

From Lambeth to Waltham Forest and back again

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BESPOKE TRANSPORT CONSULTING



From Lambeth to Waltham Forest and back again

- What happens when you start asking people about streets
- The implementation of a borough-wide cycling (and walking) programme
- The rise of the Liveable Neighbourhood
- Walking, cycling and London's transport response to Covid-19
- The future



Lambeth Neighbourhood Enhancement Programme

- Engagement led area based project
- Lambeth was a cooperative council
- Focus on community involvement
- Open approach to data
- Open approach to engagement
- First step engaging the community in issue identification



Have your say

1) What do you like about your street, and the streets you walk, cycle or drive down to get to work, school, or the shops?

.....

.....

.....

2) What do you dislike, and how could we improve it?

.....

.....

.....

My street is postcode

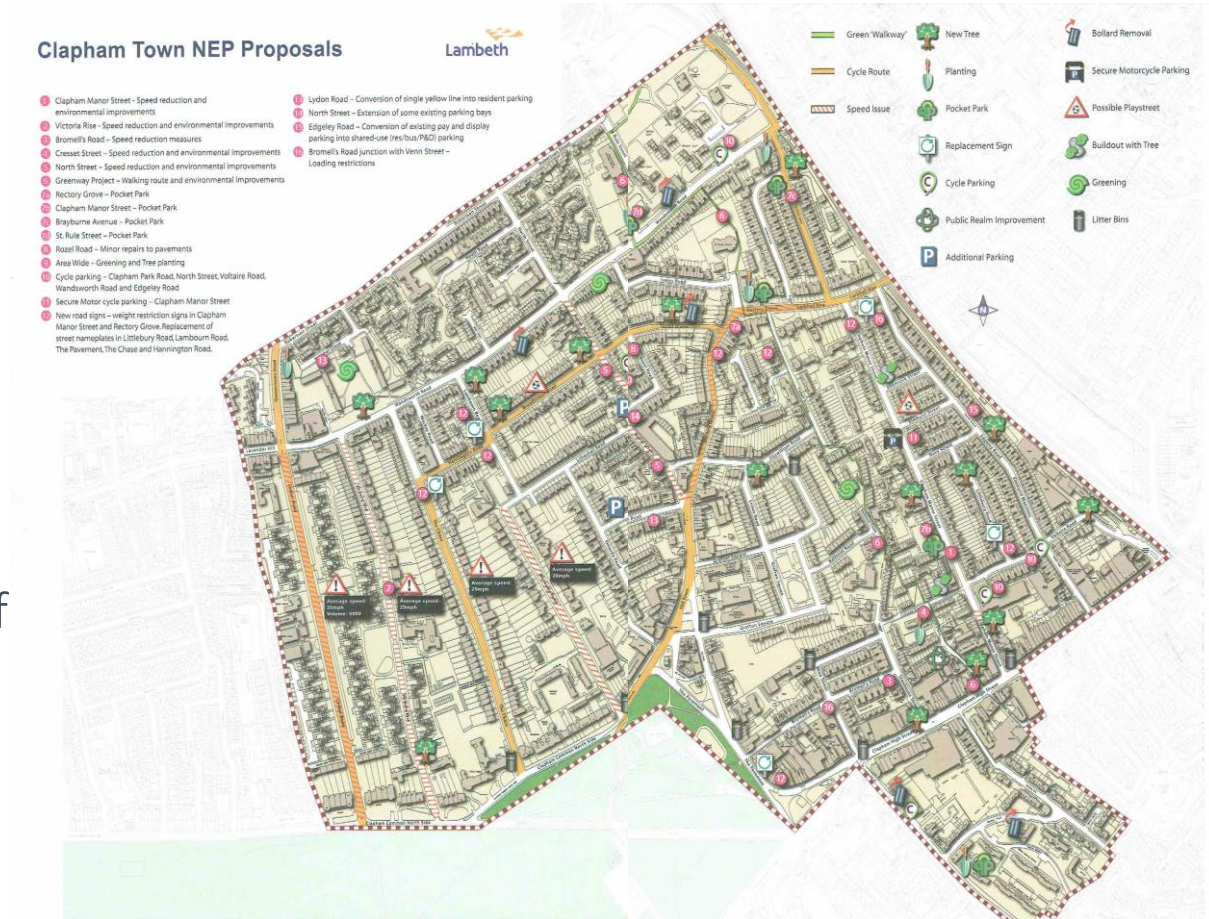
If you are happy for us to contact you about improving your street please write your email or postal address here – we will also enter you into a prize draw and you could win high-street vouchers (closing date 31 May).

.....

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Lambeth Neighbourhood Enhancement Programme

- Used different engagement approaches
- Reached out through the community networks
- Used outreach workers, residents groups acted as postal service
- Engagement documents informed people of introduced projects, scope, cost and history



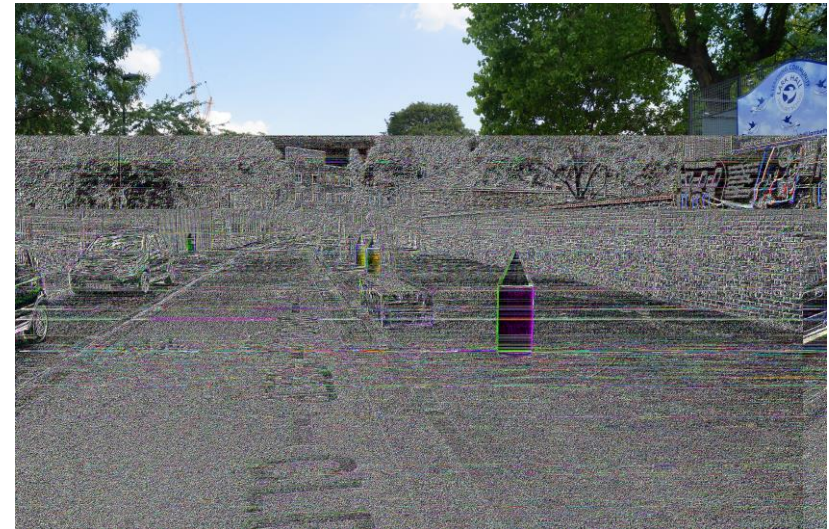
Lambeth Neighbourhood Enhancement Programme

- Co-design and community involvement throughout
- Positive engagement to prioritise issues, opportunities and solutions
- £230,000 budget for each area
- Light touch in scope
- Not a referendum we're not very good at those



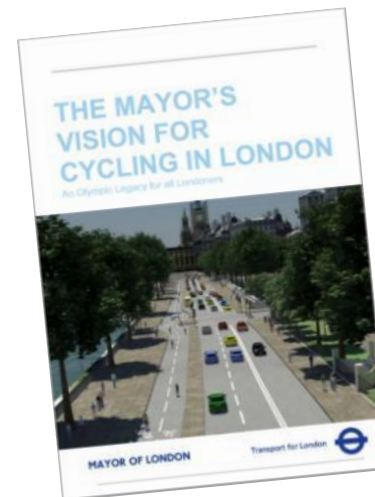
Lambeth Neighbourhood Enhancement Programme

