadale Road and Gloucester Road.

SCHEME PROPOSALS:

Bus stop and bus lane changes



Example of a cycle lane and floating bus stop

We want to help improve the reliability of bus services and meet TfL's accessibility standards better to support elderly or disabled passengers, as well as people with push chairs. To do this, improvements will be made to bus stops and bus lanes, which will be designed in conjunction with the new cycle tracks. Improving public transport in the area will encourage more local people to choose this mode of transport over personal vehicles which will relieve congestion on the road. We will continue to liaise with TfL who will approve any changes to bus stops and bus lanes. Bus lane operational times will remain the same and we anticipate, through TfL modelling, that the average bus journey time will not be impacted by the changes to bus lanes.

New bus stops and shelters will be introduced at the following locations, to make bus journeys more convenient and accessible:

Section B:

- To the west of Belvedere Road (eastbound)
- To the east of Kettlebaston Road (westbound)
- Opposite Seymour Road (eastbound)
- Opposite Hitcham Road (westbound)
- To the east of Millicent Road (eastbound).

SCHEME PROPOSALS:

Parking and loading improvements

Section C:

- To the east of Salcome Road (westbound)
- To the east of Rochdale Road (eastbound)
- To the east of Orna Road (westbound)
- To the west of Shrubland Road (eastbound)
- To the east of Melbourne Road (westbound).

The following changes will take place at existing locations to make space for other road improvements for pedestrians as well as people who cycle:

Section B:

- Removal of the eastbound bus lane. Due to changes on Lea Bridge Road in recent years bus lanes have proven to be ineffective at improving journey times
- Shortening of the westbound bus lane from property number 278 Lea Bridge Road, to just east of Elm Park to make way for the two way cycle track.

Section C:

- Removal of the eastbound bus lane
- Shortening of the westbound bus lane between Russell Road and Manor Road.

It's essential that parking and loading improvements meet the needs of local businesses who are vital to the community and local economy. We've already met with businesses and visitors to understand their requirements and invite further feedback through this consultation. We will continue to work with local businesses to ensure their requirements are considered.

The parking and loading arrangements along the street have been fully revised and formalised making it clearer for everyone.

Permit holder bays - available for holders of resident or business permits to use only.

Double yellow lines - no waiting at any time, however loading is permitted providing vehicles are not causing an obstruction to the highway. Disabled permit holders can also park for a maximum of three hours.

Where vehicles parked for loading would impact on traffic flow or may cause safety issues 'no loading at any time' restrictions will apply. These restrictions also mean disabled permit holders cannot park on these sections.

Loading - to provide for the needs of businesses we've created bays reserved for loading and unloading of goods only. People using loading bays must be seen to be loading and unloading.

SCHEME PROPOSALS:

Modal filters (roads accessible to pedestrians and cycles)



In section B and C of Lea Bridge Road, a high number of collisions involving people on cycles occur when vehicles turn into and out of minor side roads. To reduce collisions in the area, we are proposing to introduce permanent road filters at the below locations. The modal filters help to improve safety for the local community, in particular children and the elderly, whilst creating more attractive residential streets, providing a place suitable for people to play out, relax and spend time with neighbours. The filters will only affect motorised vehicles, and people who walk and cycle will be able to pass through. Where a filter is installed, space will be provided to allow vehicles to turn around (on side streets), access for other vehicles such as for deliveries and bin collections will be maintained and residents will still have access to their street. We will continue to consult with the emergency services to ensure access is maintained.

Section B:

- Sanderstead Road at Lea Bridge Road
- Belvedere Road at Lea Bridge Road
- Kettlebaston Road at Lea Bridge Road.

Section C:

In this section of Lea Bridge Road collisions, involving cycles, have occurred on Avondale Road and Whitney Road. To reduce collisions in the area, we are proposing to introduce permanent filters at these locations where they meet Lea Bridge Road.

We want to hear your views

We hope you like the plans described and shown on the maps. We want to hear your thoughts on the proposed improvements to ensure the changes meet the needs of the local community and road users.

