

Lea Bridge Road

A street for everyone

Public consultation document
Section A



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CYCLE
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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.



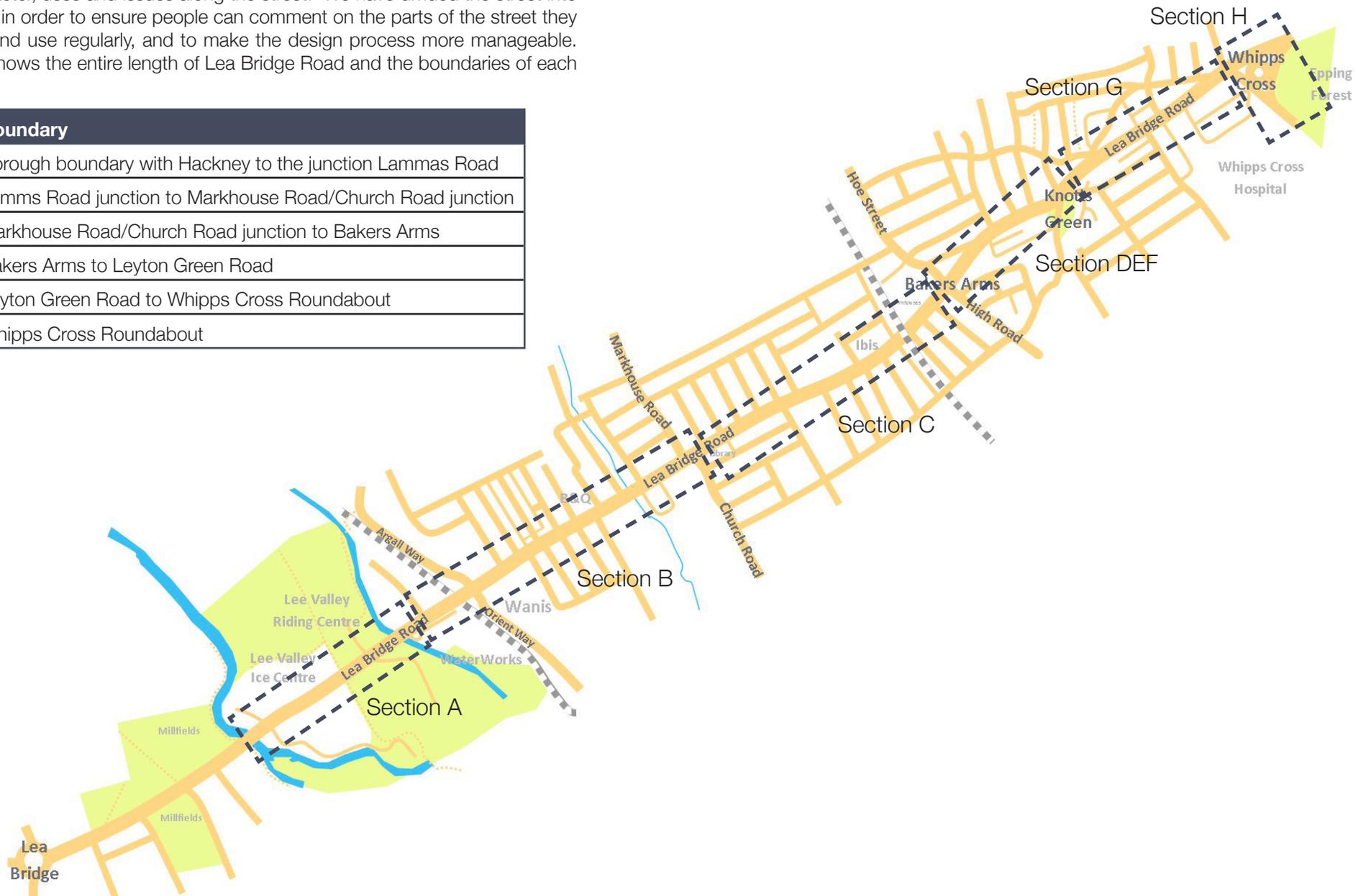
Scheme overview: key proposals

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"> • Changes to bus lanes • Improved bus stop facilities • Floating bus stops which allow cyclists to pass through bus stop areas safer, while allowing passengers to board buses. 	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"> • New street lighting • Better signage • More wayfinding aids such as street signage 	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"> • Wood Street • Leyton Green Road • Markhouse Road/Church Road • Orient Way/ Argyall Avenue • Bakers Arms 	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/. 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

