



Walthamstow Village area wide improvements

Appendix D- Reasons and benefits of final proposal

The final proposals have been developed based on the results of the trial, the extensive door knocking, the large number of emails and the feedback received during the consultation. At every stage of the process we have adapted and developed the proposals based on feedback from residents, businesses and key stakeholders. We have taken suggestions from residents and businesses and therefore many of the proposals vary from the temporary measures implemented during the temporary trial and the consultation stage.

This report provides detailed information about the proposed changes in Walthamstow Village to be considered by Cabinet and the benefits that each proposal will bring to the community.

It should be noted that as was evident during the trial, one road change to ensure traffic reduction in one area, can have a knock on effect on other roads. One benefit to some residents may be to the detriment of others, therefore there needs to be a balance across the scheme.

Road closures and traffic direction changes

Overall from the consultation responses, there was 44% support for these measures, 41% against the measures 12% neutral and 3% said they don't know.

A core element of the proposal is the introduction of a series of road closures and traffic direction changes. The closures affect motored vehicles only (with an exception on Orford Road where the W12 bus service will be permitted); pedestrians and cycles will be able to pass through all the closures outlined. Where a closure is introduced space will be provided to allow vehicles to turn around, as highlighted as a necessity by residents during the engagement process.

We want to ensure any permanent road closures are designed in a way that is in keeping with the surroundings. Therefore, we will design the closures with the help of residents, businesses and key stakeholders on affected road/s.

The remaining section of this report breaks the final proposal down and looks at each series of measures of road closures and traffic direction changes in turn. Each proposed change should not be looked at in isolation; there are interconnecting factors for each series of measures. They will significantly reduce the amount of through traffic using the residential streets whilst maintaining access for residents, visitors, businesses and emergency services.

Series A – Final Measures

- Close Orford Road between Wingfield Road and Eden Road (except buses, cycles and pedestrians)
- Close Eden Road junction with Orford Road



- Close Eden Road just south of its junction with Grosvenor Rise East
- Close Grosvenor Rise East, east of Eden Road
- No entry to southbound vehicles on Wingfield Road south of Arden Mews
- Second Avenue – one-way westbound and Third Avenue – one-way eastbound

If the above measures are introduced the following changes to traffic direction must also be implemented.

- Orford Road – one-way eastbound between Wingfield Road and Eden Road
- Beulah Road – one-way northbound between Grosvenor Rise East and Addison Road and two-way between Addison Road and Orford Road
- Addison Road – two-way between Comely Bank Road and Beulah Road
- Eden Road – two-way for its entire length
- Grosvenor Rise East – two-way between Eden Road and Beulah Road

Reasons and Benefits

Within the consultation responses, 49% supported these measures, 38% were against the measures, 10% were neutral and 3% said they did not know.

This series looks at a number of the central roads within the Walthamstow Village area. One of the key factors in the development of this scheme has been the number of rat running vehicles within the area. These proposals act to reduce that number and allow the scheme to achieve its core objectives.

Orford Road is a well-known through route for people trying to bypass the surrounding main roads. We are therefore seeking to close Orford Road between Wingfield Road and Eden Road. During Stage three of the engagement process key concerns were raised regarding the amount of conflict between on-coming vehicles within the main high street area of Orford Road. Therefore, we propose to make this one-way eastbound outside of the closed times.

We are also proposing a road closure at the north end of Eden Road, at the junction with Orford Road. The reason for this is twofold. Firstly, the closure will stop through traffic travelling north to south. Secondly, it will create more space at the north end of the road to extend Eden (Village) Square, providing more community space for residents and visitors to enjoy. As we are proposing to close Eden Road at the north end, we will allow traffic two-way for resident access.

During the trial, Wingfield Road, Eden Road and Beulah Road saw large increases in traffic, 101%, 127% and 158% respectively.

In response to the consultation results, residents own proposals and feedback received during the workshops, we propose a no entry at Wingfield Road, two road closures along Eden Road, and to make Beulah Road one way northbound from Grosvenor Rise East to Addison Road. This will significantly reduce the amount of traffic being able to pass through the area whilst still allowing access to homes.

