

ENJOY WALTHAM FOREST WALKING AND CYCLING ACCOUNT



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CYCLE
ENJOY**

Cycle
WALTHAM FOREST

www.enjoywalthamforest.co.uk

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ENJOY WALTHAM FOREST WALKING AND CYCLING ACCOUNT

Introduction

This is our first walking and cycling account which reviews the Programme so far. It's nearly 4 years since we started preparing our Mini-Holland bid. Since then the bid has become real. Construction of the schemes included in the plan, which has become the Enjoy Waltham Forest Programme, is well and truly under way.

These changes are going to make it as safe and accessible as possible for people from ages 8 to 80 to get to the places they want to get to, across the borough and beyond by bicycle.

There's also lots of other developments under way which will mean our borough is an even greater place to live and work in the coming years.

The Mini-Holland funding, secured in 2014, has allowed the borough to support the already blossoming cycling culture. However this is not just a recent phenomenon. Waltham Forest has the claim to fame of being the home of John Kemp Starley, the inventor of the modern bicycle.

We are incredibly lucky to live in a borough bordered by the forests, parks and marshes of the Lea Valley and Epping Forest where there is a well-established culture of off-road cycling. The latest Census data showed that the proportion of households owning a car in the borough has declined over the last decade in favour of other modes of transport including walking and cycling.

The borough already had great foundations to build on and the Mini-Holland funding now gives us the opportunity to give greater priority to residents on bikes, children on scooters and pedestrians. We hope that by being a beacon for Healthy Streets, we inspire other communities in London and across the country to follow our example.

Are we there yet?

It's early days in building the programme and the benefits will likely take some time to be realised. However there is some evidence that people in the borough are choosing to walk and cycle more.

Our most recent resident insight survey shows that 17 per cent of our residents describe themselves as occasional cyclists with 75 per cent of these residents stating they cycle at least weekly. The Travel in London Borough Local Implementation Plan performance indicators show that walking and cycling have a combined mode share greater than private car.

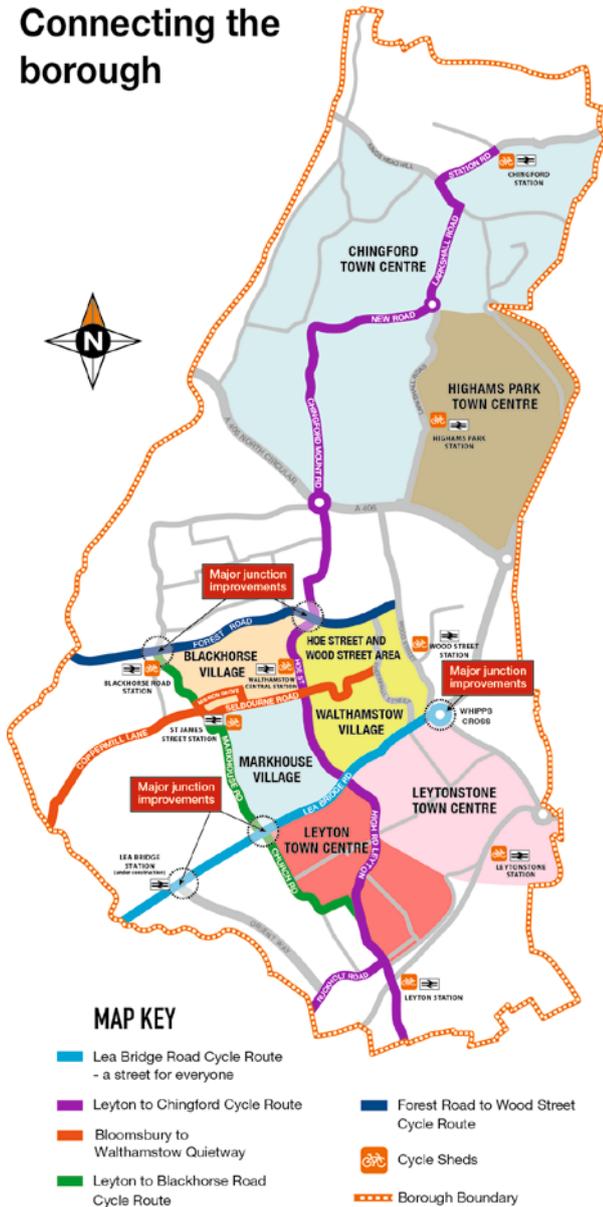
The latest Travel in London report from Transport for London shows that Waltham Forest is the only outer London borough where people walk and cycle more than they drive. Between 2013/14 and 2015/16 the number of walking and cycling trips (35.4 per cent of all trips) was greater than car trips (33.6 per cent).

People are also starting to make the most of the quieter neighbourhoods, improved facilities and better connectivity for those using public transport. This progress has been recognised across the country and has won numerous awards.

Whilst the walking and cycling combined mode share is significant, with levels of cycling in the borough being relatively low, the 2011 census suggests two to three per cent. This is of course prior to the commencement of the Enjoy Waltham Forest Programme. We have an ambitious target for ten per cent of all trips in the borough to be made by bicycle by 2020. Simply building protected cycle lanes will not get us to this target. We understand we need to encourage people who already cycle to choose to cycle for more journeys, make people confident to cycle further, give a helping hand to people to get back on their bike after many years and give people the support they need to learn to ride a bike for the very first time.

A NETWORK OF WALKING AND CYCLING ROUTES

Connecting the borough



Alongside the physical works, we have established a free cycle training programme, a cargo bike loan scheme, free bike maintenance sessions and have our annual cycling celebration 'Le Tour de Waltham Forest'.

We are also making developers aware of the changes that we are making and encouraging them to prioritise sustainable transport options.

This walking and cycling account aims to recognise and celebrate the progress that we have already made, outlines our next steps and highlights where we must focus our attention in the future. As our first walking and cycling account it will be a great tool to measure the success of our goals and allow us to create new targets for future years.

OUR NETWORK OF ROUTES

The biggest projects in the programme are our ambitious plans for the main roads. To make all roads accessible by bicycle in the borough, we need to have a connected network of high quality cycle routes, which allow everybody to use the network.

The network of routes focuses on significantly upgrading the existing segregated cycle network and improving connectivity. Some of these are already our busiest routes for people cycling. Other main roads which are included in our plans are currently less popular but will create important local links between town centres.

We've made good progress on the development of the new Mini-Holland network with approximately 7 miles of new segregated space for cycling in place for summer 2017.

This section provides an update on progress on the delivery of the cycle network for the borough.

Ruckholt Road

The Ruckholt Road scheme, constructed in 2015, is designed to provide a link between the emerging routes from Leyton, Leytonstone and Walthamstow to the Queen Elizabeth Olympic Park.

The route comprises of sections of fully and semi-segregated cycles tracks, separate signals for cycling and shared zebra crossings for people walking and cycling. The route also has new trees and planted areas to give a greater sense of separation from motor traffic.

Grove Green Road

The Grove Green Road route (currently under construction) is being delivered as part of the Leyton and Leytonstone Town Centre schemes.