Or receive regular updates by signing up to the Mini-Holland e-newsletter by emailing: 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 A: scheme overview

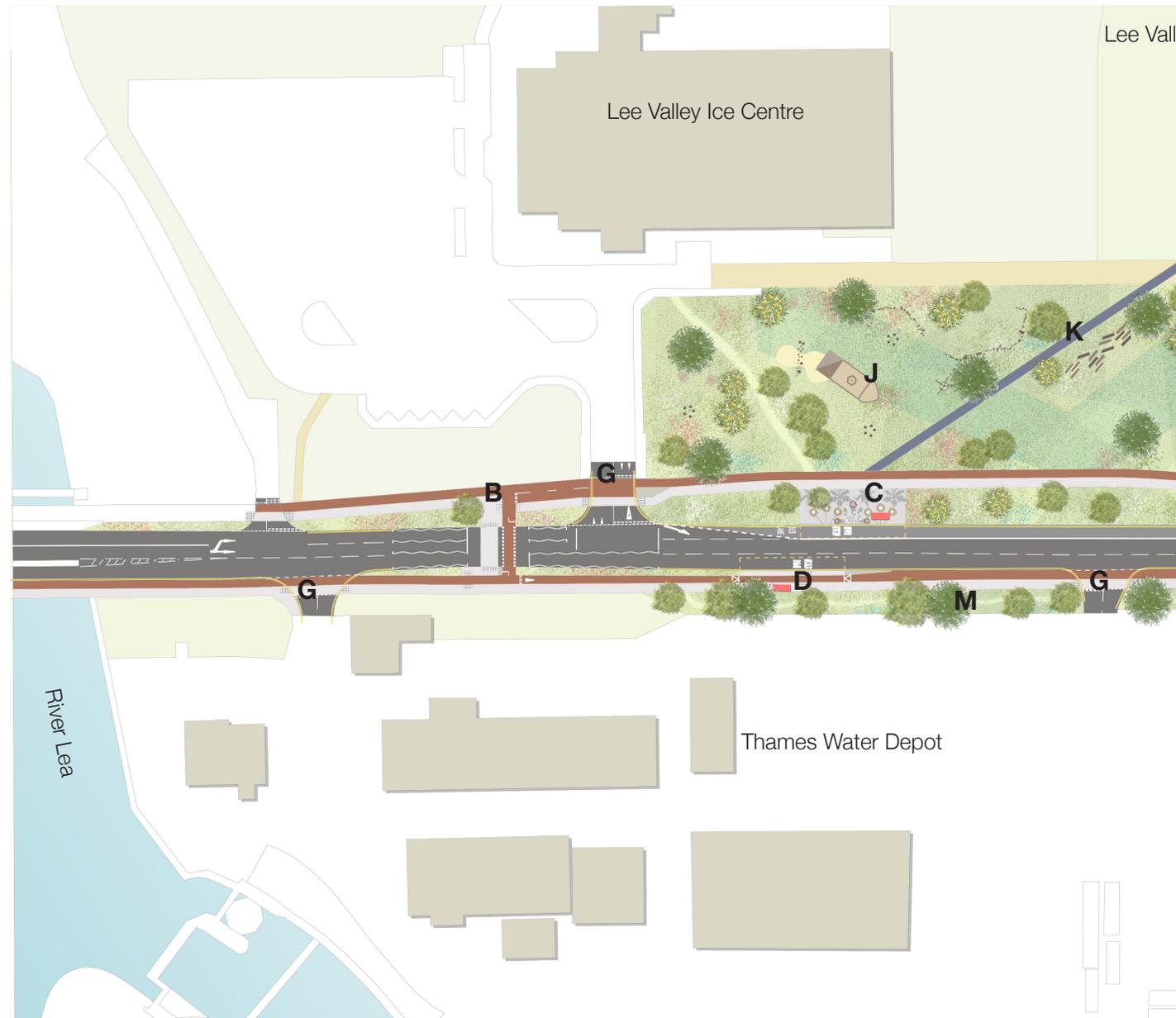
This section of Lea Bridge Road runs from the borough boundary with Hackney to the junction of Lammas Road. The proposals in this area aim to enhance the existing environment making this an improved destination for people to enjoy. It will provide better off road connections to the Lee Valley Park, the Olympic Park and provide easier access onto the National Cycle Network route.

