

# Old Ford Road West Liveable Streets

## Appendix E – Alternatives Considered

29/03/2021



## Table of Contents

|                |   |
|----------------|---|
| Scheme 1 ..... | 3 |
| Scheme 2 ..... | 5 |
| Scheme 3 ..... | 6 |
| Scheme 4 ..... | 9 |

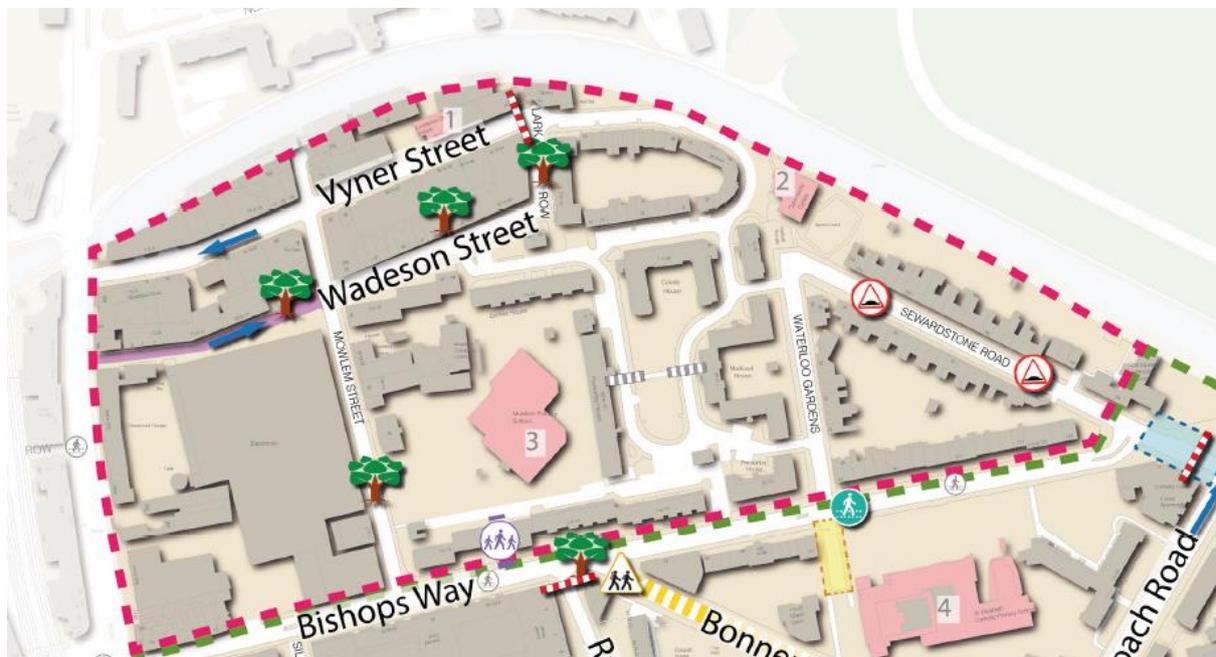
## Alternatives considered

At each stage of the engagement process we have taken on board the feedback and views of residents and businesses. Throughout the eight-month engagement process we have received and responded to over 250 emails from community members. The council has developed and amended the proposals at every stage to represent the feedback and views of residents.

This report considers the most common suggestions, recommendations and alternative proposals received during public consultation.

### Scheme 1

There was overall support for Scheme 1. Responses from those with addresses in the consultation area showed that 58% were supportive and 24% were unsupportive. However, there were a number of alternative ideas and concepts put forward during the consultation which have been reviewed below.



### Cycle Crossing on Cambridge Heath Road

There were four requests for improvements to the cycle crossing facilities at the Cambridge Heath Road / Mare Street / Vyner Street junction.

It is recommended that the Vyner Road / Cambridge Heath Road junction should be considered as part of the future improvements along the length of Cambridge Heath Road and not in isolation.

### Vyner Street One Way System

There were two requests to swap the direction of the one-way system on Vyner Street and Wadeson Street, and to make Wadeson Street no entry. The direction of the one-way system has been chosen due to the restricted visibility for vehicles

exiting the junction at Cambridge Heath Road. In addition, to maintain access to residents, Wadeson Street needs to be maintained as an entry point.

