



Walthamstow Village area wide improvements

Appendix E- Alternatives considered

At each stage of the engagement process we have taken on board the feedback and views of residents. Throughout the three month engagement process we have received and responded to 900 emails from community members. The Council has developed and amended the proposals at every stage to represent the feedback and views of residents.

This report considers the most common suggestions and recommendations made by residents and businesses.

Pembroke Road

During the consultation a number of residents raised concerns about the re-positioning of the closure on Pembroke Road from the junction of Pembroke Road and Grove Road during the trial to Eden Road/Fraser Road in this proposal.

Initial traffic results showed that Pembroke Road was one road with a high volume of traffic movements each day. Although we have removed the closures on Pembroke Road, the scheme is still designed to reduce traffic volumes on Pembroke Road to a more appropriate level for a residential road.

The main source of traffic using Pembroke Road comes from those wishing to travel northbound or southbound. The main access points for northbound or southbound routes are East and West Avenue bridges and Copeland Road. Secondary to this are those heading along Grove Road, and then turning northbound up Pembroke Road. Our final proposal which positions closures on each of these main entry points will stop large volumes of vehicles from being able to cut through the area. This will reduce the number of vehicle movements on Pembroke Road.

In moving the closure to its proposed position, it allowed us to remove several other closures while still reducing through traffic to the area. The closure at Grove and Pembroke Road would have required a minimum of two additional closures that would have further restricted resident access. Resident access has been stated as a concern for residents/businesses opposing the scheme and we have tried to maintain the highest levels of access whilst still removing through traffic in the area.

It should also be noted that improved traffic calming in the area is also being implemented; speed cushions will be replaced with full road width humps which will be more effective in enforcing the existing 20mph zone whilst making this a less desirable route for motor vehicles.



Church Lane / Vestry Road / East Avenue

During the consultation stage we received a petition from residents in East Avenue. During the time of the consultation we met with the lead member from the petition to discuss the issues brought forward.

The petition outlined two concerns with proposed scheme. The first concern was a road safety issue on Vestry Road and at the junction of Vestry Road and East Avenue, due to the potential speed of vehicles and visibility at the junction. The second was the potential for an increase in vehicles on East Avenue, due to the number of people using Vestry Road as a cut through instead of Church Hill.

With regards to the road safety issues highlighted in the petition, it is agreed that further works will be undertaken to reduce speed on this section of the road. In the final scheme it is proposed that additional road traffic calming measures are implemented on Vestry Road and improvements are made to the junction of Vestry Road and East Avenue.

The second concern raised in the petition was that there could be a potential increase in the numbers of vehicles using Vestry Road as East Avenue is closed to vehicle traffic. It should be noted that during the trial the roads of Church Lane/Vestry Road/East Avenue were left open to traffic and there was still a 36% reduction of traffic on East Avenue. This is mainly due to the vast number of vehicles that come over East Avenue Bridge. With a closure at the same location this reduction is still likely to still occur.

In addition, during the trial, there were several traffic issues which affected Church Hill which in turn increased traffic volumes on Church Lane, including but not limited to the construction works on the Empire Cinema. With this now complete and with the introduction of better signalling at the lights with the junction of Hoe Street, more traffic is likely to stay on Church Hill and the main roads. This road could therefore see a further reduction than the 36% achieved during the trial.

Within the petition it was suggested that the closures are moved from its proposed location to near the junction with Orford Road. However, this creates further concerns.

- It would mean placing additional traffic onto the residential roads to the north of the railway line, including Folkstone Road/West Avenue and Stainforth Road. Including onto St Marys Road which is part of the Cycle quietway route number 2 being taken into Central London.
- Currently the popular W12 bus route goes through this location and consideration would have to be given to changing this or to allow the relaxation of restriction that is put in place. However with the closure being such a short distance this can be difficult to enforce and lead to it being constantly contravened.



