

Table 4.2: Assessment of policies and measures in the Local Implementation Plan

Policy No.	Policy	Form 1 No.	Scheme	Overview of environmental effects	Cumulative								
					Air	Noise	Land take	Access	Material assests	People in their homes	People in the street	People elsewhere	Flora and fauna
1	Principal Road Renewal	1	Principal road renewal	This will reduce road accident numbers and severity of injuries with benefits to all people who use streets. Reduction in risk may enhance accessibility. No significant change in noise or emissions to air expected. It is assumed that no landtake is required including landtake from footway use to carriageway use. Possible reduction in damage to street trees in accidents.	No change	No change	No change	+	No change	No change	+	No change	No change
		2	Effective coordination of streetworks	This should reduce the impact of traffic congestions associated with streetworks be managing highway disruption more efficiently. This will potentially improve health, reduce accidents, enhance efficiency and reduce the wider impacts of car use, including reductions in noise and emissions to air.	+	+	No change	+	No change	++	++	+	No change
		3	Street lighting programme	This will improve perceived and actual safety along a route, thus encouraging walking and reducing other transport modes with environmental benefits.	+	+	No change	+	No change	+	+	No change	+
2	Bridge Strengthening & Assess	4	Bridge Strengthening & Assessment	This will reduce road accident numbers and severity of injuries with benefits to all people who use streets. Reduction in risk may enhance accessibility. No significant change in noise or emissions to air expected.	No change	No change	No change	+	No change	No change	+	No change	No change
3	Local Safety Schemes	5	Local safety schemes	These measure should increase the number of people walking, cycling and using public transport. This will potentially improve health, reduce accidents and reduce the wider impacts of car use.	+	+	No change	++	No change	No change	++	No change	No change
		6	Safety review around schools										
		7	Road safety plan										
4	20 mph Zones	8	20 mph zones	This should reduce road accident numbers and severity of injuries with benefits to all people who use streets. Reduction in risk may enhance accessibility particularly for those choosing to walk and cycle. Slight increase in noise and emissions to air expected. Possible reduction in roadkill of wildlife and damage to street trees in accidents.	-	-	No change	+	No change	No change	++	No change	+
5	Education Training & Publicity	9	School play and other projects	This will potentially reduce accidents and encourage people to change modes	+	+	No change	+	No change	No change	++	No change	No change
6	Walking	10	Walking strategy	These measure should increase the number of people walking and reduce the use of other modes. This will potentially improve health, reduce accidents and reduce the wider impacts of use of other modes.	+	+	No change	++	No change	No change	++	No change	No change
		11	Pedestrian refuges										
		12	Diagonal crossing provision										
		13	Walking routes and health										
		14	Community street audits										
		15	Signage and infrastructure										
7	Cycling	16	Strategic walking routes	These measure should increase the number of people cycling and reduce the use of other modes. This will potentially improve health, reduce accidents and reduce the wider impacts of use of other modes.	+	+	No change	++	No change	No change	++	No change	No change
		17	Blackhorse Road cycle parking										
		18	Cycle parking at schools										
		19	Cycle parking at leisure centres										
		20	Olympics 2012 cycling facilities										
		21	Cycling soft measures										
		22	Short study on cycling										
23	LCN infrastructure												
8	Bus Stop Accessibility	24	Improvements	This will increase accessibility to disabled and less-able body transport users, e.g. children and the elderly, in addition to people with no access to private transport. Improvements to streetscape, and access to information could also see an increase in public transport users and a reduction in private vehicle use.	No change	No change	No change	++	No change	No change	+	No change	No change
9	School Travel Plans	25	Borough wide development	These measures should reduce traffic congestion and car dependency particularly in the vicinity of schools, by increasing in the number of children and staff walking, cycling and using public transport. This will potentially improve health, reduce accidents and reduce social exclusion by enabling children to socialise on the journey to school.	+	+	No change	+	No change	++	++	+	No change
		26	Engineering works										
		27	Advisor post										
		28	Promotion in school curriculum										
10	Work Travel Plans	29	Work Travel Plans	This will reduce traffic congestion and car dependency particularly in the vicinity of workplaces, by increasing the number of staff walking, cycling and using public transport. This will potentially improve health, reduce accidents, enhance efficiency and reduce the wider impacts of car use, including reductions in noise and emissions to air.	+	+	No change	+	No change	+	++	++	+
11	Travel Awareness	30	Travel awareness events	Potential reduction in travel particularly by car. This could reduce traffic congestion and car dependency by reducing travel and increasing the proportion of travellers walking, cycling and using public transport. Benefits to health, through reduced accidents and by reduction in the wider impacts of car use.	+	+	No change	++	No change	++	++	+	+
12	Regeneration Area Schemes	31	Anti clutter initiative	This will free up the street for pedestrian movement, reduce the maintenance requirement by removing structures, and help to create a more attractive street environment for all its users.	No change	No change	No change	++	No change	No change	++	No change	No change
13	Environment	32	Greening the fleet	This will reduce dependence on non-renewable fuels and reduce greenhouse gas emissions. An increase in electric vehicles would also minimise noise on the surrounding environment.	++	+	No change	No change	No change	+	+	No change	+
		33	Air quality management	This will improve air quality throughout the whole of the borough. However the greatest benefits will be experienced by a reduction in PM10 and NOx emissions at street level.	++	No change	No change	No change	No change	+	++	No change	+
		34	Protection of biodiversity	This will protect and enhance biodiversity across Wlatham Forest and adjacent authority areas.	+	No change	No change	No change	No change	No change	+	No change	++
		35	Wind turbine to charge electric vehicles	This will reduce dependence on non-renewable fuels and reduce greenhouse gas emissions. An increase in electric vehicles would also minimise noise on the surrounding environment. With advancements in technology there should be no increase in noise from the wind turbine.	++	No change	No change	No change	No change	No change	No change	No change	No change
14	Controlled Parking Zones	36	CPZ programme	This will assist areas suffering from parking stress by improving road safety, streetscape and footway capacity for pedestrians.	No change	No change	No change	+	No change	No change	++	No change	No change
		37	Motorcycle parking										
		38	Safety and security in car parks										
15	Local Area Accessibility	39	Locks for blue badge holders	These measures should provide benefits in terms of accessibility to travel particularly for non-car owning households and people with no access to a car, for example children and the less able. These measures will also increase the accessibility to disabled and vulnerable transport users.	No change	No change	No change	++	No change	No change	+	No change	No change
		40	Disabled people parking facilities										
		41	Accessibility and security audits										
		42	Schemes to reduce fear of crime										
		43	Shopmobility										
		44	Scotability										
		45	Community transport										
46	Local Mobility Forum												
16	LCN+	47	Cycle infrastructure	This measure should increase the number of people cycling and reduce the use of other modes. This will potentially improve health, reduce accidents and reduce the wider impacts of use of other modes.	+	+	No change	++	No change	No change	++	No change	No change

