

Lloyd Park and Higham Hill area improvement scheme

Frequently asked questions

If you would like this information in larger print or have any other requests to enable you to read this information, please contact us using the details at the end.

What are the aims of the scheme?

One of the main reasons for developing schemes such as this is to make our roads safer places to travel along for the many people who use them, such as children walking, scooting or cycling to school, and people who walk and cycle locally. We also want to improve air quality, enhance the look and feel of the area, and encourage more people to feel safer and confident using more sustainable modes of transport.

The core aims of the scheme are to:

- Reduce the amount of non-local traffic using residential streets
- Improve the look, feel and safety of the streets for all
- Improve routes to and from local schools, shops, local amenities, and places of interest
- Encourage people to use sustainable, active, and healthy modes of transport.

Why have modal filters been introduced?

Schemes that involve modal filters (road closures for through motorised traffic) help reduce the number, speed and impact of motor vehicles through the creation of low traffic areas. This can improve road safety, reduce noise and disturbance, and make walking and cycling easier, safer and more convenient - creating healthier and safer routes for all road users.

The modal filters prevent motor vehicles from driving through identified areas, while still allowing access for people walking and cycling. Modal filters come in two main forms: physical filters such as bollards, gates, landscaping and other features; and CCTV-enforced filters using signs and camera enforcement. For this scheme we have used CCTV enforced filters, which means emergency service vehicles have unrestricted access. All other motor vehicles will receive a penalty charge notice (PCN) should they travel through.

Why is this scheme needed?

The Council is committed to creating streets and neighbourhoods that are safe, attractive and actively encourage walking, cycling and the use of public transport. Walking and cycling, in particular, can have significant benefits for our personal health and the environment, and are a means to help tackle key priorities for the Council including the public health, air quality and climate crises within the borough. Creating streets and spaces that support and enable active and sustainable travel, particularly for local journeys, is a fundamental part of the Council's 15-minute Neighbourhoods approach and Climate Action Plan.

Waltham Forest, like London generally, is growing and expects another 12,000 homes to be built across the borough in the next five to ten years. The borough needs to support and accommodate this future growth as sustainably as possible, while also mitigating the impact of motor vehicles on residential neighbourhoods and busy town centres.

Lloyd Park and Higham Hill area improvement scheme

Frequently asked questions

Encouraging and enabling more people to use sustainable forms of transport, particularly walking and cycling, helps ease pressure on our public transport and road systems – which are often operating at capacity during peak times. Enabling more journeys by sustainable modes improves road safety and public health, with research suggesting that if every Londoner walked or cycled for 20 minutes a day, it would save the NHS £1.7bn in treatment costs over the next 25 years. Walking and cycling are also the two cheapest forms of transport and are therefore accessible and inclusive to the broadest range of people in society.

Public Realm improvements help enhance the look and feel of the area, creating a greater sense of community pride and ownership. They can also help tackle concerns around anti-social behaviour, fly tipping and personal security. Incorporating more trees and planting, as well as sustainable urban drainage can have many benefits in terms of improving air quality, increasing biodiversity and providing mitigation against climate change and significant extreme weather events which are becoming more regular.

Independent research has shown that the interventions previously introduced through the Enjoy Waltham Forest programme have encouraged residents to walk more often for short trips. Dr Rachel Aldred of Westminster University surveyed residents across London and found that those living in areas that have received 'High dose' Mini-Holland interventions walked on average 34 minutes more per week.

Recent research from the Department for Transport (DfT) has shown that Waltham Forest is the most active Outer London borough for both walking and cycling. More than 40% of adults said they walked five times a week, making our residents the keenest walkers in the capital behind City of London. In 2017, the borough became the best Outer London Borough for cycling and the sixth highest across London, from eleventh the year before.

Can residents comment on the 'LIVE' scheme?

This scheme was introduced using Experimental Traffic Management Orders (ETMOs) on Monday 23 October 2023.

ETMOs last for a maximum period of 18 months and the first six months form a further Statutory Consultation period during which comments can be provided by the community on the changes under 'live' conditions.

Before the 18-month period has finished we must make a decision on whether to make the changes permanent or not, considering any feedback received alongside the traffic monitoring we intend to undertake regularly during the experimental period.

