

Enjoy Waltham Forest

Walking and Cycling Account 2020



**WALK
CYCLE
ENJOY**

www.enjoywalthamforest.co.uk

enjoy
WALTHAM FOREST



MAYOR OF LONDON



Contents

Foreword	3
A Network of Walking and Cycling Routes	4
Introduction	5
Key Statistics	6
Enjoy Waltham Forest Developments	7
Liveable Neighbourhoods	11
Wayfinding	14
Covid-19 Response Works	15
Cycling with Confidence	16
Cycling by Example	19
Cycle Parking	20
Cycle Counts	21
Schools	23
School Streets	24
Community Walking and Cycling Fund	25
ZED Waltham Forest	27
Electric Vehicle Charging Points	29
Monitoring	30
What's next?	33

Foreword

From Cllr Clyde Loakes, Deputy Leader and Cabinet Member for the Environment, December 2020



2020 was a year like no other. We began with a focus on our response to the Climate Emergency, in which sustainable transport and behaviour change played key roles in how we planned to work together with businesses, residents, schools and partners to tackle the global issue in a local context.

However, before our Climate Emergency Commission were able to present their findings to inform our Climate Emergency Strategy, our immediate focus was shifted to responding to the Covid-19 pandemic and ensuring the health and safety of our residents whilst continuing to deliver key frontline services.

Whilst the Covid-19 pandemic has led to 2020 being a challenging and distressing time, we have seen some glimmers of hope arise from its ashes. With people encouraged to avoid public transport to leave space for key workers to travel safely, we've seen our greatest ever increase in the number of people choosing to walk and cycle, both for utility and leisure purposes. During the summer we saw the highest

number of people cycling on Coppermill Lane ever recorded, with 2,849 people using the route on Saturday 13 June, however these trends didn't stop when winter began: there was an astounding 95% increase in the number of people recorded by our cycle counters in December 2020 compared to December 2019.

With this increase in people travelling actively, many of whom may not have been regularly doing this previously, we had to ensure there was enough space for everyone who needed to, to travel safely and confidently. We suspended 2,500m of parking bays to widen pavements, installed 15km of temporary cycle tracks, and when safe to do so, offered Dr Bike sessions to over 1,400 people. Council Officers had to adapt schemes that were in design and construction phases to incorporate these changes, alongside the reduction in funding from sources such as Transport for London which led to some being introduced using more low-cost materials.

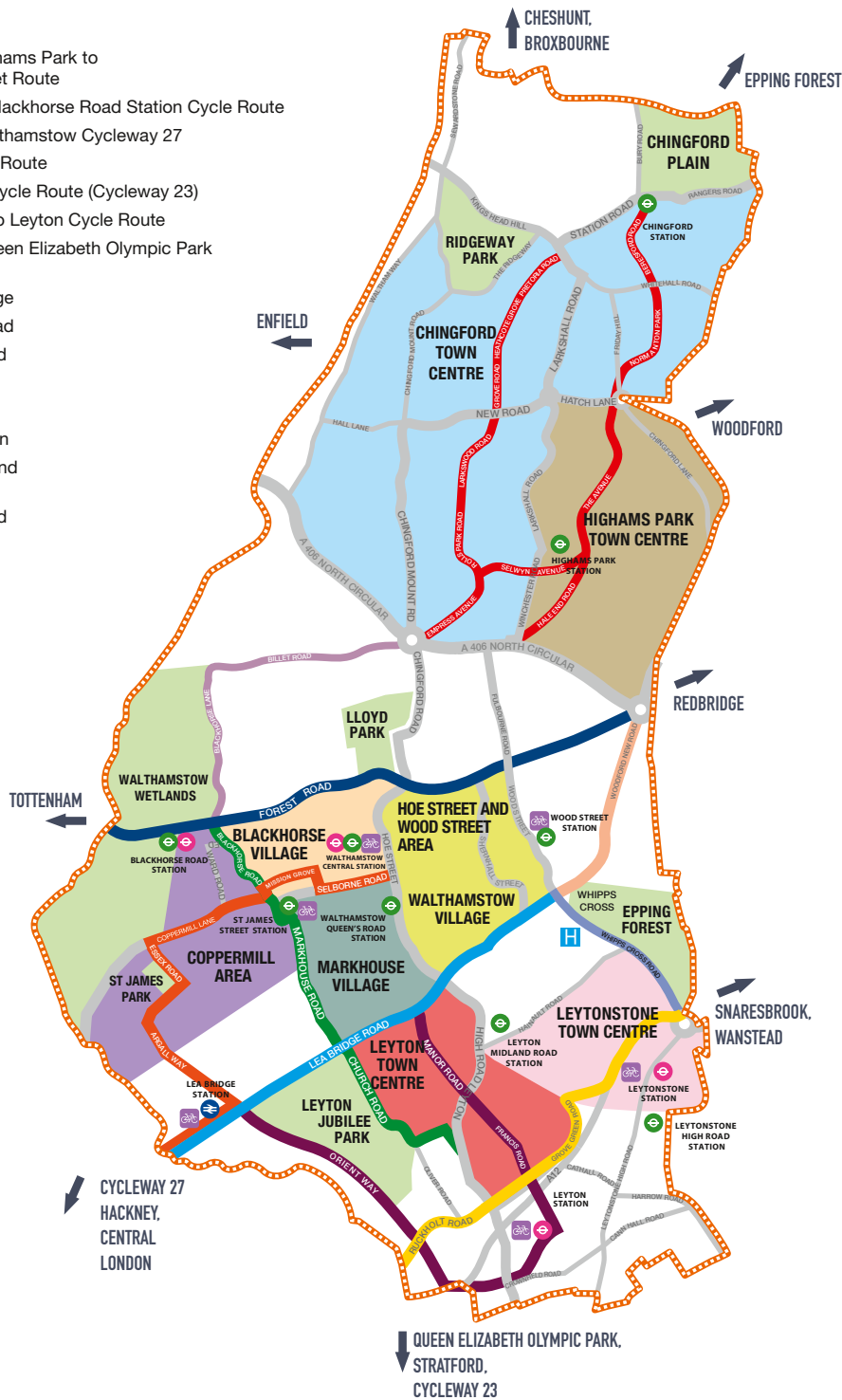
As a result of this, levels of air pollution across Waltham Forest fell below the legal limits for the first time since records began, with all 62 monitoring stations situated around the borough showing that key pollutants, nitrogen dioxide (NO₂) and particulate matter (PMs), were under the UK threshold.

In 2021 we are determined to use the positive outcomes of the Covid-19 pandemic to build back greener, healthier and safer, and sustain the behaviour change and environmental improvements that we have seen over the past year. We will work to make the temporary schemes that we have introduced permanent, introduce new walking and cycling infrastructure that we were previously unable to, and respond to the increase in demand for cycle parking. I look forward to reviewing our successes of 2021 and continuing to see our vision of people friendly streets being transformed into reality.

A Network of Cycling Routes Connecting the Borough

MAP KEY

- █ Chingford and Highams Park to Crooked Billet Quiet Route
- █ Crooked Billet to Blackhorse Road Station Cycle Route
- █ Bloomsbury to Walthamstow Cycleway 27
- █ Forest Road Cycle Route
- █ Lea Bridge Road Cycle Route (Cycleway 23)
- █ Blackhorse Road to Leyton Cycle Route
- █ Leytonstone to Queen Elizabeth Olympic Park Cycle Route
- █ Leyton to Lea Bridge
- █ Woodford New Road
- █ Whipps Cross Road
- Cycle Hub
- Hospital
- National Rail Station
- London Underground Station
- London Overground Station
- █ Borough Boundary



Introduction

Due to 2020 being a unique year which no one could have anticipated, the team have had to significantly adapt our highways works and behaviour change programmes. This flexible approach has ensured we have worked and provided services for our residents in the most innovative and appropriate ways possible to address the challenges and opportunities that the Covid-19 pandemic has brought us.

We explored a range of measures on our highway network to respond to social distancing requirements and meet the unprecedented growth in demand for walking and cycling infrastructure during 2020.

There were various emergency measures considered to ensure road safety for pedestrians and cyclists, to help people to use our streets in a socially distanced way, and further support active travel in the short to medium term.



Social Distancing campaign used by Waltham Forest Council

Due to the Covid-19 pandemic, there has been an even more urgent need to improve London's streets for walking and cycling and to reduce pressure on our road and public transport networks. With London's public transport capacity still significantly reduced, and the likelihood of longstanding, significant challenges in terms of user confidence, millions of journeys a day need to be completed by other modes of transport. If these are replaced by car journeys, streets will become heavily congested, air quality will worsen, and road danger will increase.

Resident involvement

As always, we wanted to hear our residents' ideas on how we could improve our streets for social distancing, walking and cycling.

We utilised Commonplace to run an interactive map allowing residents to make suggestions for places residents could benefit from wider footways, lower traffic streets, better cycle routes and infrastructure, or to highlight any dangerous pinch points.

To suggest changes the user simply dropped a pin on the street or areas in the borough and added their comments. Waltham Forest Council then reviewed the suggestions and prioritised these where necessary, based on the extent to which they help in meeting the objectives of the programme, within the available budget.

Over 800 comments received on Commonplace

Funding Changes

Covid-19 brought many challenges to Local Authorities, one of which was the reduction, and in some cases complete removal, of funding for highway changes and improvements. Most notably, external funding traditionally secured from Transport for London (TfL) via the annual Local Implementation Plan grant was significantly reduced, and funding from most of TfL's discretionary funding programmes withdrawn.