- During the unrestricted hours on Orford Road many of the deliveries to the business use Orford Road/Vestry Road onto Orford Road to Lea Bridge Road. By changing the location of the closures these vehicles would have to route through other residential roads and lead to further parking restrictions as double yellow lines would have to be extended on corners to ensure large vehicles can get through these area. It should be noted at present that East Avenue has a weak bridge and further restrictions are being placed on the bridges to ensure public safety. Due to the one way nature of Vestry Road we cannot fully closure East Avenue near to the junction of Orford Road as any large vehicles travelling in this direction would become stuck, including those delivering to the Nag's Head Public House Pub, and properties on Vestry Road.

With the proposals we have put forward, like during the trial, we do anticipate a reduction in the number of vehicles on these roads. However, following the concerns put forward we are proposing to introduce an addition measure of a timed no right turn from Shernhall Street into Church Lane Road, from 8:00am to 9:30am Monday to Friday to address high volumes of early morning traffic.

One-way roads proposal

During the consultation period, a proposal for an alternative design was submitted by one of the businesses within Walthamstow Village to the Council. This alternative considered placing in a series of one-way streets across the Walthamstow village area. The idea is to create longer distances for those people wanting to cut through the area therefore reducing the numbers doing so.

The alternative proposal has been considered by Council Officers and a number of issues have been raised in regards to the proposals that make it a non-viable option.

Due to the number of one-way streets, approximately 41 in total, residents are likely to be easily confused by the layout. It will also make it more confusing for visitors trying to get to Orford Road Shops and restaurants even after the opportunity of time to get used to the road changes.

Creating lots of one ways does not appeal or encourage cycling or walking within the area. One-ways can often lead to an increase in the speed of vehicles, even in areas where traffic calming has been placed.

It was noted during the trial that when one rat run is removed drivers are likely to find an alternative solution. Looking at the one ways proposed there are a number of roads that would see a large rise in traffic volumes as they cut through from north to south and vice versa. Examples of new routes consist of:

- Clarendon/Copeland
- Fraser/Grove/Pembroke/Wingfield/Orford/West/ Folkstone
- East Ave/Orford/Pembroke/Eden/Copeland



Other roads will see large increase in traffic as vehicles head east to west and vice versa. Examples of new routes include:

- Orford/Pembroke/Wingfield/Orford Road
- Orford/Pembroke/Grosvenor Park Road/Eden/Grove
- Fraser/Grove/Beulah/Barclay

In addition, due to different directions on Grove Road residents of this road would have to use Eden Road or Fraser Road, resulting in an increase in numbers on each of these roads.

Taking into consideration the results of the trial and experience in traffic movement it is extremely likely that this proposal would create a large increase of traffic on other residential roads including Copeland, Clarendon, Pembroke, Wingfield and both side of Eden Road.

The W12 bus is a popular route for residents, visitors to Orford Road and the doctors surgery. Under this proposal the bus route would be required to change. This would increase journey times and force it to travel down residential roads that do not currently have a bus route.

The concept of the alternative design is understood and can be effective in certain situations, however due to the nature and layout of the road network within the Walthamstow Village area and it being a key destination in which we want to attract more visitors this idea is not suitable. This is not an alternative we consider to be viable to proceed with as it would not deliver declared Mini Holland objectives such as reducing through traffic and reducing traffic speeds.

Lea Bridge Road/Hoe Street/Church Lane.

Many suggest an alternative for the development of the main roads to allow for additional vehicles so that less people would be inclined to use the residential roads for rat running. The main roads within the borough do currently have additional capacity; in fact, the volumes of motorised vehicles on the main roads are actually reducing. On Lea Bridge Road, the Department of Transport traffic counts show that over the last three years the level for vehicles has reduced by approximately 6%. However, we still continue to have the issues within our residential roads.

As part of the Mini Holland programme of works we have already identified the three surrounding main roads to Walthamstow Village to be improved both from a cycling and pedestrian users view points and also for those travelling on public transport and in private cars. On Lea Bridge Road we are working closely with Transport for London to improve the flow of the traffic by developing latest traffic models and using the most up to date traffic signal equipment to link all 16 sets of signals together. This will help to increase the capacity and flow of traffic on Lea Bridge Road.

