

VISIT TO WALTHAM FOREST MINI-HOLLAND

ORGANISED BY Wandsworth Living Streets (WLS)

FRIDAY 25/02/2022

ATTENDEES: **HOST:** Paul Gasson
 Wandsworth: Cllr Judi Gasser
 Wandsworth: Cllr Clare Fraser
 WLS: Susie Morrow
 Mike Grahn
 Ruth Pates
 Camilla Ween

INTRODUCTION

MINI-HOLLAND schemes aim to reduce the impact of motorised vehicles on walking and cycling and to create a shift towards calmer, more sociable, greener and more walking- and cycling-friendly neighbourhoods.

The tour of Waltham Forest Mini-Holland (and continuing) improvements demonstrates how better neighbourhoods can be created by interventions to the highways and public realm that favour walking and cycling.

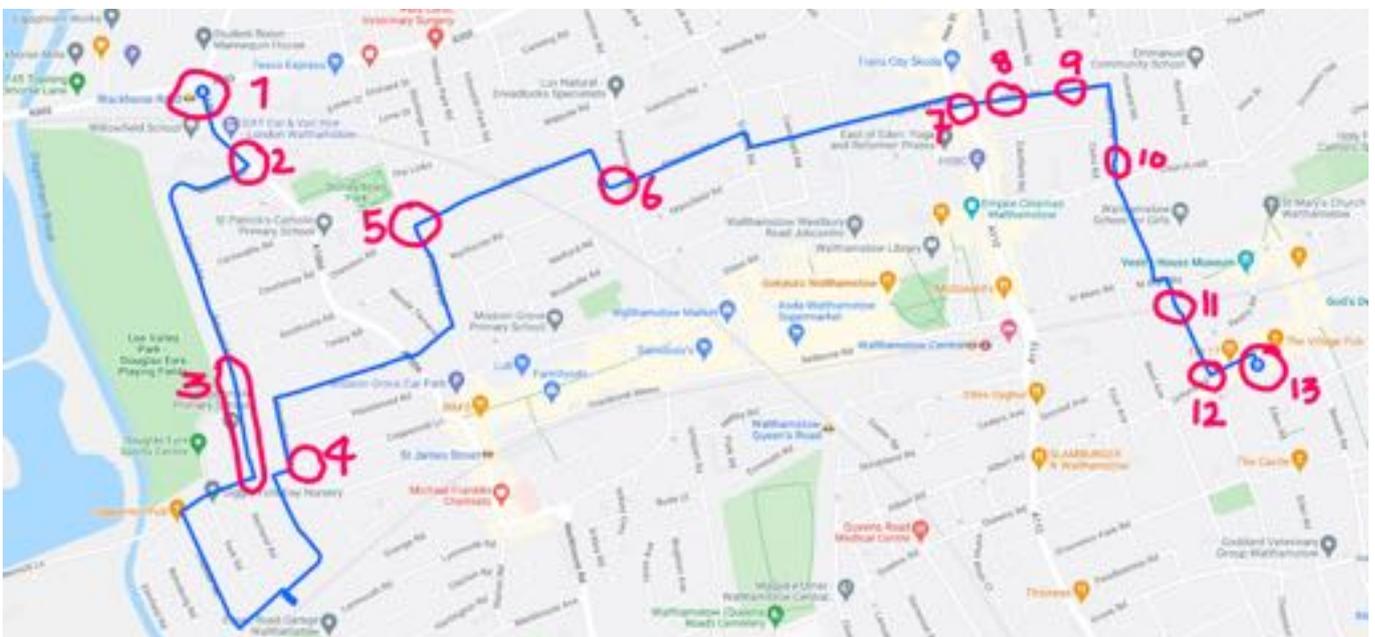
More info can be found at

<https://enjoywalthamforest.co.uk/about-mini-holland/>

AND

<https://www.enjoywalthamforest.co.uk/wp-content/uploads/2016/02/Blackhorse-Road-Junction-Consultation-Document-July-2017.pdf>

MINI-HOLLAND TOUR ROUTE:



KEY INTERVENTIONS OBSERVED ON THE ROUTE:

① OUTSIDE BLACKHORSE ROAD UNDERGROUND STATION



JUNCTION OF BLACKHORSE ROAD / FOREST ROAD_(by Blackhorse Road Underground station):

Cyclops Junction – funded by TFL and local S106. Cost of scheme £1.5M.

Protected provision and clear parallel routes for pedestrians and cyclists through all arms of the junction, maximising junction efficiency. Below are the consultation plan and images.

[Full details of the consultation process can be seen here:

<https://frproposals.commonplace.is/proposals/blackhorse-road-junction>]

Key benefits (as set out in the consultation):

- Wider pavements and new crossings for safer pedestrian and cycle access
- Attractive, safer place with new public spaces, more green space, more trees and plants
- A fit for purpose road network that can cope with growth
- Improved public transport access
- Less congestion on the road network which means less emissions and better air quality

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OUTSIDE COPPERMILL SCHOOL / EDWARD ROAD



Buildout of pavement (protected by wands); road filtered to eliminate rat-run traffic; planting / Sustainable Urban Drainage System (SUDS).