At the request of residents (raised in Stage four of the engagement) the no entry sign on Wingfield Road will be situated just south of Arden Mews.



We propose to make Addison Road two-way between Ravenswood Road and Beulah Road. It is currently one-way eastbound at this point. The aim is to improve access to the eastern side of Orford Road where a number of businesses are located. By doing this people will be able to access the east side of Orford Road by travelling from Shernhall Street, along Addison Road (which is now two-way its entire length) turn right onto Beulah Road and left towards Orford Road, or right towards Summit Road.

During the trial and at the design workshops residents on Second Avenue and Third Avenue advised us that they saw an increase in traffic on their roads. We propose to make these roads alternate one-ways. This will reduce the amount of traffic using these roads whilst maintaining access for residents.

The measures within this series were well supported in the consultation responses, therefore little changes have been made from the consultation proposals.

Series B – Final Measures

- Close East Avenue and West Avenue bridges at the junction with St Mary's Road
- Introduction of a right turn ban from Shernhall Street into Church Lane between 8am to 9:30am
- Introduction of further traffic calming on Vestry Road and improvements to its junction with East Avenue

Reason and Benefits

Within the consultation responses, 41% supported these measures, 38% were against the measures, 17% were neutral and 4% said they did not know.

One of the key concerns from Stage one of the engagement process was the amount of traffic using Pembroke Road. This was traffic coming from Church Hill and rat running through the area to reach Lea Bridge Road. In the traffic survey undertaken prior to the trial, this equated to 2,618 vehicles a day. The closure of the two bridges is essential to ensure that this level of rat running is significantly reduced. During the trial, these closures successfully reduced rat running by 60%.

During Stage five of the engagement we received a petition from residents on East Avenue, proposing several changes. These proposals are commented on in Appendix D of this report. Based on this feedback we have added two new measures to the final scheme. These measures will further reduce the amount of vehicles using Vestry Road and East Avenue, beyond the 36% reduction we saw during the trial. The two new measures are the introduction of new traffic calming measures along Vestry Road and a right turn ban from Shernhall Street into Church Lane during the morning peak (8am to 9:30am).

Series C - Final Measures

- Close Shernhall Street junction with Lea Bridge Road



- Close Grove Road outside the Registry Office (No.106)
- Close Copeland Road junction with Lea Bridge Road
- Fraser Road and Merton Road – no entry at the junction with Lea Bridge Road and one-way southbound at the south end of the road (the rest of the road will remain two-way)

Reasons and Benefits

Within the consultation responses, 41% supported these measures, 46% were against the measures, 10% were neutral and 3% said they did not know.

Series C looks at the southern end of the Walthamstow Village however it is important to note that all the proposed measures are interlinked.

As was evident during the trial, one road change to ensure traffic reduction in one area, can have a knock on effect on other roads. One benefit to some residents may be to the detriment of others, therefore there needs to be a balance across the scheme.

Two key roads with high volumes of vehicles movements are Pembroke Road and Grove Road, with 2,618 and 3,118 vehicle movements a day respectively.

A key consideration of the scheme was to ensure that these two mainly residential roads and key cycle/walking routes benefit from reduced traffic levels, improved air quality and a more pleasant environment in which to live. During the trial we introduced a closure on Grove Road at the Pembroke Road junction. Concerns were raised by businesses and residents to officers stationed at the site, that customers were not able to access the shops easily.

In Stage three of the engagement plan officers met with the businesses to discuss the proposals; this situation was also discussed during the workshops. Taking on board those views highlighted during the workshops and the requirement for some closure on Grove Road, we propose positioning the closure outside the Registry Office (No.106). This will ensure access to the shops on Grove Road is maintained. It will also create a quiet and open space outside the Registry Office for people to enjoy. It is important to note that Grove Road residents supported Series C measures with 67% in favour, 31% not in favour and 2% neutral or don't know.