On Hoe Street a key restraint to the traffic is the Walthamstow gyratory at the junction of Selborne road and Hoe Street. This is currently being reviewed with the potential improvements to the road layout and signals. This will help to improve capacity and links for pedestrians, cyclists and those using public transport.



Hoe Street/Lea Bridge Road right turn ban.

During the consultation a number of comments were recording asking for the right turn ban from Lea Bridge Road into Hoe Street to be removed. The reason for this implementation was to help maintain capacity and flow of traffic on Lea Bridge Road. With the improvements of capacity and flows on Lea Bridge Road, it creates an opportunity to investigate the removal of the right turn ban from Lea Bridge Road into Hoe Street. This suggestion will be taken forward as part of the Lea Bridge Road mini holland scheme

Proposal of cycle lanes along railway lines

One alternative option put forward was for the development of cycle lanes alongside the railway lines. However, in doing so it does not achieve the objectives set out for this project. This does not help provide safe cycle routes to many of the key destinations that people want to travel to, it will not help to reduce car driving with residential roads that are already over appropriate levels and it will not serve to encourage the changing of the short car trips under 3km that occurs too frequently within the borough.

Network Rail owns the land that would be required for this proposal. They require this land to ensure the safe running of the railway therefore this land is often unavailable for any other use.

Granville Road, Clarendon Road and Livingstone Road

At stage four we were made aware that there were suggestions from residents on Granville Road, Clarendon Road and Livingstone Road for closures mid-way down each of the roads. Doing this would create access difficulties for residents on these roads. In addition, putting closures mid-way down a short road is problematic for refuse vehicles needing to access the area. We will continue to monitor traffic in this part of Walthamstow Village, however, we believe the closure on Copeland Road and Grove Road, which differ to those implemented during the trial, will help reduce traffic on these roads also.

Shernhall Street (Between Grove Road and Eastern Avenue)

Concerns have been raised in regards to the narrow nature of this section of Shernhall Street and the potential increase in vehicles accessing the car park of the Waltham Oak Mosque soon to be open. Together these factors could lead to the increase of congestion within this section of the road network.

Several alternative options have been received including:

- Make Shernhall Street from the Lord Raglan to Lea Bridge Road one-way, together with Butterfields. Allow a left-turn only from Shernhall Street on to Lea Bridge Road.



- Make Shernhall Street from the Lord Raglan to Lea Bridge Road one-way, together with Butterfields. Have a no-entry on Grove Road, just after Salisbury Road, so that cars wanting to go to Lea Bridge Road will have to go down Fraser Road or Merton Road or cars wanting to go to or back to Shernhall Street go up Salisbury Road.
- Make Shernhall Street from the Lord Raglan to Lea Bridge Road one-way, together with Butterfields. Have a no-entry on Grove Road, just after Salisbury Road, so that cars wanting to go to Lea Bridge Road will have to go down Fraser Road or Merton Road or cars wanting to go to or back to Shernhall Street go up Salisbury Road. Have one side of Shernhall Street a cycle lane to make it easier and safer for cyclists to use the cut-through between Lea Bridge Road and Shernhall Street.

These options have been considered and making the section one way would reduce the accessibility for those in Butterfields and would reduce the benefits of the new section of public realm situated between Grove road and Lea Bridge Road.

The moving of the closures to after Sailsbury Road would then allow for vehicles to be able to gain access to Beulah Road from Orford Road via Pembroke Road/Grove Road and through to Addison Road. This would increase traffic both on Beulah road and Pembroke as it did during the trial.

In considering these options we do note the concerns raised and after implementation of the proposals and the opening of the Waltham Oak Mosque we shall monitor the level of car usage and congestion to see if any further measures are required to improve access and flow of traffic on this section of Shernhall Street.