

LEA BRIDGE ROAD – A STREET FOR EVERYONE

Public consultation document

Bakers Arms to Leyton Green Road (Section D, E, F)

Leyton Green Road to Whipps Cross Roundabout (Section G)

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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 D, E, F and G, so that we can develop a scheme that meets the needs of the local community as a whole.

You can also feedback on proposals for Section B and C of Lea Bridge Road until 25 November by visiting <https://lbrproposals.commonplace.is>

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

Engagement activities earlier this year allowed us to design a scheme which we believe will enhance and improve Lea Bridge Road for the whole community. A proposal for Section D, E, F and G of Lea Bridge 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 Section D, E, F

- 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

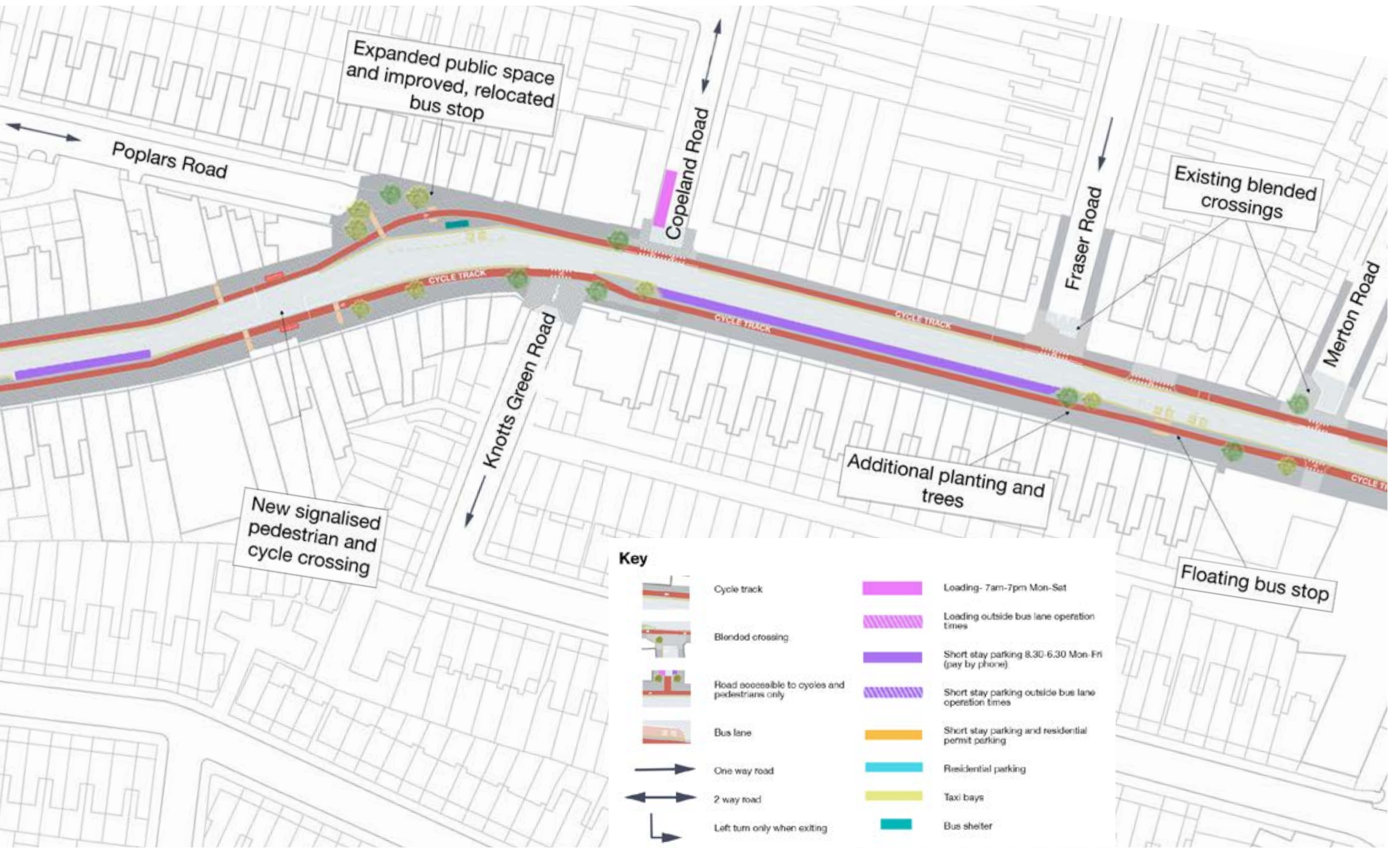
- Bus shelter improvements including new bus stops
- Modal filters (roads accessible to pedestrians and cycles only) at three junctions, to reduce vehicle collisions
- Public space improvements along the street and at Poplars Road and Bakers Arms junction
- Upgraded traffic signals to help manage traffic flow
- 20mph speed limit to make the route safer for all.