The Statutory Consultation period will run between 23 October 2023 and 24 April 2024. During this time, we invite local people to share their experience of the scheme in writing by using the following contact details:

Email: enjoy@walthamforest.gov.uk

Write to: Enjoy Waltham Forest Team, Low Hall Depot, Argall Avenue, Leyton, London, E10 7AS.

Lloyd Park and Higham Hill area improvement scheme

Frequently asked questions

Can residents access their properties?

Yes. All properties continue to be accessible by motor vehicle. However, the routes used to access properties by motor vehicle is likely to be slightly different. You can view the latest map by visiting www.enjoywalthamforest.co.uk/lphh_scheme_map to help you plan your journeys.

We understand that the changes to how you travel may take some time to get used to, however we kindly ask that residents bear with us while the changes bed in.

To minimise disruption, signage was placed at key locations in the area two weeks before the modal filters were constructed to make people aware of the works and that there would be no through routes. The signs will stay in place for the first few weeks after construction while motorists adapt to the changes.

It may take some time for satellite navigation systems to be updated with the latest changes, which means some non-local motorists may still try to use routes previously driven. In the short term this may cause some confusion, however as with previous schemes and changes to the highway, this will lessen over time.

View the latest map to help plan your journeys www.enjoywalthamforest.co.uk/lphh_scheme_map

Can the emergency services reach all properties?

Yes. Early in the design process we consulted all emergency services including the police, fire and ambulance services. In response to those discussions, we have decided to use CCTV-enforced modal filters, rather than physical modal filters.

Will there be an increase in traffic on roads?

We understand that there is sometimes concern that installing modal filters in some streets will increase traffic volume, congestion and pollution on other roads in the surrounding or wider area, particularly the main road network. While the main road network has traditionally been designed to accommodate higher volumes of traffic, (wider roads and pavements, the buildings are set back further from the road, etc) we recognise that this is not always the case. While the main road network also typically contains higher concentrations of retail, commercial and industrial land use we also understand it can, and does, include some residential properties, and more generally is used by a large number of people walking and going about their daily activities each day.

As well as looking at the health and well-being of our residents, we know we need to ensure that our main roads can continue to manage the level of traffic that uses it as well as keeping users as safe as possible.

Modal filters have been installed across the borough for many years, and data collected as part of more recent schemes shows that the impact on the wider road network, particularly the main roads, varies on a scheme-by-scheme basis. In some schemes there has been an initial impact on the main road network, and in others there has not, based on the data we have collected. In most schemes we see an overall reduction in traffic volumes across an area (taking all roads into consideration, including the main road network), but the overall reduction level depends upon the scheme in question as elements

Lloyd Park and Higham Hill area improvement scheme

Frequently asked questions

such as size, location, road layout, local businesses, schools, amenities, etc, all have an impact on how people may travel to or around these areas.

Our overall plan is to make all roads across the borough safer and healthier places and to achieve this, we aim to encourage a meaningful shift towards more sustainable modes of transport such as walking, cycling, and public transport for local journeys across the borough, as well as journeys further afield. We're doing this by introducing traffic reduction schemes in some of our neighbourhoods, introducing a 20mph speed limit on our main roads, creating more and better pedestrian crossings, making our pavements better and wider, adding more seating and greenery, and looking at traffic light improvements. Most importantly we've created miles of cycling routes, including semi and fully segregated cycle tracks, throughout the borough making journeys between town centres and into other boroughs direct and safe.

If more people were to make a shift towards sustainable transport, our roads would benefit from a huge reduction in air and noise pollution, and our roads would become safer overall. However, we know that people still need to make journeys by motorised vehicles for numerous reasons such as for work and due to disabilities, and so we're also keen to encourage more residents to use car club schemes, car share or switch to zero emissions vehicles.

Will the scheme affect businesses?

People often think that changing access routes for people driving or removing parking will automatically have a negative impact on local businesses, however high street surveys show that whilst people who walk and cycle don't spend as much as a car driver per trip, they visit shops more regularly and spend more per week.