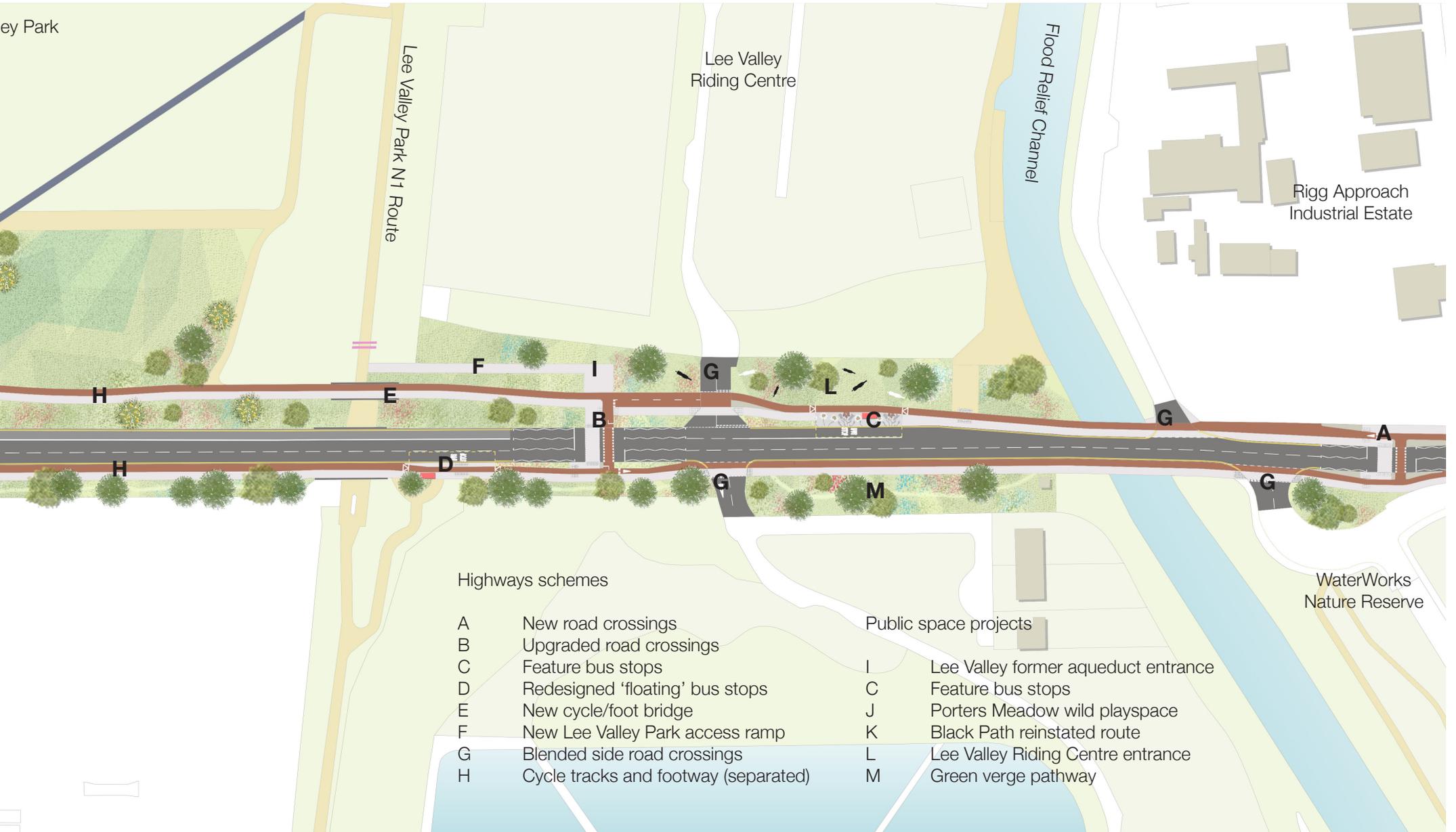
New and improved existing facilities to existing crossing points will help pedestrians cross the road easily and safely and help better connect the leisure facilities located on either side of the road. Upgraded bus facilities will also be made improving accessibility and bus waiting areas. Side road junction improvements will greatly improve access for businesses and other road users using side road junctions. The road proposals aim to improve traffic reliability and help keep traffic moving freely. The fully segregated cycle track means safety will be greatly improved for cyclists and other road users.