Overview of proposals for section G

- Segregated cycle tracks, one on each side of the road
- Upgraded and improved 'single stage' pedestrian and cycle crossings
- New and upgraded traffic signals at the junction of Lea Bridge Road with Eastern Road and West End Avenue, and Lea Bridge Road with Leyton Green Road and College Road
- 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 Leyton Green, Essex Road shops and Western Road
- Upgraded traffic signals to help manage traffic flow
- 20mph speed limit to make the route safer for all.

SCHEME PROPOSALS: Bakers Arms to Leyton Green Road (Section D, E, F)





Expanded public space and improved bus stop

Poplars Road

Copeland Road

Existing blended crossings

Fraser Road

Merton Road

CYCLE TRACK

CYCLE TRACK

CYCLE TRACK

CYCLE TRACK

Knotts Green Road

Additional planting and trees

New signalled pedestrian and cycle crossing

Floating bus stop

Key

-  Cycle track
-  Blended crossing
-  Road accessible to cycles and pedestrians only
-  Bus lane
-  One way road
-  2 way road
-  Left turn only when exiting
-  Loading- 7am-7pm Mon-Sat
-  Loading outside bus lane operation times
-  Short stay parking 8.30-6.30 Mon-Fri (pay by phone)
-  Short stay parking outside bus lane operation times
-  Short stay parking and residential permit parking
-  Residential parking
-  Taxi bays
-  Bus shelter

SCHEME PROPOSALS: Leyton Green Road to Whipps Cross Roundabout (Section G)





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 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 G:

- **Essex Road corner**

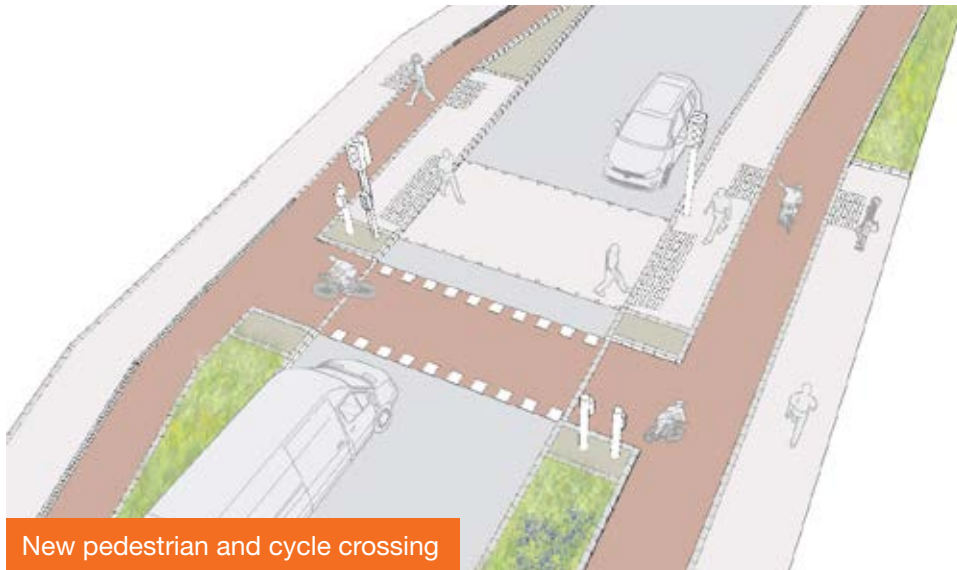
Improve the public space on the corner of Essex Road, retaining the mature trees and introducing new trees, plants, cycle parking and seating. These changes along with new blended crossings will create an attractive place for bus passenger, businesses and the community.