It will provide a much improved walking and cycling link between Leyton and Leytonstone and to the Ruckholt Road scheme.



Blackhorse Lane

The Blackhorse Lane scheme was introduced in 2016 as part of the major regeneration works on-going in the surrounding area. The scheme includes segregated tracks that extend north of the Blackhorse Road junction then links directly to the Billet Road scheme.

Billet Road

Funded outside of the Enjoy Waltham Forest Programme the Billet Road scheme provides a much improved cycle route between the Crooked Billet roundabout and the Blackhorse Lane cycle track. This is a key link between the north and centre of the borough between Forest Road, the Leyton to Chingford route and the quiet routes in the Highams Park area. It also provides improved access to Walthamstow Wetlands and the Lee Valley.

The combined schemes include 4,600m of segregated cycle track, new shared zebra crossings, Copenhagen Crossings at side road junctions and improved lighting.

Leyton To Blackhorse Road

Blackhorse Road

A southbound segregated cycle track and northbound segregated track outside Willowfield School and Blackhorse Road station was introduced as part of a separate project. Quiet parallel northbound routes are available via Pretoria Avenue and Edward Road.

The continuation of the route southbound from Blackhorse Road is linked to on-going regeneration and development in the town centre. To the north the scheme will link to the Blackhorse Lane/Billet Road route.

Church Road

Sections of segregated track that will form part of the Blackhorse Road to Leyton route and provide links to Leyton Jubilee Park and the Ive Farm Development have been introduced. The route will link to Leyton via the existing quiet route on Manor Road.

Markhouse Road

The Leyton to Blackhorse Road route is being improved through the introduction of segregated cycle tracks on both sides of Markhouse Road, totalling 1,730m of safe space for people to cycle.



Ruckholt Road

The Ruckholt Road spur of the Leyton to Chingford Route opened in Autumn 2015. The route is one of our busiest with over 900 cycling trips everyday.

It is a key link to the southern areas of the borough, the Queen Elizabeth Olympic Park and to Hackney and central London.

The route links to the Orient Way/Argall Avenue segregated cycle tracks meaning a continuous route from the Markhouse Road area of Walthamstow all the way to the Olympic Park.

Leyton to Chingford

An early section of segregated cycle track was introduced on Hoe Street in 2015. The route is currently under development but will eventually provide a high quality cycle route from Chingford in the north of the borough to Leyton and the Queen Elizabeth Olympic Park via the new Hoe Street/Selborne Road junction.

Lea Bridge Road

We have introduced the first sections of our new segregated cycle track and a new walking and cycling bridge on Lea Bridge Road.

A section from the borough boundary to the Lea Valley Riding Centre is complete. Along Lea Bridge Road the cycle track will have a permeable surface, allowing the movement of rainwater through the surface and into the ground. This reduces the risk of flooding whilst filtering pollutants from the water.

We are constructing more sections of the route through the coming year with work under way in the section between Orient Way and Markhouse Road. Works have also commenced at Wood Street junction and the transformation of the Whipps Cross roundabout has begun.

Forest Road

The section of the Forest Road route outside the new Walthamstow Wetlands was completed in 2016. We are currently working on the Blackhorse Road to Palmerston Road with this section of the route planned to open in Autumn 2017.

Quietway 2

Quietway 2 is part of Transport for London's wider Quietway network and links Walthamstow to Bloomsbury in central London via Hackney and Islington.

In Waltham Forest Quietway 2 links Walthamstow with the new Walthamstow Marshes and Lee Valley via Selborne Road, Willow Walk and Coppermill Lane.

The route will be launched in Autumn 2017 and will eventually extend via Selborne Road and the redesigned junction with Hoe Street into St Mary Road and onto Wood Street.

Making Tracks

2020 Objective: All of the borough should be accessible to all by bicycle.

Progress on our segregated network has gathered pace in the last year. Whilst not all the bits we've completed are joined up yet we've still introduced some significant new space for cycling.

Over **50** side road junctions made safer through Copenhagen Crossing treatment.



13,870m – The length of segregated cycle track introduced in the borough since the Enjoy Waltham Forest Programme began.

9 bus stop bypasses to remove the need for people to cycle around waiting buses in general traffic.

22 new cycle/pedestrian parallel crossings.

GETTING AROUND WALTHAM FOREST

Understanding how people travel

We use data from a range of sources to try and understand how people travel around the borough. We've also tried to find out through engagement, surveys and face to face conversations how and where people would like to travel to.

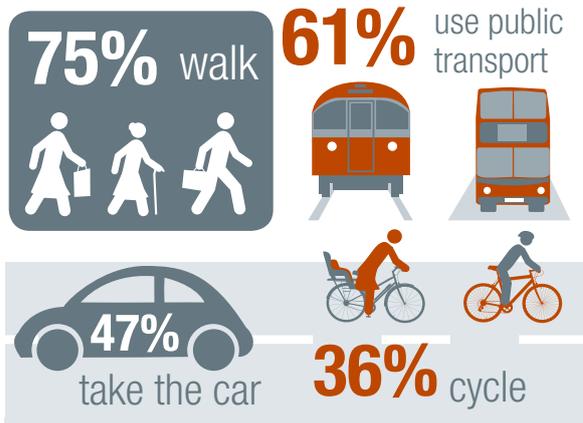
The results from the engagement and consultation stages of projects have been used to tailor proposals to the needs of local people and to encourage more sustainable journeys.

Intercept surveys

As part of the monitoring for the Enjoy Waltham Forest Programme, Transport for London (TfL) conducted surveys of cyclists in the borough at locations where changes were planned to streets or infrastructure was to be installed. The responses are, of course, influenced in part by the progress of schemes, but are interesting none the less.

**Waltham Forest
cyclists spend an
average of six hours
a week in the
saddle**

How respondents travel on Lea Bridge Road

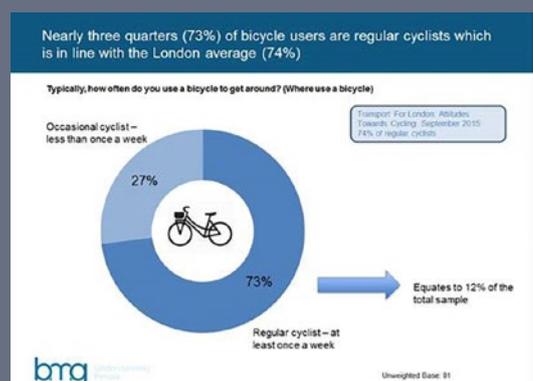


Resident insight survey

In 2015 and 2016 residents were asked about their travel habits as part of the Resident Insight Survey. The survey of 500 residents from throughout the borough asks questions about a range of issues including transport.

In 2015 when asked what modes of transport they use to get around 12% of those who responded stated that they cycle occasionally. Of this 12%, 62% stated that they cycle at least once a week. 51% of respondents said that they walk with 61% stating car and 74% public transport.

2016 saw some changes in the responses to this question. The number of residents stating that they were occasional cyclists increased to 17% which is in line with the London Average of 18 % (TfL Attitudes to Cycling 2016).