During the trial, vehicle numbers within Copeland Road increased by 41% and residents reported a number of incidents during the trial. In response to requests made by residents after the trial via email, resident meetings and the workshops, we propose to close Copeland Road at the junction with Lea Bridge Road. This road closure is essential for stopping the increase in traffic from Lea Bridge Road to Hoe Street and vice versa. Consultation responses from households on Copeland Road were largely supportive of Series C with 76% in favour of the proposals, 20% not in favour and 4 % neutral.

Linking into Series A measures, concerns were raised during the workshops and engagement that making Beulah Road one-way north bound would create a south to



north rat-run through the village. In order to stop this happening we propose to make Fraser Road and Merton Road one-way.

During the consultation stage residents on Fraser Road and Merton Road raised concerns about accessibility to their homes. We have amended the proposals since the consultation document to take on board their views. The consultation document showed Merton Road and Fraser Road one-way southbound, with no other measures.

To address resident concerns, we have amended the measures and propose to make Merton Road and Fraser Road no entry at the junction with Lea Bridge Road and one-way southbound at the south end of the road. The rest of the road will remain two-way for traffic. This will allow for better access for residents on Merton Road and Fraser Road.

As can be seen in Appendix C, the results for the measures in series 3 are mixed. We have taken on board the comments received throughout the entire engagement period and amended the scheme to suit those concerns. It is important to note that from the consultation responses received from roads within the proposed measures, i.e Grove Road, Shernhall Street, Copeland Road, Fraser Road and Merton Road, 59% were in favour of the proposals, 37% were not in favour and 2% were neutral and 2% don't know.

Shared space on Orford Road – Final Measures

- Closure of Orford Road between 10am and 10pm Monday to Sunday

Reason and Benefits

Within the consultation responses, 49% preferred a complete closure and 51% preferred a closure between 10am and 10pm Monday to Sunday.

We propose creating a space for the community to enjoy on Orford Road by creating a restricted zone between Wingfield Road and Eden Road. A restricted zone is where vehicles are prohibited from travelling along the road at particular times or days. The area will have planting, cycle parking and a shared surface.

Following the consultation results, business workshops and discussions with key stakeholders, it is proposed that Orford Road be closed to traffic between 10am and 10pm Monday to Sunday (except buses, cycles and pedestrians). Placing only a time restriction instead of a full closure has several benefits. The benefits include allowing businesses to make deliveries on Orford Road outside of these times and still allowing restaurants and pubs to utilise the space in the evenings. The scheme will be enforced with traffic cameras.

W12 bus

The W12 bus route will remain unchanged. It is a popular route which services the heart of Walthamstow Village.

Access for emergency services



The road will be designed in a way to allow space for the W12 bus to travel along it. This ensures emergency services vehicles will be able to access the entire street thus increasing their access to the area. Following meetings with the emergency services to discuss the consultation plans, they do not have any concerns with access to this area.

Access for Dial-a-Ride vehicles

The importance of Dial-a-Ride services has been clearly demonstrated by residents during each stage of the engagement process. We are therefore proposing that Dial-a-Ride vehicles are permitted to pick up and drop off residents within the restricted zone on Orford Road. Please note, the Dial-a-Ride vehicles must be picking up or dropping off passengers and will not be able to use the road as a cut through.

Loading for businesses

Loading and access concerns were brought to our attention by a number of businesses during the trial and was a common theme at the three business meetings held during the week commencing 27 October 2014. We have therefore ensured loading is addressed in the proposal. Designated loading bays will be situated on Orford Road and loading will be able to take place before 10am and after 10pm.

Parking for disabled badge holders

The importance of maintaining access to Orford Road for disabled badge holders has been raised by residents throughout the engagement process. Before 10am and after 10pm those with blue badges will be able to park in disabled parking bays on Orford Road. Disabled parking bays will also be situated on adjoining roads to Orford Road which blue badge holders can park in at any time. They were positioned in tactical locations to ensure minimal travelling distance to Orford Road.

Parking for customers

The proposed restricted zone on Orford Road will mean that parking to the general public is no longer available on Orford Road between Wingfield Road and Eden Road. We want to ensure that the shops on Orford Road are easily accessible for customers. Therefore, additional short term parking will be created in nearby roads. We will produce a map which shows all the available parking spaces in the area. Businesses can give the map to customers and residents can give it to visitors.

