

DUNEDIN AREA IMPROVEMENTS CONSULTATION

Following the perception survey in summer 2024, we have carefully reviewed your feedback and developed proposals aimed at making the area a safer and more pleasant place to live. We now want to hear what you think of them.



BACKGROUND

Waltham Forest Council has secured funding as part of the Coronation Square and Score Centre redevelopment to make improvements to the area to better connect the development to the local community, Leyton Station and existing amenities on High Road Leyton. Our aim is to make it easier and safer for local people to get around by active and sustainable modes of travel such as public transport, walking, cycling and wheeling. We also want to improve the look and feel of the area and make it greener and healthier.

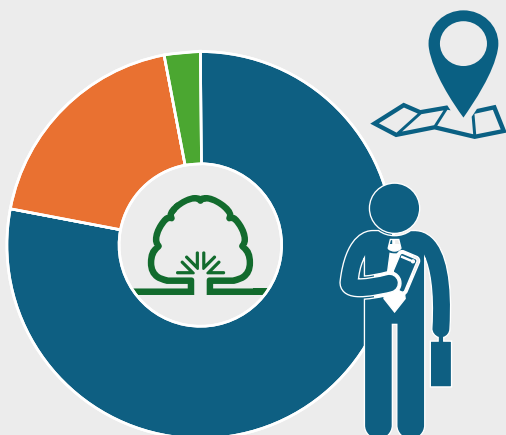
In response to previous community concerns about the speed and volume of traffic on Lyttelton Road, Dunedin Road, York Road, and Adelaide Road, we reached out in June to gather feedback from residents. We asked people living in this area if there were any traffic and road safety issues that needed to be addressed, or any improvements local people would like to see to make the area look and feel better and help people move around safer and more easily.

The perception survey, conducted from 17 June to 8 July 2024, as well as a walkabout in September, gathered invaluable feedback from residents in the area. Thank you to everyone who provided their local knowledge. The results of the perception survey are outlined below.

WHAT YOU TOLD US

Where you live

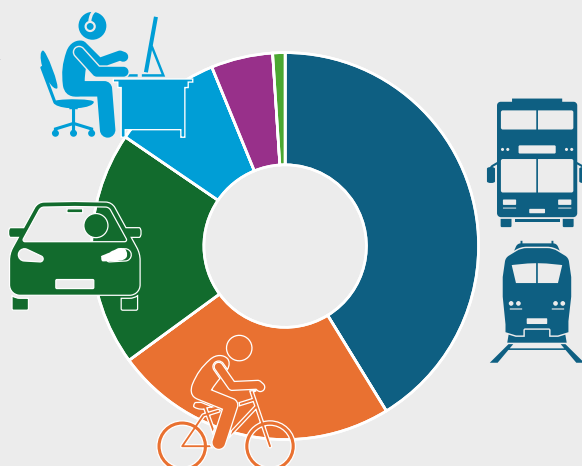
100 survey responses



| | |
|-----|----------------------------|
| 78% | live in the area |
| 19% | travelled through the area |
| 3% | other |

How you travel to work

100 survey responses



| | |
|-----|--|
| 40% | of people use public transport to get to work |
| 23% | cycle |
| 19% | use a personal vehicle like a car or motorbike |
| 9% | work from home |
| 5% | walk |
| 1% | other |

How you travel outside of work

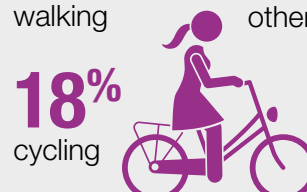
100 survey responses



a personal vehicle like a car or motorbike was the most popular form of transport



followed by public transport



I like the look and feel of the area:



23% AGREE
18% NEITHER AGREE OR DISAGREE
59% DISAGREE

It is busy and congested with motorised vehicles:



66% AGREE
11% NEITHER AGREE OR DISAGREE
23% DISAGREE

Motorised vehicles speed in the area:



73% AGREE
7% NEITHER AGREE OR DISAGREE
20% DISAGREE

Changes to traffic managements are needed in the area:



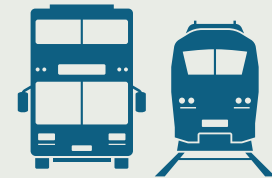
69% AGREE
11% NEITHER AGREE OR DISAGREE
20% DISAGREE

I am concerned about my personal safety/crime in the area:



71% AGREE
14% NEITHER AGREE OR DISAGREE
15% DISAGREE

It is easy to access nearby public transport from the area:



79% AGREE
11% NEITHER AGREE OR DISAGREE
10% DISAGREE



It is safe and easy to walk in the area:

50% AGREE
14% NEITHER AGREE OR DISAGREE
36% DISAGREE

It is safe and easy to cycle in the area:

39% AGREE
24% NEITHER AGREE OR DISAGREE
37% DISAGREE

Most common suggestions to improve the area included:

Reduce rubbish



17 MENTIONS

Increase police presence/surveillance



15 MENTIONS

Reduce through traffic



14 MENTIONS

Most popular ways to make it easier to walk, cycle and wheel included:

Improve cycle infrastructure by introducing segregated cycle lanes and cycle hangars



20 MENTIONS

Introduce modal filters to make the streets quieter and less congested



17 MENTIONS

Improve walking infrastructure by introducing continuous footways and wider and more even footpaths



15 MENTIONS

PROPOSALS

Using the feedback we have received, as well as traffic counts and other feasibility studies, we have designed pilot proposals for the area to address the issues raised. The proposals have been divided into two parts, an experimental stage and a permanent stage. This is necessary because we can only introduce some measures, like continuous footways/blended crossings, once traffic has reduced in the area. Other measures, like permanent planters, will only be introduced if the scheme is made permanent at the end of the experimental period.

We are proposing to introduce three **modal filters** to the area at:

- Junction of Dunedin Road and York Road
- Junction of Adelaide Road and York Road
- Lyttelton Road

These modal filters will allow those walking and cycling and emergency vehicles to pass through, while restricting motor vehicle traffic. This will prevent these roads from being used as a shortcut for motorists, addressing residents' concerns about congestion and speeding. Research by the University of Westminster showed modal filters in London have reduced traffic on residential roads by an average of 46.9%, creating quieter and safer streets.

The filters at the Dunedin and York Road and Adelaide and York Road junctions will be positioned diagonally to prevent traffic from travelling from Oliver Road and Leyton High Road while maintaining access to the area.

To support these changes, some **one-way** and **two-way** streets in the area will be reconfigured to ensure all properties can be easily accessed. These adjustments should also reduce confusion around the contraflow cycling arrangements on Dunedin Road and make it easier to ride along this road. For more details about the planned traffic flow, please see the plans on the next page.

We are also proposing to upgrade the existing speed cushions on Lyttelton Road and Adelaide Road to **sinusoidal humps**. This change will prevent motorists from driving around them, to reduce speeding, while offering a smoother and more comfortable experience for cyclists riding over them.

If the above measures are implemented, they will be introduced under an Experimental Traffic Management Order so residents can continue to provide feedback. Experimental Traffic Management Orders last for up to 18 months, during which time we will assess the scheme and then make a decision on whether they should be made permanent, taking on board any feedback we received. If the scheme is made permanent, we will introduce the other improvements set out below.

To make it easier for pedestrians to cross the road, we are proposing six **continuous footways/blended crossings** to slow down vehicles entering or exiting side roads and encourage vehicles to give way to people crossing the road, reinforcing the rules of the Highway Code. They also provide a smooth and uninterrupted surface for people walking and cycling. These cannot be introduced until the modal filters have reduced traffic in the area.

If the changes are made permanent, are proposing to upgrade the modal filters to include planting. This will form part of **a green corridor** on York Road between Coronation Gardens and Leyton Station to improve the look and feel of the area.