- Most popular schemes agreed for implementation
- Larger schemes placed into project banks
- Issues outside scope handed over to right people
- Resident involvement and ownership of new spaces



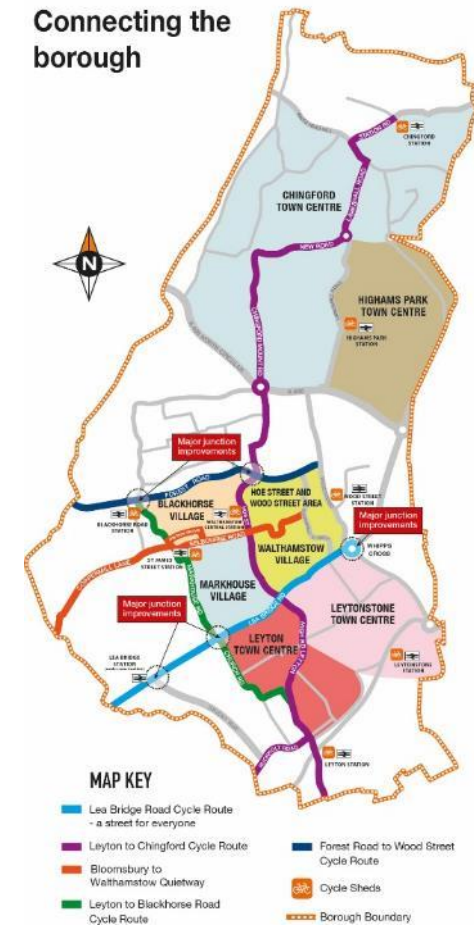
Waltham Forest Mini-Holland

- Part of the Mayors Transport Strategy
- Competition open to all outer London boroughs
- Scope of bid was to include:
 - A world class commuter route
 - A Main Town Centre
 - Secondary Centres
 - A Network of Excellent Cycle Routes
 - Complementary Measures



A NETWORK OF WALKING AND CYCLING ROUTES

Connecting the borough



Waltham Forest

- One of the 18 outer London boroughs, in north-east London
- Population of about 290,000 people
- Young average age (32 years)
- A growing borough with lots of development and regeneration
- A host borough of London 2012 Olympics
- Diverse borough with significant eastern European and Asian populations



Why Waltham Forest?

- An existing car dependent culture and a growing population reducing pollution and encouraging healthy, active lifestyles
- Opportunity to redesign streets and make them better for everyone
- World class cycling and walking links from all parts of the borough to work, education, recreation, nature
- Encouraging people from all communities to walk and cycle more, reducing car use
- Supporting growth and development in a sustainable way



Frederick Bremer, Walthamstow



John Kemp Starley, Coventry



Boris Johnson, London



Edie and Otis, Leyton

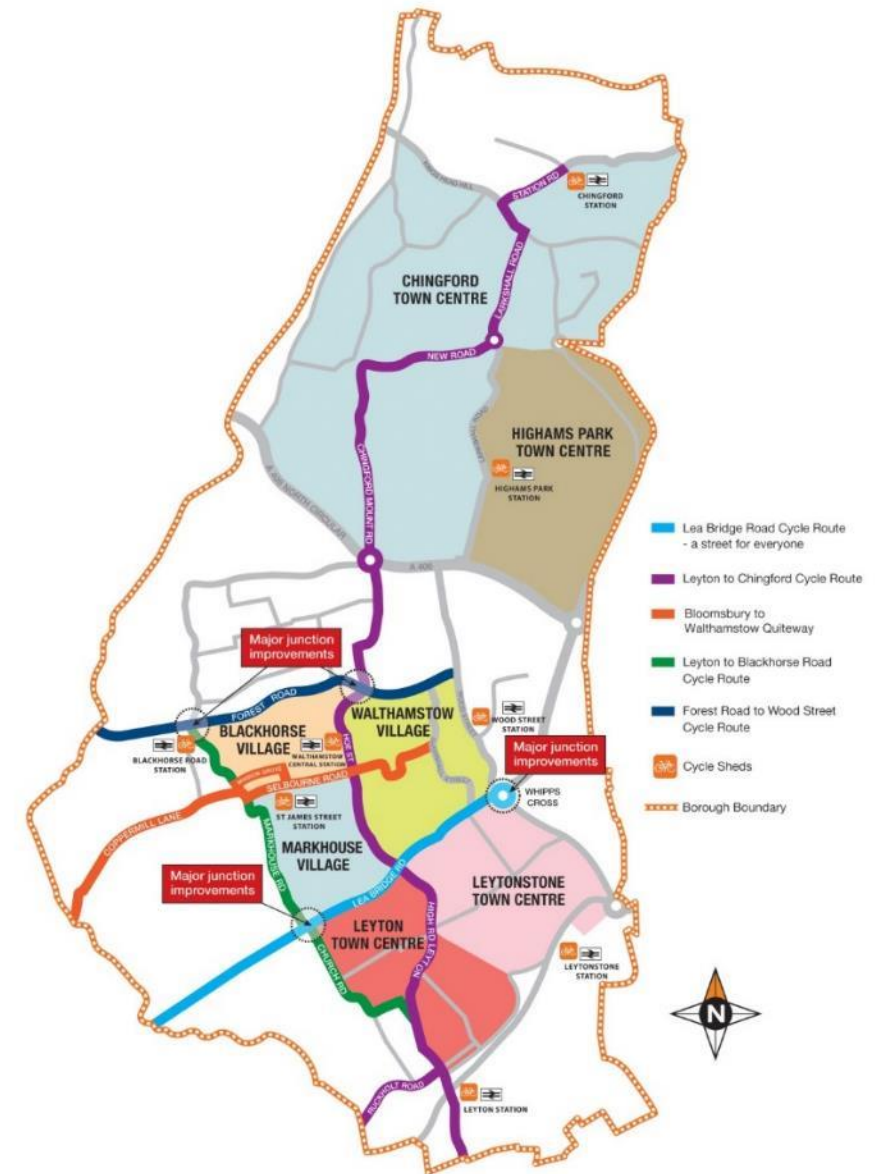
Why Waltham Forest?

