

# Lea Bridge Road

## A street for everyone

Public consultation document  
Section H



**WALK  
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MAYOR OF LONDON



# Lea Bridge Road: a street for everyone

## Introduction

Mni-Holland is an exciting programme to improve walking and cycling in the borough. Plans for Lea Bridge Road aim to change the area, making significant improvements for not only people who cycle but for everyone using the road.

The road is one of the key strategic routes in the borough running from the Whipps Cross Roundabout to the Lee Valley Ice Centre near the Hackney Boundary. The road is heavily used, with up to 30,000 vehicles and 1,500 cyclists on it every day. It is currently primarily used by those travelling through the borough into neighbouring Hackney and further into the heart of London.

Over the past five years, accidents resulting in injury to pedestrians and cyclists have increased. Between 2009 and 2013 a total of 173 cyclists and 68 pedestrians were injured on the road, including 24 serious accidents and one fatality. Changes are needed to make the road easier to navigate for all road users and to increase the safety and create a more forgiving street environment, particularly for people who cycle.

## Aims of the scheme

As part of the Mini-Holland Programme, we are investing in Lea Bridge Road to build upon the recent Bakers Arms regeneration and transform the street, particularly to increase pedestrian footfall and the number of people who cycle.

The scheme is a key council project and will change the landscape of the area, making significant improvements to public spaces, junctions, bridges, footways and cycling facilities. With the opening of the Lea Bridge Station the area is set to become a key transport hub and destination point. We want Lea Bridge Road to be a street for everyone and ensure businesses along it are able to thrive, so that it becomes a place people want to visit.

The Lea Bridge Road scheme aims to:

- Make cycling and walking a more attractive and convenient option, whilst relieving traffic congestion
- 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 easier to use for all road users.