London Streetspace Plan (LSP funding)

In response to the pandemic, TfL created the London Streetspace Plan (LSP), aimed at delivering highway infrastructure schemes that enabled active travel and provided more space for social distancing in the short term. The criteria associated with LSP schemes was that they had to be delivered quickly, meaningfully reallocate space, and use low cost design and materials approaches where possible, in recognition of the financial impact of Covid-19 and the limited funding available to TfL and boroughs

Using funding from the LSP, Waltham Forest was able to deliver a range of area-based neighbourhood improvements alongside extensions and enhancements to a number of strategic cycle routes.

Key Statistics

Infrastructure			
	2014-2019	2020	Total
Km of cycle track	26	15	41
Modal Filters	51	29	80
New and improved crossings	62	4	66
Blended crossings	145	17	162
Pocket Parks	31	5	36
Public realm improvements	37	9	46
Planted trees	700	100	800

Behaviour Change					
	2017	2018	2019	2020	Total
Bikehangars	172	78	90	140	480
EV Charging points		12	73	155	240
Cycle Training	1,938*	2,454	3,871	1,177	7,502
Dr Bikes	556*	878	1,468	1,633	3,979
School Streets			2	8	10

*Data is only available from April 2017

ZED – Zero Emissions Delivery Courier Service					
	2017*	2018	2019	2020	Total
Estimated tonnes of Co2 emissions saved	0.4	8	21	23	34.3
Packages delivered	1,219	13,000	35,000	38,000	87,632
Miles travelled	781	26,000	67,000	69,000	93,559
Local business customers	10	37	42	46	62

*The service was only operating from September 2017



Completed flagship scheme - Lea Bridge Road



Social Distancing at Davies Lane School Street

Enjoy Waltham Forest Developments

Forest Road

Since 2015, we have been working to make Forest Road a safer, more accessible place for people to travel along, whether walking, cycling, driving or using public transport. To date, improvement works had been focused on the section between William Morris Gallery and Blackhorse Road Station and included a mixture of new cycle tracks, new and upgraded pedestrian and cycle crossings, continuous footways, and localised public realm enhancements.

During 2020 several further improvements were progressed along the Forest Road corridor including:

- Blackhorse Junction
- Bell Junction
- Forest Road Interim LSP schemes

Using LSP funding we have delivered two interim schemes that link up with the previously completed sections of Forest Road to create a virtually continuous end to end route. The interim schemes cover the sections between Blackhorse Road Station and the borough boundary with Haringey, and between the Town Hall Campus and Woodford New Road. In parallel to implementing the interim schemes, we have been continuing to develop permanent plans for these sections of Forest Road. Where possible, experiences from the interim schemes are being used to inform our longer term, permanent plans.

Blackhorse Junction

Blackhorse Road junction is a key public transport interchange in the borough and upgrading the junction to better meet the needs of the local community was a priority for the Council. We knew that with the recent opening of the Walthamstow Wetlands and 2,500 new car-free homes being created through local regeneration schemes, the area would get busier so we needed to make sure it is easier and safer to get around for everyone.

The changes to the junction, as well as the section of Forest Road between Blackhorse Road Station and Dagenham Brook, aimed to support a shift to more sustainable methods of transport, benefiting residents, businesses and commuters, and helping to support the vibrant local economy.



Segregated cycle track on Blackhorse Road

Changes to the junction included:

- Creating wider pavements to cater for higher volumes of pedestrians
- Improving pedestrian access to better connect local people to surrounding communities, public spaces, local amenities, and other public transport services
- Introducing more cycle parking
- Introducing new segregated cycle tracks
- Making the junction more attractive with trees and high-quality, aesthetically pleasing materials
- Improving the bus facilities
- New water fountain.

Work on Blackhorse Junction was suspended due to Covid-19 and resumed in May 2020 following Government guidelines and advice on social distancing. To safely complete the remaining works a phased approach was adopted, and the scheme was completed at the end of 2020.

The Bell

In July 2017 we held a public consultation with local people for the Hoe Street/Forest Road/Chingford Road Junction, also known as The Bell Junction. Following a positive consultation, the scheme was approved by the Council to be developed further and constructed when funding became available. After receiving additional funding in 2020 we were able to commence construction works on the scheme, which are scheduled to finish by the end of 2021.



Visualisation of the new Bell Junction

The key measures included:

- Changing the road layout at the junction to make more space available for pedestrians and cyclists, whilst also maintaining the current flow of traffic and bus journey times
- Increasing pavement widths around the junction, particularly outside No.1 Hoe Street, to provide more space for pedestrians and cyclists and provide greater potential for tree planting and public realm improvements. By widening the pavements, we can shorten the crossing distance of pedestrian crossings on all arms of the junction – making crossing the road safer, quicker and more convenient
- Introducing new segregated cycle tracks which create separate, designated space for cycling and new cycle crossing points on all arms
- Upgrading and modernising the street lighting to make the junction feel safer at night
- Resurfacing the footways using materials that create a high-quality look and feel, and that complement the material used elsewhere in the town centre
- Planting new trees and a variety of plants to complement the existing species in the area, increase biodiversity and improve air quality
- Linking the current and planned cycle lanes on Forest Road into future proposals for Hoe Street to provide continuous segregated cycling infrastructure.

The Bell Junction - Low traffic streets

In recent years, local residents have raised concerns over the volume, speed and impact of traffic using the pockets of streets either side of Chingford Road and The Bell Junction (Bedford Road, Bromley Road, Farnan Avenue and Kenilworth Avenue) as ‘cut throughs’ to bypass the traffic lights.

To address these concerns, and as part of the wider Bell Junction improvements to minimise the construction impact on these streets, two modal filters on Chandos Avenue and Dudley Road will be installed in mid-February 2021.

To begin with, the experimental modal filters will be installed for six to 18 months parallel with the Bell Junction construction works. During this period, we will be gathering local feedback, consulting key stakeholders and monitoring traffic data to help determine whether the changes will be made permanent in the future.

Forest Road Interim LSP schemes

The measures introduced as part of the interim schemes include:

- A mix of mandatory cycle lanes, semi-segregated cycle tracks and stepped cycle tracks in each direction along Forest Road. Mandatory cycle lanes are created using a solid white line along the road to mark out the cycle lane, semi-segregated cycle tracks are created using wands (vertical plastic poles) which provide a physical barrier between the cycle lane and the road, stepped cycle tracks are cycle lanes which are higher than the carriageway but lower than the pavement
- Changing bus stop layouts such as introducing bus stop bypasses, where space allows, to ensure that cyclists can cycle around bus stops safely and keep separated from bus passengers getting on and off buses
- Changing kerbside parking, waiting and loading restrictions at mandatory cycle lane locations to No Waiting and Loading “At Any Time”
- Changing yellow line restrictions to No Waiting and Loading “At Any Time” outside businesses, where a stepped cycle track is being introduced, the existing waiting and loading restrictions have been maintained and additional loading bays have been introduced.

The interim construction scheme will be completed in early 2021.

Woodford New Road

Following the completion of our Lea Bridge Road corridor improvement scheme, including the transformative redesign of Whipps Cross Roundabout, we have been progressively extending walking and cycling infrastructure along Woodford New Road to make travelling through the area on foot and by cycle even easier and safer. Ultimately, we wanted to extend our walking and cycling infrastructure to the borough boundary with Redbridge to provide a continuous east-west route connecting one side of the borough to the other.



Segregated cycle track on Woodford New Road

Running from Snaresbrook Road to Redbridge/ High Road Woodford Green Woodford New Road is used by a significant number of vehicles every day, many of which travel at high speeds. This results in a hostile environment for all road users, particularly those walking and cycling. Alongside the provision of dedicated infrastructure for walking and cycling, a key objective was to reduce vehicle speeds for the benefit of all road users.

The initial phase of works took place in 2019 and early 2020 and introduced protected cycling and walking facilities on Woodford New Road between Snaresbrook Road and Forest Road, via a two-way track on the western side

In 2020, further funding was secured via LSP and the Department for Transport's Emergency Active Travel Fund to improve the pedestrian and cycle route network under the Waterworks roundabout and introduce an interim light segregation cycle route north to the borough boundary with Redbridge.

In the short term, we aim to secure funding to upgrade the interim scheme into a more permanent solution. In the longer term, we hope that proposals in the London Borough of Redbridge will come forward to extend protected space for cycling along Woodford New Road towards Woodford Green.

Quietway 2 (Cycleway 27)

As part of the Coppermill Liveable Neighbourhoods Scheme we have been working on plans with TfL to redirect a portion of the Quietway 2 (now Cycleway 27) route. Instead of using the existing route alignment along Coppermill Lane and through the Lower Lee Valley, the new Cycleway 27 route alignment uses South Access Road, the Argall Business Estate and Lea Bridge Road to link St James Street with the London Borough of Hackney. This change has been put forward in response to accessibility and personal safety concerns within the Lower Lea Valley area.

Using funding predominantly secured via the LSP, the improvement works needed to facilitate the re-alignment have now been completed. The key works include:

- Three new and upgraded pedestrian and cycle crossings in Argall Avenue and Argall Way
- A new section of segregated two-way Cycle Track on South Access Road and Argall Avenue
- A complete upgrade of the shared pedestrian and cycle route along the "Black Path"
- A new Bus Gate in South Access Road, both reducing the volume of traffic and enabling the W19 bus to be rerouted out of Low Hall Depot. In turn, this allows the W19 to run its full route throughout the entire day, rather than terminating early at South grove at 7pm.



Segregated cycle track on the Black Path, Argall Estate

Strategic Cycle Network

As part of our response to the Mayor of London's Transport Strategy in 2018, we reviewed and updated our long term, aspirational strategic cycle network for the borough. This used work completed to date through the Enjoy Waltham Forest Programme as a basis as well as historic cycle route infrastructure developed through the London Cycle Network (LCN) and other programmes. Moving forward, we plan to review our network on a periodic basis to make sure it continues to provide a dense, connected fabric of routes that meet the needs and demands of our growing borough.