Please provide feedback by 25 November 2015. Your feedback will help inform the final scheme.

There are lots of ways to get involved:

- 1) View the improvements and complete the consultation questionnaire online at <https://lbrproposals.commonplace.is>
- 2) Request a hardcopy of the consultation document and questionnaire by emailing miniholland@walthamforest.gov.uk or calling **020 8496 3000**
- 3) Visit our information point on Lea Bridge Road on selected dates. Details available on our website.

What happens next?

All of the feedback received from the consultation will be carefully analysed and considered as part of our final designs. Where possible, we will try to incorporate everyone's suggestions, and where this is not possible we will try to explain why.

We will produce a summary of the results that we will feedback to everyone who took part setting out the results and how they have been used.

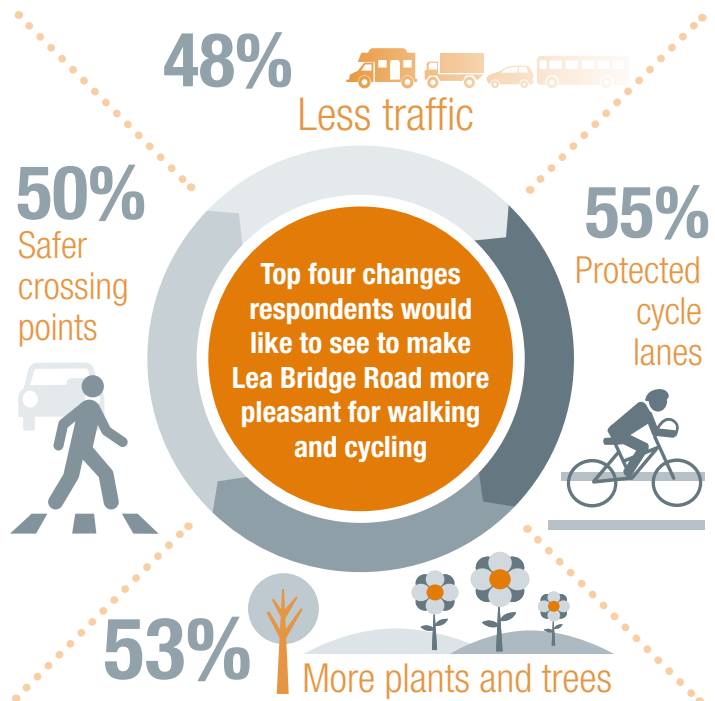
All of these plans are subject to Transport for London's approval and we are continually working with them to ensure the proposals work for London's traffic and transport network overall.

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

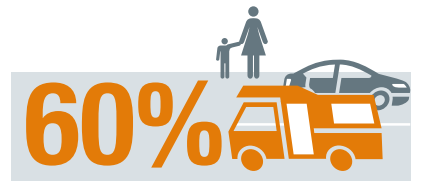
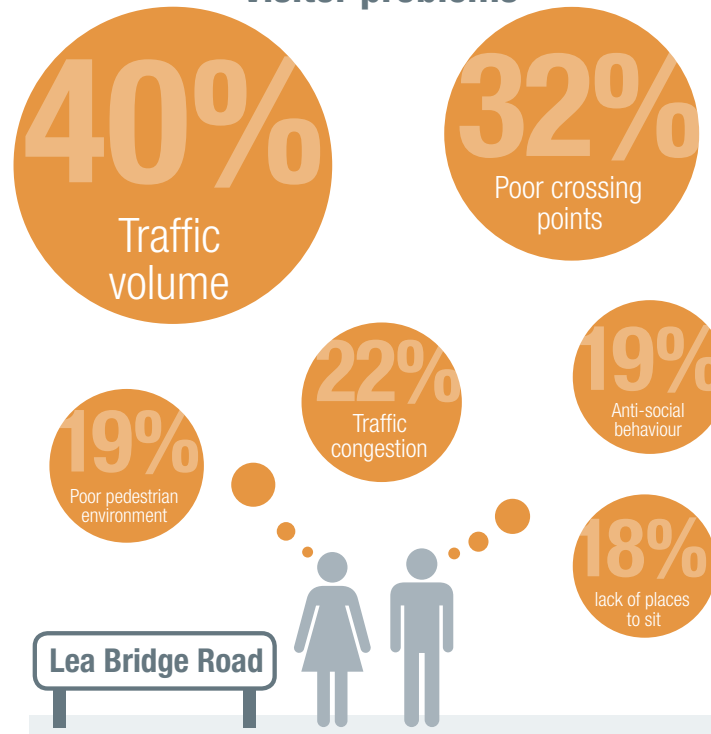


