



Question and answers for Mini Holland programme

Q1: What is Mini Holland?

A: In 2013, all 18 outer London boroughs were given the opportunity to apply for funding from the Mayor of London's Mini Holland programme that had set aside £100million for cycling infrastructure improvements. Waltham Forest was one of just three boroughs (Enfield and Kingston being the others) selected to share the pot of money, with £30million earmarked for structural changes to the layout of roads and pathways in the borough.

Q2: What does the programme aim to do?

A: The aim of the programme is to;

- 1- Improve the borough's infrastructure and connectivity between villages to make it safer and more enjoyable for pedestrians, vehicles and cyclists to travel in the borough.
- 2- Improve and create new public spaces to make the borough a more enjoyable place to live, and to encourage community interaction.
- 3- Increase the number of people choosing to travel on foot, by bike and on public transport, in order to lessen congestion on the roads and improve air quality across the borough.

Q3: Why has the programme been called Mini Holland, what is the link between Holland and cycling?

A: Cycling is a major mode of transport in the Netherlands, and represents 27per cent of all trips (urban and rural) nationwide. It is successful and popular in Holland as they have many cycle friendly factors such as; bike-friendly infrastructure, and bike-friendly public policy, planning and laws.

Q4: Is the programme only for cyclists?

A: The Mini Holland programme is for everyone who lives, works, and spends time in the borough. By making changes to the infrastructure in the borough we are able to make improvements to the borough as a whole. These changes are going to significantly improve the borough, creating more pedestrianised areas and making huge improvements to public spaces.

Introducing pedestrianised areas will make getting around on foot easier for people, lower congestion on the roads and increase footfall in areas to boost local business. Improving the cycling infrastructure and facilities will make cycling safer and more accessible for all, which will encourage people to cycle instead of drive for shorter journeys. Improvements to local public spaces will make the borough a more enjoyable place to live and instil a sense of pride in the community.

Q5: What are the benefits of the project?

A:

- 1- The borough will be safer for cyclists, pedestrians and road traffic
- 2- An increase in cycling among residents will ease congestion on the roads
- 3- Less traffic will reduce emissions, improving air quality and creating a more pleasant environment for all
- 4- The uptake of cycling will improve the health and fitness of residents
- 5- Pedestrianised areas and improvements to public space will make the borough a more enjoyable place to live
- 6- Increase in footfall in areas creating a boost for businesses in our town centres
- 7- Residents will be able to connect better to the borough's town centres and to neighbouring boroughs
- 8- More opportunities to allow play streets, temporary road closures for local community events



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- 9- A joined up network of cycle and pedestrian friendly zones to make cycling easier and more accessible
- 10- Segregated cycle tracks to make cycling safer for all cycling abilities
- 11- Increase in cycle facilities such as cycle parking to make cycling more accessible and lessen barriers to cycling

Q6: How will you increase the number of people choosing to travel on foot and by bike?

A: By improving the roads, making them safer and more enjoyable, as well as making cycle routes more sympathetic to where people want to go, residents will be presented with a better alternative to using their car.

Complementary measures will be a fundamental aspect of the programme and will encourage residents to take up cycling and walk more. Residents and businesses will be encouraged to take part in events and activities to help them see the benefits of the programme to themselves and the borough. These activities include; cycling initiatives for schools and workplaces, HGV cycle safety training, improved facilities for cyclists and community events.

Q7: When will the work start?

A: We are currently in the process of refining plans for all schemes involved in the Mini Holland programme. Before any work takes place the Council will consult with residents in the scheme area to gather their thoughts on where they live and the proposed improvements. To date we have begun consultation with residents in Walthamstow Village in Walthamstow and Ruckholt Road in Leyton, with implementation due to start early 2015.

Full details will be available on the Council's website at www.walthamforest.gov.uk/miniholland as each of the schemes develops.

Q8: Will it affect the whole borough?

A: The Mini Holland programme aims to make significant improvements to the whole borough. The programme is separated into the following schemes; Villages (Walthamstow Village, Blackhorse Road Village and Markhouse Road Village), Walthamstow town centre, other town centres (Chingford, Higham Park, Leyton and Leytonstone), network of cycle routes (Leyton-Chingford and Leyton-Blackhorse Road) and the Lea Bridge Road superhighway. The improvements proposed differ across the schemes and full information will be made available to residents when the proposed improvements are refined. A programme leaflet outlining key dates will be sent to residents in early 2015.