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MURALS



Artworks inspire and reflect growing sense of place and community engagement in response to the changed environment.

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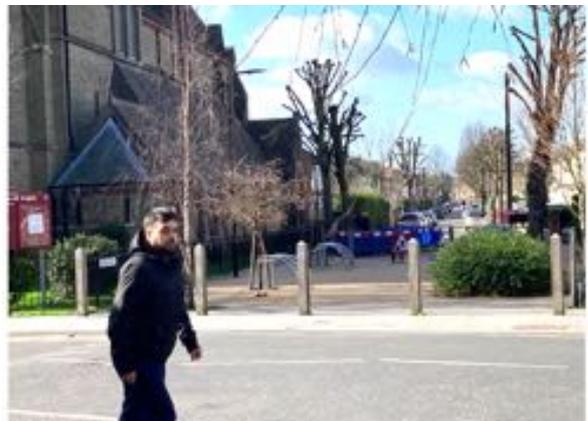
PRETORIA AVENUE

Closed to motor vehicle traffic to protect Stoney Park and Stoney Park Primary School (cycling and walking access maintained).



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OUTSIDE ST MICHAEL & ALL ANGELS CHURCH

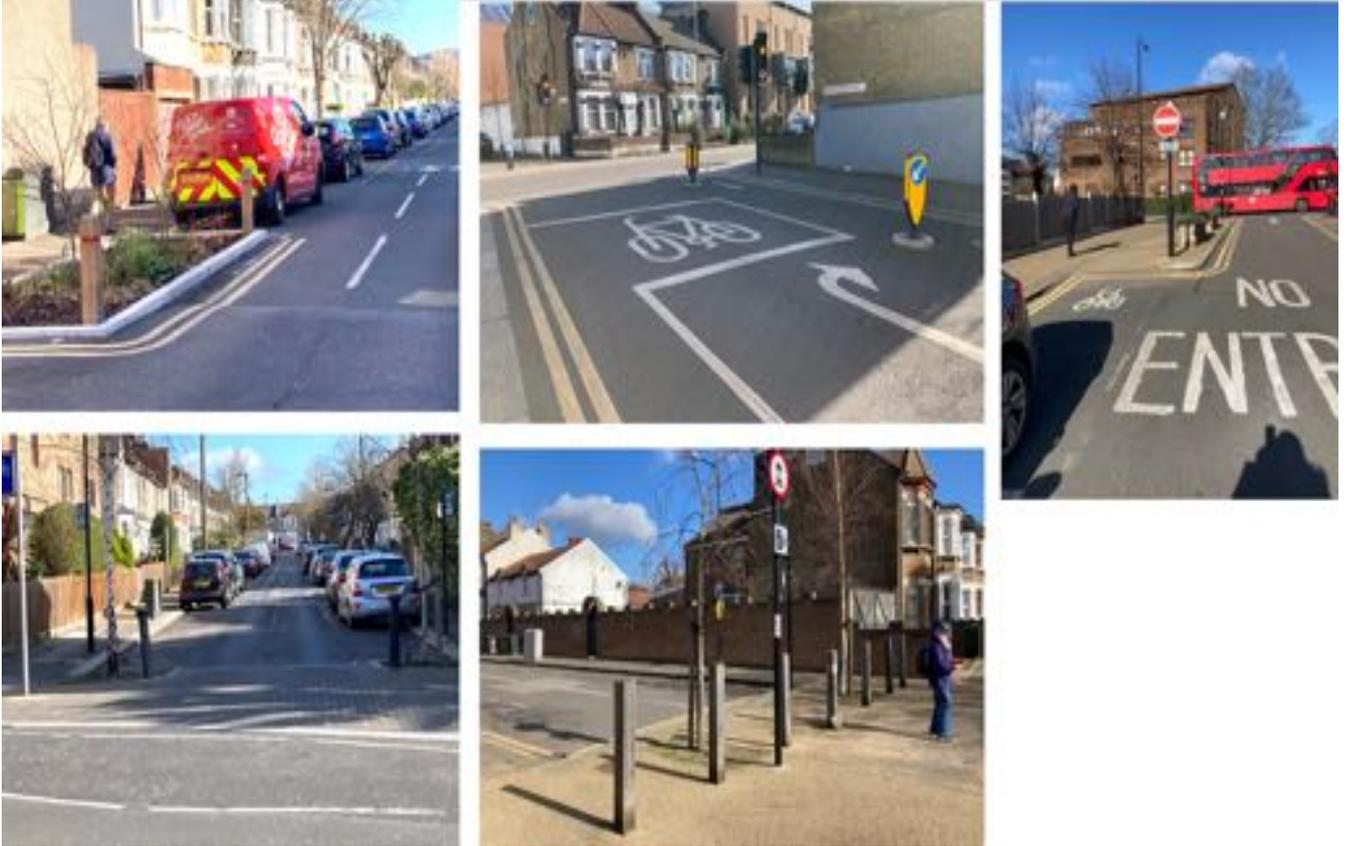


Previously 3000 motor vehicles per day on road; very hostile environment. The section of the road outside the church is now cut off to motor traffic and converted to a pocket park, with cycle stands and a bike hangar and two planted beds .