The suggested public space improvements mean that this already green part of the road is made greener, creating both enjoyable and fun places to be. Consideration of the biodiversity and ecology of these areas is absolutely essential as is sustainability aspects of the project. Ideas include using sustainable drainage and environmentally friendly street lighting.

Specific proposals include:

- A two-way, fully segregated cycle track to improve safety for cyclists.
- Existing pedestrian crossing points to improve safety for pedestrians.
- New pedestrian crossing point east of Lammas Road to allow better crossing.
- Existing bus stop facilities upgraded to improve accessibility and waiting for bus passengers.
- Side road junction redesign to improve access and safety for all road users.
- 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 New road crossings
- B Upgraded road crossings
- C Feature bus stops
- D Redesigned 'floating' bus stops
- E New cycle/foot bridge
- F New Lee Valley Park access ramp
- G Blended side road crossings
- H Cycle tracks and footway (separated)

Public space projects

- I Lee Valley former aqueduct entrance
- C Feature bus stops
- J Porters Meadow wild playspace
- K Black Path reinstated route
- L Lee Valley Riding Centre entrance
- M Green verge pathway

Section A: road improvements

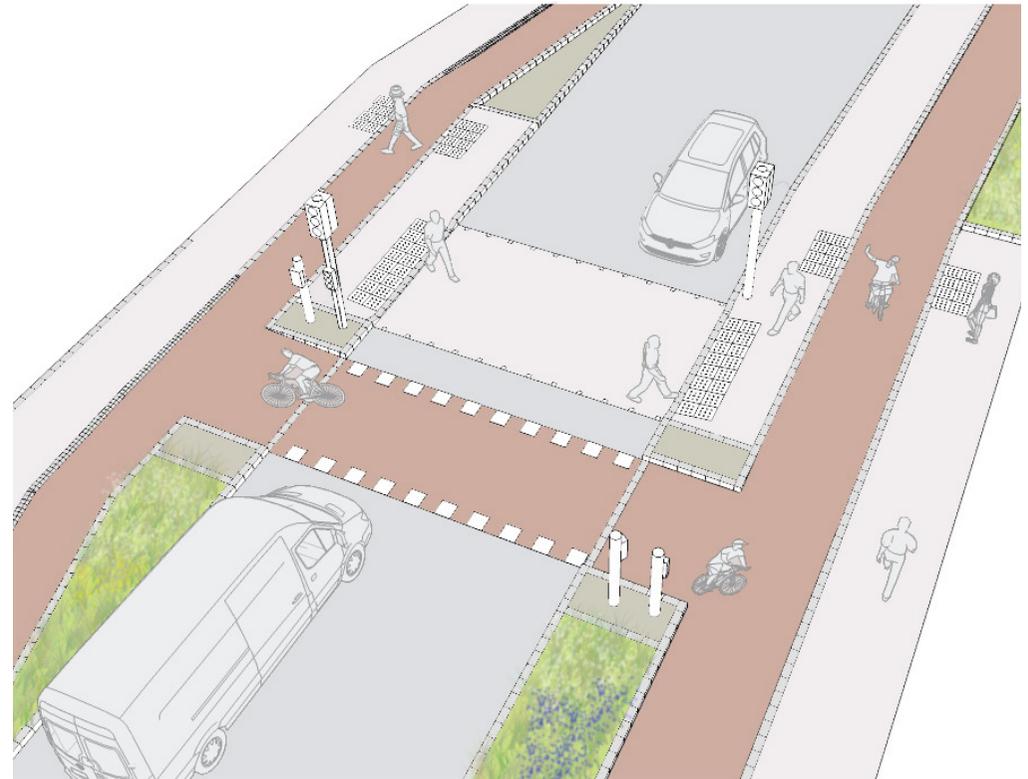
Cycle tracks

The proposals will make vast improvements for cycling on Lea Bridge Road- one of the busiest roads in the borough, which has seen increasing numbers of people travelling by bike using the route. The proposals create segregated cycle tracks which work better to protect those cycling from vehicle traffic and improve the feeling of safety for all. The cycle track will be on a slightly lower level to the pedestrian footway, to reduce conflicts between people walking and cycling. The surface treatment will also indicate the difference between the footway, cycle track and carriageway. These elements of the scheme are based on street design principles used in cycle-friendly European cities such as those in Holland. The cycle track in Section A will have have a feeling of a park pathway or greenway, to complement green areas such as the Lee Valley Park, and create more attractive routes for walking and cycling.