- Encouraging people from all communities to walk and cycle more, reducing reliance on private vehicles
- Making streets better places to be for everyone
- Healthier streets- reducing pollution and encouraging healthy, active lifestyles
- The entire borough was designated an Air Quality Management Area



Network of routes

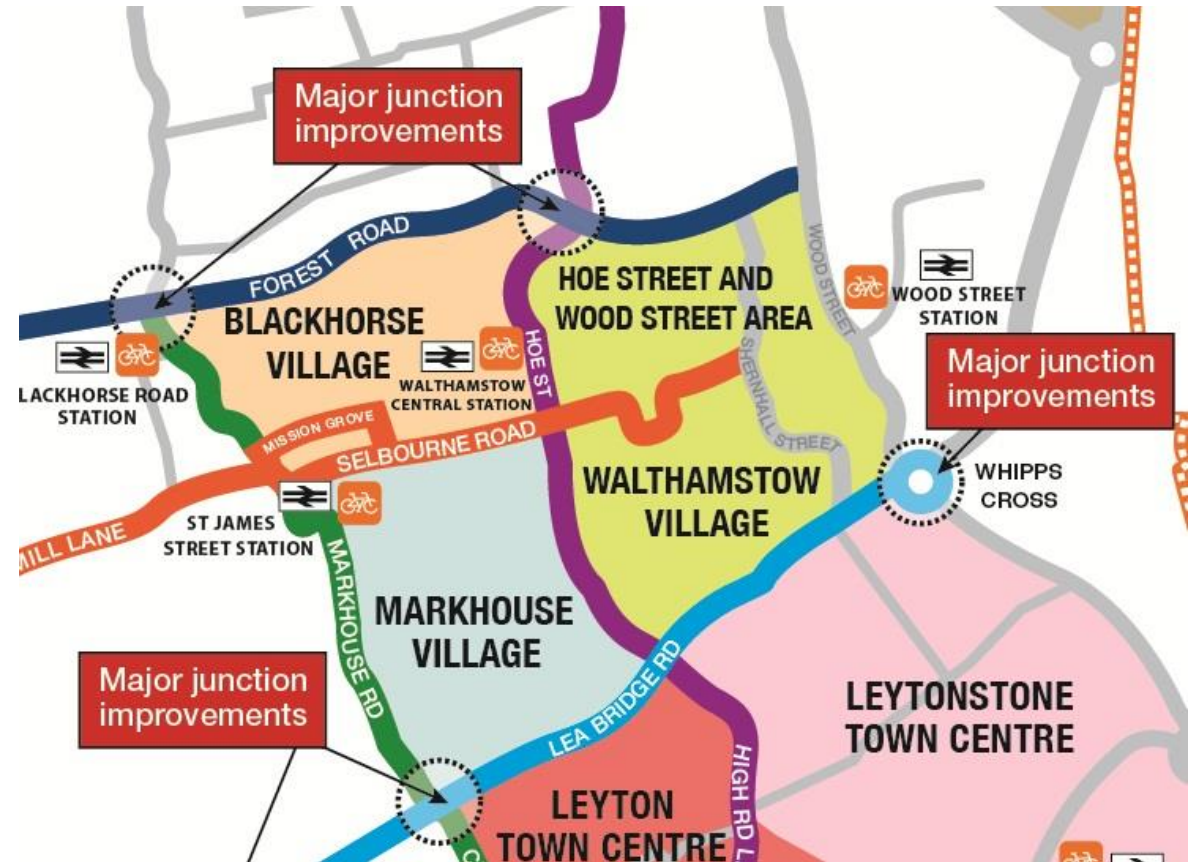
- Continuous, joined up network
- Doesn't give up at the difficult places
- Links villages and town centres together for longer journeys
- Direct links into the wider London cycling network with continuous segregated journeys possible from Waltham Forest into central London
- Connects the key destinations in the borough and those nearby



The Villages

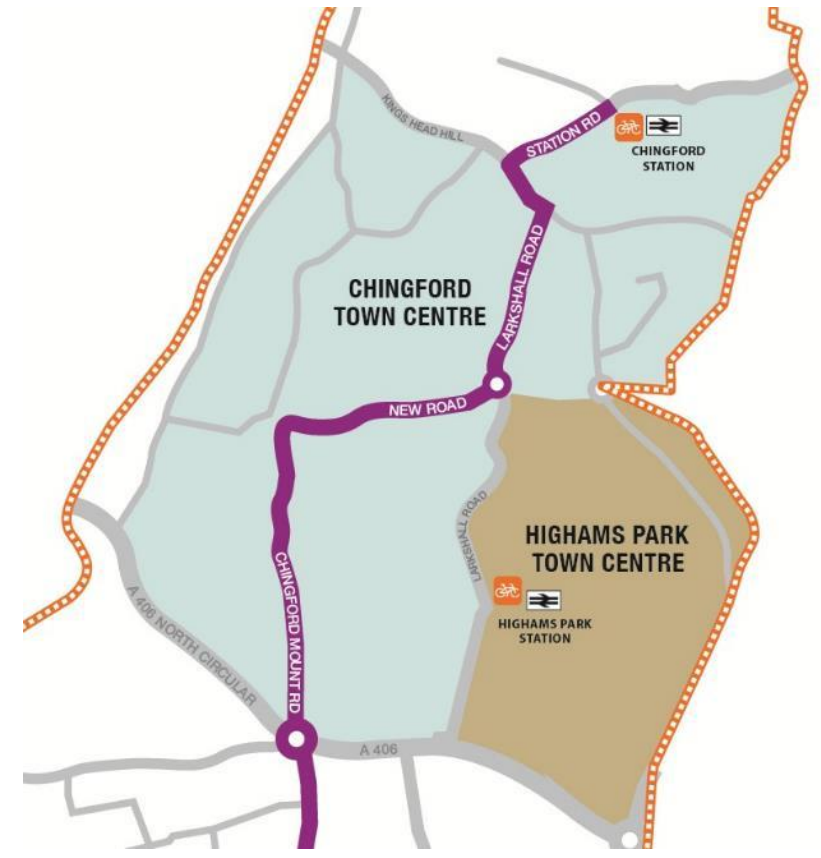
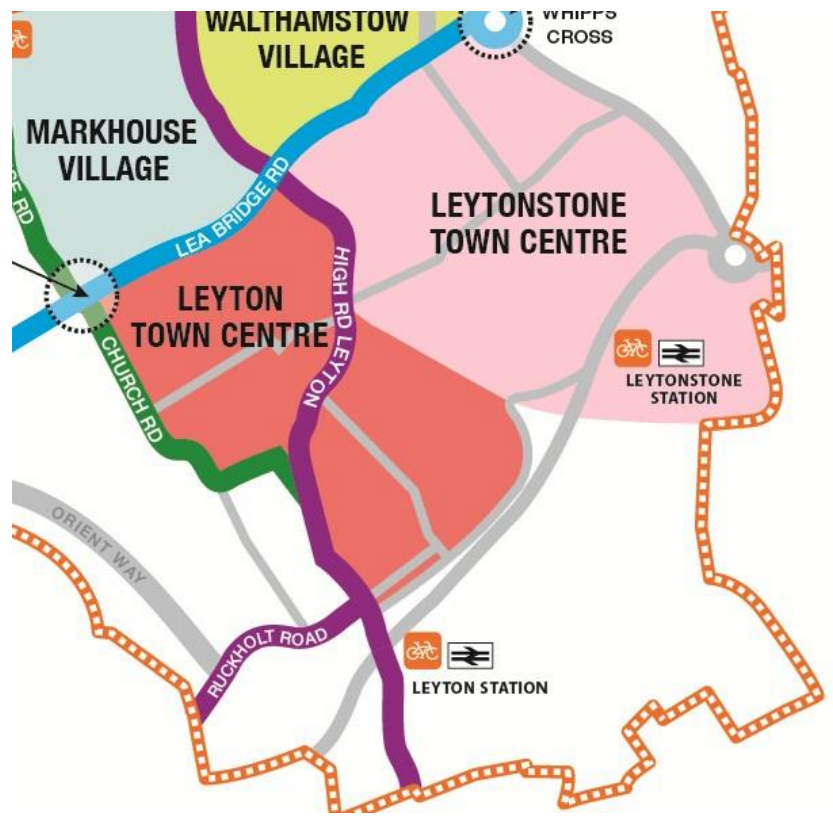
Walthamstow Village, Markhouse Village, Blackhorse Village and Hoe Street/Wood Street