56 per cent of cyclists had used another means of transport before changing to cycling.

In Waltham Forest **41 per cent** had previously got the bus and 12 per cent had previously driven.

How do cyclists currently feel on these routes?

Leyton to Blackhorse Road – 41 per cent said they feel safe for some parts of this journey but there were a number of occasions where they did not feel safe.

Lea Bridge Road – Only 16 per cent felt safe throughout this journey.

31 minutes

The mean length of trip cycled in the borough

51 per cent of cyclists surveyed in Waltham Forest started making that part of their journey within the last year.

1 in 10 Waltham Forest cyclists were going shopping

Work commuting was the main purpose of trips on planned Enjoy Waltham Forest routes with 57 per cent. A total of 11 per cent of cyclists stated shopping was the purpose of their trip.

The **main** reason cyclists chose routes in Waltham Forest was that they are the **quickest** routes (58 per cent of respondents).

53 per cent of cyclists in Waltham Forest considered that the borough had become better for cyclists in the past year.

In Waltham Forest half of the cyclists surveyed started and finished their journey in the borough.

28 per cent started their trip in the borough and ended it outside.

Cyclists surveyed in Waltham Forest were **75 per cent male** and **25 per cent female**

Cycle trips were undertaken for a wide range of purposes. **83 per cent** were commuting, **69 per cent** leisure, with shopping the third most popular purpose.

CYCLING IN WALTHAM FOREST

Building momentum

The progress to date with the Enjoy Waltham Forest has been focused on the residential areas but more of the segregated routes are now being constructed.

The network will enable people of all ages and backgrounds to be able to cycle throughout the borough easily, quickly and safely.

We've been trying hard to understand where and when our residents cycle. We've also been trying to understand how we can encourage our residents who don't cycle to begin riding a bike.

Bike by numbers

We have introduced a network of cycle counters so we can better understand how many people are cycling, where and when.

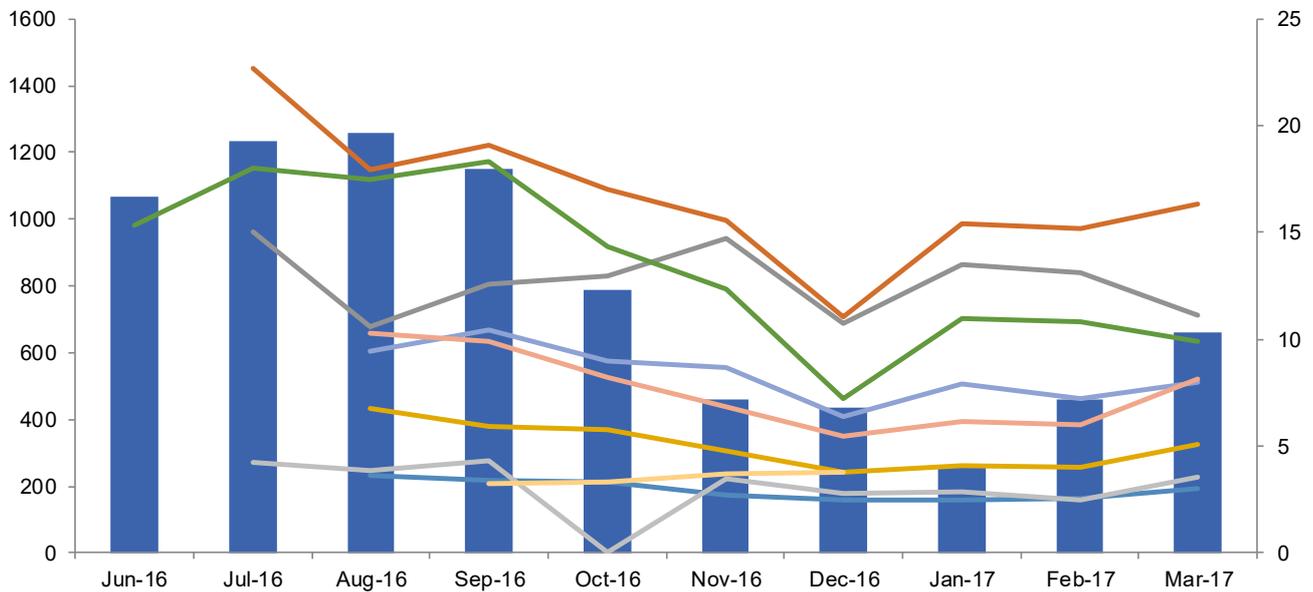
The numbers of cyclists using the network is encouraging especially considering a lot of our main road infrastructure is only just being built. Our cycle counters are located on Argall Avenue, Church Road, Coppermill Lane, Crooked Billet roundabout, Forest Road, Lea Bridge Road, Orford Road, Orient Way and Ruckholt Road.

The graph and table below show the average number of people that cycled past our cycle counters in 2016 and early 2017. Given that most of the counters were introduced in the late summer last year they are really only winter averages.

The average temperature of each month is also shown on the graph. It seems to show that we have a dedicated bunch of local people who cycle to work or school come wind, rain or shine!

Weekday Cycle Count Averages						
Scheme	Jun-16	Jul-16	Aug-16	Sep-16	Oct-16	Nov-16
Lea Bridge Road	N/A	1,453	1,146	1,220	1,091	994
Lea Bridge Road (Ice Centre)	N/A	963	679	806	830	943
Orient Way (2 way)	N/A	N/A	431	379	367	307
Church Road	N/A	N/A	233	217	214	175
Coppermill Lane (2 way)	983	1,152	1,120	1,173	919	789
Argall Avenue	N/A	N/A	603	669	573	557
Ruckholt Road	N/A	N/A	658	633	524	440
Orford Road (2 way)	N/A	269	245	274	155 (no data from 1-11 October)	223
Forest Road	N/A	N/A	N/A	209	213	239
Temperature (C)	16.70	19.25	19.65	17.95	12.30	7.15

Cycle Count Daily Averages (week day)



	Jun-16	Jul-16	Aug-16	Sep-16	Oct-16	Nov-16	Dec-16	Jan-17	Feb-17	Mar-17
Temperature (C)	16.7	19.25	19.65	17.95	12.3	7.15	6.8	4.15	7.2	10.35
Lea Bridge Road		1453	1146	1220	1091	994	708	988	974	1046
Lea Bridge Road (Ice Centre)		963	679	806	830	943	688	863	840	712
Orient Way (2 way)			431	379	367	307	241	260	259	324
Coppermill Lane (2 way)	983	1152	1120	1173	919	789	462	704	694	635
Church Road			233	217	214	175	157	158	164	193
Argall Avenue			603	669	573	557	408	505	462	513
Ruckholt Road			658	633	524	440	349	396	385	520
Orford Road (2 way)		269	245	274	0	223	180	181	159	229
Forest Road				209	213	239	244			

Dec-16	Jan-17	Feb-17	Mar-17	Average	Return trips
708	988	974	1,046	1,069	2,031
688	863	840	712	814	1,546
241	260	259	324	321	321
157	158	164	193	189	359
462	704	694	635	850	850
408	505	462	513	536	536
349	396	385	520	488	927
180	181	159	229	220	220
244				226	430
6.80	4.15	7.20	10.35	12.15	

Never see any cyclists?
 Don't think you're looking hard enough. On our busiest day on Lea Bridge Road last year 2,074 cyclists were recorded heading west. Assuming most people made a return journey that's a whopping 4,148 cycle trips, about 14% of all traffic on the road.