Visitor trail

The Council recognises the importance and unique nature of businesses in Walthamstow Village. We understand that these businesses are the heart of the thriving community. An aim of the scheme is to attract visitors to the area and therefore boost trade. In response to requests from businesses, we propose creating a visitor trail which passes along key routes through the Walthamstow Village, directing people from Walthamstow Central to Orford Road.

Look and feel of Orford Road

We want to ensure that the unique look and feel of Orford Road is maintained and enhanced. We will design the scheme with the help of local businesses and council conservation officers.



Creating a safe environment – Final Measures

- Raised ‘Copenhagen’ style crossings to be implemented at key locations in Walthamstow Village
- Improve the junction of Barclay Road with Shernhall Street by widening pavements and raising the junctions to slow traffic
- Widen the pavement and reduce the crossing distance on Addison Road at the junction with Shernhall Street
- Investigate and improve street lighting levels on key routes, particularly those well used by pedestrians

Reasons and Benefits

Within the consultation responses, 74% were supportive of all these measures overall, 13% were against the measures overall, 11% were neutral and 2% said they did not know.

In order to fully achieve the benefits of the scheme we need to create a safe and pleasant environment for all road users. Therefore the final design includes a number of measures to reduce traffic speeds and to create a safer environment.

Residents have told us that reducing the risks of speeding traffic and creating a safer environment in Walthamstow Village are key priorities. In response, we are proposing the following:

Proposals to create a safe environment	Reasons and benefits for changes
Raised ‘Copenhagen’ style crossings to be implemented at key locations in Walthamstow Village.	<p>Within the consultation responses, 73% supported these measures, 17% were against the measures, 9% were neutral and 1% said they did not know.</p> <p>A number of junctions in Walthamstow Village have been identified to introduce ‘Copenhagen’ style crossings. The junction has a raised crossing and added space for cyclists and pedestrians to help slow traffic and prioritise pedestrians crossing.</p>
Improve the junction of Barclay Road with Shernhall Street by widening pavements and raising the junctions to slow traffic.	<p>Within the consultation responses, 66% supported these measures, 16% were against the measures, 15% were neutral and 3% said they did not know.</p> <p>This junction has been identified to undergo improvements. It is a busy route which is close to several schools, where people have told us they</p>



	have concerns over road safety.
Widen the pavement and reduce the crossing distance on Addison Road at the junction with Shernhall Street.	<p>Within the consultation responses, 66% supported these measures, 16% were against the measures, 15% were neutral and 3% did not know.</p> <p>The Council proposes making safety improvements to the junction at Addison Road and Shernhall Street. This is a heavily used route and a key route used by children at Henry Maynard School. Safety will be improved by widening the pavement.</p>
Investigate and improve street lighting levels on key routes, particularly those well used by pedestrians.	<p>Within the consultation responses, 89% supported these measures, 5% were against the measures, 5% were neutral and 1% did not know.</p> <p>To make the area more accessible and safer for pedestrians and cyclists we propose reviewing the lighting levels across Walthamstow Village and making improvements to key routes.</p> <p>Residents have told us these proposals must ensure they feel safe in the area when there is less traffic on the roads. Improving the lighting levels on well-used pedestrian routes is one of the measures we are proposing to address this.</p>

New and improved public spaces – Final Measures

- Additional tree planting across Walthamstow Village
- Improvements to street lighting and footpath along Barclay Path
- Improvement of the public square on Eden Road (Eden Village Square)
- Improvements to the footways outside the parade of shops along 71-85 Grove Road

Reason and Benefits

Based on the feedback and suggestions we received at the resident design workshops, we identified public spaces that we will develop to enhance the look and feel of the area. Residents have told us which of the following are most important to them. We will take them forward in popularity order, when funds become available.