- **Western Road**

Create a public space at the new modal filter (road accessible to pedestrians and cycles only) at Western Road with trees, plants and cycle parking, making the area more attractive for businesses and local residents.

New and improved crossings

New and improved crossings have been proposed in sections D, E, F and G which 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.



New pedestrian and cycle crossing

Section D, E, F:

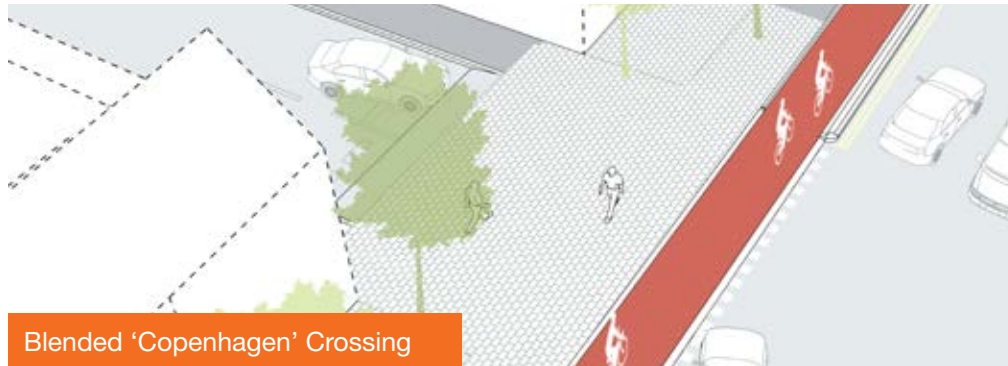
- Convert the existing zebra crossing between numbers 611b and 613 Lea Bridge Road into a signalised pedestrian and cycle crossing to make it safer and easier to cross.

Section G:

- Remove the pedestrian island currently to the west of Shernhall Street and the pedestrian island east of Essex Road and replace it with a new and improved pedestrian and cycle crossing
- Upgrade the existing crossing point near Western Road, and relocate it to the Western Road junction
- Replace the staggered pedestrian crossing by Raglan Road and the pedestrian island just east of Halford Road with a pedestrian and cycle crossing at the new signalised junction on Wood Street (part of the Section H Whipps Cross junction plans)
- Remove the existing pedestrian island opposite Shernhall Street. The safety camera at this location will be relocated.

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 D, E, F and G to prioritise pedestrians and slow down traffic.

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

Proposed improvements include blended 'Copenhagen' Crossings which are commonplace in European cities that are renowned for being cycle and pedestrian friendly. When using blended crossings vehicles must give way to pedestrians and cyclists and slow down upon entering or exiting the side road. The crossings visually appear as a continuation of the footway. As well as making the borough more attractive, this style of crossing serves an important purpose as a traffic calming measure.

Section D, E, F:

- 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.

Bakers Arms junction improvements



- o The proposals for the Bakers Arms junction build on the recent regeneration improvements and aim to make this area an even better place to visit and spend time.
- o Change and upgrade the junction layout to improve accessibility, safety and navigation, whilst providing more protection for pedestrians and people on cycles
- o Replace existing traffic signal with new and improved monitored signals that will be installed along the full route
- o Improve existing public spaces with plants and trees whilst accommodating changes to the road layout.

Section G:

- 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 eight for locations.