CYCLE WALTHAM FOREST

Is it worth it?

The council is spending a lot of money on the borough's roads and residential areas to make them nicer, safer, quieter places to live, spend time and travel around but is it worth it? We hope that we will see lots of benefits to the wellbeing of our residents, the transport system and the local economy.

The fact is that even without the changes from the Enjoy Waltham Forest Programme the number of people walking and cycling in the borough is valuable to the borough in many ways including reducing congestion and air pollution, and improving personal well-being and services such as the NHS.

Monitoring and learning from what we do

As a Mini-Holland borough the work we're doing is the focus of lots of discussion about the changes to the layout of our main roads and residential areas can have an impact on the way people travel.

As discussed we've a network of cycle counters in place 365 days a year and can use data gathered to evaluate and estimate the potential benefits of the programme.

The World Health Organisation HEAT tool

One of the ways we can measure the success is by using the World Health Organisation HEAT tool. The tool measures the value of extended lives and reductions in costs to the healthcare system from the increased levels of walking and cycling.

We've used the HEAT tool to measure both what the value of current cycling levels are and what increased levels of cycling might be worth with the results in the table below. It's worth noting that the benefits are from increased cycling only and the potential benefits from everyone walking a bit more are even greater. More information on the HEAT tool can be found here:

www.heatwalkingcycling.org



Ruckholt Road

The Ruckholt Road scheme was one of our first of the Enjoy Waltham Forest Programme. The new road layout has provided better infrastructure for people walking and cycling and should therefore encourage people to do both more often.

Unlike lots of our other routes this is substantially complete so we can look at the real before and after data.

Before work started cycle counts showed 341 people cycled along Ruckholt Road every day making 682 journeys. This was already providing £462,000 to Waltham Forest in benefits.

Since work was completed in 2015 the numbers of people cycling along Ruckholt Road has increased to 671 with an extra 330 using the cycle route every day.

The additional people on two wheels on generates an estimated £240,000 a year in benefits which is a staggering £2.4 million over 10 years.

547M

of stepped cycle track

734M

of semi segregation

4

sets of cycle friendly traffic lights

Over **900** cycle trips every day

£1,000,000
investment

Average annual benefit of
£207,000

Over **10** years benefits of over **£2 Million**

3 shared pedestrian cyclist zebra crossing

WALKING IN WALTHAM FOREST

On the front foot

Walking is the best way to make local journeys. It's free, is an easy way for most people to be active, and we want more short journeys to be walked by our residents.

When people walk there are lots of benefits to the individual but also to the local area. Quite simply, areas that are good for walking are good areas. In areas with high levels of walking there is higher social interaction and there is lots of evidence that it's better for local businesses too.

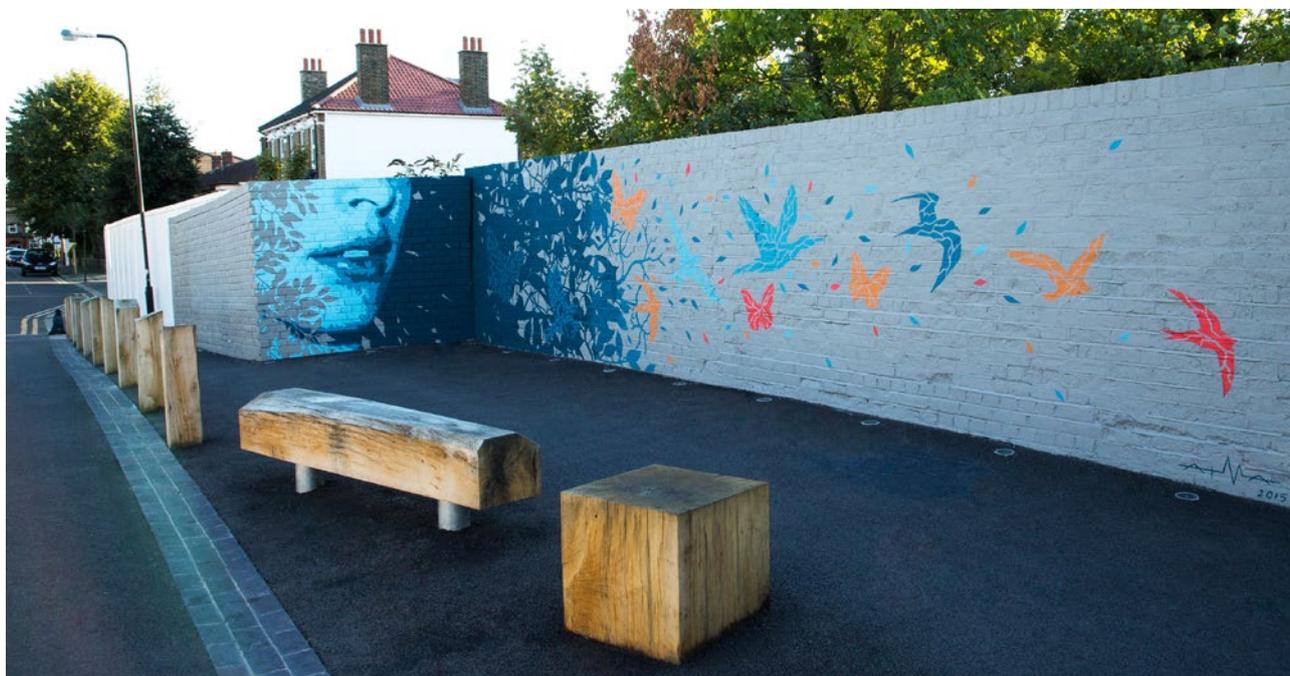
The Enjoy Waltham Forest Programme isn't just about people cycling. There are lots of improvements aimed at people who walk and encouraging more people to walk short journeys. Most of the work we've been doing in the 'villages' and 'town centres' is aimed at encouraging people to get out in their street and explore their local area on foot.

We don't normally think of walking to the shop as exercise but it is. It is also a really efficient mode of transport with minimal impact on everyone else. Walking is our most popular mode of transport, and at 36 per cent we have the highest walking mode share of the outer London boroughs.

However, 32 per cent of journeys are still made by car and lots of those are short and could be made on foot. TfL estimates that of the 1.06 million trips less than 1 km that could be walked, nearly 90 per cent are made in a car either as a driver or a passenger.

Healthy streets

The Mayor of London has been talking of a new focus on healthy streets for London, meaning new designs for streets should be good for people on foot. They should include things like good footways, be easy to cross and have shade and places to rest. The changes we've made and are still making to the streets are ahead of the game and are being used as good examples for others to follow.