Example of a temporary diagonal modal filter

HOW WE ARE ADDRESSING OTHER CONCERNS

Safety was a large concern of residents, with 71% of respondents saying they were worried about road safety and their personal safety. As a council, we are aware of the ongoing anti-social behaviour in the area. In recent years, we have implemented several measures, including launching a Safer Streets Initiative, increasing council and police patrols, issuing premises closure orders for properties involved in drug dealing, and assisting individuals engaged in begging, drug use, or rough sleeping. As part of the Dunedin Area Improvement Scheme, we are also working with teams across the council to explore options to fund additional initiatives

aimed at reducing anti-social behaviour. Separately, the changes to the road layout should have a positive impact on safety too. Researchers from the University of Westminster analysed police data from Waltham Forest from 2012 to 2019 and found similar area-based schemes like this one reduced crime by 10%.

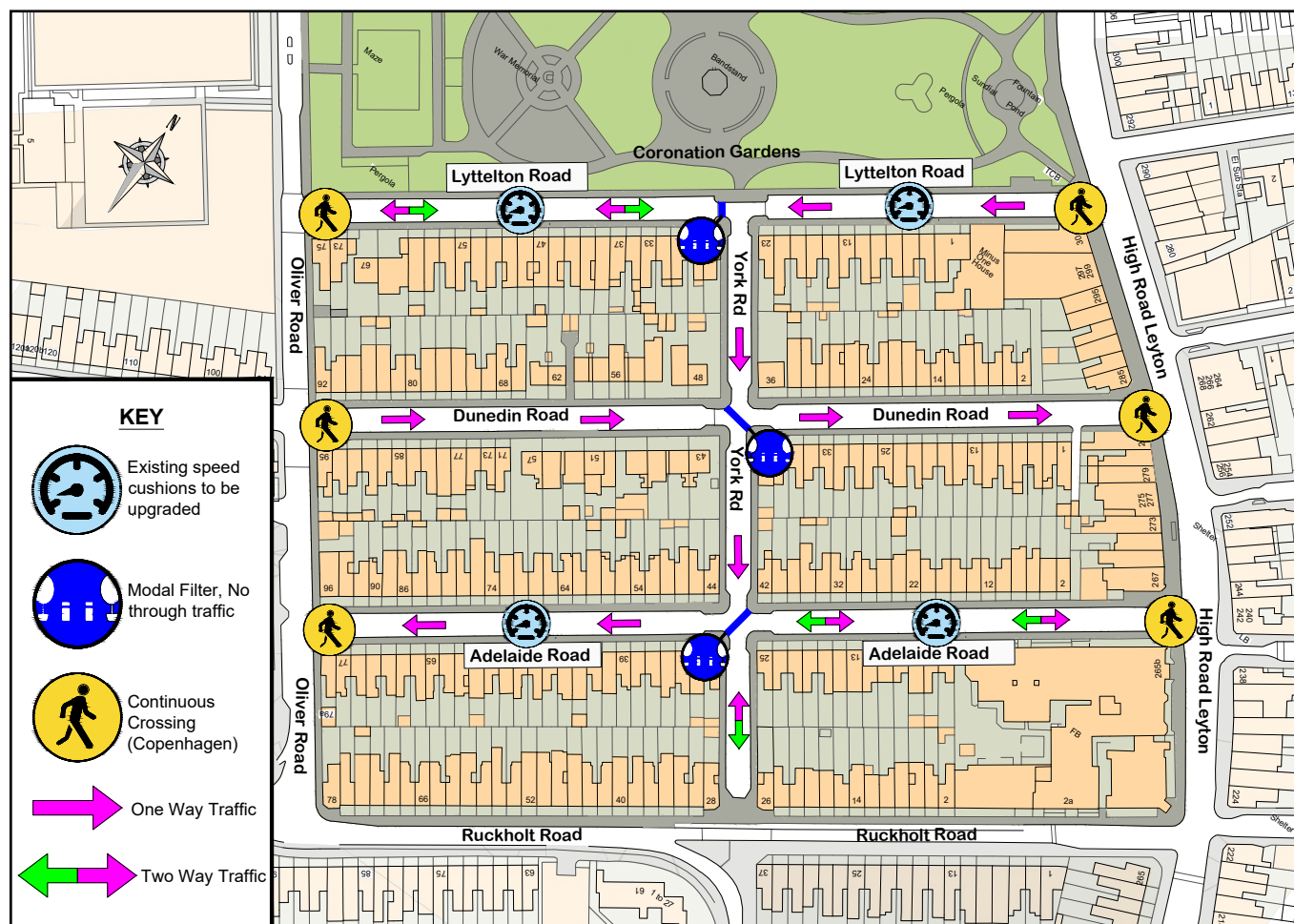
We also received some suggestions for bike hangars and electric vehicle charging points and have passed these on to the relevant teams. If you have other suggestions of where these are needed, you can request them using the QR codes to the right. This infrastructure is allocated using a scoring system which is designed to prioritise locations where they are needed most.