Shared cycle and pedestrian crossing on Argall Way



Linear Park on Markhouse Road

Markhouse Area (Series 4)

In September 2018 we carried out a public consultation with the local community on our plans for the Markhouse Area.

Based on the feedback from residents not all proposed measures were progressed, however as there was local support for some of the proposals in the original Series 4 Area, we decided to revisit these.

We held a further co-design workshop in July 2019 which invited residents from the Series 4 Area to come along and help shape the plans. This was followed by a further public consultation in January and February 2020.

Following an analysis of the responses received and considering issues that were raised during the consultation, the Council decided to go ahead with the below proposals:

- Modal filters and public realm improvements:
 - Chelmsford Road
 - Rutland Road
 - Belgrave Road
 - St Barnabas Road
- Gateway junction treatments at all entry and exit points to the area
- New public space outside St Barnabas Church.



Markhouse Area Series 4 proposals

Liveable Neighbourhoods

Coppermill Area

The Coppermill Area Liveable Neighbourhoods Scheme encompasses the area bounded by Forest Road and Blackhorse Road Station to the north, St James Street to the east, Argall Industrial Estate to the south/southwest and the Lower Lee Valley/ Walthamstow Wetlands to the west. These are areas of significant investment and growth in the borough and the scheme aims to improve accessibility and connections between them for sustainable travel modes, which in turn will enable and support more journeys to be made by foot, bike or public transport instead of motorised vehicles. The Coppermill Area Liveable Neighbourhoods scheme objectives are to:

- Increase the number of trips made by walking, cycling and public transport
- Improve connections to local places of interest, schools and shops
- Assist in the Mayor of London's aim to see 80 per cent of journeys made by sustainable modes of transport by 2041
- Reduce people's reliance on motor vehicles to help reduce congestion
- Encourage and increase the active use of streets and public spaces
- Create a safer neighbourhood environment, including improving road safety and perceptions of personal security
- Improve air quality to create a more attractive neighbourhood for everyone to enjoy
- Improve the efficiency and safety of freight vehicle movement.



Coppermill Lane



Modal filter on Station Road

Due to the Covid-19 pandemic the funding we were expecting from TfL to deliver the scheme was put on hold. While we were able to secure some funding during 2020 via LSP and other TfL sources, as a result, we have had to prioritise which measures and proposals to take forward as part of an initial delivery phase, based on their expected benefit and amount of funding now available.

Works completed include:

- Modal filters at Edward Road, Station Road and Low Hall Lane (generally via low-cost, interim layouts)
- Public realm improvements on Edward Road and South Access Road including new landscaped areas, planting, and improved surfaces, wider footways and raised junction tables
- Measures on Brunel Road (outside Barn Croft Primary School) and Verulam Avenue (outside St Saviour's C of E Primary School) including widening the footway area outside school entrance, new planting, wider footway area and removal of approximately eight parking bays
- Coppermill Lane corridor pedestrian and cycle improvements including continuous footways, green space and SUDS treatments
- One-way systems introduced on Hawarden Road, Edward Road, Lloyd Road, Cornwallis Road and Courtenay Road
- Continuous Footways introduced along Blackhorse Road at the junctions with Hawarden Road, Lloyd Road, Cornwallis Road, Courtenay Road, Southcote Road, Tenby Road and Hazelwood Road
- Rain gardens on Essex Road.

South Leytonstone Traffic Reduction Scheme

Since 2018 we have been developing and submitting funding bids to TfL's Liveable Neighbourhoods programme for a comprehensive area wide set of improvements in South Leytonstone, Forest Gate and Maryland, in partnership with the London Borough of Newham (LBN).

Seed funding for further feasibility, engagement and design development was originally expected in the 2020/21 financial year but did not come to fruition due to the financial impact of the pandemic. Instead, funding via LSP was secured in 2020 to deliver a component of the original bid, an experimental area wide traffic reduction scheme.

The scheme in South Leytonstone, Maryland and Forest Gate aims to reduce the volume of motorised vehicles so there is less traffic, noise and pollution. As a result, local streets will be safe and more pleasant to use, especially for children to cross the road and walk and cycle to school. Creating streets and public spaces enables a shift to more sustainable modes of transport, increasing social mobility and helping people stay physically active and healthy,



Odessa Road modal filter



The scheme uses modal filters (road closures to motorised vehicles) to reduce the ability for motorised traffic to move through the area. To begin with, the modal filters have been installed under experimental powers for up to 18 months and during this time we are gathering local feedback, consulting key stakeholders and collecting traffic data to help determine whether the scheme will be made permanent in the future. The overall scheme is split into 4 sub-areas:

- Area 1 – falls mainly within the London Borough of Newham and is bounded by Crownfield Road, Leytonstone Road, Forest Lane and Leyton Road. Five modal filters are proposed for this area, all within Newham.
- Area 2 – is bounded by Cann Hall Road, Dames Road, Woodgrange Road, Forest Lane and Leyton Road. A total of twelve modal filters are proposed, seven of these are in Newham and five in Waltham Forest.
- Area 3 – is bounded by Crownfield Road, High Road Leyton, the A12, Cathall Road and High Road Leytonstone, and has a total of four modal filters proposed.
- Area 4 – is bounded by Ferndale Road, Montague Road, Harrow Road, Cann Hall Road and High Road Leytonstone, and has a total of seven modal filters proposed.

The majority of modal filters have been created by using large planters placed in the streets at various locations to restrict access for motorised vehicles, but these will still allow enough space for pedestrians and cyclists to travel through them. Some modal filters will be enforced via CCTV and there will not be a physical barrier in place. This is to allow access for emergency vehicles only. All other motorised vehicles will not be allowed to travel through these modal filters and will be issued with a Penalty Charge Notice (PCN) if they do.



Blenheim Road modal filter

Hilltop Area

In Autumn 2015 we carried out a public consultation with the local community regarding proposals for the Hoe Street and Wood Street area scheme. A number of the original Hoe Street and Wood Street area scheme proposals were subsequently delivered, however in response to local feedback and to align with proposals for The Bell Junction, the Council decided to defer the introduction of proposals in the 'Hilltop' Area. The Council agreed that it would undertake further engagement with residents when it was in a position to revisit the area.

Work in the area was re-initiated in Autumn 2019 with a community co-design workshop. The feedback from the workshop helped to shape proposals that were included in a public consultation in early 2020.



Construction on Seaford Road modal filter

Following an analysis of the responses received and considering issues that were raised during the consultation, the Council decided to go ahead with the below proposals:

Modal filters:

- Howard Road - junction with Church Hill
- Rectory Road - junction with Church Hill
- Seaford Road - between Hurst Road and The Drive.

Public realm improvements, pocket parks, landscaping, or trees:

- Howard Road - junction with Church Hill
- Rectory Road - junction with Church Hill
- Seaford Road - between Hurst Road and The Drive
- The Drive - outside Emmanuel Community School.



Modal filter at junction of Rectory Road and Church Hill



Planting on The Drive outside Emmanuel Community School

Future scheme development

In addition to delivering changes on the ground, a significant amount of design development work has also been going on in the background to try and ensure there is a steady pipeline of future schemes. As well as developing permanent plans for some of the interim schemes detailed above, further feasibility and design work has been taking place at the following locations.

- Chingford Road and Chingford Mount Road
- Whipps Cross Road
- Hoe Street between Orford Road and Lea Bridge Road
- Blackhorse Lane and Billet Road
- Winns/Lloyd Park/Higham Hill area
- Vallentin Road area
- High Road Leytonstone.

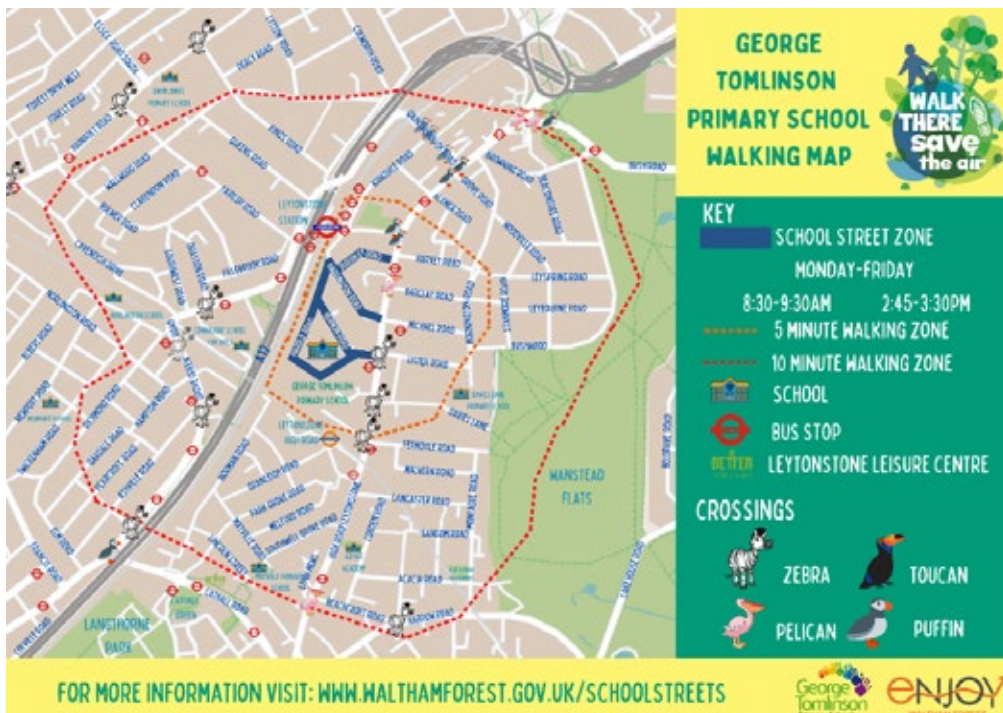
Wayfinding

The wayfinding kiosks are currently displaying Covid-19 messaging to keep reminding everyone of the importance of social distancing amid the return to the new normal, alongside other Council communications such as the ‘Choose Local’ campaign. The wayfinding Living Map is accessible via a QR code which is in rotation on screen.