We do however recognise that different businesses have different customers and different needs, therefore we want to hear from all businesses in the area, as part of the Statutory Consultation period, to help us understand how the changes are affecting you. Please contact us using the details at the end of this document to share your views on the scheme.

The routes that businesses, organisations or individuals need to follow to access each property and business will change, and it will take some time for people to understand the traffic management changes introduced which may temporarily affect delivery and servicing operations, but any issues with deliveries and servicing are likely to stop over time as operations adapt.

To help customers and delivery drivers adapt quickly, we encourage businesses to update their websites, or use social media to make their customers aware of the best routes to access them. If you feel there's more we can do to help, such as providing maps to share with customers, or for information on cargo bikes for deliveries please get in contact with us using the details at the end of this document.

By making our streets feel safer, cleaner, less congested, less polluted and by providing places for people to enjoy, people are encouraged to spend more time in their local areas and over time choose to walk and cycle more. Investing in walking and cycling projects can increase retail sales by 30% according to research by TfL, the GLA and Living Streets.

The Pedestrian Pound – Living Streets

<https://www.livingstreets.org.uk/media/3890/pedestrian-pound-2018.pdf>

Lloyd Park and Higham Hill area improvement scheme

Frequently asked questions

Walking and Cycling – The Economic Benefits – Transport for London
<https://content.tfl.gov.uk/walking-cycling-economic-benefits-summary-pack.pdf>

What will the impact be on disabled or less mobile residents?

We understand that people still need to drive for certain journeys, however we need people to walk, cycle and use public transport more for local journeys if they're able to do so, which will free up space on the roads for those people who need to make trips by car.

There may be a change to how you carry out your usual journeys or travel to and from your property and we appreciate that this can be worrying. We therefore need the views of local residents who are registered as having a Blue Badge, people who are less mobile, and people who have a disability or look after someone with a disability, to help us understand and assess the impacts.

If you would like this information in larger print or have any other requests to enable you to respond to the consultation, please contact us by:

Email: enjoy@walthamforest.gov.uk

Write to: Enjoy Waltham Forest Team, Low Hall Depot, Argall Avenue, Leyton, London, E10 7AS

Call: 020 8496 3000 and ask to speak with the Enjoy Waltham Forest Team.

Will there be a modal filter on Monoux Grove?

As part of the revised scheme, there is a provision for an additional modal filter in Monoux Grove, at its junction with Billet Road. However, it is important to note that this filter will not be implemented initially. Instead, this will be reviewed after an initial monitoring period. The purpose of this review is to assess the impact of the revised scheme on traffic flow and determine whether the additional filter is necessary. Whilst the revised scheme is expected to result in a significant reduction in traffic within the area, it is acknowledged that the number of access points for vehicles has increased compared to the original consultation proposals. The monitoring period, typically lasting four to eight weeks following the implementation of the revised scheme, will closely observe the traffic patterns and assess the effectiveness of the measures. If it is decided that further reduction of traffic in the area is necessary, the additional filter at Monoux Grove may be implemented.

Will there be a loss of parking?

To make space for the modal filters and to allow a safe turning zone for vehicles, a total of four parking bays will be removed on both sides of the modal filters, at Thorpe Crescent near Keith Road and at Ardleigh Road near Ardleigh Terrace. Please see the map of the scheme for full details on modal filter locations.

Lloyd Park and Higham Hill area improvement scheme

Frequently asked questions

How is the scheme being funded?

In 2019, we submitted a Liveable Neighbourhoods funding bid to Transport for London (TfL) but unfortunately it was unsuccessful. The current scheme is being funded by the Council and Transport for London (TfL).

What were the results of the public consultation?

A total of 550 people took part in the public consultation which took place between 30 November 2022 and 23 December 2022.

As part of the consultation, we asked a few specific questions about the scheme and each series (group) of proposals. Respondents were also able to provide more detailed feedback on specific or individual measures through two map-based surveys, one for series 1 and one for series 2. This provided significant additional insight into some of the main aspirations, concerns and issues raised by the local community and has been key in developing an updated scheme for the area.

Some of the main areas of feedback were:

- the impact of the consultation proposals in series 1 on Brettenham Road and a few other streets in the near vicinity
- aspirations for more to be done in some streets within Series 1 to reduce the impact of traffic and parking, and to enhance the look and feel of the area
- the impact of the consultation proposals in series 2 on Clifton Avenue and Pembar Avenue
- access for the emergency services and access to key services.