Survey results

Headline results from the early engagement surveys



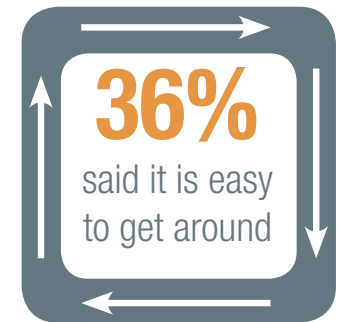
Visitor problems



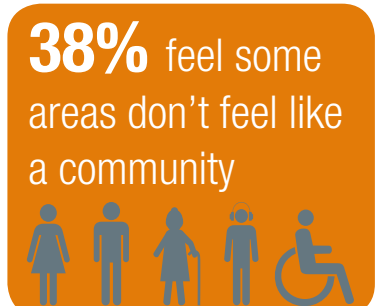
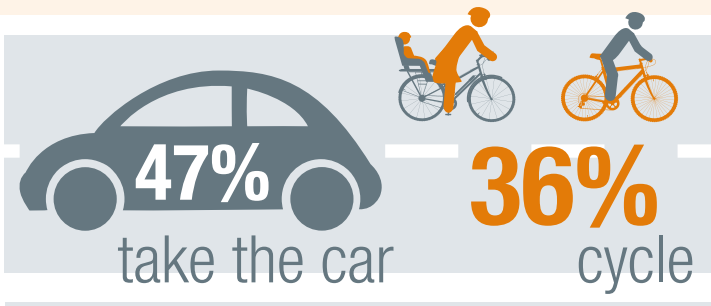
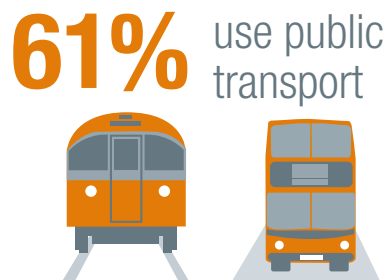
of respondents feel that some places on **Lea Bridge Road** don't feel safe



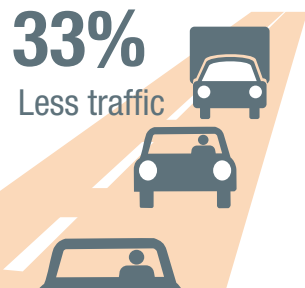
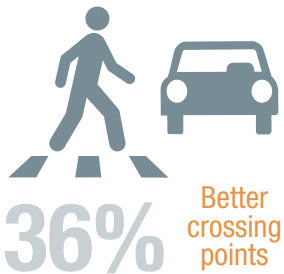
51% think some places are unattractive



How respondents travel on **Lea Bridge Road**



Top four changes visitors to Lea Bridge Road would like to see



Businesses on Lea Bridge Road think their customers travel to the area:

However, visitors said they travelled:



The top four things businesses think will improve access to Lea Bridge Road for their customers

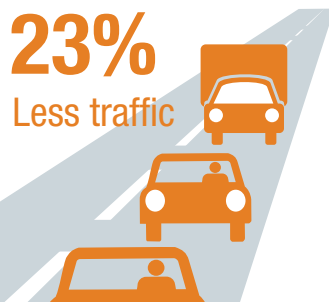


Vs The top four things visitors think will improve access to Lea Bridge Road

visitors think will improve access to Lea Bridge Road



Top changes businesses on Lea Bridge Road would like to see



To view all of the results from the surveys and for more information on the Mini-Holland Programme visit www.enjoywalthamforest.co.uk

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