- A cycling (and walking) grid of $\leq 400\text{m}$
- A local network that is protected from traffic conditions on main roads
- Wayfinding for short and long journeys
- Direct access into local and London cycle network
- Cycle parking- at stations, shops and at home

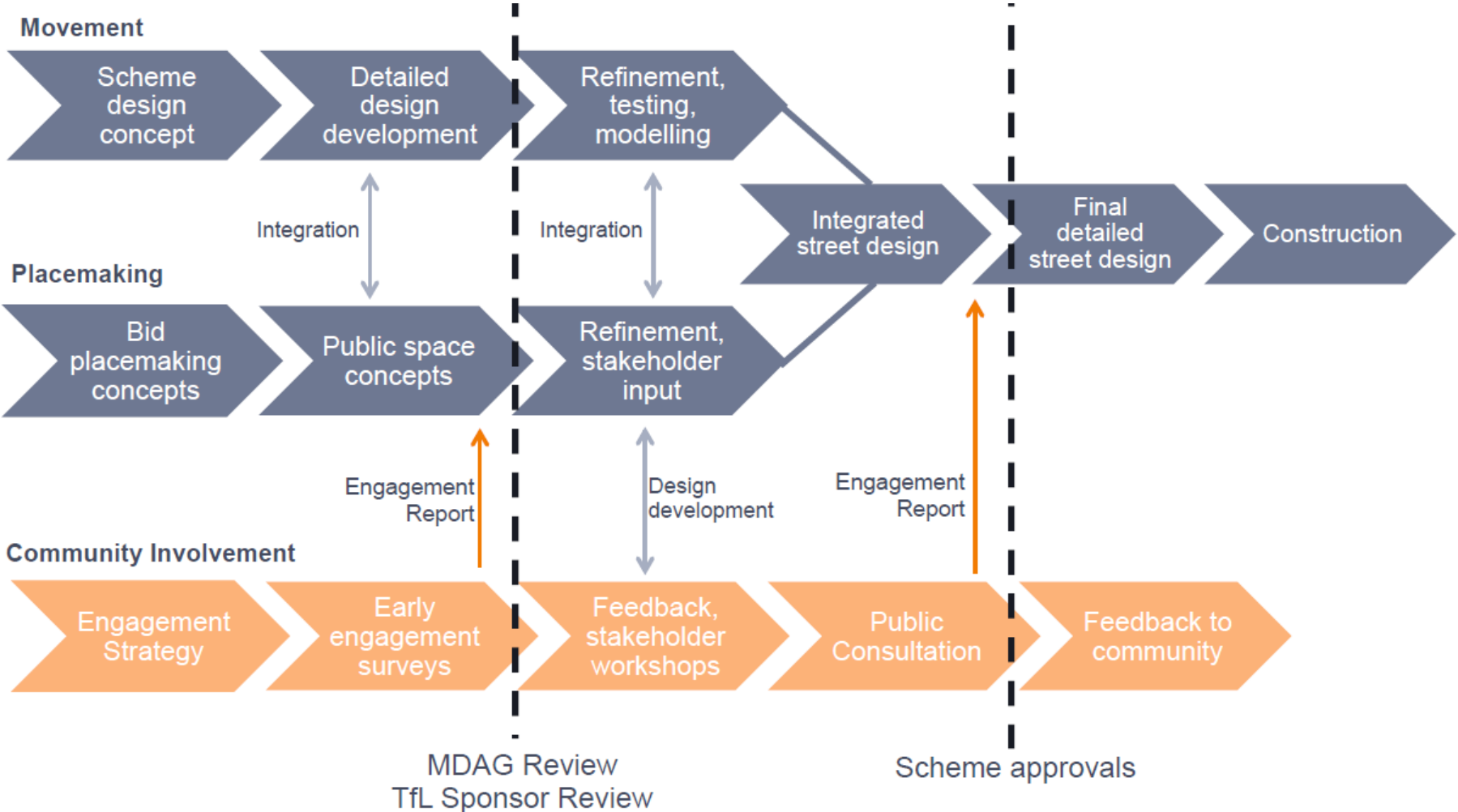


The Town Centres

Chingford, Highams Park, Leyton, Leytonstone



Design process



Resources and documentation

The screenshot shows the Waltham Forest website. At the top, there is a navigation menu with links: HOME, ABOUT THE PROJECT, WORK NEAR YOU, ROAD CHANGES, GET INVOLVED, NEWS. A prominent banner reads "CYCLE TRAINING IN WALTHAM FOREST SIGN UP FOR FREE" with the URL www.enjoywalthamforest.co.uk/cycle-training. Below the banner, there are sections for "UPCOMING EVENTS" listing bike maintenance workshops and a "SIGN UP NOW" form for the Mini-Holland Programme. The footer contains copyright information for 2015 and links to a disclaimer and accessibility page.

The cover of the "LONDON CYCLING DESIGN STANDARDS" report, published by the Mayor of London and Transport for London. It features a purple background with white icons of various bicycles and a tree.

The cover of the "2020 VISION CYCLING IN THE LONDON BOROUGH OF WALTHAM FOREST 2015 - 2020" report. It has an orange and white color scheme with an illustration of a house, trees, and people cycling.

The cover of the "Waltham Forest Council Mini-Holland December 2013" report. It features a green and white design with a photograph of a grassy field and silhouettes of people cycling.

The cover of "THE MAYOR'S VISION FOR CYCLING IN LONDON" report, published by the Mayor of London and Transport for London. It shows a street scene with a dedicated cycle lane.

The cover of the "MINI-HOLLAND DESIGN GUIDE" report, published by Waltham Forest. It features a photograph of two people riding bicycles on a city street.