There was also a request to implement footway widening and more planting on Vyner Street. However, in order to maintain the existing car parking on Vyner Street, no additional footway widening, and planting is possible.

It is recommended not to take forward these alternatives because junction safety is key for this location.

### **Closure withing Wellington Estate**

There was a request for a closure to be implemented in Wellington Estate. As Wellington Estate is not Tower Hamlets highway, changes to the internal road network are not possible but will be passed to housing association for consideration.

### **Traffic Calming on Sewardstone Road**

There were five requests to implement chicanes or other speed control devices rather than speed humps on Sewardstone Road.

Sinusoidal speed humps allow larger vehicles to traverse the speed hump and provide a smoother ride for cyclists while still lowering speeds. Chicanes on the other hand, have been seen to offer little impact on reducing speeds. Another alternative raised was speed cameras, speed cameras are can only be installed by the Police and are done so in connection to a large number of collisions.

It is recommended that sinusoidal speed humps be provided rather than other traffic calming devices such as chicanes.

## Scheme 2

There was overall support for Scheme 2. Responses from those with addresses in the consultation area showed that 58% were supportive and 31% unsupportive. However, there were a number of alternative ideas and concepts put forward during the consultation which have been reviewed below.



### Sewardstone Road / Bishops Way

There were numerous requests for changes to this junction including:

- Traffic lights instead of a closure point
- A shared space with no overall priority
- A further pedestrian crossings

It is recommended a full closure to be implemented in this location as to fulfil the objective of the scheme to reduce the number of vehicle rat running in the area. A full closure will provide better public realm opportunities and safer access for vulnerable users into Victoria Park.

As part of the detailed design phases comments into the relation of this junction will be taken on board and considered. It should be noted that the design will be discussed with Emergency services.

### Old Ford Road / Approach Road

There were requests to convert the Approach Road / Old Ford Road junction to a roundabout and to provide cycle lanes along the length of Approach Road.

It is expected that the proposed closures, traffic volumes will decrease substantially, and cyclist will be able to cycle safely through Approach Road without cycle lanes.

It is recommended that a priority junction remains in this location as it a roundabout would reduce safety for cyclists and pedestrians using this junction.

It is recommended not to install cycle lanes on this road as the number of vehicle using this road will be reduced.

## Scheme 3

There was overall support for Scheme 3. Responses from those with addresses in the consultation area showed that 63% were supportive and 27% unsupportive. However, there were a number of alternative ideas and concepts put forward during the consultation which have been reviewed below.



### Old Ford Road

The main alternative proposals provided during the consultation from respondents was in relation to Old Ford Road. We had over 10 requests and a petition for further changes to be included within the scheme. The main suggestions are:

- 1) Full road closures or peak timed closure
- 2) A left turn ban during peak times from Cambridge Health Road onto Old Ford Road.
- 3) New Pedestrian/cyclist traffic light for North Town Square
- 4) New pedestrian crossing on Cricketers Bridge.
- 5) New parking restrictions surrounding Victoria Park
- 6) Re-routing of buses using OFR between Approach and Bonner Road.
- 7) Introduce a cycle lane along the length of Old Ford Road.

There are several reasons for not placing a closure on this road. The design of the low traffic neighbourhood (LTN) is to the north, and Old Ford Road is one of its boundary roads. Old Ford Road is therefore an important access point for residents and visitors to access the LTN, ensuring that every property is still accessible by car. As a boundary road we have tried to include measures that will slow vehicle speeds and improve crossing points to improve safety for those using active modes of transport.

The LTN proposed will help form a quiet and safe link for pedestrians and cyclists to and from Victoria Park. The link directly into the park is important to improve safety,

and the perception of safety, for this route. This is supported by data that shows that Bishops Way and Sewardstone Road suffers from more rat-run traffic than this stretch of Old Ford Road.

In addition to this, measures approved for construction outside of the area are likely to have a positive effect on reducing the attractiveness of Old Ford Road as a rat-run route. The Liveable Streets Programme incorporates the whole northern section of the borough. With Bow to the east and Bethnal Green to the west both having significant traffic reduction measures to be implemented through modal filtering and closures, traffic on Old Ford Road will benefit from positive knock-on effects. Traffic travelling from Bethnal Green Road is likely to continue on Roman Road, and a closure on Old Bethnal Green Road is likely to prevent vehicles using this rat-run to access Old Ford Road. Similarly, the closure at Skew Bridge and timed bus gateway on Roman Road in Bow will deter vehicles from using Old Ford Road as a cut-through to and from the A12.