The consultation showed that overall 48.7% of people were happy/ very happy about the scheme, 44.7% of people were unhappy or very unhappy and 6.7% were neutral. Overall, there is support for a scheme in the area, however some concerns were raised regarding the modal filters and environmental improvements for both series 1 and series 2.

In response to the key issues raised in series 1 we have made changes to the proposed modal filter locations across the area to help find a balance between addressing the impact of vehicles and access for residents, which also reduces the need for some existing one-way roads to be made two-way, particularly Brettenham Road.

In response to key issues raised in series 2, the modal filters have been replaced with No Entry restrictions from Blackhorse Lane which will prevent Pembar Avenue and Clifton Road seeing an increase in vehicle numbers while addressing the impact of vehicles traveling through the area.

What changes have been made to the proposals and why?

In the following tables we've provided more detail on the specific proposals which have been changed, those that require further investigation and development, and those that need further input from the community.

Lloyd Park and Higham Hill area improvement scheme

Frequently asked questions



SERIES 1 - PUBLIC REALM AND ENVIRONMENTAL IMPROVEMENTS			
SENTIMENT AVERAGED PER RESPONDENT			
POSITIVE	NEUTRAL	NEGATIVE	
230 (58.4%)	49 (12.4%)	115 (29.2%)	
CONSULTATION PROPOSAL	LOCATION	ACTION	PROPOSED CHANGES (POST-CONSULTATION)
Install rain gardens and additional cycle parking	North Countess Road outside Higham Hill Library	To be progressed	None
Remove the mini roundabout at the North Countess Road / Ardleigh Road junction and upgrade the existing planters to a more comprehensive rain garden design. Access to all private driveways would be maintained	Ardleigh Road	To be progressed	None
Extend the pavement on Winns Avenue between Carr Road and the entrance to Lloyd Park to allow the installation of trees/ planting and cycle parking. This could also include upgrading and widening the pavement directly outside the entrance to Lloyd Park	Winns Avenue between Carr Road and the entrance to Lloyd Park	To be progressed	None

Lloyd Park and Higham Hill area improvement scheme

Frequently asked questions



SERIES 1 – HIGHWAY SAFETY AND PEDESTRIAN IMPROVEMENTS			
SENTIMENT AVERAGED PER RESPONDENT			
POSITIVE	NEUTRAL	NEGATIVE	
217 (55.1%)	49 (12.4%)	128 (32.5%)	
CONSULTATION PROPOSAL	LOCATION	ACTION	PROPOSED CHANGES (POST-CONSULTATION)
Remove traffic priority - Install raised table and an informal crossing	4 Priory Court Adjacent to Lisbon Close Outside Penrhyn Pre-School Adjacent to Priors Croft	To be progressed	None
Remove the speed cushions from the following locations and install cycle-friendly sinusoidal speed humps	38 North Countess Road 43 North Countess Road 78 North Countess Road 28 North Countess Road	To be progressed	None
Remove the speed cushions from the following locations and install cycle-friendly sinusoidal speed humps	Outside 236 South Countess Road Near William Morris Close Outside 229 South Countess Road	To be progressed	None
Install a rain garden	Elphinstone Road junction Pennant Terrace	To be reviewed	Subject to further engagement with local residents fronting the area
Install a rain garden	Rushbrook Crescent / Brettenham Road junction	To be reviewed and considered as part of future proposal	A new proposal for a diagonal modal filter will be implemented at this location. Initially, temporary wooden planters will be used in conjunction with an experimental traffic management order to implement the modal filter. This approach allows us to test and evaluate how effective it is before committing to permanent changes. The planned rain garden is currently on hold and will be evaluated alongside the new modal filter. If the modal filter proves successful, the rain garden will be included in a larger junction improvement scheme. However, if the modal filter is not made permanent, the rain garden will be pursued as a separate scheme.