Project process

- Early engagement- resident meetings, Perception Survey
- Design workshops with residents and businesses
- Public consultation inc. drop-in sessions, walking audits
- Reporting process
- Statutory consultation
- Construction



The Villages

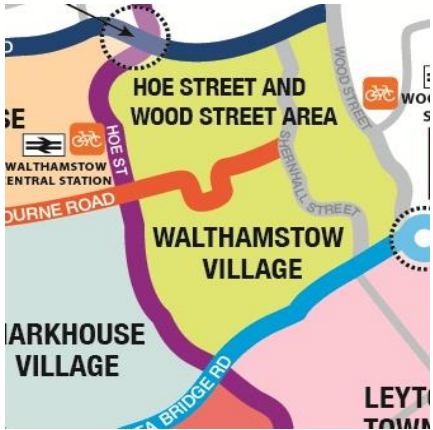
Walthamstow Village, Markhouse Village , Blackhorse Village and Hoe Street/Wood Street

- Distinct urban villages with their own identities that are great places to walk and cycle
- Quiet green areas free of through traffic
- 20mph speed limit
- New public spaces and better shopping areas
- New places for informal socialising play
- Get to know your neighbours



The Villages

Walthamstow Village local connections



Walthamstow Village trial



Handwritten notes from a consultation session:

Issues

- Best in residents' day to do the physically moving about
- Low level noise into the street from Lea Bridge
- Some driving queues / more done
- People getting frustrated
- Deliveries to businesses + imp. service chaos from deliveries
- Rat runs slipped elsewhere
- Speeding
- Concern about traffic elsewhere
- Feeling in + out of area
- Consultation - residents about
- Access to areas
- Day or night
- Some still can use Orford Rd
- Cycle routes not distinct from pedestrian

Comments

- Less noise, pedestrianised, cafe
- Calmer
- Better community spirit
- Street as a pedestrian
- Orford Rd very quiet
- Quiet roads, safe pedestrian
- Fewer cars / fewer vehicles
- Safe community feel
- Increased pedestrian traffic - people playing dog
- Increased pedestrian traffic in area
- No traffic noise at night - sleep until 7am
- Felt like a village



Walthamstow Village trial

NEWS

Controversial cycling trial set to cause 'mass disruption'



Controversial cycling trial set to cause 'mass disruption'

First published Friday 26 September 2014 In News
Last updated 21:25 Friday 26 September 2014

The trial of a multi-million pound cycling scheme aimed at improving road safety and boosting the economy has started today.

Several roads in Walthamstow have been closed, blocked and re-directed, preventing cars, motorbikes and some buses from carrying out routine journeys and parking.

Matt Winfield
@MattWinfield2

Follow

@Walthamforest I think I love you. Mini Holland trial starts



RETWEETS
8

FAVOURITES
3



10:15 am - 26 Sep 2014



Scott Davies
@scottdavies

Follow

Orford Rd is a genuinely joyful place today. Laughter, happy conversations with complete strangers. #miniholland



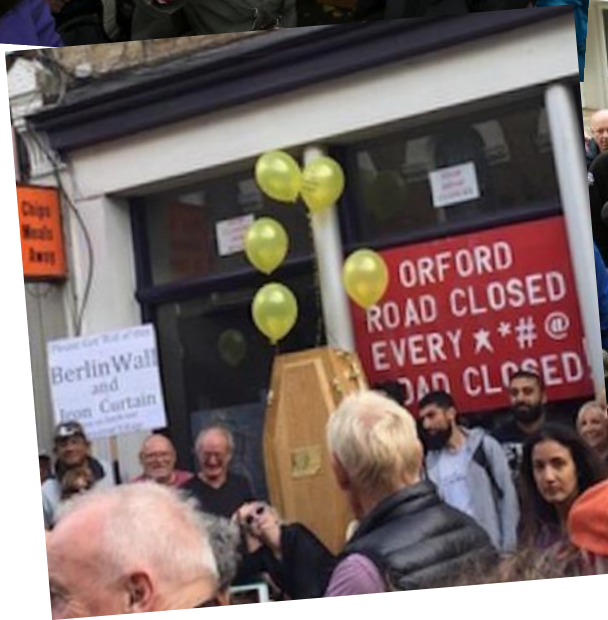
RETWEETS
7

FAVOURITES
6




5:11 am - 27 Sep 2014

What's the reaction been?



NO TO MINI HOLLAND



Hunger Strike

For the Removal of Mini Holland from Whaltham Forest Borough

Dr. Nazir Ahmed will carry on hunger strike till the end of Mini Holland Programme

Please come and join us: from **Tuesday 18th September 2018** to onwards at **9:00am** next to **ESSO PETROL STATION** 727A, Lea Bridge Road, Leyton E17 9DZ

For more information please contact: Tel: 0772 021 9636 / 0794 340 0963

What's the reaction been?




Engagement

- Used on-line platform (website and consultation tool commonplace)
- It enables Council to tell the entire project story
- Able to run multiple engagement/consultations at different stages at any one time
- Can provide much more detail and background for respondents



Lea Bridge Road Sections
2 out of 6 are ready for your feedback


Section A



This section of Lea Bridge Road runs from the borough boundary with Hackney to the junction of Lemnes Road. The proposals in this area aim to enhance the existing environment making this an improved destination for people to enjoy.

Section A Proposals


Section H



The proposals for Whipps Cross take in a whole scale change to the way the roundabout operates with new public spaces incorporating elements of Epping Forest and major improvements to the bus facilities.

Section H Proposals

More Sections coming soon



The Lea Bridge Road Mini-Holland scheme covers approximately 2.6 miles of highway, with varying character, uses and issues along the street. More sections will be published soon.

Sign up to the Mini-Holland Newsletter for updates

Coming soon



Outcomes



Outcomes



Outcomes



Outcomes



Outcomes



Complementary measures



Complementary measures



IF CARS ON THE SCHOOL RUN EACH DAY WERE PARKED END TO END, THEY WOULD STRETCH FROM WALTHAM FOREST TO WEMBLEY STADIUM.



Waltham Forest events 02/27/2018 04:21
Come and say hi to our Mini-Holland stand at Leyton Jubilee Park today! @walthamforest

NO ORDINARY BICYCLE. JOIN IN KEMP STABLEY AND THE TWO-WHEELED REVOLUTION

30 August 2017 - New exhibition in Waltham Forest

John Kemp Stabley (1856 – 1901), born in Walthamstow, played a key role in the development of the modern bicycle. Stabley's innovations to the safety bicycle enables more people than ever before to access this form of transport, leading to the 'bicycle craze' of the late 19th century. The exhibition explores Stabley's developments, still reflected in bicycles today, and celebrates his legacy in terms of the bicycle's unimagined social impact on health, social mobility and sustainability throughout the decades both here and abroad.



