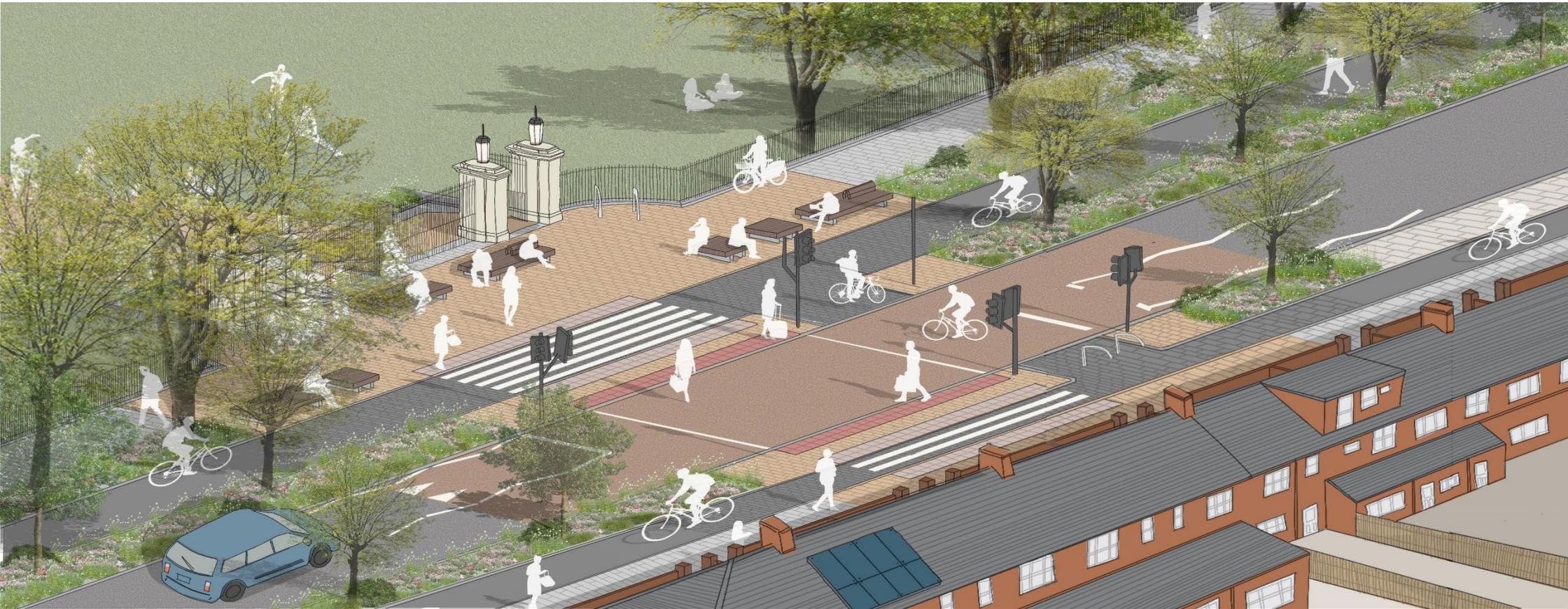


# Forest Road between Hoe Street and Woodford New Road

## Consultation report

September 2023



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## Background

Waltham Forest Council has been transforming Forest Road into an attractive destination and better-connected transport corridor for all. By making improvements to cycle facilities, junctions, pedestrian crossings, bus stops, footways, and public spaces, we're working to make Forest Road a world class route that helps people walk, cycle, access public transport and feel better connected to the surrounding community, amenities and services.

In 2016, initial improvement works started on the section of Forest Road near to the boundary with Haringey, to support the opening of Walthamstow Wetlands. Works included a new pedestrian and cycle crossing and a first section of segregated cycle track linking to the border with Haringey. Over the following three years, the sections of Forest Road between Blackhorse Station and Bell Junction (Hoe Street) were upgraded to provide improved infrastructure for active and sustainable travel.

Between 2020 and 2022 further major junction improvements took place at Blackhorse Road and Bell junctions, and a final permanent scheme was put in place through the reservoirs.

In 2020, Transport for London's (TfL) London Streetscape Plan (LSP) provided further funding to deliver walking and cycling improvements on Forest Road between Hoe Street and Woodford New Road. During the COVID-19 pandemic, London's public transport capacity was reduced and it was anticipated that if these journeys were replaced by car journeys, streets would become heavily congested. Therefore, LSP funding was created to boost walking and cycling, and reduce pressure on the road and public transport network.

The LSP funding allowed Waltham Forest Council to implement an interim scheme between Hoe Street and Woodford New Road, creating a virtually continuous end-to-end route, stretching from Haringey to Redbridge. The interim scheme adopted a low-cost approach, with minimal highway layout and traffic signal junction changes. While the interim scheme has delivered some benefits, the aim has always been to develop and deliver a high-quality set of permanent improvements in the eastern section of Forest Road between Hoe Street and Woodford New Road.