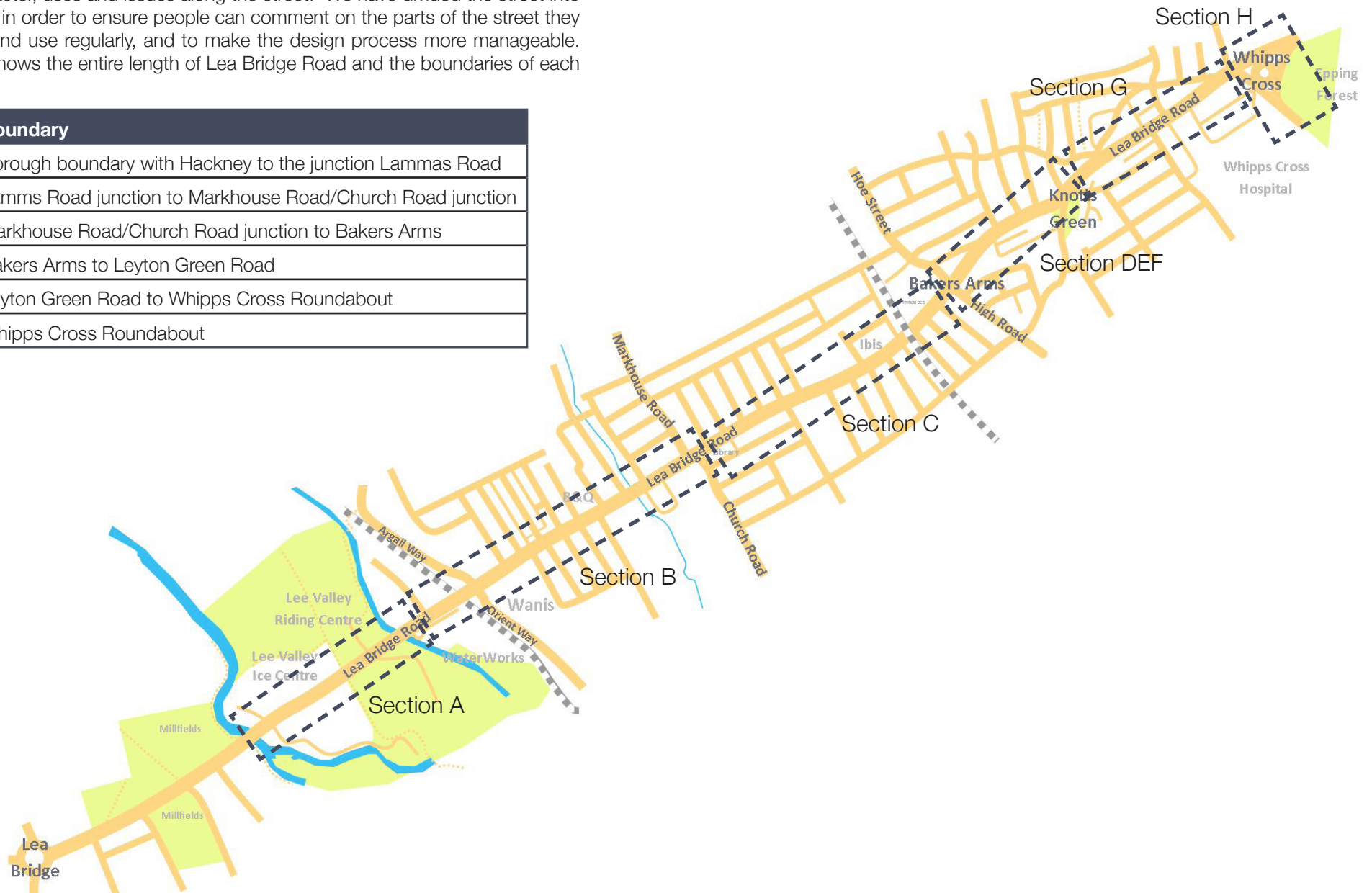
# Scheme overview: key proposals

Overview of the proposals	Reasons for changes
Introduce fully protected cycle lanes called segregated cycle tracks in both directions from the borough boundary with Hackney to Whipps Cross roundabout	To encourage more people to cycle on the road by increasing safety.
Redesign Whipps Cross Roundabout	To improve safety for people who walk and cycle whilst improving the flow of traffic. To improve conditions for bus routes, and offer new and better facilities for bus passengers and bus service staff.
Introduce new blended (Copenhagen style) crossings at junctions and side roads	To slow down traffic and give greater priority to pedestrians and bike users.
Address key problem points in the area including the redesign of the railway bridge between Lammas Road and Orient Way	To make it easier and simpler to use for all road users, whilst improving safety, accessibility to the new Lea Bridge Road railway station and making the environment more enjoyable.
Introduce new cycle parking facilities	To make the area more accessible to people on bicycles and increase the footfall for businesses.
Address public transport issues including: <ul style="list-style-type: none"> <li>• Changes to bus lanes</li> <li>• Improved bus stop facilities</li> <li>• Floating bus stops which allow cyclists to pass through bus stop areas safer, while allowing passengers to board buses.</li> </ul>	To improve reliability of bus services to improve passenger journeys, making the area better for all road users including those using public transport.
Co-design attractive and vibrant public spaces with the local community	To instil a sense of pride in the local area and transform it into a destination area to attract more visitors.
Improve the pedestrian street environment including: <ul style="list-style-type: none"> <li>• New street lighting</li> <li>• Better signage</li> <li>• More wayfinding aids such as street signage</li> </ul>	To encourage more pedestrians to use the area and attract new visitors by making it safer and more attractive.
Redesign junctions at: <ul style="list-style-type: none"> <li>• Wood Street</li> <li>• Leyton Green Road</li> <li>• Markhouse Road/Church Road</li> <li>• Orient Way/ Argyall Avenue</li> <li>• Bakers Arms</li> </ul>	To make navigating junctions easier and safer for all road users.
Traffic signal upgrades	To improve the flow of traffic and reduce the traffic build up and delays along the road.

# Scheme overview: key proposals

The Lea Bridge Road Mini-Holland Programme covers approximately 2.5 miles of highway, with varying character, uses and issues along the street. We have divided the street into six sections (A-H) in order to ensure people can comment on the parts of the street they are familiar with and use regularly, and to make the design process more manageable. The map below shows the entire length of Lea Bridge Road and the boundaries of each section.