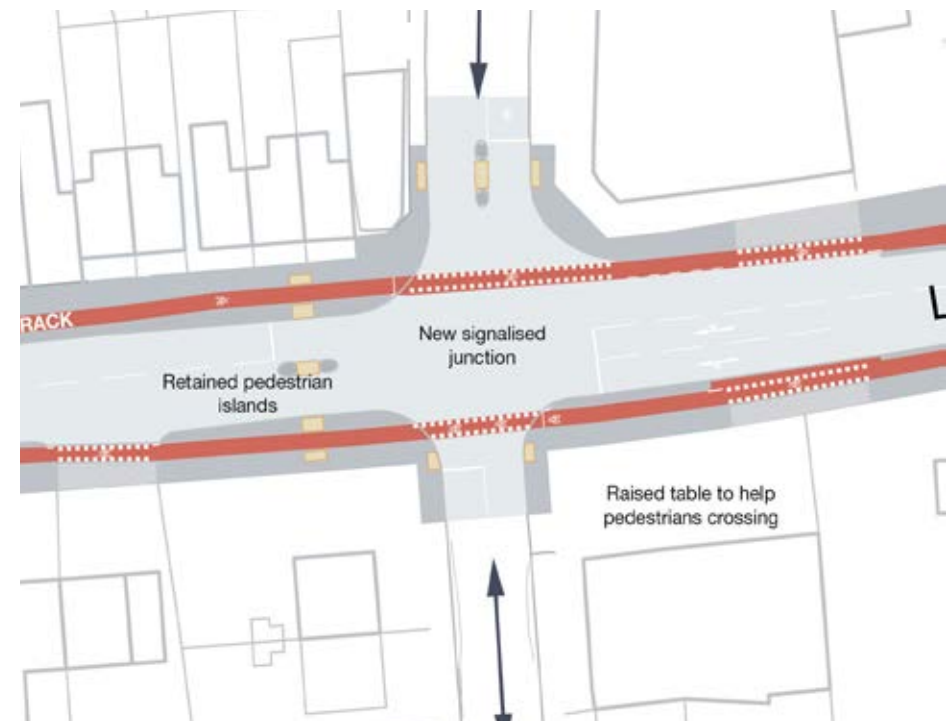
Leyton Green Road junction improvements

- Replace existing traffic signal with new and improved signals that will be installed along the full route
- New pedestrian and cycle crossing at the junction with Leyton Green Road and the western approach of Lea Bridge Road
- Improve existing green spaces with meadow plants, trees, seating as well signage to highlight key landmarks and places of interest.



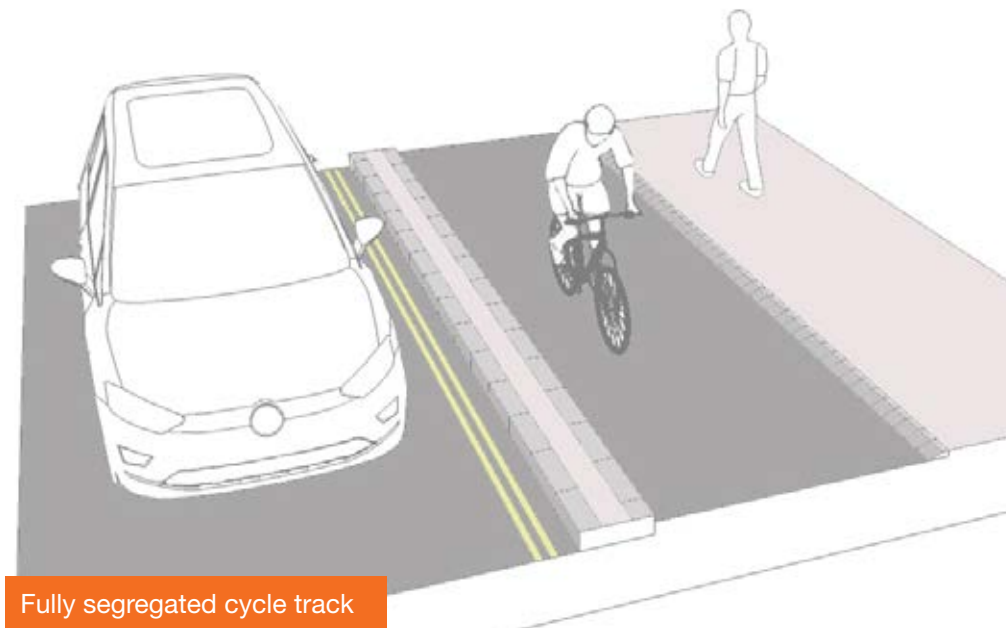
Eastern Road/ West End Avenue junction improvements

- Upgrade the Eastern Road/ West End Avenue junction to manage the high volume of vehicles using the junction
- Replace existing traffic signal with new and improved signals that will be installed along the full route
- Raise the junction to pavement level and retain the crossing islands to help pedestrians cross more easily
- Introduce a new signalised junction to help vehicles exiting Eastern Road onto Lea Bridge Road and to ensure safety for all road users
- Introduce a new signalised crossing for people on cycles.