Proposals to create new and improved public spaces	Reasons and benefits for changes
Improvement of the public square on Eden Road (Eden Village Square).	Due to the closure proposed on Eden Road at the junction with Orford Road we are able to provide an extension of Eden (Village) Square. A very pleasant public space is already situated here, along with award winning planting. We suggest making it larger so that the community can fully utilise the space and add more greening. The square could be used for community events, a local market and a meeting place for the community to congregate and enjoy for example.
Improvements to the footways outside the parade of shops outside 71-85 Grove Road.	Based on engagement with businesses and residents it was clear that there was a desire to improve the area outside shops on Grove Road. We are therefore proposing to make improvements to the footways in the area through: <ul style="list-style-type: none"> • Resurfacing of pavements • Improved lighting • CCTV to address anti-social behaviour • Greening in the form of tree planting • Appropriate seating • Cycle parking
The formation of a park at the junction of Shernhall Street and Lea Bridge Road.	Due to the proposed closure at the junction of Lea Bridge Road and Shernhall Street we are able to create a park by connecting the two existing grassed areas that are already located there. We will liaise with residents about what they would like the park to look like and what they would like in it.
Two new public spaces on the bridges over the railway line at East Avenue and West Avenue.	Due to the proposal to introduce a road closure at the north end of East Avenue and West Avenue, we recommend creating two new public spaces on the bridges over the railway line. We will design the space with the help of the local community. It could include greening, public seating, a viewing gallery for the railway line and local art.
Additional tree planting across Walthamstow Village.	Through the scheme we are able to undertake additional tree planting in the area to help make Walthamstow Village a great place to live and visit. A number of landscaping improvements are shown on the map however we are logging requests from



	residents.
Improvements to Barclay Path.	Barclay Path is a popular route for people travelling north/south of Walthamstow Village. To make it more visually friendly and safer we propose improving the pavements and street lighting.
Creation of a signed walking and cycling trail to attractions in Walthamstow Village.	<p>The creation of a signed walking and cycling trail to attractions and shops in Walthamstow Village was something that was raised by businesses.</p> <p>The Council recognises the importance and unique nature of businesses in Walthamstow Village. The aim of any scheme is to attract visitors to the area and therefore boost trade. As part of this we recommend creating a visitor trail directing people from Walthamstow Central along St Mary's Road to Orford Road.</p>
More cycle parking.	A key element of the Mini Holland bid was the desire to improve the boroughs infrastructure to boost the number of people choosing to cycle. We therefore recommend creating more cycle parking across Walthamstow Village. We will ensure the parking facilities are in keeping with the environment. We are logging requests from residents about the location of this parking.
More public seating.	We want to make Walthamstow Village a great place for people to live, work and visit. We therefore recommend having more public seating for people to utilise and enjoy. We are logging requests from residents and businesses about where they would like to see seating located. The seating will be designed in a way that will not encourage antisocial behaviour.

Area upkeep – Final Measures

A number of maintenance issues have been brought to our attention by residents during the engagement process. As part of the scheme we will address a number of these by realigning current revenue, local maintenance and Section 106 funds in order to make improvements to the area. Work will start in early 2015 on the following and will continue over the next two years.

Proposed area upkeep work	Reasons and benefits for changes
Replace all speed cushions	Speed humps regulate the traffic more effectively



with speed humps.	and improve safety for cyclists and pedestrians using them.
Improvements to footways.	Improving footways will benefit all residents in the area, especially those with buggies and people with mobility difficulties. This was a key issue raised during the workshops. We are recording particular requests from residents.
Improvements to street lighting.	Residents and businesses have informed us that feeling safe in Walthamstow Village is a key priority for any improvements. As part of the scheme we are therefore proposing to undertake an assessment of the current street lighting in the area and make improvements, especially on well used pedestrian routes. We are logging requests from residents about particular areas.
Road resurfacing	We are currently programmed to resurface Grove Road, East Avenue, West Avenue and the eastern section of Maynard Road. Uneven surfaces and potholes were raised as an issue by residents at the design workshops. We are recording requests from residents.
De-cluttering	To de-clutter the area we propose to remove redundant street signs which will reduce the number of obstructions on footways.