Wayfinding is a key tool for enabling a modal shift towards walking, cycling and using active travel to access public transport. You may have noticed our unique wayfinding around the borough that features walking and cycling directions, journey times and key destination information, as walking and cycling to your destination may be quicker than you think. In 2020 various new locations benefitted from new street nameplates, including the St James Street area, Highams Park area, and Marsh Lane. In addition, as part of wider School Street engagement, bespoke walking maps were created for primary schools to encourage pupils to visualise their walk to school as being the best choice. Our wayfinding strategy is being rolled out across the entire network, which will improve the experience of walking and cycling in the borough as well as providing real time information on public transport services.



Wayfinding kiosk at Walthamstow Gyratory



Example of a walking map installed at George Tomlinson Primary School

Covid-19 Response Works

Key Objectives during Covid-19 restrictions:

- The need for key workers to access workplaces safely when public transport services are significantly reduced highlighted the requirement for more safe, accessible and convenient routes for walking and cycling
- Reduced levels of motor traffic encouraged many people to turn to walking and cycling, but issues remain with road danger as some routes are still subject to high traffic volumes and the Police have recorded a significant increase in speeding
- The need to impose physical distancing measures in order to reduce virus transmission, which is likely to extend well beyond 2020
- Vulnerable people are unable to leave their homes, and many rely on the Council and volunteers to provide them with essential supplies. More generally there is an increased reliance on home deliveries, particularly for groceries and other essentials.

Key Measures taken:

- Rapid roll-out of traffic reduction measures and strategic cycle route improvements as detailed in the previous sections
- Suspension/removal of on-footway parking in high footfall/priority areas to increase pedestrian space
- Carriageway parking/yellow line suspensions and temporary pedestrian/traffic management to reclaim space for pedestrians
- Over 2,500 metres of parking was temporarily suspended to create more space for pedestrians and social distancing
- Pavement stencils and on-street messaging to raise awareness of social distancing
- Supporting local businesses by reallocating pavement and carriageway space to allow outdoor use by business where possible.



VMS displays in Waltham Forest which featured in local and national press. Source: BBC News



Lamp column wraps and stencilling to encourage social distancing

Cycling with Confidence

Cycle Training

Waltham Forest offers free cycle training to anybody who lives, works or studies in the borough. Cycle training is delivered by our provider Cycle Confident and can be delivered individually, in groups or at schools or colleges in the borough. Covid-19 restrictions changed how we usually deliver cycle training, however 2,499 people who live, work or study in Waltham Forest giving them the skills needed to cycle confidently and safely.

Cycle Schools

During the summer and October school holidays the Council ran cycling schools at Leyton Jubilee Park, Lloyd Park, The Highams Park and Buxton School. These courses were free to attend and allowed children to complete either a Level One or Two Bikeability course. 240 young people aged 4 to 16 took part in the free sessions. To find out more information and book cycle training visit cycleconfident.com/sponsors/waltham-forest

Online cycle skills

At different stages in 2020 face to face cycle training was restricted. Transport for London have developed free online cycle skills for all abilities, whether a complete beginner or a regular cyclist. The online skills cover four key areas:

1. Tips to get you and your cycle prepared for the road
2. How to start cycling on the road safely and responsibly
3. Tips to brush up on your cycle skills
4. How to cycle in a group with children or adults

At the time of writing, once you have completed all four modules you will receive a unique code for 15% off Halfords own-brand cycle lights, locks or helmets. You can access the online cycle skills at tfl.gov.uk/modes/cycling/cycle-skill



Socially distanced Dr Bike at Walthamstow Gyrratory

Dr Bike

By working with Cycle Confident we provide regular free Dr Bike sessions across the borough. The experienced Dr Bike mechanics will check over all the main components of your bike and carry out any required adjustments and lubrication. Throughout 2020 we hosted 33 public Dr Bikes, 15 key worker Dr Bikes and 6 school Dr Bikes with 1633 bikes checked by our mechanics.

Throughout 2020 we provided 15 key worker Dr Bikes including at Langthorne Health Clinic, Jane Atkinson Health & Wellbeing Centre and Whipps Cross Hospital. In December we provided a Dr Bike session before Leyton Orient V Newport County, the O's first Saturday league match in front of fans in nine months.

Try Before You Bike




This year we worked with Peddle My Wheels to launch the Try Before You Bike scheme. The scheme has a range of bikes available for a monthly fee:

- Standard bikes from £20
- Electric assist bikes from £50
- Adapted cycles from £50
- Cargo bikes from £100

Peddle My Wheels will deliver the bike to you and will provide a cycle training session if required. Participants pay monthly until they have either paid off the value of their cycle, or they unfortunately decide to return the bike. Over 35 residents utilised the scheme in 2020.

Cycle the Lines

Using public transport was discouraged at various times during 2020, however many key workers still needed to travel in order to attend offices, hospitals, shops and sites. As people began commuting by cycle for the first time, we worked with Cycle Confident to provide led-rides along London Underground routes to help people cycle to work.

<p>Central line</p> 	<p>Leytonstone</p> <ul style="list-style-type: none"> • Segregated cycle track on Grove Green Road • Turn left onto High Road Leyton <p>Leyton</p> <ul style="list-style-type: none"> • Cycle along High Road Leyton and turn right onto Temple Mills Lane, and take the next left on to Leyton Road • Cycle along Leyton Road and Angel Lane • Join CS2 at Great Eastern Road <p>Stratford</p> <ul style="list-style-type: none"> • CS2 runs along the A11 to Mile End, Whitechapel and Aldgate East • The City of London and Liverpool Street are easily accessible from the end of CS2 at Aldgate East
<p>London Overground</p> 	<p>Chingford</p> <ul style="list-style-type: none"> • A quiet route to Highams Park includes using Kimberley Road, Normanton Park, Waterhall Avenue and The Avenue <p>Highams Park</p> <ul style="list-style-type: none"> • Cycle along Beech Hall Road, Hale End Road and Fulbourne Road to access Wood Street <p>Wood Street</p> <ul style="list-style-type: none"> • Turn right onto Vallentin Road then cycle along Church Lane to reach St Mary's Road via. Vestry Road <p>Walthamstow Central</p> <ul style="list-style-type: none"> • Join the cycle track at Selborne Road and follow C27 signage into Hackney via. Lea Bridge station. <p>London Fields</p>
<p>Victoria line</p> 	<p>Walthamstow Central</p> <ul style="list-style-type: none"> • Cycle along the cycle track at Selborne Road to join C27 • C27 continues to Bloomsbury however King's Cross can be accessed via cycling along Pentonville Road and Euston Road <p>King's Cross St Pancras</p>

Le Virtual Tour de Waltham Forest

Le Tour de Waltham Forest was unfortunately cancelled in 2020. The annual cycling event usually starts in Leyton Jubilee Park and over 1,000 participants have previously taken part each year. In 2020, however we hosted Le Virtual Tour de Waltham Forest with three different routes:

- Chingford Circle – 12km
- Leyton Lap – 20km
- Walthamstow Wander – 15km

Over 12,000 people viewed the routes which are available online. You can share your photos, videos and stories of the cycle routes by using #VirtualTdWF. Visit enjoywalthamforest.co.uk/virtual-tour-de-waltham-forest-2020 to view the routes and take part.

Community Cycle Loan Scheme

For a small refundable deposit, anybody who lives, works or studies in the borough can access a loan bike for up to one month.



Cycle hire fleet

After loaning a bike from us, we ask that participants complete a travel survey to record their journeys, and how they would have completed the journeys without access to a cycle. The survey also helps us to understand how we can improve the service.

Over the past year we have loaned bikes to community groups and schools to facilitate cycle training and social rides. The scheme comprises of over 40 standard bikes and in 2020 the scheme supported 80 key workers with access to a cycle and our bikes were hire out for 11,639 days!

We also have six cargo bikes available for hire. The scheme is incredibly popular with our bikes often having a three-month waiting list. Our cargo bikes have been used for a variety of purposes this year, from an alternative mode to complete the school run, to a fun leisure activity and community groups used our bikes to carry out essential deliveries.

- Babboe (e-assist)
- Bakfiets
- Christiania
- Douze (e-assist)
- Omnium
- Christiana Taxi

More information and links to how you can register your interest in the community cycle loan scheme please visit enjoywalthamforest.co.uk/cargo-bike



Waltham Forest Christiania cargo bike

Key worker hires

Throughout the Covid-19 pandemic our loan bikes were used by a variety of key workers including frontline NHS staff, teaching staff, London Underground staff, Metropolitan Police Officers and a gas safety engineer. As face to face cycle training was cancelled during the first phase of restrictions, our fleet of bikes used for cycle training sessions were redeployed to help key workers have access to a cycle.

#WFBeseen

To commemorate National Road Safety Week in November, throughout Autumn we ran an online #WFBeseen survey. Anybody who completed the survey that lives, works or studies in the borough could receive bikelights, a Bikeregister kit or children's hi-viz jackets for free. 1,055 people completed the survey with 3,967 road safety items delivered to people in our borough.



Road safety merchandise shared with residents

Cycling by Example

We support Waltham Forest Council staff to cycle to work or as part of their duties. The Freebike scheme has been a vital transport choice for Waltham Forest Council staff since launching in December 2018. As Covid-19 restrictions were relaxed, we ran a Cycling Champions staff scheme where Council staff received training to help support other staff to cycle to work.