SCHEME PROPOSALS:

New cycle lane



Lea Bridge Road will benefit from the creation of a segregated cycle track 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 road, 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.

Parking and loading improvements

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.

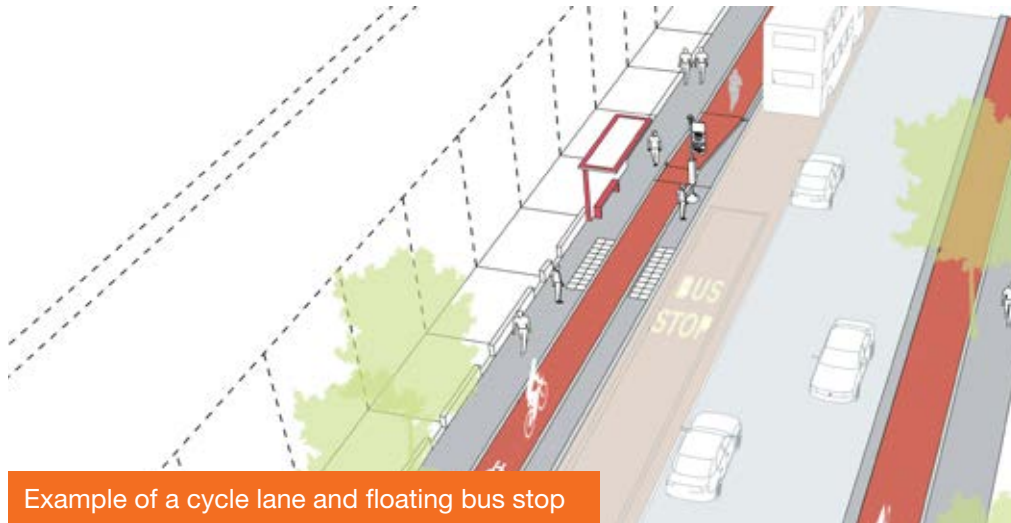
Double yellow lines - no waiting at any time, however loading is permitted providing vehicles are not causing an obstruction to the highway. Disabled permit holders can also park for a maximum of three hours.

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.

Cycle parking - cycle parking will be increased throughout Lea Bridge Road, particularly in areas of shops, businesses and other local attractions. Side road junctions and modal filter areas will also be used to increase cycle parking.

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 to help passengers with impaired mobility, as well as people with push chairs. To do this, changes will be made to bus stops and bus lanes, which will be designed in conjunction with the new cycle tracks. Improving public transport facilities in the area will encourage more local people to choose this mode of transport over personal motor vehicles which will help to relieve congestion on the road.

We have been working closely with TfL on these designs and have used traffic data and average bus journey times (peak and off peak) to understand how the road may be impacted. As the bus lane is only in operation during peak hours, the bus lanes have proven to have little impact on bus journey times and so it is anticipated that changing the bus lanes in some sections of the road will have a minimal impact on the overall bus journey times in the borough.

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

Section G:

- To the east of Leyton Green Road
- Next to Shernhall Street
- To the west of Western Road
- * To the west of Raglan Road.

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 D, E, F:

- Upgrade the bus stop outside 613 and relocate it to the end of Poplar Road where there is more space to accommodate bus passengers
- Upgrade the bus stop next to the entrance to the Stanley Road car park and relocate it to outside 557 Lea Bridge Road
- Upgrade the existing bus stop on the south side of Lea Bridge Road between Fraser Road and Merton Road.

Section G:

- Remove the eastbound bus lane.

SCHEME PROPOSALS:

Modal filters (roads accessible to pedestrians and cycles only)



Modal filter on Poplar Road

Collisions involving people on cycles often 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. These filters will affect motorised vehicles, and only people who walk and cycle will be able to pass through the road. Where a filter is installed, space will be provided to allow vehicles to turn around (on side streets) where possible, 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 D, E, F:

Create a new shared space at the junction of Poplar Road/Lea Bridge Road, making the road accessible to cycles and pedestrians only at this point. This area will benefit from a new bus stop, signalised pedestrian and cycle crossing, as well as new plants and trees making the junction more attractive and safer for the community. To accommodate these changes, Poplar Road will become a two way road, and motor vehicles will be able to access and exit Poplar Road from Hoe Street.