Lloyd Park and Higham Hill area improvement scheme

Frequently asked questions



SERIES 1 - MODAL FILTER AND ENVIRONMENTAL IMPROVEMENTS			
SENTIMENT AVERAGED PER RESPONDENT			
POSITIVE	NEUTRAL	NEGATIVE	
183 (46.9%)	28 (7.2%)	179 (45.9%)	
CONSULTATION PROPOSAL	LOCATION	ACTION	PROPOSED CHANGES (POST-CONSULTATION)
Modal Filter	Brettenham Road outside the entrance to Lloyd Park	New modal filter location proposed	Incorporate minor improvements to enhance the existing informal pedestrian crossing by the entrance to Lloyd Park. Install a diagonal modal filter at the junction of Brettenham Road / Carr Road to retain the one way traffic flow on Brettenham Road
Modal Filter	Winns Avenue at the junction with South Courtess Road (eastern side)	To be progressed	None
Modal Filter	Penrhyn Avenue at the junction with Rushbrook Crescent	New modal filter location proposed	An alternative location is proposed at Penrhyn Avenue between Keith Road and Rushbrook Crescent
Modal Filter	Ardleigh Road at the junction with Rushbrook Crescent	New modal filter location proposed	An alternative location is proposed at Ardleigh Road just north of Ardleigh Terrace
Modal Filter	Penrhyn Avenue between Douglas Avenue and Mansel Grove	Not to be progressed	Access to Brettenham Road via Penrhyn Ave to be maintained
Modal Filter	Keith Road at the junction with Penrhyn Avenue	Not to be progressed	Access to Brettenham Road via Penrhyn Ave to be maintained
Modal Filter	Pennant Terrace at the junction with Elphinstone Road (west side)	New modal filter location proposed	Install a diagonal modal filter at the junction of Elphinstone Road / Pennant Terrace

SERIES 2 - MODAL FILTER AND ENVIRONMENTAL IMPROVEMENTS			
SENTIMENT AVERAGED PER RESPONDENT			
POSITIVE	NEUTRAL	NEGATIVE	
144 (44.6%)	38 (11.8%)	141 (43.7%)	
CONSULTATION PROPOSAL	LOCATION	ACTION	PROPOSED CHANGES (POST-CONSULTATION)
Modal Filter	Elenheim Road/Tavistock Avenue at the junction with Blackhorse Road	Not to be progressed	To address the concerns raised in Series 2, the proposed modal filters at Elenheim Road and Tavistock Avenue will be replaced with No Entry restrictions from Blackhorse Lane. This decision was made after careful consideration of the overall impact. While still addressing the main through traffic movements, this new approach aims to reduce the chances of increased traffic on Pembar Avenue and Clifton Avenue.

In response to local feedback and to support some of the proposals outlined above, the following additional changes have been included:

- As part of the revised scheme, there is a provision for an additional modal filter in Monoux Grove, at its junction with Billet Road. However, it is important to note that this filter will not be implemented initially. Instead, this will be reviewed after an initial monitoring period. The purpose of this review is to assess the impact of the revised scheme on traffic flow and determine whether the additional filter is necessary. Whilst the revised scheme is expected to result in a significant reduction in traffic within the area, it is acknowledged that the number of access points for vehicles has increased compared to the original consultation proposals. The monitoring period, typically lasting four to eight weeks following the implementation of the revised scheme, will closely observe the traffic patterns and assess the effectiveness of the measures. If it is determined that further reduction of traffic in the area is necessary, the additional filter at Monoux Grove may be implemented.
- As part of the revised scheme, there is a provision to convert Fleeming Road to a two-way flow. However, this change will not be implemented initially and will be subject to a review after an initial monitoring period. The purpose of this review is to assess the impact of the scheme on traffic flow and determine whether the conversion of Fleeming Road is necessary. Whilst the expectation is that this change will not be required, the area will be closely monitored during the first few months following the implementation of the scheme and if necessary this change will be made to provide an additional route for residents to exit the area.
- To ensure that motorised access can be maintained during the operating hours of The Winns School Street, residents in Carr Road, Fleeming Close and a section of Pennant Terrace (between Elphinstone Road and Carr Road) will all be eligible for free SC11 School Street permits. Further information has been posted to residents on how to obtain School Street permits. Details of our

Lloyd Park and Higham Hill area improvement scheme

Frequently asked questions

School Streets programme can be found here: www.walthamforest.gov.uk/parkingroads-and-travel/parking-permits-and-suspensions/school-streets

- In response to local feedback received in 2022, before the public consultation, we have decided to include additional pedestrian crossing improvements on Brettenham Road, specifically outside the entrance to Lloyd Park. This decision is aimed at enhancing safety for children traveling to and from school and the park. These improvements will be incorporated into the scheme to ensure a safer crossing experience for pedestrians in the area.