Section	Boundary
Section A	Borough boundary with Hackney to the junction Lammas Road
Section B	Lammas Road junction to Markhouse Road/Church Road junction
Section C	Markhouse Road/Church Road junction to Bakers Arms
Section DEF	Bakers Arms to Leyton Green Road
Section G	Leyton Green Road to Whipps Cross Roundabout
Section H	Whipps Cross Roundabout



# Consultation: key information and dates

## Early engagement

We have already started talking to local people and road users. A series of surveys have taken place with local residents, businesses, visitors and cyclists earlier this year to ask about their concerns and aspirations for the road. The results can be viewed at: [www.enjoywalthamforest.co.uk/work-in-you-area/lea-bridge-road/](http://www.enjoywalthamforest.co.uk/work-in-you-area/lea-bridge-road/). We have been meeting with key groups in the area to understand their requirements as well as ensuring that their issues are dealt with at an early stage. The outcomes of this early engagement have fed into and have helped shape the scheme designs and proposals.

We are engaging with key stakeholders and statutory consultees including emergency services, the Police, Transport for London, bus operators and neighbouring boroughs throughout the consultation process and delivery of the scheme.

## Consultation approach

We want everyone who lives, works and uses the road to have their say on the scheme proposals. We will aim to ensure that people understand the improvements, the reason for them as well as the potential benefits that they may bring.

We will ask for people's comments and feedback specifically on the plans for each section and ask them to rate what they think and how they can be improved. This will help gain an understanding of what people think and enable us to shape the plans accordingly. The consultation will be managed in sections over the following timescales.

Section of Lea Bridge Road		Consultation Period
Section A	Borough boundary with Hackney to the Lammas Road junction	June to July 2015
Section B	Lammas Road junction to Markhouse Road/Church Road junction	September to October 2015
Section C	Markhouse Road/Church Road junction to Bakers Arms	
Section DEF	Bakers Arms to Leyton Green Road	
Section G	Leyton Green Road to Whipps Cross Roundabout	
Section H	Whipps Cross Roundabout	June to July 2015

## What happens next?

All of the feedback received will be carefully analysed and considered as part of our final designs. Where possible, we will try to incorporate everyone's suggestions however where this is not possible we will try to explain why. Proposals for public space projects are intended to provide a catalogue of ideas, however not all are able to be delivered as part of the programme. Your views will help us to prioritise and select the most popular to deliver as part of the highways scheme.

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.

## How you can have your say

There will be a number of ways to have your say. You can:

- Complete our online survey via the Commonplace app by visiting: <http://lbrproposals.commonplace.is/>
- Visit one of our drop-ins where people can come and view the proposals and speak directly to experts about the scheme
- Call or email us to provide you with a printed feedback form.

You can also keep up-to-date with Mini-Holland by visiting:

[www.enjoywalthamforest.co.uk](http://www.enjoywalthamforest.co.uk)

Or receive regular updates by signing up to the Mini-Holland e-newsletter by emailing: [miniholland@walthamforest.gov.uk](mailto:miniholland@walthamforest.gov.uk)

## Timescales

Stage	Timescales
Public consultation	June to October 2015
Detailed scheme design	July to December 2015
Construction	From September 2015 to 2017
Review of scheme	2017

# Section H: scheme overview

This section of Lea Bridge Road includes Whipps Cross Roundabout and the junction of Lea Bridge Road with Wood Street, and Hospital Road. The proposals will transform the existing roundabout into a signalised T-junction, making significant improvements for all road users, and creating new public spaces incorporating elements of Epping Forest, and major improvements to the bus facilities.

The new design of this area will ensure that this is made safer and easier to navigate for all road users and will include new signals, crossing points and improved cycle and pedestrian facilities. The plans include new and improved public spaces for the whole of the local community to enjoy including a children's play area incorporating elements of the natural environment, a new pond area and improvements to the area around the war memorial.

The plans include an upgrade to bus facilities, improving the accessibility for bus passengers and increasing the number of people able to queue comfortably at bus stands. The proposals will also enable any future plans to increase bus services in the area to be included.

Overall the proposals allow better connections from this area of the road to Wood Street, Whipps Cross Hospital, Hollow Ponds and Epping Forest in general.

Specific proposals include:

- New junction layout of Whipps Cross and Wood Street to improve safety, accessibility and navigation for all road users.
- Junction redesign and new crossing points at Hospital Road to improve safety for all road users.
- New cycling facilities including cycle racks and a two-way, fully segregated cycle track to improve safety for cyclists.
- Bus stop facilities upgraded to improve accessibility and waiting areas for bus passengers.
- Enhanced public space at a number of locations to improve the environment and encourage more people to use and enjoy the area.



