

Responses to Jane Sherry speaker questions from ‘Tried and tested solutions for a green recovery: Transport’ on 30 July 2020



Jane (jane.sherry@walthamforest.gov.uk)	Response
For Jane - what progress on the tree planting element?	We have so far planted over 700 trees and are ensuring that all low traffic neighbourhood schemes include strong elements of tree planting.
What were the biggest challenges in implementing the schemes?	The biggest challenges have been overcoming adversity to change, funding constraints, and balancing the needs of everybody in the community.
we have many narrow roads that are key for traffic, do you have any similar and how have you managed the change?	Where roads are too narrow to introduce segregated cycle lanes, we have looked to provide support for people cycling by either introducing semi-segregated cycle lanes (using orcas or armadillos to provide a physical separation between cycles and vehicles, e.g. on Ruchholt Road) or by using parallel residential roads as a quiet route and then providing support for cycles at junctions.
were there issues with reducing parking opportunities?	Some businesses were not supportive of reducing parking outside their premises (particularly when it was being replaced with a cycle lane) however we tried to maintain short stay bays and loading bays close by wherever possible. On Lea Bridge Road for example, most businesses

	<p>thought that the majority of their customers travelled to them by car, however a survey that we did found that only 20% did, with 64% walking there (survey infographics are available here: http://www.enjoywalthamforest.co.uk/wp-content/uploads/2015/03/WFC134872_Mini-Holland-A4-Infographics_Lea-Bridge-Road_FINAL.pdf)</p>
Has the investment into safer infrastructure for cycling and walking reduced congestion?	<p>We have seen significant reductions in the numbers of vehicles travelling on residential roads following on from the introduction of low traffic neighbourhoods. Between October 2015 and October 2017, following the introduction of the series of one-way traffic restrictions along Francis Road and the surrounding area, motor vehicle traffic noticeably reduced; a 60% reduction in vehicle numbers at the western point of Francis Road, and 40% reduction at the eastern end.</p>
what was feedback from parents who would have dropped children off at the school by car please?	<p>In low traffic neighbourhoods all properties are accessible by vehicle, however routes may change when modal filters and one-way systems are introduced. In conjunction with these we have also been introducing School Streets where the roads around a school are closed to vehicles at the start and end of the school day to improve road safety and air quality and reduce congestion (some vehicles are exempt from the restrictions including residents, carers and blue badge holders). Some parents have been resistant to these changes however the vast majority see the benefits of having safer and cleaner streets for their children.</p>
There's been an announcement by Gov for funding more Mini Holland type schemes - do you know what the criteria might be? Are there other existing schemes like your already achieved in the country?	<p>Two other London boroughs received 'Mini-Holland' funding in 2014 - Enfield and Kingston - and they have been introducing similar infrastructure to us. I'm not aware of what the criteria would be for further 'Mini-Holland' funding however may be quite similar to the DfT Emergency Active Travel Fund.</p>
Do you know for sure whether the opposition to the development was	<p>The opposition to the Enjoy Waltham Forest programme, particularly by the group E17Streets4All, is genuine, as their actions resulted in them taking Waltham Forest Council to</p>

<p>genuine? There have been a lot of 'astroturfed' protests recently</p>	<p>High Court over the schemes. Further information on this can be found here: https://www.standard.co.uk/news/transport/miniholland-cycling-scheme-critics-told-by-judge-t-here-is-no-merit-whatsoever-in-your-claims-a3108856.html</p>
<p>Is their evidence of Enjoy WF being successful in areas such as Priory Court (area of high rise flats for people generally of lower income)?</p>	<p>The low traffic neighbourhoods that we have introduced so far have been in areas with a mix of housing, and have therefore benefitted a wide demographic of residents living there. At present we are currently trialling an estate Bikehangar programme in partnership with Waltham Forest Council's Housing team to provide low cost, secure cycle parking.</p>
<p>Doesn't one way system increase the speed at which cars drive? Can this be tackled by reducing the width of the streets with mini parks?</p>	<p>Introducing one way systems can increase the speed that vehicles drive at, so we do try to incorporate other measures such as contra-flow cycle tracks and parklets.</p>
<p>Have supporters of the scheme on the council been supported in elections?</p>	<p>Our Deputy Leader (Cllr Clyde Loakes) was worried that he would potentially lose support in the 2018 local elections however it was actually his most successful election to date, with a 12% increase in votes compared to 2014.</p>
<p>Do you have any evidence of increased revenues for local shops?</p>	<p>We don't have any formal evidence of increased revenue for local shops, however anecdotally on the local high streets that we have pedestrianised (Orford Road and Francis Road) all retail units are now full for the first time in many years with a greater variety of businesses.</p>
<p>What happened to mobility cars?</p>	<p>I haven't been involved in any schemes involving mobility cars so am unable to answer this question.</p>
<p>have you got 20mph speed limits in all residential streets?</p>	<p>Approximately 75% of the borough is now included within a 20mph zone, with the remaining areas planned for the next 2-3 years.</p>
<p>Thanks to both presenters. Jane, have you assessed job creation around active travel sector as a result of your</p>	<p>We haven't formally assessed job creation in the active travel sector, but anecdotally we have seen a big increase in the number of independent bike shops in the borough that have opened on roads where we have introduced segregated cycle routes.</p>

initiatives?	
Has Waltham Forest also done any intervention to help wheelchair car users? e.g. EV charging points, parking for Blue badge car users?	<p>We have introduced 100 electric vehicle charging points in the borough so far (a mix of slow, fast and rapid) and are in process of formalising disabled parking bays outside residential properties.</p> <p>We are also supporting disabled residents to be more active by funding All Ability Cycle Club sessions in partnership with Bikeworks and introducing cycle parking for adapted and modified bikes in our Cycle Hubs and in residential Bikehangars.</p>
How do you get people to respect 20mph?	<p>We have been introducing traffic calming measures in conjunction with the 20mph zones which has helped to encourage people to respect the 20mph speed limit. We've also been working with the Met Police to run Community Roadwatch sessions.</p>
Could I please connect with Jane with Waltham Forest?	<p>Yes, I'm happy for attendees to contact me via email - jane.sherry@walthamforest.gov.uk</p>