Upgraded road crossings

The proposals will make significant improvements to crossing points on this busy stretch of Lea Bridge Road. Additionally, the re-opening of Lea Bridge Station will mean more people use the area. The new and improved crossings will benefit both cyclists and pedestrians, by creating an additional crossing near the Lammas Road junction, and through upgrading existing crossings to the latest standards of traffic signals that accomodate both people walking and cycling. The crossings will use new 'elephant footprint' road markings which have recently been endorsed by the Department for Transport which indicate where cycles can cross the road.

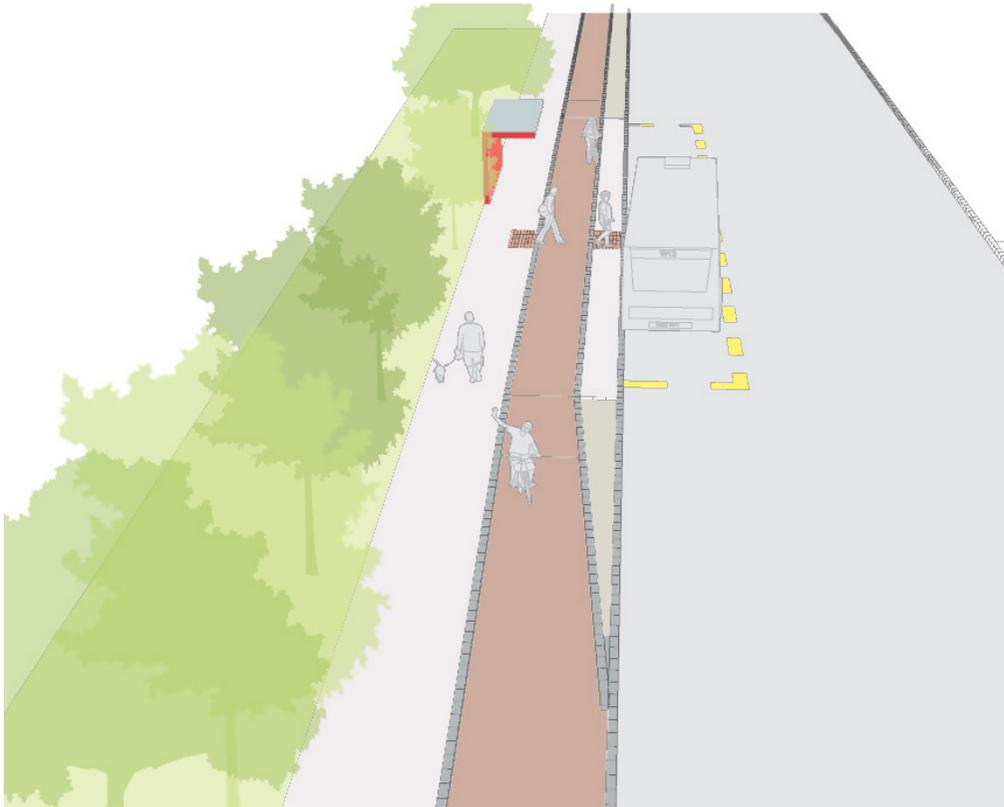


Section A: road improvements

Bus stops

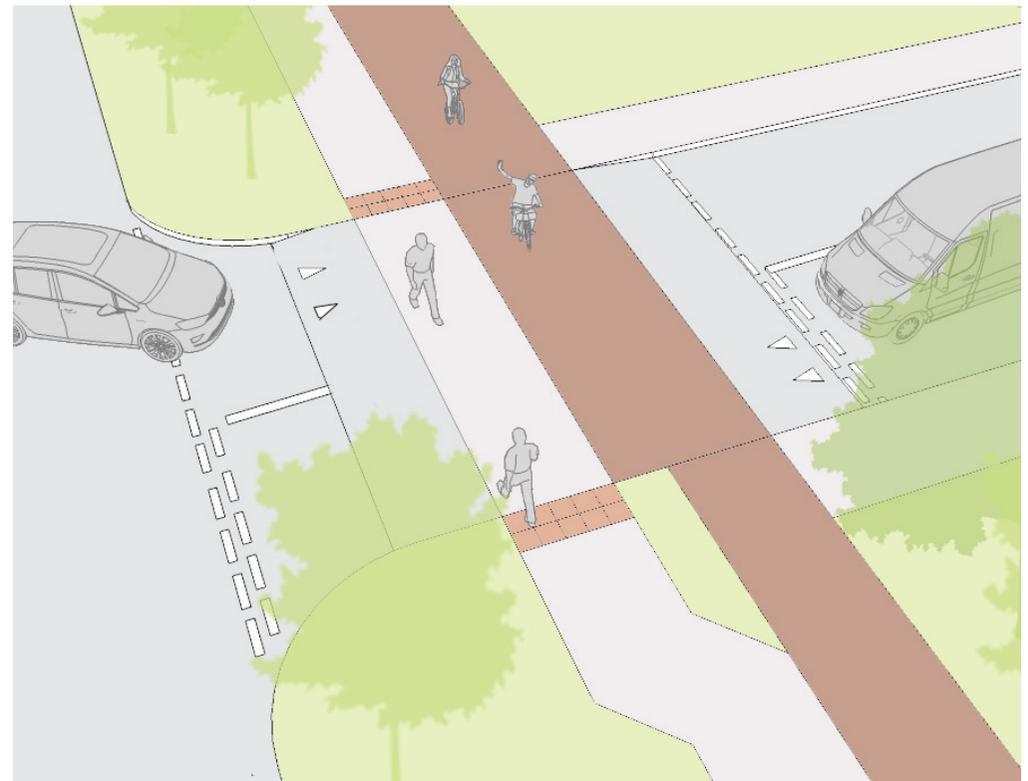
The proposals will provide improved bus stops, making conditions safer for cyclists and preventing buses from having to slow down to avoid cyclists. The new bus stops will remove the chance of conflicts between people walking and cycling, and avoid the sometimes hazardous interactions between buses and people cycling. The redesigned bus stops will also better support bus passengers, being upgraded to TfL accessibility standards to better support elderly or disabled passengers and parents with prams and buggies.

Furthermore, feature bus stops will help to make the area more attractive, and support the role of Lee Valley Park as a major attraction and asset to Waltham Forest. Feature paving inspired by William Morris floral patterns will be used to create an attractive and eye-catching surface for some bus stops.



Blended crossings