Further work could be included to reduce down the attractive nature of using Old Ford Road as a rat run while also helping to improve the links across the road for all users.

It is recommended that new proposals to reduce through traffic on Old Ford Road are taken forward. These would be:

- A banned left turn on Cambridge Heath Road into Old Ford Road between 4pm and 7pm.
- A signalised pedestrian crossing at North Town Square
- A signalised pedestrian crossing on Cricketers Bridge.

It is recommended not to take forward a road closure on Old Ford Road due to the influence of outside measures, and a cycle lane is not possible due to the width of the carriageway.

Further consideration will be given to the parking restrictions with the parking team as a separate review and TfL will be approached in regard to the bus service within the area.

## **Globe Road**

There were six requests to introduce a road closure on Globe Road.

By providing a closure at the southern end, this would significantly reduce access for those that live on Globe Road.

It is recommended that Globe Road remains open and a closure point is not considered.

## **Victoria Park Square**

There was a request to implement a closure on Victoria Park Square. There was also a request for a pedestrian crossing on Victoria Park Square near Sugarloaf Walk.

Traffic volumes and pedestrian crossing activity will be monitored following the implementation of the scheme to observe if the new conditions will help reduce vehicles volumes which will also improve road safety for pedestrians crossing.

It is recommended to keep the existing informal crossing point as it is narrowed with good sightlines. The detailed design will include improving the informal crossing point.

## **Brierly Gardens**

We received comments from residents around Brierly Gardens to improve the public realm for active use and the environment around existing closures. Current areas are not utilised by the community and encourages young families to travel to other play areas. It has been requested to improve these areas to encourage active use of the space, create local play areas to reduce unnecessary travel and improve stronger communities.

It is recommended that this is added to the scheme and work is undertaken with Tower Hamlets homes and residents of the area on the detail design.

## **Road Closure on Bonner Street**

There were two requests to provide resident access through the Bonner Street closure.

A key objective of the project is to improve accessibility to all, and this needs to be considered on balance for those that would like to walk or cycle but cannot or do not because high traffic volumes present a barrier to travel, making it feel unsafe. It is therefore critical in order to encourage trips by walking, cycling and public transport that we make the streets people-friendly by reducing vehicle traffic as much as possible. In addition to rat-running traffic, this also includes the many short trips that are taken under 1.2 miles that can be undertaken by other modes. Many of these trips, covering short distances for the school run or to go to the local shops are considered to be switchable trips, and in conjunction with other complimentary measures such as cycle education and travel planning, are the key to creating lasting behaviour change in the community. Removing these sorts of trips from the network also has the benefit in reducing local congestion for those that must still drive for work or mobility impairment reasons.

Consequently, it is not recommended that local residents are given an exemption to the closure on Bonner Street.

There were also two requests to convert Bonner Street to a one-way street rather than implementing a closure. Converting Bonner Street to a one-way street would only restrict rat running traffic in one direction whereas a closure fully restricts rat running traffic. Therefore, a full closure is a more beneficial approach.

## **Cycle Parking**

There was a request for more bicycle parking on Victoria Park Square and on Old Ford Road. It is recommended that a review of existing bicycle parking along Old Ford Road and Victoria Park Square is undertaken and additional bicycle parking be provided where possible.

## **Scheme 4**

There was overall support for Scheme 4. Responses from those with addresses in the consultation area showed that 55% were supportive and 23% unsupportive. However, there were a number of alternative ideas and concepts put forward during the consultation which have been reviewed below.

### **Mowlem Primary School**

There was a request to close Mowlem Street or convert it to one-way to deter rat runners and anti-social behaviour. It is recommended that a closure point on Mowlem Street is considered. Traffic surveys should be undertaken following the completion of the scheme to observe if there has been a reduction in traffic volumes on Mowlem Street.

### **Gatehouse School**

There were two requests for a school street at the Gatehouse School. It was suggested that this should include Sewardstone Road between St James's Avenue and Old Ford Road or alternatively, it could be extended to include St James's Avenue. The implementation of a school street in this area has been considered. However, as it is not supported by the school, it has not been recommended.