## Highways schemes

- A Wood Street signalised junction
- B Whipps Cross new T-junction
- C Hospital Road signalised junction
- D New bus hub

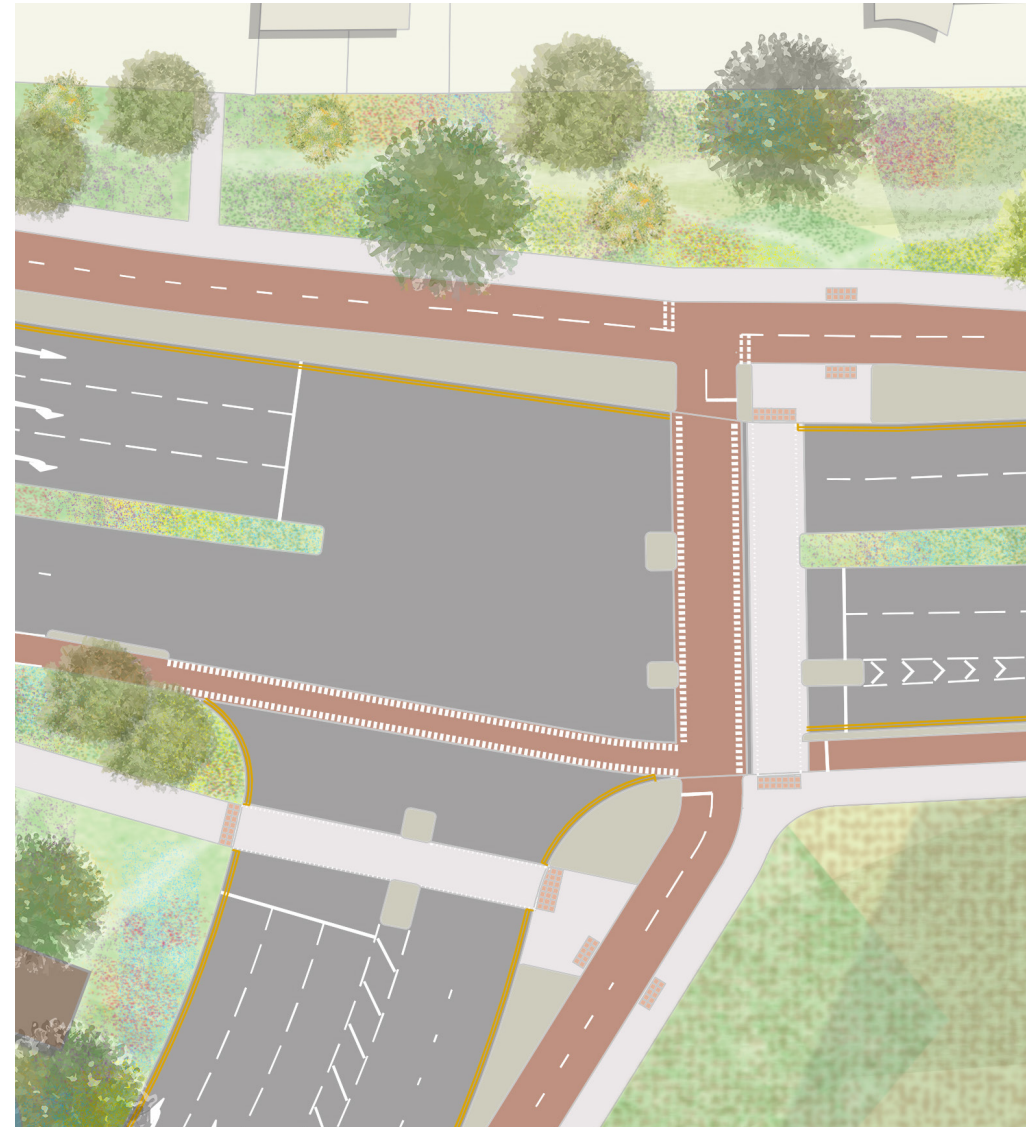
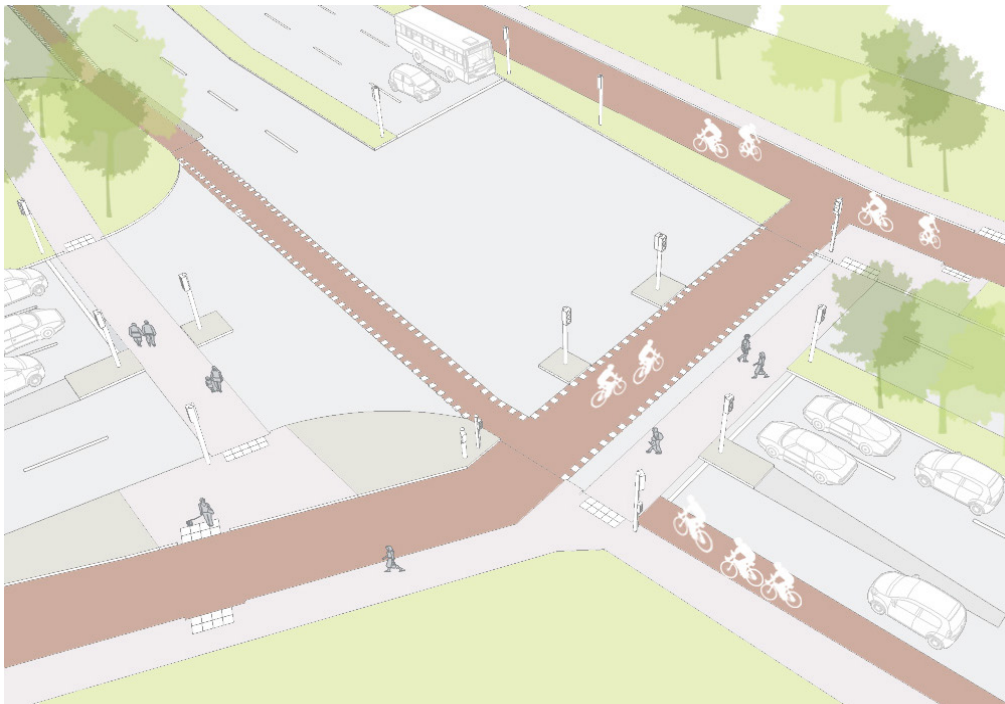
## Public space projects