Section G:

Introduce a permanent modal filter (road accessible to pedestrians and cycles only) at the Western Road/Lea Bridge Road junction to make space for a new pedestrian and cycle crossing.

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 2 December 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.

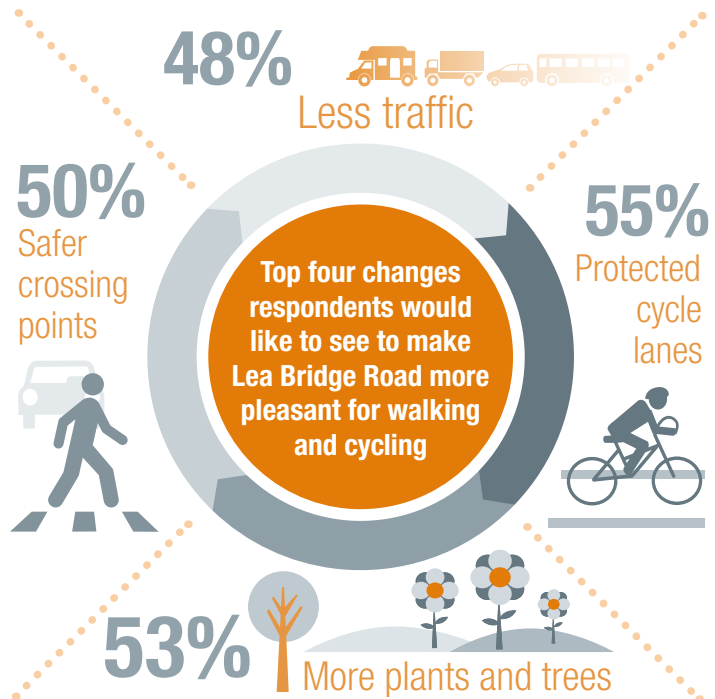
All of these plans are subject to Transport for London's approval and we are continually working with them to ensure the proposals work for London's traffic and transport network overall.

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

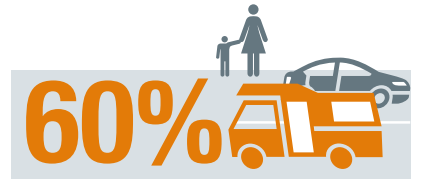
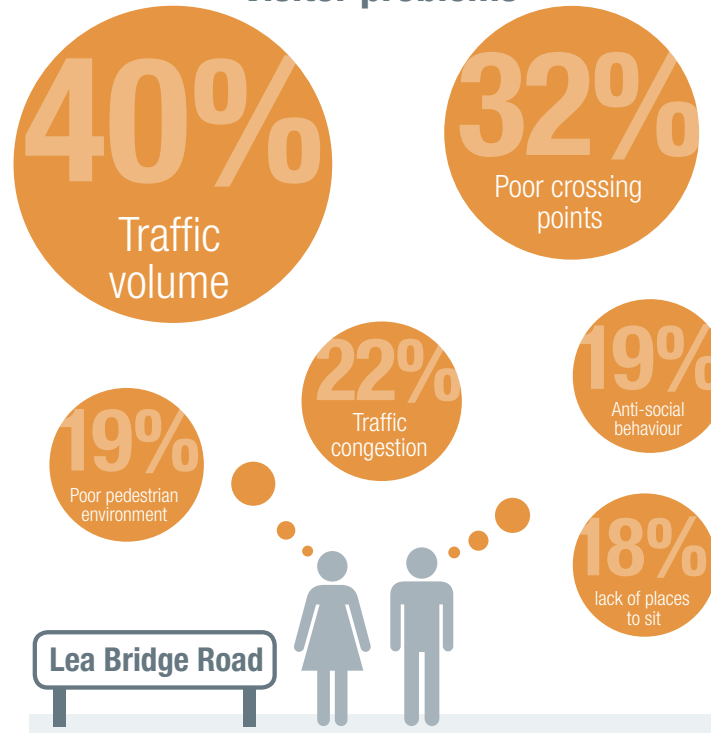


