

# DUNEDIN AREA IMPROVEMENTS: PUBLIC CONSULTATION RESULTS

Find out the results of the consultation and the next steps to make your area a safer and more pleasant place to live.



# WHAT'S HAPPENED SO FAR

**We 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 June 2024, in response to community concerns about the speed and volume of traffic on Lyttelton Road, Dunedin Road, York Road, and Adelaide Road, we asked you 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. In response to this survey, 73% said motorised vehicles speed, 71% were concerned about personal safety and crime, and 69% said changes to reduce traffic were needed. A full breakdown of the responses is available on our website.

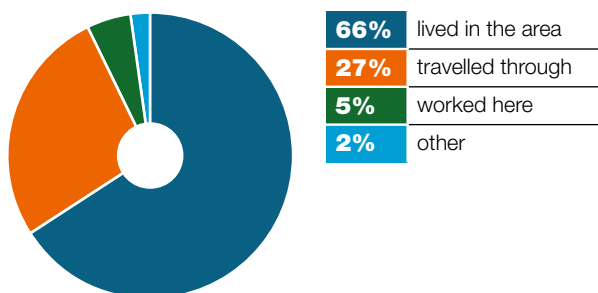
Using this information, we created proposals for the area including modal filters to reduce traffic and associated changes to some of the one-way and two-way roads in the area, upgrades to existing speed cushions, planting and continuous footways. Some of these measures, like the modal filters and one-way and two-way road changes, were proposed to be introduced on an experimental basis. If the trial is successful, these will be made permanent, enabling other measures like continuous footways to be introduced.

# WHAT YOU TOLD US

The public consultation ran from 24 February to 17 March 2025, offering local people a range of ways to get involved. People shared their views through an online survey, attended a drop-in session at Score Leisure Centre on 1 March, and provided feedback via email. All responses were carefully reviewed and considered. A total of 74 respondents answered the online survey.

**The results are below:**

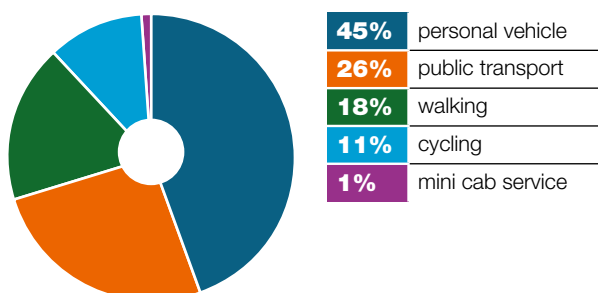
## Connection to the area:



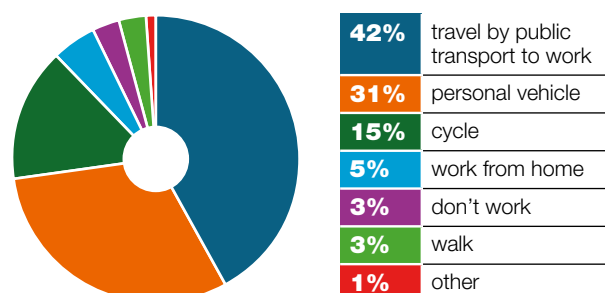
**74**  
survey responses



## Travel for leisure:



## Travel to work:



## Overall thoughts on proposals:



51% were negative  
45% were positive  
4% were neutral



### PEOPLE FELT THAT WAY BECAUSE:

**CONCERN**  
about increased  
congestion  
(20 mentions)



**POSITIVE**  
about traffic  
reduction  
(20 mentions)



**CONCERN**  
about access  
(15 mentions)



**POSITIVE**  
about road  
safety  
(13 mentions)



**CONCERN**  
about access  
to parking  
(9 mentions)



### SENTIMENT ON DIFFERENT ASPECTS OF THE SCHEME:

Modal filter at  
junction of Lyttelton  
Road and York Road:



51% negative  
3% neutral  
46% positive

Modal filter at  
junction of Dunedin  
Road and York Road:



51% negative  
4% neutral  
45% positive

Modal filter at  
junction of Adelaide  
Road and York Road:



51% negative  
4% neutral  
45% positive

### Speed cushion upgrades:



20% negative  
22% neutral  
58% positive

### Continuous footways:



35% negative  
22% neutral  
43% positive

### Greening on York Road between Coronation Gardens and Leyton Station:



31% negative  
18% neutral  
51% positive

### OTHER POINTS RAISED:

**CONCERN**  
about ASB  
(9 mentions)



**CONCERN**  
about road  
safety  
(9 mentions)



**REQUEST**  
for changes  
to CPZ  
(8 mentions)



**CONCERN**  
about longer  
car journeys  
(7 mentions)



**CONCERN**  
about increased  
congestion  
(6 mentions)



# HOW WE'RE USING YOUR FEEDBACK

When deciding whether to progress with the scheme, we considered the consultation results, alongside the perception survey outcomes, traffic data from the area, and our overall objectives to improve air quality and public health and address the climate crises.

Following an analysis of this information, a decision has been made to progress the scheme which involves:

- Permanent measures being introduced now:
  - o Upgrading existing speed cushions on Lyttelton Road and Adelaide Road to sinusoidal humps to reduce speeding and make them more comfortable for cyclists to ride over.
- Experimental measures:
  - o Introducing three modal filters to reduce traffic volumes at:
    - Junction of Dunedin Road and York Road
    - Junction of Adelaide Road and York Road
    - Junction of Lyttelton Road and York Road
  - o Changing the configuration of some one-way and two-way streets.