- E Wood Street Corner
- F Forest Rise Green Verge
- G Pond
- H Epping Forest Gateway
- I Urban Orchard & Wild Park

# Section H: road improvements

## Whipps Cross Roundabout- a new T-junction

The proposals seek to transform Whipps Cross Roundabout, which forms the junction of Whipps Cross Road, Woodford New Road and Lea Bridge Road, into a signalised T-junction with provision for cycling for every direction at the junction. Cycling will be made safer, with clearly marked cycle tracks and crossing points, using coloured surfaces which will mark the space for cycling. The crossings will also use new 'elephant footprint' road markings which have recently been endorsed by the Department for Transport which indicate where cycles can cross the road. Dedicated cyclist traffic signals will also be installed which will increase safety for all road users and pedestrian crossings will ensure safe and direct crossings for those walking. The new T-junction layout will maintain the current vehicle capacity at the junction, to avoid any additional queueing and traffic congestion for drivers.



# Section H: road improvements

## Wood Street junction- a new cycling friendly design

The Wood Street side road junction becomes a new signalised junction with improved provision for cycling in all directions of travel. Crossing points will be clearly marked using coloured surface treatments and new road markings such as 'elephant footprint' markings to define cyclist crossing points. Low level cyclist signals will also be installed to increase safety for both cyclists and motorists. Signalised pedestrian crossings will be installed to increase safety and ensure the safe and direct movement of all road users.