Walk Waltham Forest

During the engagement stages of the Enjoy Waltham Forest Programme residents told us lots of things we could do to improve conditions for people walking. We worked with them to create solutions to problems faced when on two feet and have now introduced many of these.

Putting you on the front foot

Lots of the improvements we've made to the streets of the borough are to make it easier and more attractive to get around by foot.

We've made it easier to cross side roads by reducing the amount of traffic using residential roads and providing step-free access across side roads for people walking. On main roads we've introduced more pedestrian crossings, improved old ones and upgraded street lighting.

The full list of improvements we've made for people walking includes:

- Low traffic residential areas
- Copenhagen crossings (continuous foot-ways)
- Zebra crossings
- Pedestrian crossings
- Improved footways
- Footpath improvements
- Pedestrian areas
- Improved street lighting
- Trees and planting
- Seating

More information on these features can be found at www.enjoywalthamforest.co.uk

INVOLVING THE COMMUNITY

What you've said

Consultation and engagement is central to the Enjoy Waltham Forest Programme. We want to build a genuine dialogue with local residents and businesses to help inform and shape the proposals. As part of our engagement process there are a number of stages that each of our schemes go through before any changes are made:

Early engagement

Perception survey

Before designs are developed we carry out perception surveys with residents and businesses in the scheme areas to find out what local people think about the area and the types of improvements they would like to see. As well as hard copy questionnaires we have used an on-line engagement tool to help us manage this in an open and transparent way.

Co-design workshops

The perception survey results are used to develop a concept design for the area which is then taken to local resident and business co-design workshops for feedback.

The workshops are an opportunity for local people to help shape the designs before the public consultation stage.

Walkabouts with local people

We have used this to explore ideas for public space improvements along some of our route schemes such as Lea Bridge Road. Led by our public realm architect, we've invited local residents and businesses to take part where options for public space improvements are explored.



Streets for the people

Trialling ideas

For the Walthamstow Village scheme we ran a 'live' consultation trial for a 2 week period. We installed the temporary measures including trees, signs, hay bales, and grass, and surveyed people to understand what they thought. This was then followed up with a full public consultation.



Green fingered residents

Lots of streets in the areas where we have worked have adopted planting areas and new on street gardens that have been created as part of the programme.

So far 11 new green spaces in the borough have become new community assets.

Performance Indicator	Number	Information
Consultation Responses (Online and postal)	10,757	Printed version of details of proposals posted to people who live in the area.
Online Comments	15,981	Our online consultation platform enables people to view proposals, suggest their own, comment and see what other people have said.
No of Drop-In Sessions	30	Evening and weekend events when people can come along and talk to us about the plans for where they live.
No of People Who've Attended	891	Residents had the chance to have one to one conversations with Council officers to ask questions about the scheme.

GREAT PLACES 2016/2017

Quieter neighbourhoods

Last year we continued with our Enjoy Waltham Forest Programme of Town Centres and Villages, aimed at making our residential areas great places to live primarily by removing through traffic.

We've then had the chance to work with local people to reorganise the way the local street network works and feels. We've introduced traffic calming measures and 20mph speed limits but also lots of new places for people to spend time, added trees and plants and incorporated spaces for street art.

We spoke to lots of our residents and businesses to understand their aspirations for the schemes happening in their areas, explained what we had proposed in response to those ideas, addressed and issues people have getting around the area or issues with the existing road layout.

Progress

The Town Centre and Village programmes are substantially complete. The impact on the areas of the borough in which we have worked have seen transformational changes which have altered the ways in which people access residential areas.

The changes have dramatically transformed the streets in these areas into quiet networks free of through motor traffic. We know that these are of course not only great places to live but also the perfect conditions to encourage more people to walk and cycle.



How many roads?

207

– the number of residential streets in low traffic neighbourhoods

113

new trees throughout the villages and town centres

69

safer junctions through introduction of Copenhagen Crossings

24

newly created places

Scheme	Stage	Progress
Blackhorse Village	Engagement	March 2015 – May 2015
	Design development and consultation	June 2015 – September 2015
	Implementation	October 2015 – March 2016
Hoe Street and Wood Street	Engagement	March 2015 – June 2015
	Design development and consultation	July 2015 – November 2015
	Implementation	December 2015 – June 2016
Leyton Town Centre	Engagement	June 2015 – October 2015
	Design development and consultation	October 2015 – May 2016
	Implementation	June 2016 – Summer 2017
Leytonstone Town Centre	Engagement	June 2015 – October 2015
	Design development and consultation	October 2015 – May 2015
	Implementation	June 2016 – December 2016
Walthamstow Village	Engagement	February 2014 – October 2014
	Design development and consultation	November 2014 – December 2014
	Implementation	January 2015 – July 2015
Chingford Town Centre	Engagement	March 2016 – May 2016
	Design development and consultation	June 2016 – September 2016
	Implementation	December 2016 – June 2017
Highams Park Town Centre	Engagement	March 2016 – May 2016
	Design development and consultation	May 2016 – July 2016
	Implementation	October 2016 – April 2017

MAKING CYCLE PARKING EASY

Cycle parking at home

2020 Vision Objective: Every resident has somewhere to keep their cycle.

Since the launch of the first 10 cycle parking hangars in the borough the story has been remarkable. There was obviously some demand in the borough prior to this and a number of requests for resident's cycle parking options had been received mainly from people

living in Walthamstow or Leyton who had seen hangars on their travels in other parts of London.

The first 10 hangars were introduced in places suggested by these people and quickly started to fill up. As news spread of the first 10 and work on the Enjoy Waltham Forest Programme gathered pace more and more requests were made. A 'request a hangar' page was added to the Enjoy Waltham Forest website and residents were asked for suggestions through social media and responses to consultations on other schemes.

	Target	Progress
2015/16	Develop cycle hangar network development process	Completed and approved April 2015
	Consultation and implementation of Batches 2 and 3 (20 in total)	Completed in March 2015
	Introduce additional 30 hangars in Leyton and Leytonstone areas – Batch 4	Consultation completed. Implementation postponed until summer 2016 to allow completion of procurement process
	Integrate estate cycle parking network now that it has been brought in-house	Estate scheme adopted and integrated
2016/17	Implementation of 30 hangars in Leyton and Leytonstone	43 installed – completed March 2017
	Implementation of 47 hangars in Central and Upper Walthamstow including our 100th hangar – Batch 5	Completed in March 2017
2017/18	Identify locations for Batch 6 – additional 30 hangars borough-wide	Planning commenced April 2017
	Consultation and implementation of Batch 6	Programmed Summer 2017
	Continue to work with housing to develop the estate cycle parking network	Potential locations identified

Cycle hangars

Fast forward 3 years and using the financial support of the Enjoy Waltham Forest and Borough Cycling Programmes we have over 120 hangars in residential streets providing 720 spaces to residents. Despite providing a new home for all these bikes we still have a long waiting list with over 2,100 other residents suggesting their streets as places where hangars could be introduced.