Freebike

Over 200 Council staff from 24 different departments benefit from access to the staff e-bike scheme. The bikes are used for a variety of reasons including site visits, to attend meetings, and to travel between different Council offices. In 2020 Council staff used Freebike to cycle a combined 6,142 km which is the same distance as Waltham Forest to Chicago.

Nish works at Low Hall Depot and whilst carrying out his duties has cycled further than any other Waltham Forest staff member. In 2020 Nish cycled the equivalent of London to Madrid and has said “I have been using these bikes for work purposes. It’s free, easy to use, and saves time and money getting around the borough. It’s good for your health and reduces carbon emissions.”

Cycling Champions

To encourage staff to cycle to work we started the Cycling Champions staff scheme in the summer. Staff members from different offices and departments across the Council, including Corporate Development, Highways and Neighbourhoods volunteered to support colleagues to consider cycling to work or as part of their duties. In August some staff members attended a bike maintenance course to gain the skills to provide maintenance to their colleague’s cycles.



Cycling Champions attending a bike maintenance course



Nish using a Freebike



A staff member utilising the free cycle loan scheme



Cycle Champions attending a bike maintenance course

Cycle Parking

Bikehangars

Waltham Forest now has 480 hangars located on streets across the borough, offering residents secure, convenient cycle parking at one of the lowest prices in the country. The Bikehangars are smaller than an average car, sit within the space of a residential car parking space, and can securely house six cycles comfortably. With over 250 new applications per month our dedicated Bikehangar Team continues to work with residents to deliver new hangars and is expected to install over 100 hangars in 2021.

Residents can register their interest in accessing a hangar or suggesting a potential future site by visiting the Waltham Forest Council website.

Year	Bikehangars Installed
2015	31
2016	28
2017	113
2018	78
2019	90
2020	140

Management of the Bikehangar membership scheme was brought in-house in September 2020.

Community Bikehangars

This year we have increased the number of bikes available for free cycle training. New Bikehangars have been installed in Lloyd Park and The Highams Park, to join Leyton Jubilee Park as venues for community groups and Cycle Confident to carry out training. We now have 25 bikes located in parks in Chingford, Leyton and Walthamstow and you can find more information about free cycle training at cycleconfident.com/sponsors/waltham-forest

Cycle Hubs

So far we have introduced seven Cycle Hubs at rail, Overground and Underground stations in the borough. Residents, commuters and visitors can have access to all of the hubs for £30 a year. Each Hub features two-tiered power assisted cycle stands, key fob entry with CCTV, help points manned 24/7 and information boards. Furthermore, due to increased demand at St James Street Hub, in July 2020 the St James Street Cycle Hub was extended by eight spaces.



Resident using Bikehangar



Community Bikehangar in Highams Park



Lea Bridge Road Cycle Hub

In 2021 we will be introducing four more Cycle Hubs in the borough; two at Blackhorse Road, one at Highams Park station and one at Chingford station.

Cycle Counts

All good projects need to be monitored and backed up by data. To ensure this, we have installed 12 permanent counters over the last five years to record cyclists on major routes in the borough. In 2020 all of our cycle counters recorded large increases in the number of cyclists compared to 2019, which was also reflected across Greater London. Our residents (and those who visited Waltham Forest) turned to cycling as their daily exercise in the first national lockdown, a trend which stuck when shops and restaurants reopened in the summer. Where possible, we urged people to leave space on public transport for those who really needed it and instead walk and cycle. Detailed analysis showed dramatic commuter patterns changing in the lockdown, resulting in a much higher number of people cycling through the second half of the year.



Cycle counter on Ruckholt Road



Cyclists using the Lea Bridge Road/Orient Way junction



Super Saturday: On Saturday 13 June, four locations recorded their highest number of cyclists in a day for 2020:

2,850 at Lea Bridge Road/
Orient Way Junction

2,825 at Coppermill Lane

1,169 at Forest Road
(South Side)

925 at Argall Avenue

Most Popular Locations:

1 551,507
Crooked Billet recorded the highest number of cyclists this year

2 530,093
Lea Bridge Road/Orient Way Junction (Eastbound)

3 413,925
Coppermill Lane

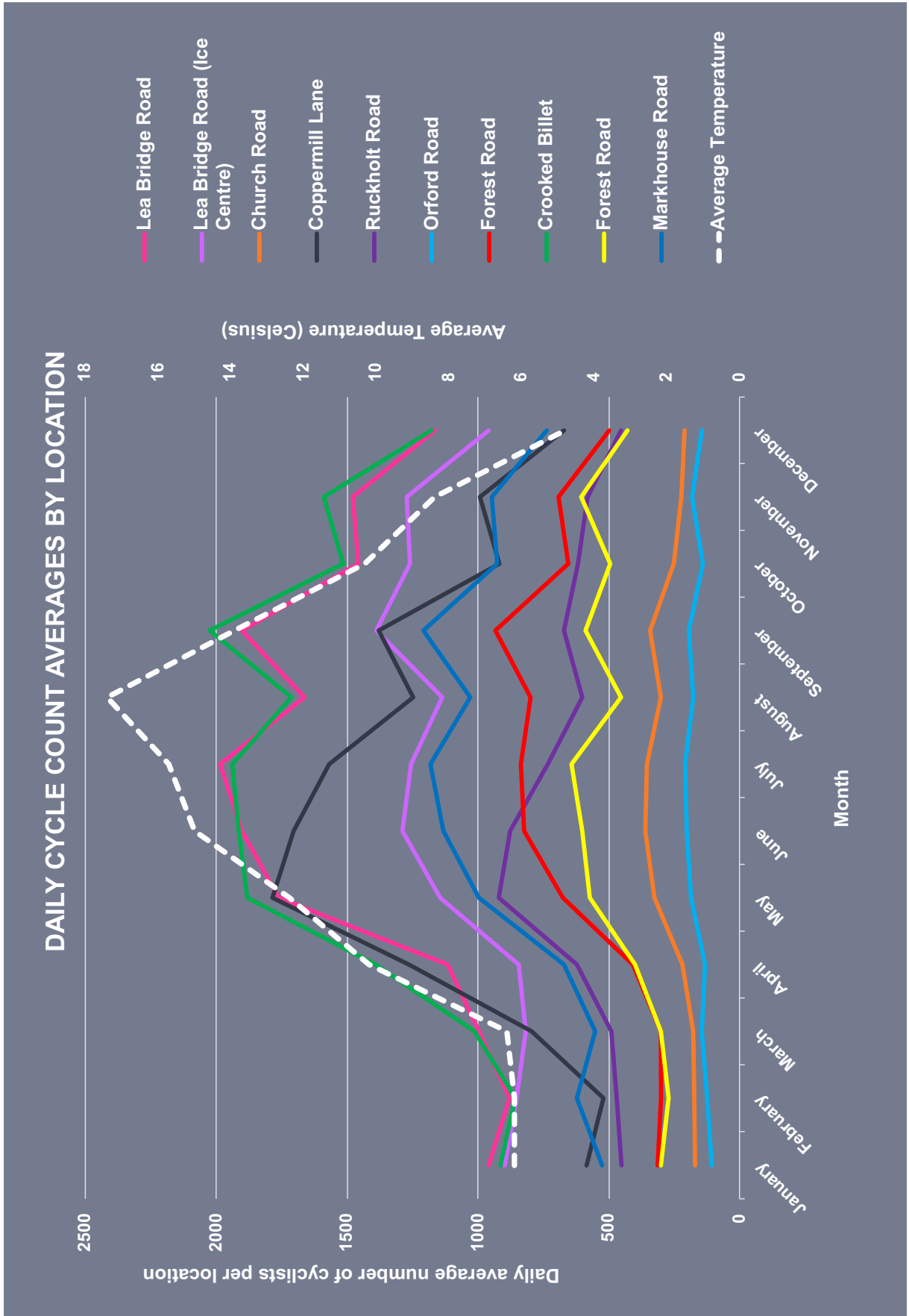
Largest Increases In Cyclists:



1. Lea Bridge Road/Junction – average daily count increased by 206% compared to 2018

2. Forest Road (South Side) – average daily count increased by 90% compared to 2019

3. Markhouse Road – average daily count increased 54% compared to 2019



Schools

STARS

STARS is TfL's accreditation scheme for London schools and nurseries. STARS inspires young Londoners to travel to school sustainably, actively, responsibly, and safely by championing walking, scooting and cycling.

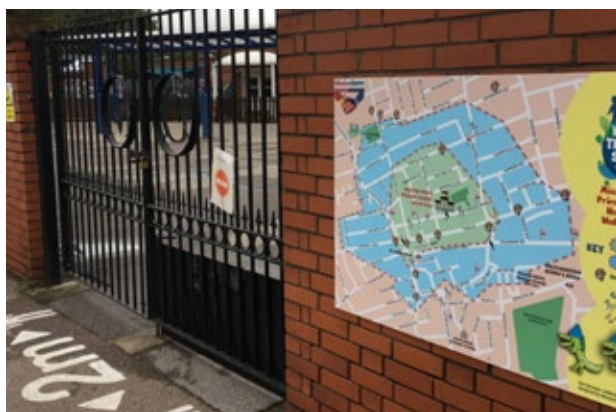
STARS supports pupils' wellbeing, helps to reduce congestion at the school gates, and improves road safety and air quality.

The Council supports schools to work towards one of three accreditation levels (bronze, silver or gold) through planning and implementing a package of measures to encourage active and sustainable travel and improve air quality, pupil's health and wellbeing and road safety.

Due to Covid-19 schools faced many challenges and Transport for London have therefore extended the accreditation levels for schools for an additional academic year.