When
Saturday 9 September 2017 - Sunday 25 February 2018
All day

Where
Wesley House Museum

Cost
Free

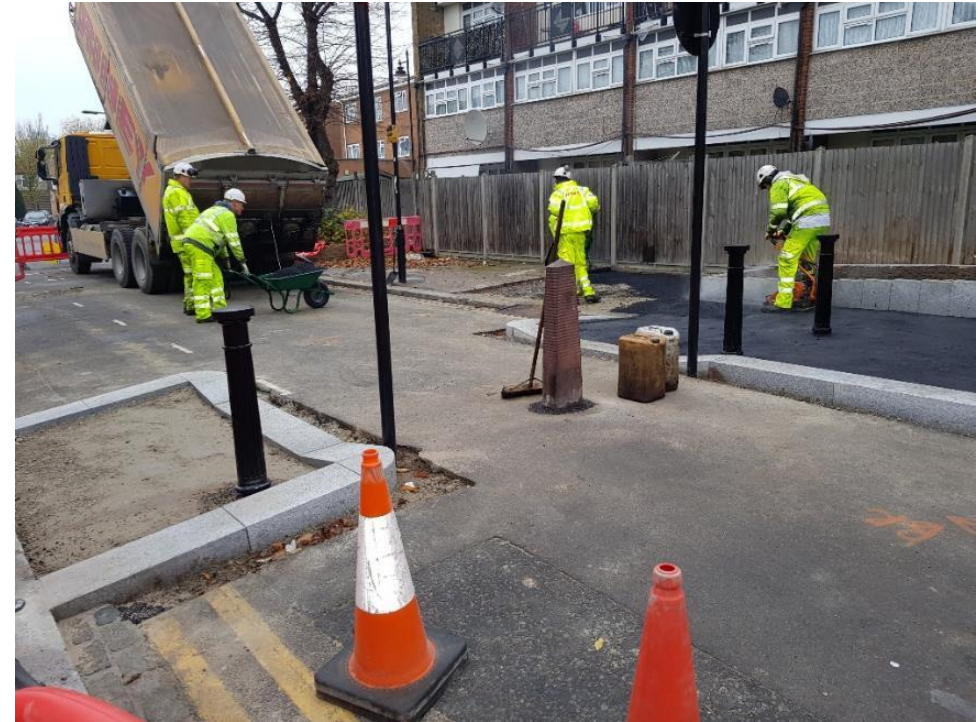


EVENTS

- OPEN SPACES RIDE – 2ND SUNDAY EVERY MONTH**
13 May 1:00 pm – 3:00 pm
- FEEL GOOD WALK – CHINGFORD**
13 May 11:00 am – 12:00 pm
- FEEL GOOD WALK – LEYTON**
16 May 11:00 am – 12:00 pm
- FEEL GOOD WALK – LEYTONSTONE**
17 May 11:00 am – 12:00 pm
- DR BIKE**
19 May 11:00 am – 2:00 pm

Progress

- Programme largely complete
- 52 streets closed to motor traffic
- 1062 20 mph roads
- New public spaces
- 700 new trees and 16 pocket parks
- 22 kms of new cycle track
- 8 cycle parking hubs at stations
- 500 bikehangars
- Over 1500 new on street stands



Outcomes

University of Westminster Study

- Study comparing people living in MH boroughs with others
- Suggests an increase in walking and cycling in MH boroughs esp. high dose areas
- Residents active 41 minutes a week more than those living in other areas
- Increase greater in walking (32 mins) than cycling (9 mins)
- Getting towards WHO and MTS targets

TfL data

- Only outer London borough where more walking and cycling trips than private car

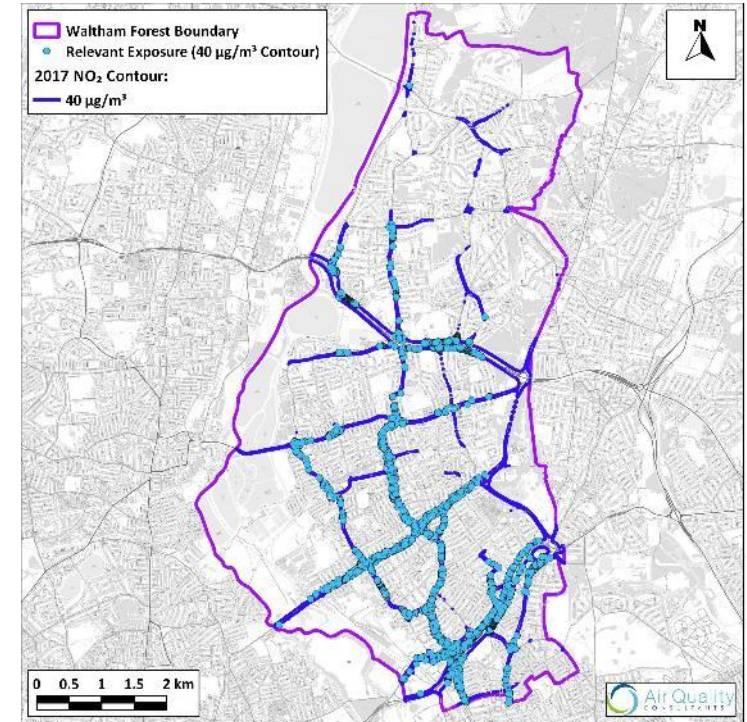
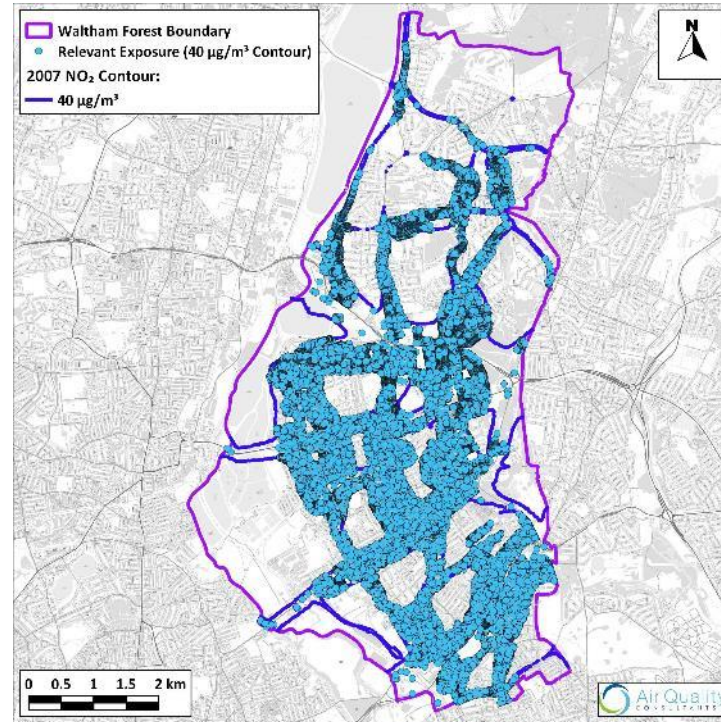
Resident insight survey