Request a bike hangar



Request an EV charging point



Scheme plan for consultation

BROADER OBJECTIVE

These proposals are a key part of our plan to create a greener, healthier future, as set out in our Borough Missions and Climate Action Plan. By 2030, we are aiming to be net zero, with 80% of journeys in Waltham Forest being made by walking, cycling, or public transport, well ahead of the Mayor of London's 2041 targets.

To achieve this, we are making sure our infrastructure is fit for purpose, to make active travel safer and more convenient for everyone. We have already built 56 kilometres of cycle lanes, installed 765 bike hangars, created more than 200 continuous footways, and introduced or upgraded more than 70 formal crossings.

These efforts are having a significant impact, with the borough's Cycle Counter Network recording a 56% increase in cycle journeys between 2017 and 2023. Encouraging active travel not only helps us address the climate crisis but also boosts public health.

Research shows 42% of adult residents in Waltham Forest do more than 20 minutes of exercise daily, making us the second most active borough in outer London. Regular exercise reduces the risk of major illnesses like heart disease, stroke, type 2 diabetes, and cancer, and can lower the risk of early death by up to 30%. By continuing to invest in these changes, we are creating a cleaner, healthier, and more connected Waltham Forest for everyone.

SHARE YOUR VIEWS

We want to ensure our proposed plans meet the needs of the community, which is why we need your feedback.

We are conducting a survey from 24 February to 17 March 2025 to gather your thoughts. The survey is short, taking just five minutes to complete, and will ask what you think of the proposals.

To share your thoughts, you can take part in the survey in one of the following ways:

- Visit [talk.walthamforest.gov.uk/dunedin-area-improvements](https://www.walthamforest.gov.uk/dunedin-area-improvements) or scan the QR code to take part in the survey online
- Email or write to us using the contact details below to request a hardcopy survey
- Call 020 8496 5221 to leave a voicemail to request a hardcopy survey
- Visit Leyton Library to collect a hardcopy survey.

We have organised a drop-in session so people can ask the project team any questions they have about the plans. The session will be held on:

- 1 March 2025 10am to 1pm at Score Leisure Centre, 2 Coronation Square London E10 5UN.

NEXT STEPS

Once the public consultation has finished, we'll analyse the responses received and use these to shape a final scheme for the area.

If the scheme goes ahead, it will be introduced under an Experimental Traffic Management Order. This means the community can provide feedback under 'live' conditions for the first six months and we have 18 months to decide if the scheme should be made permanent.

We'll aim to write to residents with more information on the results of the public consultation and the next steps in autumn 2025. Information and regular updates on the scheme can also be found at <https://www.walthamforest.gov.uk/parking-roads-and-travel/active-and-sustainable-transport-schemes/current-schemes/dunedin-area-improvements>



Other languages and formats

To read the information in this leaflet in another language please visit <https://www.walthamforest.gov.uk/parking-roads-and-travel/active-and-sustainable-transport-schemes/current-schemes/dunedin-area-improvements> and click "Translate this page" at the top of the page. To get this information in another format such as large print, please contact us using the details below.

CONTACT US

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- Call: **020 8496 3000 to speak to
Waltham Forest's Resolution Centre**