We have continued to support schools with engaging their schools to travel actively and sustainably, promoting road safety and improving air quality. We have tailored activities to individual schools and had a flexible approach.

To further encourage walking and cycling to schools we have worked with schools to develop tailored walking maps showing five and ten minute walking zones, public transport, points of interest and local amenities.



Mission Grove Primary School

2,022 people responded saying they were going to walk to school in September



211 people responded saying they would cycle to school in September, a **45%** increase from pre Covid-19 (up from **146** pre Covid-19)



School Travel Survey

In June and July the Behaviour Change Team ran a survey specifically with the aim of facilitating schools returning after the first lockdown and the summer holiday safely. Out of 91 schools, 84 were able to respond, with 3,445 parents/carers, school staff, or students from across the borough responding to the survey. This enabled the team to recommend and offer bespoke initiatives that would best serve each schools' needs.

The main barriers identified to walking, cycling or scooting were unique from school to school, however general trends identified distance and times as the main barriers, followed by safety (road and personal). The main factors which respondents identified as encouraging active travel were:

- Police and Council presence to improve safety
- Wider pavements
- Improved crossings
- More secure scooter/cycle parking at school
- More cycle lanes
- Walking and cycling route maps.

Supporting Schools through Covid- 19

To ensure pupils and the school community could return to school with confidence social distancing reminder stencils and lamp column wraps were installed outside every Primary and Secondary school in the borough. The team also worked in partnership with Transport for London to ensure there was capacity on buses in Waltham Forest for pupils returning to school.

School Streets

School Streets are an initiative to create safer streets for everyone and encourage more people, who can, to walk, cycle and kick-scoot to school, by reducing motor traffic allowed to access roads around schools at drop-off and pick-up times. The morning ‘school run’ in Waltham Forest makes up some 17% of all vehicles on the road at that time, however helping to reduce that amount through initiatives like School Streets, will encourage greater levels of active travel and consequently improve air quality and health and well-being and reduce congestion.

This year School Streets have been more important than ever to reduce pressure on our road and public transport networks and ensure there is enough space for the school community to social distance on their journeys to and from school. Eight School Streets have been introduced in Waltham Forest in 2020 to complement the two that were introduced in 2019, five of which were part of Transport for London’s London Streetspace Programme. School Streets are now in place at the following schools:

- George Mitchell Primary School
- Willow Brook Primary Academy*
- St Joseph’s Catholic Infants*
- Riverley Primary School*
- Henry Maynard Primary School
- The Jenny Hammond Primary School
- Davies Lane Primary School
- George Tomlinson Primary School
- Hillyfield on the Hill Primary Academy
- Hillyfield at the Park Primary Academy
- South Grove Primary School
- Buxton School

*These schools collectively form the Marsh Lane School Street.

Results from one of the first School Streets in the borough, Marsh Lane, has shown a 20% increase in pupils travelling actively at Willow Brook Primary School and a 10% increase at St Joseph’s Catholic Infant School. There was also an approximate 80% decrease in the number of motor vehicles travelling on Marsh Lane during the operational hours of the School Street. Five further Schools Streets will be introduced in Waltham Forest in February 2021 to improve road safety and air quality around the schools and complement their ongoing work to encourage their school communities to lead healthier and safer lives.



There are currently **10 School Streets in Waltham Forest**

43 roads are included in School Streets zones across Waltham Forest

11 schools across **12 sites** have a School Street, totalling over **8,100 pupils** benefitting from the schemes

“My family (and their lungs) appreciate the school streets. We live on the Davies Lane school streets and it’s amazing. It really feels like people are reclaiming the street and it’s such a jolly after school atmosphere as a consequence (even with distancing and masks!).

I am deeply concerned about air pollution and the climate crisis and this initiative feels like a win for both. It’s an initiative the Council have definitely got right and I’m so pleased they have taken this bold and decisive action. It’s truly an example of how if you want bold radical action to happen for the good of people and planet, it can happen.”



Hillyfield on the Hill School Street information leaflet shared with the school community and local residents

Community Walking and Cycling Fund

The Community Walking and Cycling Fund was set up by Waltham Forest Council to provide financial assistance to community groups who are working to encourage and facilitate residents of Waltham Forest to walk and cycle more. Walking and cycling are proven to improve physical health and mental wellbeing, increase social cohesion and reduce loneliness. The aim of the fund is to develop and support the work of community groups to reach more residents than the Council would ordinarily be able to, and to ensure as many people as possible enjoy these benefits. It was decided that all 11 of the groups who applied for the 2020 round would receive their funding of up to £2,500. Of course, Covid-19 impacted most of the projects, leading to them to adapting their original plans to follow Government guidelines.

The projects awarded funding were:

Bikeworks: Waltham Forest Rides for All

Bikeworks All Ability Club aims to enable local people to run rides for other local people with disabilities, for improved health, wellbeing and independence. They provide training and support, to use their range of adapted bikes. Bikeworks led most of their All-Ability sessions in the autumn before the November lockdown, with great levels of participation. Many people taking part expressed their gratitude to be exercising again after self-isolating for so long, especially if they had to isolate for longer due to a disability.

CarryMe Bikes – Baby Biking

Baby Biking was an extension of the current Hackney Mobile Library project and equipped parents with the knowledge of how to travel with their young children by cycle. The project ran sessions aimed at families with newborns and toddlers, which is often a trigger point for parents to stop cycling. CarryMe received a large e-assist cargo bike to use as the principle delivery bike for their toolkits to families' houses, for the purpose of maintenance. Instead of running physical masterclasses, they ran video call appointments to talk through cycling solutions with families virtually. Furthermore, they created YouTube videos to share their expertise even further.

Crest Waltham Forest: Carers Walking Group

The project led a series of led walks for unpaid carers who live or support someone who lives locally. This was especially pertinent considering the role of carers during the pandemic. CREST strode out daily between 7 October and 16 October. Unfortunately, participation in the walks was low, however the remaining funding is planning to be used in early 2021.



Carry Me participants

Cycle Sisters: MOTHERLOAD Film Screening

Originally Cycle Sisters were to show a film screening of Motherload (a documentary exploring how mothers are transporting their family without a car) alongside a wider cargo bike try-out day in June. Unfortunately, this was not possible with social distancing, but instead they ran a cargo bike try-out day on 27 October in partnership with the Council. There were three instructors with four cargo bikes and one electric standard bike for residents to try out. Attendees booked on for a slot via Eventbrite and bikes were cleansed after every use to ensure social distancing and safety considering Covid-19. We had 21 residents attend to try out the bikes despite the wet weather, including some drop-ins when there was a quiet moment towards the end of the session. Some great feedback was received from the try-outs and direct enquiries into hiring a cargo bike from our community bike loan scheme. We are looking to hold further sessions next year! Special thanks also go to ZED Waltham Forest who kindly let us borrow two of their cargo bikes for the day. Cycle Sisters plan to use the remainder of their funding to support six led rides.



A member of the Cycle Sisters trialling a Council cargo bike

FECycle, a project of Fatimah Elizabeth Gates Academy: Family Cycling Fun Day

Original plans for a large cycling-themed event had to be cancelled and instead FECycle have delivered targeted Dr Bike sessions, Bikeability training and assemblies for the local communities of Masjid Abu Bakr and Masjid-e Umer. They plan to deliver more of these sessions in early 2021.

Go Further Cycling – Epping Forest E-Bike Adventures

The Epping Forest E-Bike Adventures project aimed to encourage people to take up cycling for the first time or return to cycling. By using electric bikes, the project removes fears around the physical exertion of cycling. Two-hour free training sessions around the Epping Forest trails were on Thursdays, whilst Wednesday morning commuter E-bike sessions are also available. This year the funding went to two new E-Bikes to be used in the continuation of E-Bike training, to ensure there are the right e-bike sizes for a wider range of needs.

Higham Hill COG – BMX for All

COG is a cycling & bike maintenance partnership-project for all ages and abilities. Aims include:

- Strengthening the weekly BMX club for young people (two sessions – one for ages six to 10, one for ages 11 plus).
- Piloting strider bike sessions (under sixes) leading to a strider bike championship next year.

In October COG started running balance bike project sessions every Friday to a great reception, until the November lockdown put the sessions on pause until the new year. The sessions consisted of two 1-hour sessions every week for 3-5-year olds, at Higham Hill Park, on a track once children feel confident enough.

Hornbeam Centre: Friday Hill Bike Project

Along with funding from TfL, the project's original aims were to clear the housing estate bike storage site, run bike maintenance workshops, Dr Bikes, 1-1 lessons and led rides. So far a Dr Bike and bike maintenance course were delivered for the residents, with scheduled further Dr Bikes and led rides in the new year. A Bikehangar was installed at Pimp Hall Nature Reserve to store their stock of 10 community bikes, which are being fixed up during the maintenance courses.

Waltham Forest Cycling Campaign & JoyRiders

Waltham Forest Family Bike Club and JoyRiders have joined forces to deliver led rides. Due to the pandemic currently 1-1 led rides have started from November 2020 and will continue into the new year.