- Amount of residents describing themselves as occasional and frequent cyclists has doubled



Outcomes

Kings College Air Quality
Research Group
Investigation



- Houses exposed to more than max EU rec levels of NO_2 down from 58,000 in 2007 to 6,300 in 2017
- Residents will live 7 months longer
- 5 year old children will live an extra 6 weeks from improvements, active school run could add another 3 weeks

Outcomes

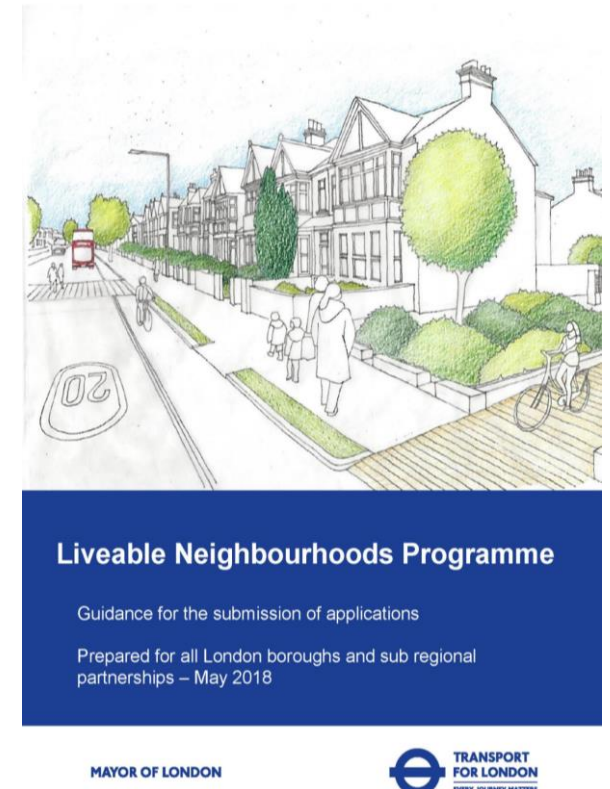
Department for Transport

- Most active outer London borough 40% of adults walk five times a week (only second to City of London)
- Highest of outer London boroughs for cycling five times a week
- 6th highest in greater London (only inner London boroughs higher)



Liveable Neighbourhoods

- New programme for all London Boroughs
- Opportunity to bid for up to £8-10 million for area wide active travel projects
- All boroughs can submit bids annually
- Different scenarios but focus on active travel and public transport
- Part of wider Mayors Transport Strategy which includes ambitious active travel targets



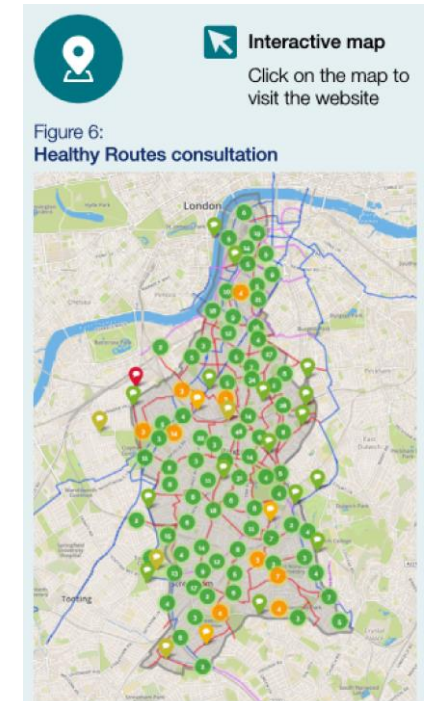


- 1 Making streets easier to cross, installing pedestrian crossings where people want to cross
- 2 Providing ample cycle parking that is suitable for all types of cycle
- 3 Using art and lighting installations to make walking routes more interesting and attractive
- 4 Planting street trees and other high-quality planting and greening
- 5 Improving the quality of lighting to make people feel safer and more secure
- 6 Providing benches and regular opportunities for people to stop and rest
- 7 Ensuring pavements are smooth and level, and wide enough for people using wheelchairs or buggies, or walking with children or in groups
- 8 Reducing speed limits to 20mph and designing streets to keep speeds low
- 9 Providing protected cycle lanes where required – to make streets safe and appealing for cyclists
- 10 Using the Direct Vision Standard to remove the most dangerous lorries from London's streets by 2020
- 11 Providing cycle crossings in parallel to pedestrian crossings to allow people cycling to cross busy roads with priority
- 12 Working with schools and local communities to identify local walking routes, play streets and other local improvements
- 13 Narrowing and raising the carriageway at entrances to side streets (to bring it level with the pavement) to give more priority to people walking and to reduce the speed of cars moving across the path of cycles
- 14 Ensuring streets and public spaces are high quality and well maintained
- 15 Using filtering to retain cycle access to local streets while removing access for cars
- 16 Ensuring that the space provided for cycling is sufficient for groups, children and people using inclusive cycles

Picture: TfL

Liveable Neighbourhoods

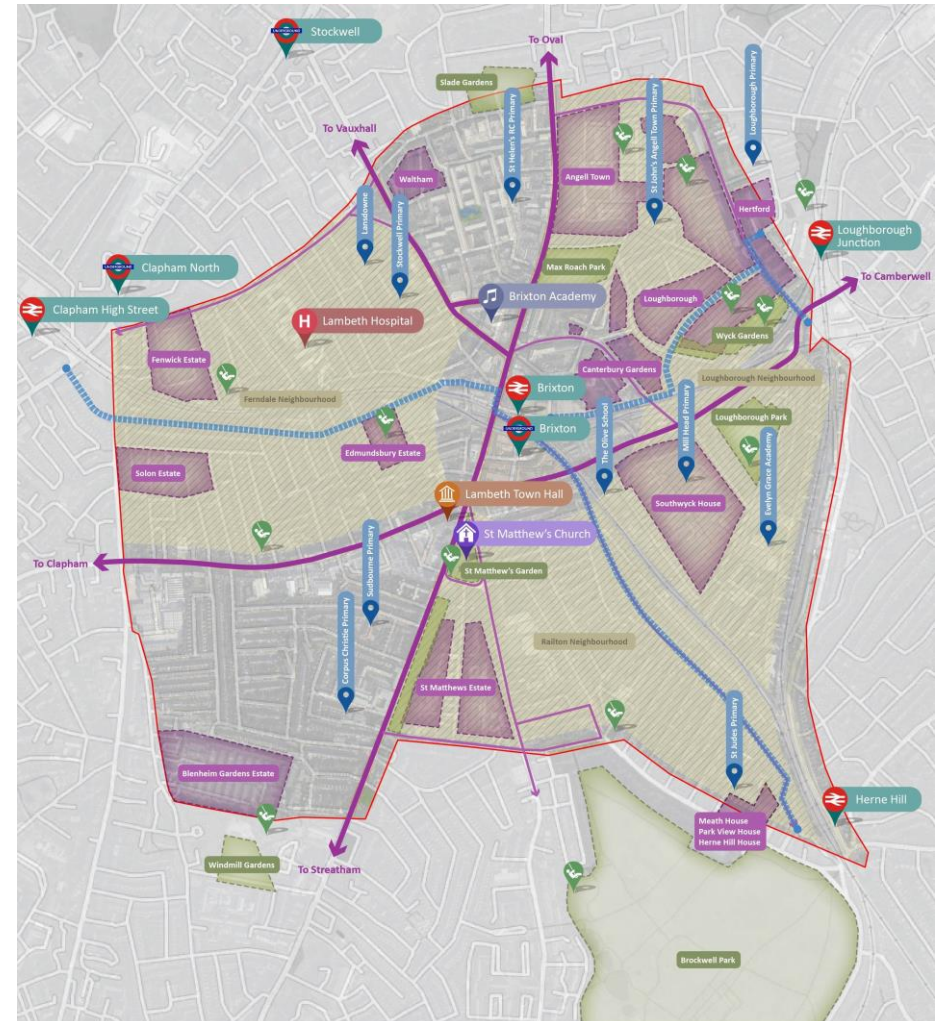
- In 2019 Lambeth successful with £10 million Brixton Liveable Neighbourhood
- Supported by ambitious transport strategy
- Strategy included plan for programme of Healthy Routes
- Also included proposals for area wide traffic management schemes