The proposals will make significant improvements to the safety and look of side road crossings. The cycle lane and pedestrian footway will be continued across side roads, giving priority to pedestrians and cyclists over vehicles. Vehicles will be forced to slow down on entering or exiting the side road with tighter corners on the junctions, and raised tables and give way markings.



Section A: road improvements

Lee Valley Park walking/cycling bridge and access ramp

To ensure all road users can travel safely along Lea Bridge Road, a new cycling and walking bridge passing over the Lee Valley former aqueduct is being proposed. Complementing the existing highway bridge, the new bridge will take pedestrians and eastbound cyclists away from the road edge, enabling safer and more pleasant journeys away from vehicle traffic. The strip between the carriageway and cycle/pedestrian path will be turned into green space with plants and shrubbery to make the route attractive and pleasant. The existing bridge which carries traffic over the Lee Valley aqueduct route will be a sufficient width to accommodate a pedestrian footway and cycle track on the southern side.

In addition to the cycle/pedestrian bridge, a new access ramp into the Lee Valley Park will be created. The Lee Valley Park is a huge asset to Waltham Forest and Greater London and the former aqueduct today is a key regional walking and cycling route. The highways scheme seeks to enhance access to this key green space and route by creating a new ramp which will provide access from Lea Bridge Road at street level, into Lee Valley Park below, creating a direct connection for pedestrians and cyclists. The ramp will form a new entrance to Lee Valley Park, which will be marked by new signage and a seating area.