Survey results

Headline results from the early engagement surveys



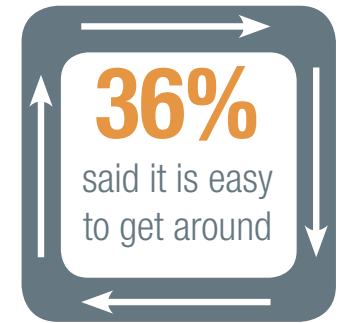
Visitor problems



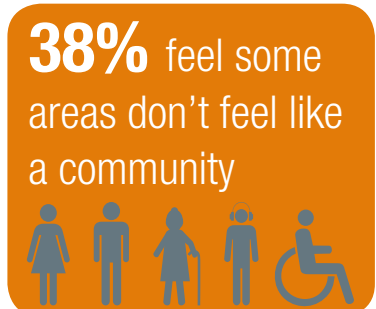
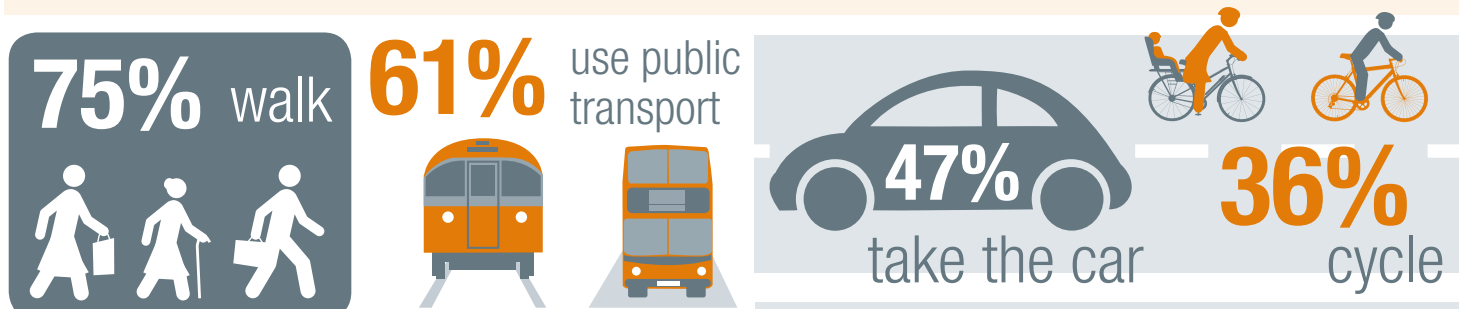
of respondents feel that some places on **Lea Bridge Road** don't feel safe



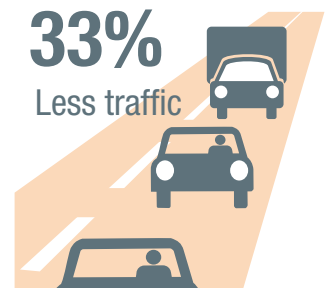
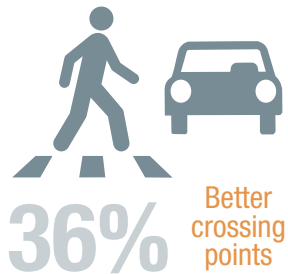
51% think some places are unattractive



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

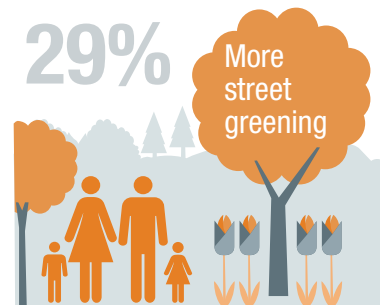
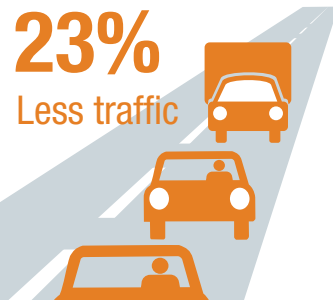


Vs The top four things visitors think will improve access to Lea Bridge Road

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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