Queens Boundary Community: Markhouse Family Connections

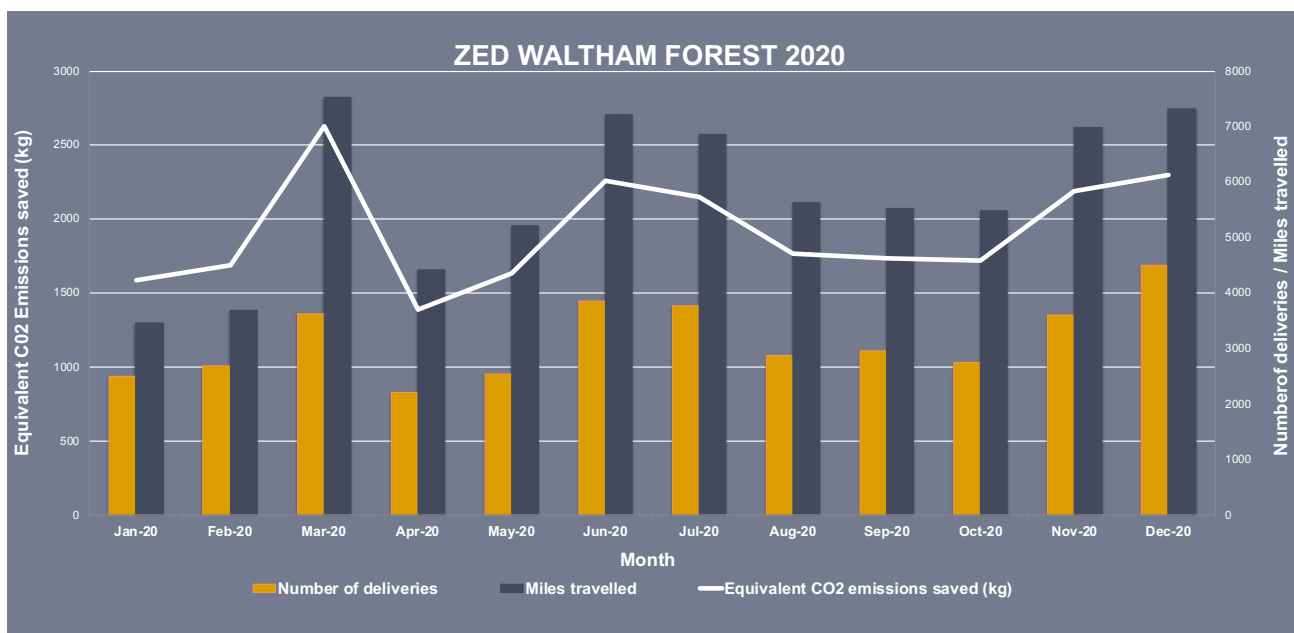
Markhouse Connections have started their revised programme from September 2020 until March 2021, delivering a series of themed rides and activities. The rides are designed to demonstrate that almost all activities are very accessible to those riding cycles – rather than driving or taking public transport.

Walk and Talk for your Life

Walk and Talk for Your Life was a 10 week health coaching and group exercise course, before the pandemic, with the goal of building social connections and reducing loneliness in older adults. Two sessions per week beginning with an hour of exercise (30 minutes of fitness and 30 minute walk to Lloyd Park) was followed by a group discussion on nutrition, sleep, or stress, but also discuss areas such as finding purpose in retirement, the importance of socialising and developing meaningful connections. These discussions provide a great way to learn about important health topics, share experiences, and engage socially with other local Londoners. Over the 10 weeks participants were taught how to strength train safely, provide education on an array of health topics, and help create healthy behaviours. The programme will be taken virtual to rerun again for free in January 2021.

ZED

Waltham Forest was the first Council in the UK to facilitate the introduction of a zero-emissions delivery service in its borough: ZED Waltham Forest. This service targets local businesses and first and last mile deliveries utilising cargo bikes, trikes, and electric vehicles to courier goods within the borough and beyond.



ZED using their electric van as a consolidation centre to complete last mile deliveries by cycle



One of ZED's Urban Arrow Bikes

ZED during Covid-19

During the Covid-19 crisis ZED especially excelled. The ZED team contributed above and beyond to the Council's Community Help Network. The amazing ZED riders continued delivering their usual business of food, such as Organiclea vegetable boxes and coffee from Perky Blenders, but more pertinently they continued to deliver NHS prescriptions to vulnerable people in the first lockdown. Meanwhile, through co-ordinating with the Community Help Network they facilitated the deliveries of Food Bank food parcels from the Cathall Distribution Centre, with the help of redeployed Civil Enforcement Officers. Pictures from ZED went viral during the initial lockdown and received great engagement from the Council's communications channels.



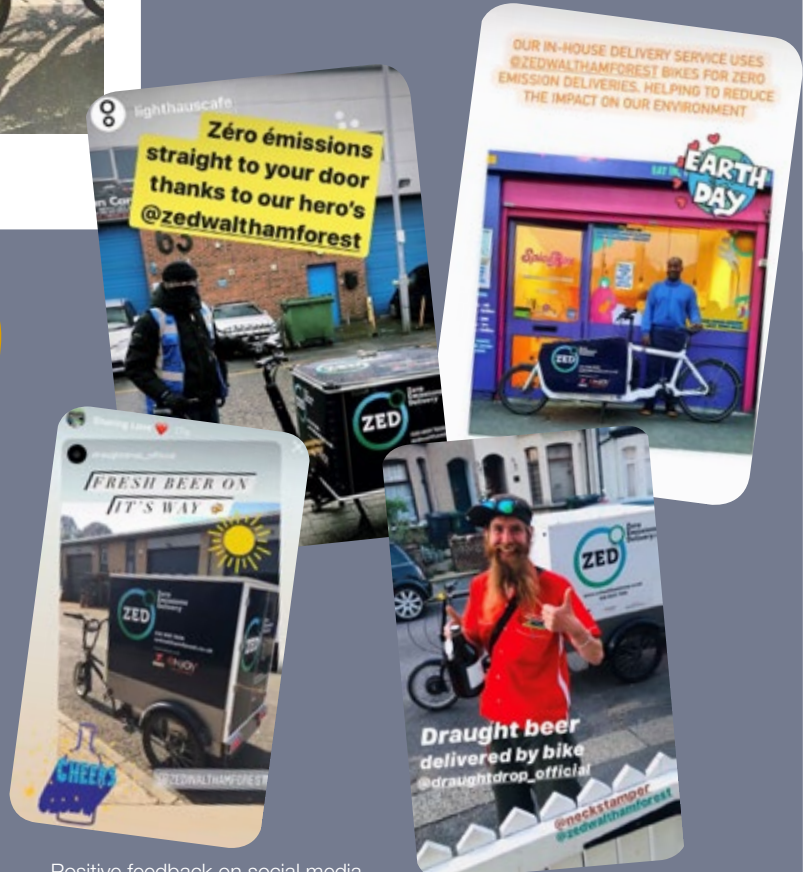
ZED delivering almost 200 bunches of flowers from Freddie's Flowers

CASE STUDY

Hi, I'm Toby and I normally work within Waltham Forest Council's Enjoy team, working specifically on their behaviour change programme. At the start of the Covid-19 pandemic, I was redeployed to at ZED Waltham Forest, our sustainable delivery service.

In the first few weeks, our main priority was supporting Waltham Forest Council's Community Help Network, facilitating the delivery of 765 food parcels during the first few weeks of lockdown. During that first week, the amazing ZED delivery drivers completed 448 deliveries of prescriptions to vulnerable residents, which were all completed by cycle. During this time ZED continued delivering regular clients such as Organiclea veg boxes, Freddie's Flowers flower bunches, documents and letters for the Council, Perky Blender's Coffee subscriptions, Hot DabbaDrop Indian takeaway on Friday evenings. Being able to support the Help Network made us feel like we were helping to make a difference and were encouraged by the amount of thanks we received from these residents who were so grateful to receive their essential items.

"We source a fair amount of our stock locally and weren't happy about the unnecessary air pollution caused by receiving deliveries by post or traditional courier companies. Now that ZED handles our local deliveries we feel that we're helping to reduce local air pollution." Venner



Positive feedback on social media

Electric Vehicle Charging Points

Public EV charging point network

There are now over 175 Electric Vehicle charging points installed on the public highway in Waltham Forest. Our strategic network of charging points includes residential 5.5kW lamp column charging points, fast dual-socket units, and rapid 50kW points. 103 of these charging points are new for 2020.

The Ultra Low Emissions Zone (ULEZ) will be expanded to the North and South Circular Roads on 25 October 2021, with parts of Walthamstow and all of Leyton and Leytonstone to be included within the zone. Vehicles that do not meet ULEZ emission standards must pay a daily charge if they drive within the zone. More information, including how residents and businesses can request public Electric Vehicle charging points in their area, can be found on walthamforest.gov.uk/EV

Residential charging points

132 residential 5.5kW single socket charging points have been installed into lamp columns in Waltham Forest, including 70 new points for 2020. These units are operated by ubitricity and are ideal for residential charging.

Fast charging points

There are 31 fast dual-socket charging points in operation in Waltham Forest, including 19 new points for 2020. These units are operated by BP Chargemaster and are available on the POLAR network. The latest 19 points installed in Waltham Forest have been located on build-outs within the carriageway to reduce the number of objects on the footway.

Rapid charging points

By working with Transport for London four rapid Electric Vehicle charging points have been installed in Waltham Forest. The four rapid points are located at:

- Chingford – Richmond Road Car Park
- Leytonstone – Church Lane
- Walthamstow – High Street Car Park
- Walthamstow – Mission Grove Car Park

The four rapid charging points are operated by BP Chargemaster and accessible on the POLAR network and can charge most vehicles in 30 minutes.



Cllr Clyde Loakes and Neil Isaacson CEO of Liberty Charge Ltd at a dual-socket charging point on Fillebrook Road, E11



A freestanding electric vehicle charging point on Richmond Road, Leytonstone



A freestanding electric vehicle charging point on Burchell Road, Leyton

Monitoring

Borough Travel Survey

A survey was undertaken to collect information from residents to understand how travel behaviours have changed before, during and after the first Covid-19 lockdown and to understand how prevalent modal shift is within these times.

The survey ran for a month between 7/10/2020 – 3/11/2020; the survey was promoted on social media and via LBWF engagement newsletters. The sample used was 820 and where possible efforts were made to ensure an even spread amongst the wards within the Borough.