The popularity of the idea is not surprising considering the amount of relatively small terraced housing and flats in the borough, with high concentrations of these in the south. The Council is in the process of identifying additional funding to support the growth of the hangar network across the borough.

720 The number of spaces available in our resident cycle parking hangars.



CYCLE PARKING FOR VISITORS



Cycle parking at stations

Cycle parking at stations is vital to encourage combined sustainable mobility through people taking first mile/last mile journeys by cycle. Encouraging people to make these journeys by cycle benefits everyone as it reduces congestion through lowering the number of short private car trips and frees up space on local public transport for those who need it.

Once complete the cycle park and go network will provide **472** spaces at **7** London overground and Underground stations in the borough

Cycle park and go

Cycle Park and Go offers secure cycle parking at rail and underground stations in the borough. We've introduced 6 hubs with two tiered power assisted cycle stands, key fob entry with CCTV, help points and information boards. Membership is currently £25 a year which provides entry to all hubs with a registered key fob.

The Leytonstone and Walthamstow Hubs were opened in July 2015 with capacities of 50 and 80 cycles respectively, replacing existing outdated

provision. The new two-storey hub at Leyton Underground Station opened in May 2017 with capacity for 150 cycles.

Brompton Dock

2015 saw the launch of the borough's first cycle hire scheme with the opening of a Brompton Bike Hire dock at Walthamstow Central Station. There are 35 Brompton Bike Hire docks across the country and the Walthamstow Central dock is the most frequently used location! Following this success, we launched two more docks in Leyton and Leytonstone in summer 2016.

Recognition

Our cycle hub network has been highly regarded by both users and the transport industry. Nearly 800 people have joined Cycle Park and Go and the network was awarded the Cycle Parking Award at the Association of Train Operators 2015 and 2016 Cycle Rail Awards.

Nearly **800** people are registered users of cycle park and go

Hub	Capacity	Progress	Avg. Occupancy
Leytonstone	50	Opened July 2015	20
Walthamstow	80	Opened July 2015	50
Wood Street	28	Opened February 2015	4
Station Approach	80	Opened August 2015	–
Lea Bridge Road	50	Opened May 2016	8
Leyton	156	Opened May 2017	–
St James Street	28	Opening Summer 2017	–

AS EASY AS RIDING A BIKE

Cycle training

More residents and school children than ever before took part in the free cycle training offered by the Council in 2016/17. In fact the numbers of our residents taking part in school, individual or group training saw a 410 per cent increase.

For information on how to take part visit our website www.enjoywalthamforest.co.uk/get-involved/cycle-training/

Summer cycling school

In July 2015, 2016 and 2017 we held our Summer Cycling School at various locations throughout the borough. The school offered child and adult cycle training, advanced training and bike maintenance courses.

In total 69 children and 70 adults attended the group cycle training and the 6 maintenance courses were fully booked and well attended, with a long reserve list!

We are going to be holding another Cycling School this summer. For information on how to take part visit our website www.enjoywalthamforest.co.uk/summer-cycling-school/

Cycle Training Data 2013/14 – 2016/17						
	2013/14	2014/15	2015/16	2016/17	Percentage increase/decrease on 2013/14	Total (2013/14–2016/17)
Individual Training						
L1	101	282	629	495	+490%	1,406
L2	47	92	179	192	+409%	463
L3	15	25	33	37	+247%	95
Cancelled	68	38	200	199	+293%	437
Total	231	437	1,041	923	+400%	2,401
Adult Group Training						
L1	N/A	111	64	51	N/A	226
L2	N/A	18	11	12	N/A	41
Total	N/A	129	75	308	N/A	512
*2016/17 includes 245 residents taking part in partnership training e.g. Cycling is my Goal						
School Data & Child Groups						
L1	228	376	778	928	+407%	2,082
L2	236	584	626	706	+299%	1,916
Total	464	1,078	1,773	1,904	+410%	4,755
Total Trained	695	1,644	2,889	3,135	451%	7,668
SUD course attendees	N/A	N/A	234	136	N/A	370
Dr Bike bikes serviced	N/A	N/A	689	649	N/A	1,338



Dr. Bike

Dr. Bike maintenance sessions are held throughout the borough as part of our community engagement sessions.

They offer people the opportunity to get their cycle looked over by a qualified mechanic and have minor repairs carried out free of charge.



2020 objectives: For people cycling to reflect the diverse nature population of the borough women should outnumber men cycling as they do in the borough's population

Cargo bikes

The Council now has eight cargo bikes:

- An Electric assist Bullitt with a convoy box,
- A pedal powered Bullitt with a box and a platform,
- A Christiana classic,
- A Christiana cargo long with electric assist,
- An Omnium cargo
- A Bakfiets
- Two food delivery bikes

They are available for businesses and families to use through a loan scheme. The bikes are ideal for the school run or dropping off stuff locally with the Christiana capable of taking 100 kgs.

In 2016/17 over 90 families trialled the Christiana and Bakfiets family bikes with 10 then going on to buy a bike afterwards. This scheme has been a big success with nothing but positive feedback from the parents and children alike.

More details can be found at:

www.enjoywalthamforest.co.uk/cargo-bike/



Le Tour de Waltham Forest

Le Tour de Waltham Forest is the borough's annual cycling celebration. It's a great event to get people on their bikes with friends and families to explore the borough and meet new people. There are bronze, silver and gold routes available which are marshalled by Waltham Forest Cycling Campaign with support from the council.

The tour in 2017 was the biggest to date with almost 900 people registering to take part. You can view photographs from this year's event on our website at: www.enjoywalthamforest.co.uk/get-involved/le-tour-de-waltham-forest/

Cycling is my Goal

Cycling is my Goal is a joint project with Leyton Orient providing cycle training and five-a-side football. 76 participants attended the course in 2016.

These included students, families and individuals from Noor UI Islam. The project aims to work with people of all ages within the local community in Waltham Forest to improve their confidence to cycle on the roads.



The London Cycling Show

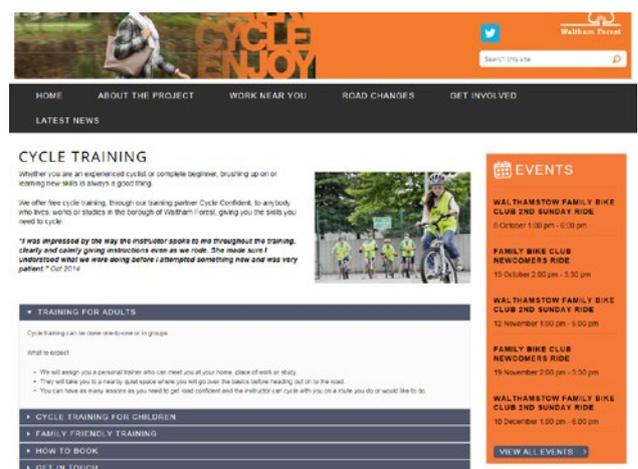
We hosted the London Cycling Show on 14–15 September 2015 at Walthamstow Assembly Hall which included the Inaugural Cycle Planning Awards.