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17	Bus Priority	48	Busy bus routes	This will improving bus reliability and speeds. It may attract users from other modes, particularly private car, to buses which may reduce traffic congestion and car dependency. If private car traffic is reduced there are likely to be wider environmental benefits, for example reduced accidents, lower noise levels and reduced emissions to air.	+	+	No change	+	No change	+	++	+	No change
		49	Non busy bus routes										
		50	Bus stand capacity										
		51	Bus lane maint and enforcement										
18	Streets for People	52	High Street pedestrianisation	This scheme will improve pedestrian access, and safety. It should increase the number of people walking and reduce the use of other modes. This will potentially improve health, reduce accidents and reduce the wider impacts of use of other modes.	+	+	No change	++	No change	No change	++	No change	No change
		53	Markhouse corner	This scheme could improve the movement of public transport and also access and safety for pedestrians. It may attract users from other modes, particularly private car, to buses which may reduce traffic congestion and car dependency. If private car traffic is reduced there are likely to be wider environmental benefits, for example reduced accidents, lower noise levels and reduced emissions to air.	+	No change	No change	++	No change	No change	++	No change	No change
19	Station Access	54	Leyton station improvements	This will increase accessibility to disabled and less-able body transport users in addition to people with no access to private transport. Improvements to streetscape, and access to information could also see an increase in public transport users and a reduction in private vehicle use.	+	+	No change	++	No change	No change	+	No change	No change