No benches at present; but it was suggested the best approach is to put in something temporary (under an Experimental Traffic Order) and monitor the results before making a decision on whether to it make permanent.

JUNCTION TREATMENTS & ENTRY NARROWING TO PRIORITISE WALKING AND CYCLING

A variety of treatments have been employed to facilitate walking and cycling.



PROVIDING CONVENIENT CROSSINGS for walking and cycling to connect neighbourhoods



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GREENING

Planting is encouraged; often managed by local residents and amenity groups.



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9

SLOWING MOTORISED VEHICLES

By narrowing carriageways, motorists are forced to slow down.



10

FORMER RAT RUN CUT OFF – AUBREY ROAD

To create quiet passage for walking and cycling



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RAILWAY BRIDGE CLOSED TO VEHICLE TRAFFIC

Bridge closed to motor vehicle traffic, allowing cycle and walking access only.



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ORFORD ROAD FILTERED



The road now has a 'bus and cycle gate' allowing only bus and pedal cycle entry between 10AM and 10PM; pavements widened; car parking removed; cycle parking added; carriageway flush with footway. This has become a very successful shopping and eating street with higher retail occupancy than previously.



WALTHAMSTOW VILLAGE SQUARE

PUBLIC OPEN SPACE created at ORFORD ROAD junction with EDEN ROAD



GENERAL POINTS

Waltham Forest Mini-Holland approach was a blend of walking and cycling infrastructure, motor traffic management and public realm enhancements. The programme created 4 Km of protected cycleways, high quality streets and safer junctions. Providing visual cues for behaviour.

The scheme had its origins with conversations kickstarted in 2011 following the Council's decision to worsen conditions for cycling and walking via the introduction of a swathe of one-way streets; in 2013 bid for TfL Mini-Holland funding; £27M awarded from TfL, supplemented by S106 funds. WFMH programme ran till 2019.

WFMH was an ambitious programme carried out in phases - 2nd phase: Lea Bridge Road; 3rd Phase: connecting town centres (Chingford, Walthamstow Central, Leytonstone etc). Parallel complementary measures (as part of WFMH): cycle hangars, cycle training, cargo bikes, bike loans, website to communicate news etc. Roll-out of cycle hangars continued in response to huge demand [Mini-Holland was originally going to install 90, now there are 650].

The approach to re-balance streets towards people has continued after Mini-Holland programme. The borough has, since 2019, created a further four low traffic neighbourhoods (from various TfL funds). More recent approach has been using cameras (ANPR). The effect has been to create places to dwell; art trails (murals etc). A large element of the rationale for Mini-Holland and subsequent interventions to the street network has been around social justice (many residents do not have cars; Waltham Forest is the 12th most deprived borough in London).

One of the early LTNs outside the school in Warner Street engaged school kids in the design of the SUDS scheme. LTNS represent an excellent value investment; they have social and health

benefits as well as enabling active travel through the street network. Hackney Borough aims to have the whole borough covered with LTNs.

Cycle hangars in Waltham Forest are charged at £35 per space per year. Many of these were seen on our tour.

Waltham Forest borough has now installed 25 parallel crossing (pedestrian + cyclist zebra crossing- *see images above*). These are a very low-cost way to enable quiet residential streets to be connected across busier roads, creating a network of cycle- and walking-friendly streets and routes.

Aubrey Road (section has mode filter to exclude motor traffic); previously it had 1,000 motor vehicles per day. Network Rail overbridge on The Avenue (mode filtered instead of bridge strengthening); prior to the mode filter, a total of 2500 motor vehicles passed the school daily.

FUNDING APPROACH – collect ‘pots’ from different initiatives and S106/CIL funds from nearby development.

POST-COVID CHANGE: More people are now at home 2 - 3 days a week; through the creation of walkable neighbourhoods, greater community engagement has been achieved. Much of the planting and SUDs schemes is cared for by local community groups/ resident associations and neighbourhood groups and residents.

‘Greening’ schemes contribute to Climate Change mitigation in many ways e.g. reducing storm water run-off and promoting active travel and reducing car dependency. Residents plant flowers etc. at tree bases. Place-making interventions act as a spur to connect communities.

ENGAGEMENT: School kids were engaged to design SUDS (Sustainable Urban Drainage Schemes) outside the school on The Avenue.

MESSAGE: “It is NOT about punishing low income groups within the community, who disproportionately have borne the burden of (other people’s) use of cars”.

IMPACTS

- Less motor traffic and improved driver behaviour. It is now possible to walk in the middle of many streets (even where cars have access), as speeds are lower and driver behaviour is more considerate.
- Friendlier –the approach tends to dissipates the sense of driver entitlement and supports community life.
- Focus should NOT be ‘road schemes’, but more as ‘neighbourhood schemes’.
- WFMH and its subsequent interventions to its streets and public realm are proving powerful tools to deliver on its Climate Emergency commitments.