What data monitoring/ collection is in place to assess the scheme?

Data monitoring and collection is a key part of our scheme analysis alongside feedback from local people. Below we have outlined the data being collected as part of this scheme, however we regularly review our monitoring programme and may add further indicators/ metrics if we think they are needed to assess the scheme outcomes.

Traffic volume and speed - As part of the original Liveable Neighbourhoods scheme bid in 2019, a range of traffic data was collected in autumn 2018 and 2019 to help understand vehicle movements within and outside the area. A further area wide survey took place in November/ December 2022.

These surveys provided the following baseline information:

- Overall traffic volumes and speeds on many roads within the area and on the boundary
- Numbers of people recorded cycling at survey points
- Queue lengths at the junctions of Higham Hill Road/ Forest Road and Blackhorse Lane/ Forest Road.

We intend to collect similar information at periodic intervals during the experimental period to assess the impact of the scheme on vehicle volumes and speeds across the area.

Collision and personal injury data - As part of the 2019 Bid to TfL an analysis of collision/ personal injury data was undertaken. The analysis showed that in the 5 years between October 2013 and September 2018 there had been 116 collisions within the original Liveable Neighbourhood bid area, of which 10 resulted in serious or fatal injuries. The original bid did however cover a wider area than the current series 1 and 2 proposals, any future analysis will take this into consideration so that we are comparing like for like.

Air quality monitoring – We are using this scheme to trial a new type of air quality monitoring sensor. So far, 19 sensors have been installed in and around the Series 1 and 2 areas, including the surrounding road network, in advance of the works starting. We are aiming to install another 30 across the Lloyd Park and Higham Hill area over the next 4 to 6 weeks to create both a wider and denser network of monitoring.

Bus impact - Working with TfL, we are monitoring the impact on bus services using TfL's "Ibus" system, which allows any changes to bus journey times between stops to be assessed. We will be looking at routes that travel through the area such as the W11 and W15, and routes that serve the surrounding road network including Chingford Road, Forest Road, Billet Road and Blackhorse Lane.

Lloyd Park and Higham Hill area improvement scheme

Frequently asked questions

Where possible we will also monitor passenger numbers using TfL's Bus Origin and destination survey data.