Liveable Neighbourhoods

Brixton Liveable Neighbourhood

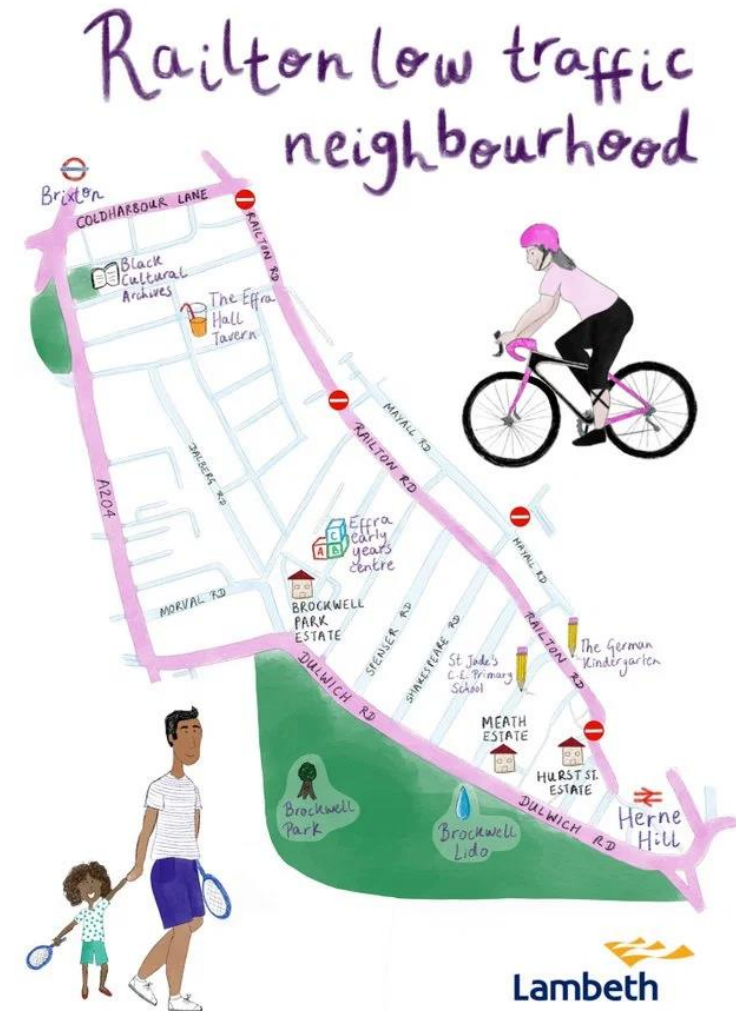
- Three Low traffic Neighbourhoods
- Network of Healthy Routes
- Transformation of market area
- High quality crossings over main roads connecting routes and LTNs



Liveable Neighbourhoods

Railton Liveable Neighbourhood

- Low traffic neighbourhood
- Healthy route from Brixton to Herne Hill
- Bus priority
- Public realm improvements
- Opportunities for roadspace reallocation
- Supporting measures





Lambeth Low Traffic Neighbourhoods

- Funding for TfL business as usual stopped
- New funding opportunities from DfT and via TfL
- Opportunities for bold temporary schemes
- Included within options for schemes were routes and LTNS
- Lambeth produced Covid 19 transport strategy response and sought funding for temporary scheme



Lambeth Low Traffic Neighbourhoods

Low traffic neighbourhoods

- Introduced template using temporary traffic orders
- Engagement and consultation while scheme is on the ground
- Scheme can be modified whilst implemented
- Can operate for 12-18 months



Lambeth Low Traffic Neighbourhoods



**NO TO LAMBETH
LOW TRAFFIC
NEIGHBOURHOOD**

**Thursday 27th August
4.00pm to 7.00pm**

Brixton Town Hall

**No to social injustice
No to zero consultation
No to dividing communities**

Photos: Twitter and Brixton Bugle

Lambeth Low Traffic Neighbourhoods



Brixton Buzz

Brixton news, photos, features, listings, music, arts and activism

HOME CORONAVIRUS LISTINGS NEWS DRINK FOOD FORUM DULWICH HAMLET

LAMBETH COUNCIL / NEWS

New survey claims 'huge support' for Railton Low Traffic Neighbourhood

Fri 11th September, 2020 - by mike urban - 9 Comments.



Rarely has a local issue proved as divisive and as controversial as Lambeth's Low Traffic Neighbourhood (LTN) scheme, which has seen borough-wide road closures implemented in an attempt to reduce pollution and make streets safer.



Photos: Twitter and Brixton Buzz

BESPOKE TRANSPORT CONSULTING

Lambeth Low Traffic Neighbourhoods

Low traffic neighbourhoods

- Lambeth has introduced 5
- 3 are those included in Brixton LN proposal
- Healthy routes embedded
- Introduced a series of new routes and improvements to existing cycle routes to link parts of borough



Lambeth Low Traffic Neighbourhoods

Outcomes

- Car traffic down by 31% across the area
- HGVs down 23% across the area
- Cycling up 32% across the area
- Cycling up 51% within LTN



Lambeth Low Traffic Neighbourhoods

What happens next?

- Additional monitoring
- Secondary review to inform decision making process
- Decision on trial schemes





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