There was a clear trend of increased walking and cycling as a result of lockdown. There has been a move towards less concentrated modes of transport and a clear movement away from Public Transport. Car usage has largely stayed the same.

By Mode



Driving – Overall car usage for frequent journeys remained the same before, during and after lockdown. There was a clear drop off in under 55's, but generally the qualitative responses make it clear that people are driving because other modes are not a suitable alternative for them.



Public Transport Usage – Clear reduction in usage during lockdown following government guidance from 33% to 6%, which are presumably Key Worker journeys.



Walking – Frequent walking (more than twice per week) increased from 36% of journeys before lockdown to 54% of journeys during lockdown, and this remained after lockdown with 48% of journeys being made on foot.



Cycling – Notable increases in cycling across varying levels of engagement with cycling. Overall frequent cycling journeys increased by 10% during lockdown and as a result, continued higher than before after lockdown (+6% of overall frequent journeys).



Taxi/Mini-cab/Ride hailing – Decreases from frequent journey taxi users across the board. Respondents mainly cited Health reasons for the reduction.

By Town



Walthamstow –

66% of frequent journeys are active - by cycle or by walking

- Reduction in dependence in Public Transport from 36% to 10% following lockdown, increase in Cycling from 9% up to 20% during lockdown to 17% after. Walking increased from 38% to 55% during lockdown to 49% after. Car usage remained on a similar level throughout.

Leyton –

63% of frequent journeys are active on cycle or by walking

- Walking increased to over half of frequent journeys during lockdown from 37% before. Cycling also increased by 12% during lockdown but this returned to normal levels after.

Leytonstone –

58% of frequent journeys are active on cycle or by walking

- Walking increased by 16% as a proportion of frequent journeys during lockdown to 52%. Public Transport reduced from 36% before lockdown, to 10% during, which continued after lockdown as only 15% of frequent journeys were made on this mode. Cycling increased from 6% before lockdown, to 14% during and a small reduction after to 12%.

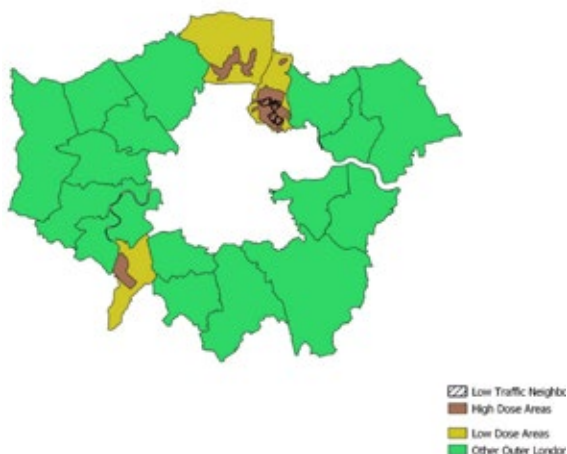
Chingford –

50% of frequent journeys are active on cycle or by walking

- Car usage remained high in Chingford before, during and after lockdown, representing almost a third of all frequent journeys on average. Cycling saw a small increase to a peak of 7% of frequent journeys during lockdown. Public Transport reduced from 26% to 8% during lockdown and 9% after as people continued to work from home.

Low Traffic Neighbourhoods, Car Use, and Active Travel: evidence from the People and Places survey of Outer London active travel interventions – Rachel Aldred and Anna Goodman

The study's focus was to explore active travel (walking and cycling) and additionally examines how the interventions affected car ownership and use. It also examines the impact of living in a 'Low Traffic Neighbourhood' (LTN), i.e. an area-based intervention that removes through motor traffic from the area's residential streets (e.g. via modal filters restricting through motor traffic).



A figure showing (i) the three mini-Holland boroughs, Enfield, Kingston, and Waltham Forest, (ii) 'high-dose' areas near active travel interventions, and (iii) LTN areas

Findings included:

- There is a consistent trend towards people in the LTN area becoming less likely to own a car
- Those living in a LTN area used their car for less time per week and for less minutes than those living outside of these areas
- Concerns were raised saying those who live in an LTN may use their cars for less journeys, but their journeys would be longer due to the restrictions and will lead to an increase in the volume of cars and pollution.

The figures and numbers in this study are specifically referring to Waltham Forest LTN's because only Waltham Forest's LTN's had been introduced by the time of the study (May 2019).

Major investment in active travel in Outer London: impacts on travel behaviour, physical activity, and health – Rachel Aldred, James Woodcock, Anna Goodman

A three-year study using surveys as a research method exploring if Mini-Holland interventions have led to sustained increases in active travel.



A figure showing (i) control areas, (ii) 'low Mini Holland - dose' areas, and (iii) 'high Mini Holland - dose' areas

The study showed those living close to Mini-Holland interventions engaged in more active travel than those in the control areas or low dose Mini Holland areas.

Findings included:

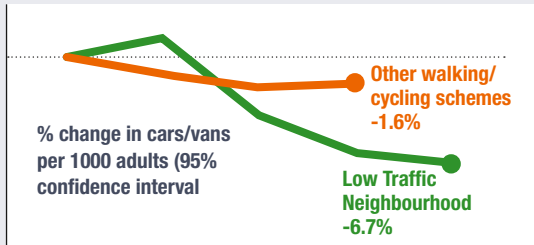
- Most of the increase was in walking
- People living in high-dose areas were 13% more likely to achieve 140 minutes of active travel than people in control areas. People living in high- or low-dose areas in Mini-Holland boroughs were more likely to be physically active for 5 days in the past week
- The 20-year health economic benefit in high-dose areas from three years' of interventions (costing £80 million) is £724 million
- The study concluded that ambitious interventions can yield substantial health economic benefits from changes in active travel.

The Impact of LTNs in Waltham Forest, London – Possible: Inspiring Climate Action



More weekly walking and cycling among residents, boosting physical and mental health **+115 minutes more walking, +20 minutes more cycling**

Substantial decreases in car and van ownership inside the neighbourhoods after three years, reducing emissions.



70% decrease in road traffic injuries inside low traffic neighbourhoods, for pedestrians, cyclists and car occupants.

18% reduction in street crime inside neighbourhoods after three years. No crime displacement to adjacent areas.

Fire Brigade response times unchanged inside the neighbourhoods and slightly faster on boundary roads.

“Road closures in Waltham Forest have not had a significant impact on our services”
London Fire Brigade
Waltham Forest Borough
Commander, 2016.

For sources and more information, see: wearepossible.org/low-traffic-neighbourhood-briefing

Road Safety Study

Waltham Forest received funding from the Road Safety Trust to deliver a three-year research project exploring people’s perceptions of safety whilst travelling in the borough. All highway and footway users in Waltham Forest have been invited to take part in an online road safety study, hosted by Commonplace. Participants can place pins on a map of Waltham Forest and make comments on how safe they feel in these areas. The feedback received is being analysed in conjunction with collision data to identify if there is any correlation between perception of safety and where collisions happen; the project findings will be published in 2021.

The year one report has shown there is a general trend between where participants perceived areas as unsafe and where collisions have occurred. The perception of safety varies by mode and area, however the primary issue raised by all modes, apart from public transport users, was traffic, which therefore suggests that people will only feel safer travelling if there are fewer vehicles on the borough’s roads and consequently less traffic.

Waltham Forest in the media

Due to Covid-19 no conferences or exhibitions were hosted or attended this year - however we ensured we continued to share knowledge and best practice through local and national press coverage, presenting at virtual conferences, events and forums and attending virtual workshops and sessions.

The Deputy Leader of the Council, the Enjoy Waltham Forest Team and the Behaviour Change Team have presented the borough’s award-winning cycling and walking infrastructure, innovative monitoring and outstanding behaviour change programmes at over 20 virtual events. With key highlights including:

- Featuring on BBC News
- Featuring on Channel 4 News
- Presenting at Ashden events
- Sharing best practice with other borough officers and industry colleagues through Sustrans presentations, Urban Design London (UDL) and the ADFC Symposium
- Winning the #cyclinginfraworldcup social media competition with the flagship scheme Lea Bridge Road.

What's next?

Over the next year work we will continue to tackle the challenges of Covid-19 with an innovative and flexible approach whilst continuing to implement and improve our ambitious walking and cycling network and deliver behaviour change programmes.

Due to the increase of walking and cycling as a result of the pandemic we want to ensure we continue to create safe and comfortable spaces and improve air quality and road safety.

Active Travel

- Further increase the frequency and amount of time residents walk and cycle by utilising new technologies
- Focused walking and cycling accessibility improvements at major rail and bus interchanges to support major sustainable transport projects
- Secure more funding to further enhance the borough's walking and cycling network.

Air Quality

- Local street improvements to create liveable, low traffic neighbourhoods across the borough
- Delivery of 40 School Streets across the borough by 2024
- Support businesses to consolidate freight and encourage low emission deliveries
- Continue to roll out a network of electric vehicle charging points.

Road Safety

- Completion of the 20mph zone programme
- Work towards improved road safety and Vision achieving Vision Zero.

15 Minute Neighbourhoods

Waltham Forest has also committed to a '15 minute neighbourhood concept' which will provide residents the opportunity to re-imagine the borough as a place where residents can meet most of their needs within a short walk or cycle. This commitment looks to:

- Improve infrastructure across the borough to develop 15 minute neighbourhoods, supporting active modes of transport and increasing journeys by bike and foot fivefold by 2030
- Further increase cycling rates within the borough, ensuring it is an easy and accessible choice for all by increasing service provision around training, advice, and repair, and improving the necessary infrastructure.



Completed Whipps Cross transformation



Grove Green Pocket Park



Markhouse Road Linear Park

**WALK
CYCLE
ENJOY**