We will be hosting the event again in September 2017.

Cycle sisters and joy riders

A conversation during a cargo bike loan induction helped kick start Cycle Sisters. A resident who borrowed one of our cargo bikes mentioned that she was interested in setting up a Muslim ladies cycling group.

We introduced her to another lady who had the same aspirations and Cycle Sisters was born. Their last ride drew 40 participants. You can find Cycle Sisters on Facebook <https://www.facebook.com/JoyRidersWalthamstow/>



2020 objectives:
 For people cycling to reflect the diverse nature population of the borough. Women should outnumber men cycling as they do in the borough's population.

WORKING WITH BUSINESSES

Speaking to businesses

We've been working hard to engage with businesses throughout the Enjoy Waltham Forest Programme. We appreciate the changes we are making impact the borough's businesses as much as anyone and the benefits are not always as obvious.

We always try to speak face to face with businesses and held meetings specifically to understand their concerns. We also try to show businesses that their customers' needs might not always be the same as they think they are.

The infographic shows businesses and visitors priorities from the Lea Bridge Road engagement in 2015.



Cycle parking near shops

Cycle parking near to shops and places of interest is arguably as important as good infrastructure. Unlike cars, cycles have to have purpose made infrastructure in order to be left safely and securely. If shops do not have cycle parking nearby this will normally put off someone cycling from stopping and shopping.

Since the start of the enjoy Waltham Forest Programme we've introduced over **1,200** on-street cycle parking spaces in places people want them

New spaces

Where we've created new spaces near businesses we've tried to ensure that businesses have been involved in the design process so they benefit from the final street layout. The changes brought about as part of the programme include better crossing facilities on main shopping streets, traffic reduction, part pedestrianised streets, new outdoor seating, tree planting and greening in shopping areas.

Cargo bikes for business

Our fleet of cargo bikes have been used by businesses as much as by parents for the school run. So far our bikes have helped Waltham Forest businesses deliver organic vegetables to restaurants in central London, deliver restored furniture to owners and sandwich platters to meetings.

In 2016/17 we worked with local businesses in Orford Road for four months with businesses such as the furniture shop, Eat 17, Spar and the Queens Arms pub trialling a Christiana Electric Assist for deliveries. The bike was also shared with the local residents associations who used it to help water all their plants and win a Britain in Bloom award.

The bikes have also been successfully trialled with a local baker who pulls a trailer carrying 25 kilos of bread and bags of flour to businesses over 30 miles apart. Wild Card Brewery have trialled it to deliver beer, Organic-Lea borrow our bikes every Wednesday to deliver their fresh produce to residents and shops, and it's being used to transport equipment and people to Forest School.



“Borrowing a cargo bike with the Waltham Forest cargo bike scheme was a brilliant opportunity to see if it would fit in with my family and business life. It worked so well a few months later I bought my own cargo bike and use it every day”

Helen Clarke, Edie Rose Designs, Leytonstone



“Using the council’s cargo bike allowed Today Bread to dream of new bread delivery possibilities!”

Alexandre Bettler, Today Bread, Walthamstow

Safe urban driver training

As part of the Borough Cycle Programme (BCP) we’ve been working with commercial vehicle fleet operators in the borough to provide their drivers with Safe Urban Driver Training for urban environments.

The training which is Driver Certificate of Professional Compliance (CPC) compliant includes on road cycle training. So far 370 drivers from companies who are based in or work in the borough have taken part.

Safer lorries

As part of the Borough Cycling Programme we’ve provided Heavy Goods Vehicle operators who are based in the borough with safety equipment including mirrors, and cameras.

Zero emission courier service

In 2016 the Council secured funding to help set-up a Zero Emissions Courier Service in the borough. Following a period of business engagement, we piloted a small scale delivery service branded as ‘Christmas Courier’. Cargo bikes ridden by staff from Cycle Confident were used to deliver goods bought from a number of local businesses in the lead up to Christmas to the E10 and E17 postcodes.

The service was used to transport grit and shovels to the borough’s Snow Angels, food for local charity ‘Eat or Heat’, Christmas trees, locally grown organic vegetables, coffee, goods from delicatessen’s and local craft beer.

Shoppers at Walthamstow Market were even offered a home delivery service. In total items made up 500 deliveries made over two weeks.



SAFER STREETS

Creating safer streets is a key focus of the Enjoy Waltham Forest Programme. Many of the design features have been developed to improve road safety. Reducing vehicle speeds in residential areas, removing through routes for motor traffic and prioritising people walking and cycling on main roads and at junctions, all contribute to making the borough a safer place to get around.

Managing vehicle speed and kerbside space are some of the fundamental building blocks of civilised streets and therefore road safety.

In addition to the Enjoy Waltham Forest Programme the borough is well under way with introducing borough-wide 20mph speed limits on residential roads through our 20mph programme. Parking controls to regulate where it is safe for drivers to park and load have also been expanded through new controlled parking zones.

Copenhagen Crossing

At gateway junctions to residential areas Copenhagen crossings (or continuous footways) have been introduced throughout the Town Centres and Villages and at most side roads on routes.

At Copenhagen Crossings the footway is continued across the side road prioritising people walking and cycling with setback give way lines and narrower junction mouths for motor vehicles.

2020 objectives:

Reduce the likelihood of people cycling being hurt or injured on the borough's roads





This slows vehicle drivers and also prioritises people walking across side roads. Over 40 Copenhagen Crossings have been introduced as part of the programme.

Shared zebra crossing

Shared zebra crossings, as the name suggests, are shared between people walking and cycling but defined crossing space.

We have introduced over 15 of these crossings throughout the borough. The first two shared crossings in the borough (some of the first of their kind in the UK) were introduced in Ruckholt Road in 2015.

Making the boroughs roads safer involves lots of different people working together and from different attitudes and approaches. There's lots a local authority can do to make streets safer and we are working on lots of these things either through the Enjoy Waltham Forest Programme or other business as usual work carried out by the traffic and road safety teams.

In the three years we've been working on the Enjoy Waltham Forest Programme we've also been delivering a range of measures and initiatives funded by the Borough Cycling Programme supporting training, road safety initiatives and safety equipment for local lorries.

It's a bit too early to try to understand the impact of the physical changes brought about as part of the Enjoy Waltham Forest Programme and the range of supporting measures the Council has delivered on road safety.

Borough-wide Casualty Data – Jan 2013 to Dec 2015				
	2013	2014	2015	Total
Slight	580	895	759	2,234
Serious	51	59	47	157
Fatal	3	2	1	6

Casualties by type*	Total	%
Car Driver	580	33.38
Pedestrian	415	17.31
Pedal Cyclist	368	15.35
Car Passenger	354	14.77
PTW Rider	281	11.72
PSV Passenger	76	3.17
Goods Driver	36	1.5
Hack/PRI Driver	19	0.79
Hack/PRI Passenger	16	0.67
PSV Driver	11	0.46
Pillion Passenger	7	0.29
Good Passenger	7	0.29
Others/Unknown	7	0.29
Total	2397	100

*Please note that more than one casualty can occur per collision

The Council does however want to make the borough's streets feel safer and for that to be a reality. The benefits from the Enjoy Waltham Forest and Borough Cycling Programmes may take some time to be realised but it will be very interesting to see the impact over the coming years.