Key features:

- New walking/cycling bridge over Lee Valley Park former aqueduct
- New access ramp directly into Lee Valley Park
- New Lee Valley Park signage



Section A: 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 environment 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 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 A: public space projects

Project one: Thames Water pathway

The proposal seeks to create an attractive green walking route along the Thames Water boundary on the south side of Lea Bridge Road. New planting will be introduced to increase the greenery and the existing mature trees will be better managed and maintained. The proposal would also complement Project four (Industrial Frontages) which seeks to improve boundary treatments of industrial areas.

Key features:

- An informal, relaxed woodland-style pathway
- More planting including wildflower meadow species to make the area more attractive
- Better management and maintenance of existing trees to provide better visibility, improved natural lighting and help to ensure trees are kept in a healthy condition.



Project two: Canal towpath entrance

The proposals seeks to enhance the gateway entrance to the Lee Valley Flood Relief Channel and the walking and cycling route which runs alongside it. The existing grassed entrance would be treated to create a pathway, and a gate installed to allow public access as well as vehicle access for vehicles associated with the maintenance of the Flood Relief Channel.

The entrance area will become more clearly visible as a publically accessible route, encouraging more people to use and enjoy the area. New signage which uses graphics to help people navigate the area will also be used to create greater visibility and awareness of the route, and encourage the community to use the route.

Key features include:

- New pathway and gateway to the Flood Relief Channel
- Wayfinding graphics and information to mark the entrance



Section A: public space projects

Project three: Porters Meadow

The proposals seek to enhance the green space in front of Lee Valley Ice Centre, historically known as Porters Meadow. The historic black path, which ran through the space and was a significant trade route in London, will be recreated, creating a new, direct walking link between Lee Valley Park and Lea Bridge Road. Historical features and attractions will be signposted using new wayfinding aids, with local historical information also provided.

Porters Meadow will be enhanced with wildflower meadow planting, more tree planting and a new open, wild playspace to complement the family attractions of the Lee Valley Ice Centre, Riding Centre and WaterWorks nature reserve. The space will be set back from the street edge and create an exciting entrance area to Lee Valley Ice Centre, with picnic benches, play features and planting. A large area of Porters Meadow will be retained as open space to enable events and other activities to take place.

Key features:

- Additional tree and wildflower meadow planting
- New wild playspace on historic Porters Meadow
- Re-create Black Path historic haulage route
- Open green space for events



Project four: Industrial frontages

The proposals seek to improve the frontages of Rigg Approach and Thames Water, which currently are industrial fencing. Exciting graphics which provide information about what businesses in the area do, as well as local information would help to make the fencing more attractive and interesting. Information would encourage interest and ensure that children as well as adults can be engaged to find out more about what happens in these industrial areas.

Key features include:

- New boundary treatments
- New wayfinding and information graphics providing interesting information on industrial activities taking place within the site.



Section A: public space projects

Project five: Feature bus stops

As part of upgrading existing bus stops, the proposals seek to create feature bus stops where there is space to do so. Feature bus stops will seek to create more attractive and interesting places to wait, whilst introducing some of the borough's culture and history. The scheme proposes to use feature paving, the design of which will take inspiration from William Morris' floral patterns. The latest TfL approved bus shelters will be used at all bus stops, and all will be upgraded to TfL's standards of accessibility, making it easier for people with mobility problems, those with luggage and parents with pushchairs to use bus services.



Project six: Lee Valley Park entrance and bridges

The new access ramp into Lee Valley Park, connecting with the former aqueduct and key regional cycle route will become a clearer and more visible entrance area, increasing awareness of the Lee Valley Park and encouraging more people to use the park and walking and cycling routes within it.

The ramp entrance will be marked with new signage, which will be visible to all road users from a distance. Wayfinding and historical information will be incorporated within the signage structure, and a small seated area to enable people to stop and rest.

Key features include:

- New signage to mark the entrance to Lee Valley Park
- Wayfinding information and graphics provided to increase awareness and aid legibility of the area
- New seating area



Section A: public space projects

Project seven: Riding Centre entrance

The entrance area to Lee Valley Riding Centre will become a new meadow planted green area with horse figures to make an interesting and attractive space that shows people what the area is used for. More tree and wildflower meadow planting will make the area greener and more pleasant, while the sculptural horses will create an eye-catching feature on Lea Bridge Road that celebrates the Lee Valley Park and family attractions present in the area.

Key features include:

- Increased greenery including tree and wildflower meadow planting
- New horse figures that take inspiration from the Lee Valley Riding Centre