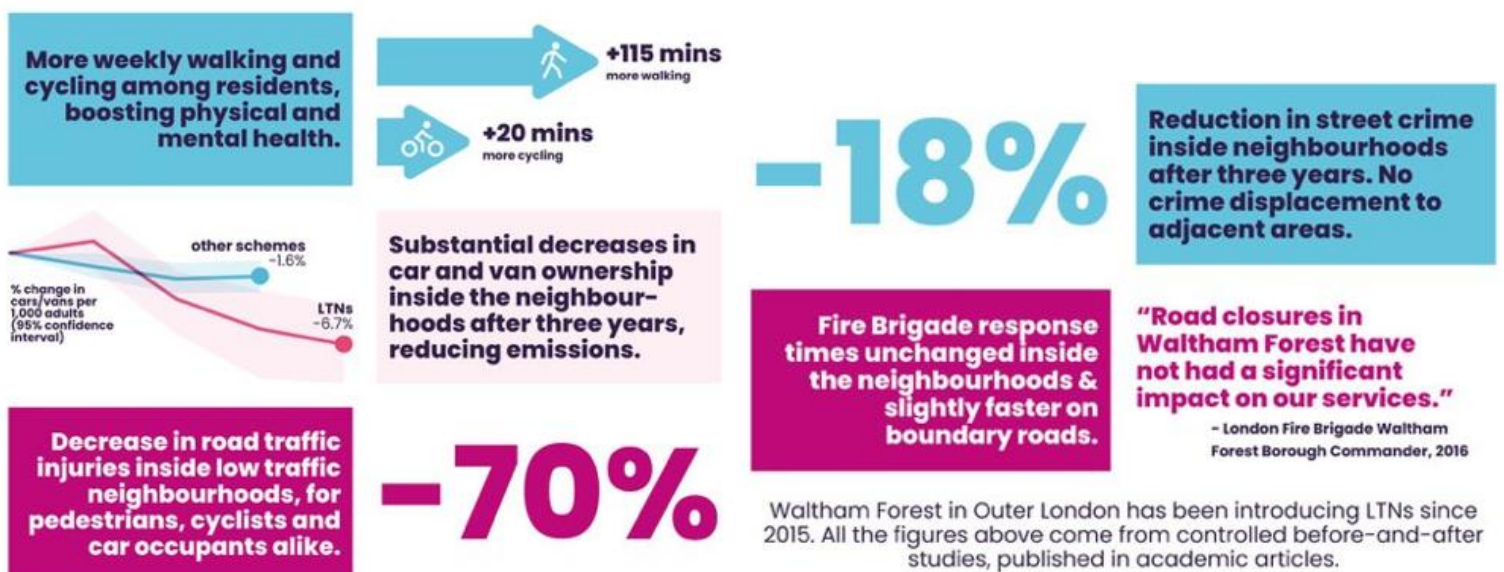
Crime and emergency response time data - Working with data from the Police and Fire Brigade, as we have done in the past, we will be able to compare crime statistics and Fire Service response times before and after the changes, against wider borough trends.

What are the outcomes from other similar schemes in Waltham Forest?

The monitoring we have undertaken on schemes delivered over the last few years, and our programme as a whole, has shown:

- Traffic levels have generally decreased overall
- Speeds have reduced
- Collisions have either reduced, or stayed the same
- The impact on the surrounding road network varies on a scheme by scheme basis
- In the short term, there is often some impact but over time it settles. Some parts of the surrounding network have seen increases and some parts have seen decreases, with the overall impact largely neutral
- Bus journey times have not been significantly affected
- Instances of anti-social behaviour and crime have improved in some areas, and have generally not worsened – based on an analysis of Police and Council data
- London Fire Brigade response times have improved in some areas, and have not worsened – based on London Fire Brigade data
- Cycling has increased, both in scheme areas and across our network of permanent cycle counting sites. Since 2016 we have seen the number of people cycling across our count sites more than double.

A summary of the outcomes from some of the key pieces of independent research can be seen below:



Lloyd Park and Higham Hill area improvement scheme

Frequently asked questions

How can residents change their travel behaviour?

We all know we need to do our bit to improve our health and the quality of the air we breathe. By making small changes to how we travel for short journeys we could see a huge benefit to our health, our wellbeing and our pockets.

There are many reasons why people feel they need to travel by car, such as time saving, weather, distance, safety, however driving is not always the quickest, easiest, or best option for all journeys, especially when traveling locally.

A report on the “health impact of cars in London” from the Greater London Authority (GLA) highlights 1/3 of car journeys in London are less than 3km and 2/3 are less than 5km. London residents make 7.3 million car trips as a driver or passenger in London per day on average. Of these car trips over 50% are made for shopping, leisure and personal business purposes, 19% are made for work purposes, 5% for education, 22% for other purposes including worship and escorting others such as children to school.

On average it takes up to 12 minutes to walk 1km, so if we made a change and chose to walk or cycle for journeys less than 3km we could see a huge reduction in the number of people driving daily.

Whilst there will be many residents happy start walking and cycling more often, there will be some people who may be reluctant or unable to make the switch. If the majority of people make the switch for some journeys we hope the roads will be freed up for the people who need to use them.

Since 2014, we have been developing activities, events and training to help get more people walking and cycling. Visit www.walthamforest.gov.uk/parking-roads-and-travel/walking-and-cycling for more information.

Contact us:

Email: enjoy@walthamforest.gov.uk

Write to: Enjoy Waltham Forest Team, Low Hall Depot, Argall Avenue,
Leyton, London, E10 7AS

Call: 020 8496 3000 and ask to speak with the Enjoy Waltham Forest Team