Road safety data

The most recently analysed data on collisions and injuries associated with road traffic is for 2013–15. This period pre dates the majority of the Enjoy Waltham Forest Programme so will be useful as a baseline set of data.

The tables on this page show borough wide data for casualties and severity and vehicle type and the number of collisions associated.

How safe are our streets?

The borough's roads are like most London boroughs becoming safer with then roll-out of measures such as 20mph traffic management schemes and controlled parking zones making streets safer places for all. There is, however, still quite a long way to go until we can call our streets genuinely safe places.

2020 objectives:

Reduce the likelihood of people cycling being hurt or injured on the borough's roads

The most commonly involved road user group in collisions in the borough are car drivers (800) representing 33 per cent of casualties between January 2013–15. Cars represented 68 per cent of all vehicles involved in collisions in the same period.

People walking

Walking is another activity that is safe and as discussed as very popular way to get around. As previously mentioned walking trips make up about 36 per cent of all trips made in the borough. It is however

likely that when someone walking is hit by someone driving a vehicle that they will be hurt, especially at higher speeds.

People walking were the second highest street user group with 415 casualties during the 2013–15 period representing 17 per cent of total.

There were 397 collisions involving people walking and motor vehicles in the period 2013–15. The most common locations are side roads and locations where people driving vehicles should give way. A number of the design features of the Enjoy Waltham Forest Programme specifically target junctions to reduce the severity and likelihood of pedestrian casualties through managing motor vehicle driver behaviour.

People cycling

Like anywhere cycling in Waltham Forest is a relatively safe way to get around, however, like most things that involve moving around there's a risk something might go wrong. The fact is every time you cycle you are doing good for yourself and there's a very small chance that something bad may happen. It's much safer for you to cycle than not to; especially when you look at your risk of long term health conditions and consequent deaths. To highlight this, between January 2013 and January 2015 there were an estimated 10,240 cycle trips in Waltham Forest with only 368 recorded casualties.

However, it's still important we look at the data to identify where people cycling get hurt and how. When you look at the number of people cycling injured on the borough's roads (368) as a percentage of all casualties (2397) it's not such a good story. They represent 14.76 per cent of the total casualty figured. Given the fact that cyclists or cycling trips do not represent anywhere near 15 per cent of road users or mode share it can be argued that too many people cycling were hurt during the period.

Borough-wide Collision Data – Jan 2013 to Dec 2015

	2013	2014	2015	Total
Slight	508	705	597	1,810
Serious	49	54	45	148
Fatal	3	2	1	6

Vehicles involved	Total
Car	2,442
Pedal Cycle	376
Power Two Wheeler	301
Goods < 3.5T	214
PSV	128
Hackney/Private	68
Goods > 3.5T	37
Other/Unknown	11
Minibus	4
Other Motor Vehicles	2
Total	3,583

*Please note that more than one vehicle can be involved in a single collision

RECOGNITION

The Enjoy Waltham Forest Programme has been the subject of considerable scrutiny from residents, local government, the transport industry and media.

The work has been nominated for a number of awards and we've been lucky enough to win a few of them!

Award	Year	Category	Scheme	Outcome
CIHT	2015	Highway Services Streets Award	Walthamstow Village	Highly Commended
Cycle Planning Awards	2015	Best Innovation (Use of Technology/Technique)	Walthamstow Village	Winner
Cycle Planning Awards	2015	Cycle Champion of the Year	Cllr Clyde Loakes	Winner
Cycle Rail Awards	2015	London Cycle Parking	Cycle Hubs	Winner
Highways Magazine Excellence Awards	2015	Most Innovative Highway Authority Scheme of the Year	Walthamstow Village	Shortlisted
London Cycling Awards	2015	Space for Cycling Award	Walthamstow Village	Winner
London Transport Awards	2016	Transport Borough of the Year	LBWF	Shortlisted
London Transport Awards	2016	Excellence in Cycling and Walking	LBWF	Shortlisted
APSE	2016	Best Neighbourhood and Community Initiative	Walthamstow Village	Shortlisted
CIHT	2016	CIHT/Costain Sustainable Transport Award	Walthamstow Village	Winner
Cycle Planning Awards	2016	Most Cycle Friendly Policies	LBWF	Shortlisted
Cycle Planning Awards	2016	Best Cycling Network Strategy	2020 Vision/Mini-Holland Bid	Winner
Cycle Planning Awards	2016	Best Cycle Network Infrastructure Project	Ruckholt Road	Shortlisted
New London Architecture Awards	2016	Transport and Infrastructure	Walthamstow Village	Winner
Smarter Travel Awards	2016	Innovation Award	Walthamstow Village	Shortlisted
Sustainable Cities	2016	Sustainable Travel and Transport	LBWF	Winner
Cycle Rail Awards	2016	London Cycle Parking	Cycle Hubs	Winner
Cycle Rail Awards	2016	Door-to-door Journeys	Cycle Hubs	Winner
London Transport Awards	2017	Transport Borough of the Year	LBWF	Winner
London Transport Awards	2017	Excellence in Cycling and Walking	LBWF	Shortlisted
London Transport Awards	2017	The Stuart Ross; Young Transport Communications Professional of the Year Award	Jane Sherry	Highly Commended
RICS 2017 (London)	2017	Outstanding achievement in a single project, or programme of infrastructure works	LBWF	Winner
Planning Awards	2017	Stakeholder Engagement in Planning	EFW	Winner
Sustainable Cities	2017	Sustainable Transport	LBWF	Shortlisted
APSE	2017	Best Community & Neighbourhood Initiative category	Village Schemes	Shortlisted
Urban Transport Design Awards	2017	Urban Transport Design Award	Walthamstow Village	Winner
Business Green Awards	2017	Green Infrastructure Project of the Year	Walthamstow Gyrotory	Shortlisted
National Transport Awards	2017	Local Authority of the Year	LBWF	Shortlisted – Awards 12/10/2017
National Transport Awards	2017	Excellence in Cycling and Walking	LBWF	Shortlisted – Awards 12/10/2017
Highways Awards	2017	Most Innovative Transport Project	EFW	Shortlisted – Awards 18/10/2017
Healthy Streets Awards	2017	Best Air Quality Improvement Project	Zero Emissions Courier Scheme	Shortlisted – Awards 28/09/2017
Healthy Streets Awards	2017	Healthy Street Proposal of the Year Award (with Project Centre)	Lea Bridge Road	Shortlisted – Awards 28/09/2017
Healthy Streets Awards	2017	Best Healthy Streets Local Polices Award	2020 Vision/Mini-Holland Bid	Shortlisted – Awards 28/09/2017
RICS 2017 (Grand Final)	2017	Outstanding achievement in a single project, or programme of infrastructure works	LBWF	Shortlisted – Awards 02/11/2017



**WALK
CYCLE
ENJOY**