Q9: What does the programme comprise of?

A: The programme will comprise of the following four key areas:

1- Walthamstow town centre and villages

The main town centre will consist of a joined up network of cycle and pedestrian friendly zones with greener streets and new public spaces.

2- Lea Bridge Road superhighway

The road will have segregated cycle tracks, new and improved pedestrian crossing facilities and high quality street improvements with a new cycle friendly junction at Whipps Cross.

3- Secondary town centres and network of cycle routes

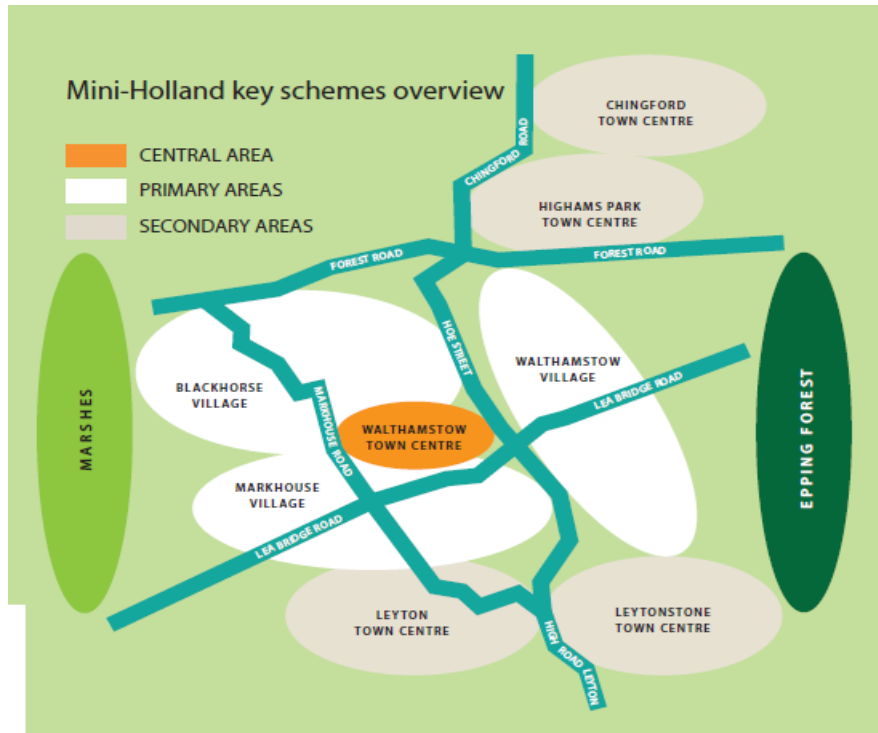
Schemes will be implemented in the town centres of Leyton, Leytonstone, Highams Park and Chingford, with each of these connected to the main Walthamstow scheme by two spine cycle routes: Chingford to Leyton and Blackhorse Road to Leyton.

4- Complementary measures



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There will be more cycle parking in residential areas, stations and shopping areas. Residents will be encouraged to try cycling and take part in activities to increase their confidence when cycling.



Q10: How can residents feed into the programme and the proposed changes?

A: There are a number of stages the individual schemes will go through before any permanent changes are made.

Design - Each of the areas will go through design stages to ensure that the proposed changes are feasible and meet the needs of the project and the residents.

Engagement – While plans are being designed Council staff will contact residents, businesses and commuters who will be impacted by the changes to find out how they perceive the area as it currently stand.

Public consultation – The plans will be drawn up and sent to residents and businesses in the area to offer the opportunity to ask questions and raise any concerns they may have.

During this time some areas will have QR codes at targeted points for people to scan using their mobile devices. This will allow people to comment automatically and recommend addition changes to the public spaces, such as; increase in trees or lighting.

Statutory consultation – The final proposed designs based on the previous stages will then be made available to the borough for residents to provide final feedback.

Implementation – The proposed and agreed plans will then be implemented over an agreed timescale.

Q11: How can residents and businesses get involved and have their say?

A: The Council greatly values the views of local people and will have someone on call on 020 8496 1015 to answer the phone and address your concerns. Alternatively, there is a dedicated email address at miniholland@walthamforest.gov.uk