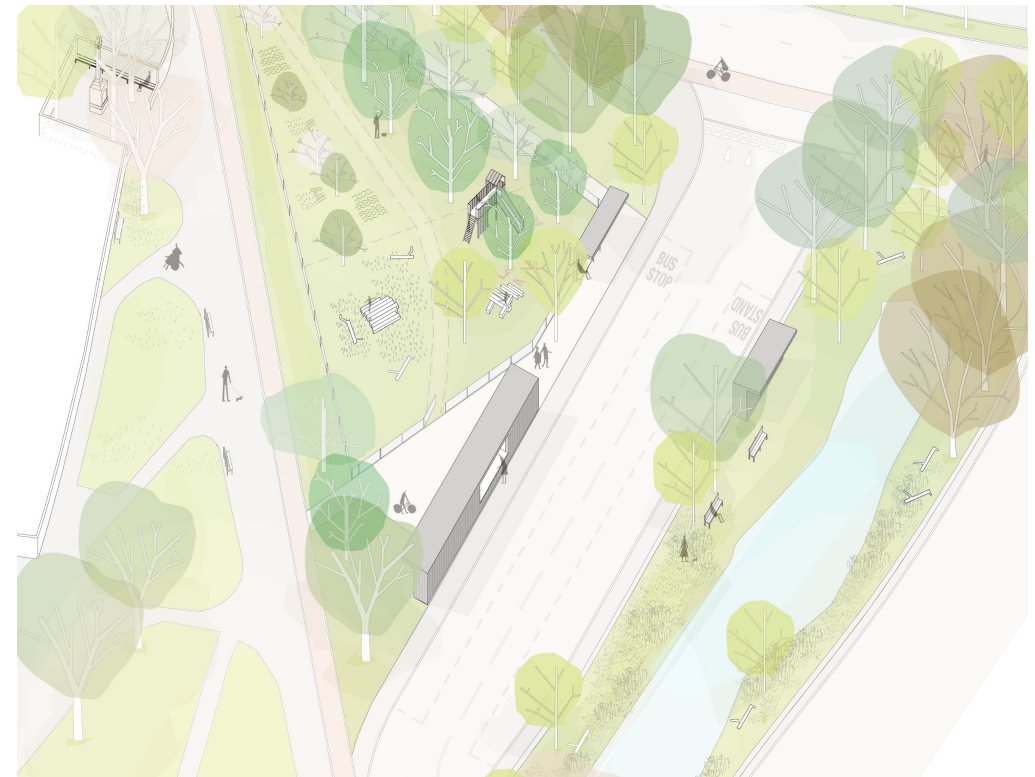


## A new green bus hub

The new bus hub will create both an improved facility for bus service providers, enabling efficient services and facilities for bus drivers, and including provision for additional bus services to use the facility in future.

The bus hub also creates a more attractive, pleasant and safe environment for bus passengers. Proposals include high quality bus shelters and seating, and local wayfinding information. A small building could provide refreshments, wayfinding and local information and could potentially be used by Epping Forest for a visitor cycle hire facility.

The neighbouring orchard and wild park (see public space project 1) will create an enjoyable space for bus passengers, visitors to Epping Forest and Whipps Cross Hospital and children to enjoy.





# Section H: details and materials

## Landscaping and planting

Landscaping and new planting forms a key part of public space proposals, and helps to create a more attractive to reduce the impact of the highway, and provide sustainable urban drainage systems (SUDS) to absorb surface water and reduce the risk of flooding. New and enhanced green spaces will introduce planting such as wildflower meadows and orchard trees as well as shrubs and trees. Tree planting will be increased throughout the scheme and low maintenance wildflower meadows will create changing visual displays throughout the year.



## Surface treatments and materials

The new cycle tracks and pavements will be surfaced to distinguish between them and help pedestrians and cyclists. The change in surface will continue across road crossings and junctions, making it clear to motorists that pedestrians and cyclists are present and making the junction easy to navigate for those walking and cycling. Bespoke feature paving will be used in key public space areas that is inspired by William Morris floral patterns, who was born and lived in Walthamstow.



# Section H: public space projects

## Project one: Community orchard and wild playspace

The community orchard and playspace creates a pleasant place for bus passengers, Whipps Cross Hospital and Epping Forest visitors to use, and the community to enjoy. Additional apple tree planting creates an urban orchard, linking in with existing local interest and existing apple tree planting at Whipps Cross and in the wider borough. Wildflower meadow creates changing displays of flowers throughout the year, and creates an attractive green gateway for visitors to arrive at, linking in with the proposed bus hub.