These experimental measures will be introduced under an Experimental Traffic Management Order (ETMO) so residents can continue to provide feedback while seeing how it works on the ground. ETMOs last for up to 18 months, during which time we will assess the scheme and the feedback and decide on whether it should be made permanent.

If the scheme is made permanent, we will introduce the other improvements set out below:

- Six continuous footways at all side roads on the scheme boundary to make it easier for people to cross the road.
- Planting to create a green corridor from Coronation Gardens to Leyton.

These measures can only be introduced if the modal filters are made permanent.

## **We are progressing the scheme because:**

- Traffic data shows Dunedin Road and Lyttelton Road are used as cut-throughs and have high levels of traffic, making them unsafe for cycling and walking.
- The perception survey results indicate a clear need for changes to traffic reduction, with 73% agreeing motorists speed in the area and 69% of respondents agreeing traffic changes were needed.
- While the public consultation results were mixed, where possible, we are responding to some of the concerns raised. See information on the next page for how we are doing this.
- It is not possible to introduce some of the more popular measures in the area, like greening and continuous footways, without reducing traffic using modal filters. This is because continuous footways can only be introduced when there are low levels of traffic, and the permanent modal filters will provide the space needed for planting.
- The scheme will be introduced on an experimental basis, meaning you can continue to provide feedback for the first six months of the scheme. We will use this time to consider adjustments to the scheme in response to feedback as necessary. After this, we will assess the feedback received and we have one year to decide whether the scheme will be made permanent.

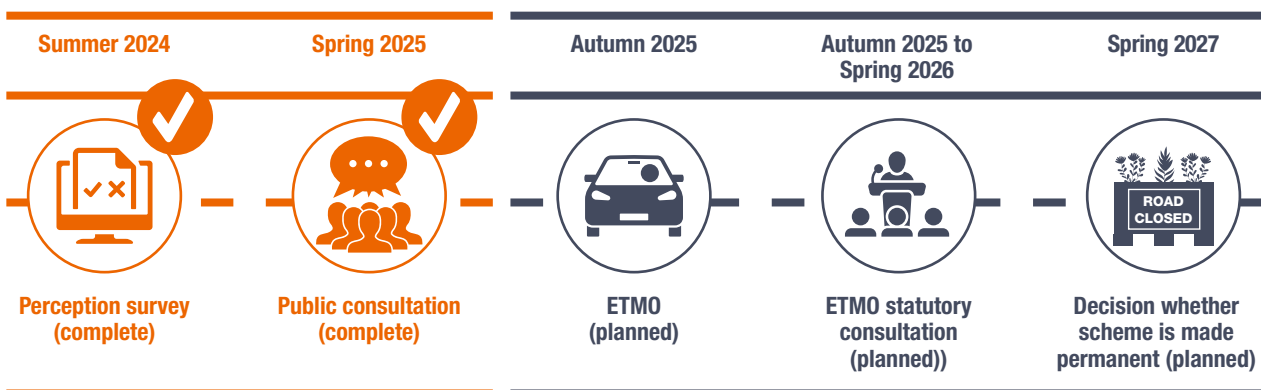
### In response to some of the key issues raised:

- **LNW CPZ hours:** During the consultation we received a number of requests to extend the operating times of the LNW controlled parking zone to make it easier for residents to park their cars. In order for us to prioritise this as part of our future CPZ programme, we need more feedback from residents to make the case to review timings. Please write to CPZ@walthamforest.gov.uk to lodge a request.
- **Traffic impact, displacement and congestion:** As part of the ETMO process, we will be monitoring traffic volumes and speeds within and around the area, the impact on key junctions, bus journey times, the number of people walking and cycling, and several other indicators. Alongside feedback from residents and the public, this will enable us to evaluate the benefits and impacts of the scheme.
- **Left turn from Oliver Road into Ruckholt Road:** Reintroducing the left turn into Ruckholt Road while maintaining the current pedestrian and cycle crossing facilities would reduce junction capacity and increase delays and congestion. Any changes would need to go through a substantial investigation and modelling process with Transport for London. However, we will keep this under review during the ETMO process.
- **Oliver Road improvements:** Plans are being developed to improve safety and reduce the impact of traffic on Oliver Road. The timescale for these is linked to the completion of the Coronation Square redevelopment. Once proposals have been developed in more detail we will write to the local community.
- **Oliver Road pedestrian crossing:** This is being introduced as part of the Coronation Square redevelopment.
- **Antisocial behaviour:** We're continuing to work with our Neighbourhoods teams to address issues of antisocial behaviour in the area.

## WHAT HAPPENS NEXT

The scheme will be introduced under an ETMO in autumn 2025. The first six months of this process involves a statutory consultation, where local people can provide feedback about how the measures are working. Following this, we have 18 months to decide whether to make the scheme permanent.

We will write to you with another update in the coming months to let you know when the scheme will be trialled and how you can provide feedback.



# BROADER OBJECTIVE

This scheme is 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 more than 900 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, and data from the Department of Transport showing a 6% reduction in the number of licensed vehicles between 2017 and 2022.

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.

## MORE INFORMATION

If you would like to know more, you can visit our project page by scanning the QR code or visiting <https://talk.walthamforest.gov.uk/dunedin-area-improvements>



## LANGUAGES

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 screen.

To get this information in another format, like large print, please contact us using the details below.

## CONTACT US

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