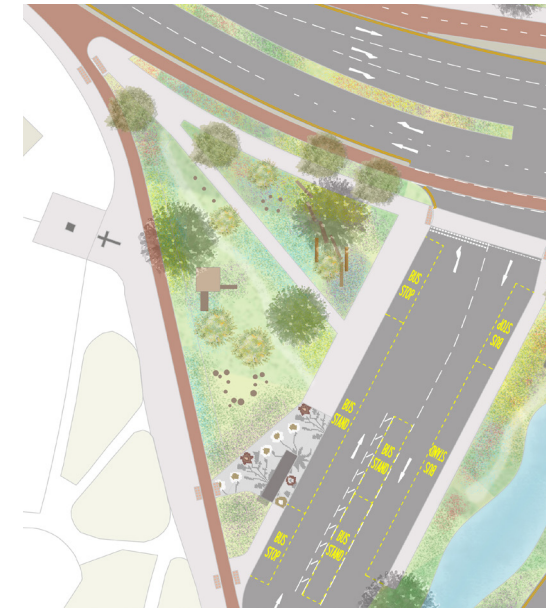
The orchard area will also include a natural, wild playspace for children to enjoy, including logs, boulders and climbing frames amongst the wildflower planting and trees.

The bus hub area will include shelters and wayfinding information, with the potential to include other facilities such as a small shop or refreshment stall. The area will use feature paving (see details and materials) to create a clear point of activity and improve the attractiveness of the area.

The war memorial area will be improved through new paving, to enhance its visibility and local importance.

### Key features:

- Orchard tree planting
- Wildflower planting
- Natural, wild playspace
- Enhanced War Memorial area
- New bus hub building with potential for visitor cycle hire, refreshment stall, shop and wayfinding information.



# Section H: public space projects

## Project two: Pond

The proposal seeks to connect the urban Lea Bridge Road area to Epping Forest, and along with other proposals, provides a direct pedestrian route to the Forest entrance, creating stepping stones of green spaces to connect the two areas.

The proposed bus hub island creates the opportunity for a Sustainable Urban Drainage Pond, which will filter and clean water from the highway, provide a habitat for wildlife and reflect the surrounding Epping Forest landscape. The island is heavily planted with wildflower meadow species and new trees, to create a green gateway to Epping Forest, reduce the impact of the highway and provide a small habitat for wildlife, interlinking with the vast Epping Forest. An educational facility could also be provided for volunteer groups and children to learn about Epping Forest and local nature.

Key features:

- Pond for sustainable drainage and wildlife habitat
- Wildflower, shrub and tree planting
- Pathway leading directly to Epping Forest entrance (see Project five)
- Green pathways through planted areas on the island
- Educational and volunteering facility with a focus on nature



## Project three: Wood Street corner

The Wood Street Corner proposal seeks to enhance this existing green space and to become part of a network of green spaces along Lea Bridge Road to make a more attractive street, improve biodiversity and create spaces where people can come together and enjoy.

The corner of Wood Street and Lea Bridge Road could become a neighbourhood green space, with new planting including trees and wildflowers, and an informal pathway, giving people a choice of walking routes to take. New planting reduces the impact of Lea Bridge Road on nearby residents. The Wood Street Corner proposal will continue the green strip to the north of Whipps Cross (see Project four) and connect with other potential green spaces and tree planting throughout Lea Bridge Road.

Key features:

- New tree and wildflower planting
- Informal pathway leading through the space
- Informal seating such as logs and wooden blocks



# Section H: public space projects

## Project four: Forest Rise green verge

The Forest Rise green verge proposal seeks to create links with Epping Forest and enhance the existing trail to create a pleasant walking route, and to provide a space the local residents and the community can take ownership of, growing fruit trees and bushes.

The green strip on the northern edge of Whipps Cross could be enhanced, intensifying the planting by adding trees, shrubs and wildflower meadow planting, enhanced planting including additional trees, shrubs and wildflower meadow seek to create opportunities for the local community to grow and harvest fruit.

Key features:

- Additional tree and wildflower meadow planting
- Introduction of fruit trees and bushes as part of a community or resident led scheme
- Creating or enhancing the informal green pathway



## Project five: Epping Forest gateway

The Epping Forest gateway seeks to allow the Forest to reclaim the land no longer taken up by the highway, and create a clearer gateway area to Epping Forest.

Epping Forest is a unique habitat supporting a vast array of native species. The proposal will allow the forest to creep towards the new highway, blending seamlessly with the existing natural greenery. Minimal planting will be used to encourage the growth of vegetation native to Epping Forest. A clearer gateway comprising signage and wayfinding information will make Epping Forest a stronger landmark and enable more people to enjoy the forest.

Key features include:

- New signage to mark the entrance to Epping Forest
- Ex-highway land to be naturally absorbed into Epping Forest