Feedback from the community on the 2020 interim scheme, along with a range of traffic and highways data, has been used to shape our permanent plans for this final section of Forest Road which was taken to public consultation on 3 July 2023.

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## Hoe Street to Woodford New Road scheme aims

This scheme aims to create a safe, continuous, and coherent corridor to meet the needs of residents, businesses and all road users.

With the addition of junction and crossing improvements, the scheme aims to make it easier for more people to use active travel and public transport for local journeys, while also improving the public realm and increasing climate change resilience.

To make it easier for the community to view and comment on the proposals, the scheme was split into six sections as shown on the map below:

**Section 1:** Falmer Road to Town Hall

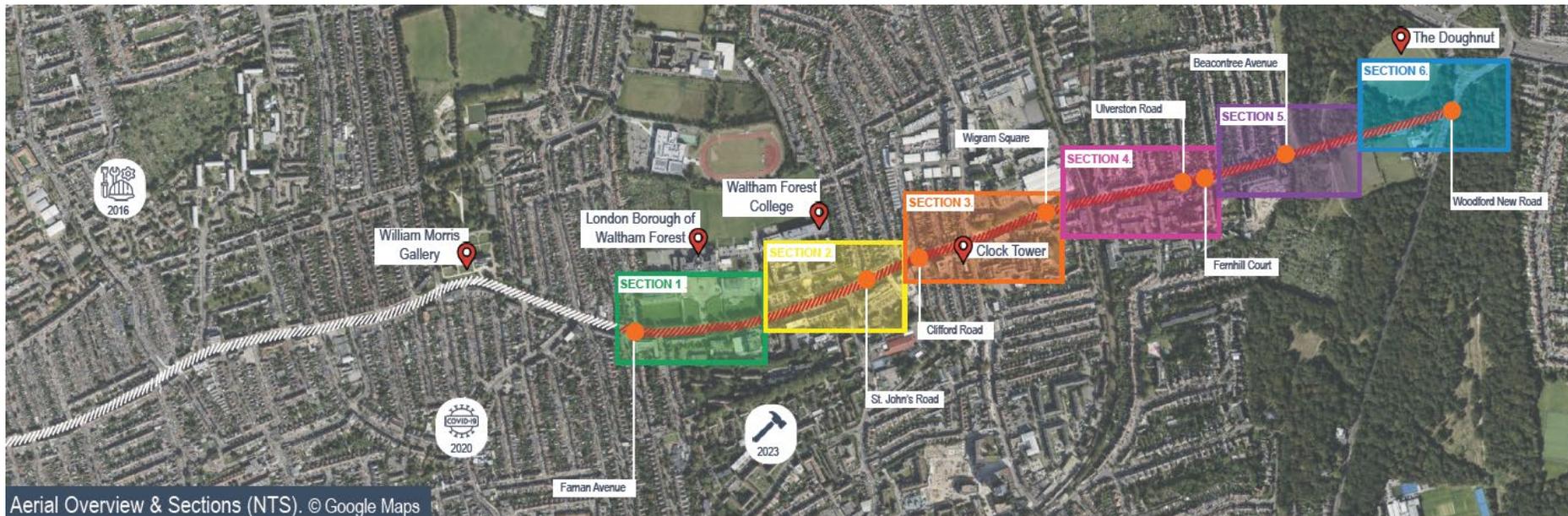
**Section 2:** Town Hall to St John's Road

**Section 3:** Clifford Road to Wigram Square

**Section 4:** Wigram Square to Ulverston Road

**Section 5:** Fernhill Court to Beacontree Avenue

**Section 6:** Beacontree Avenue to Woodford New Road



## Proposals

### Proposed measures for landscape and public realm improvements include:

- Retain existing healthy trees in the area and aim to plant at least 100 new ones
- Approximately 500 sqm of ornamental planting
- New seating areas and individual benches
- New on-street cycle parking
- Clear separation of uses between cyclists, pedestrians and vehicles
- New signage, wayfinding and traffic signals to help people travel along the route safely.

### Proposed measures for Sustainable Urban Drainage (SuDS) improvements include:

- Up to 1,920 sqm of low-level SuDS (Sustainable urban Drainage Systems) and rain gardens that will be designed with drainage specialists
- Boulevard tree planting in tree pits and soft planting areas
- Existing trees retained
- 440m<sup>2</sup> of SuDS (permeable paving)
- Potential for underground storage cells to be included in the design to further increase surface water attenuation and storage. This is currently being investigated as part of the design process.

### Proposed measures for changes to bus stops include:

- Retain the total number of existing bus stops within the area
- All bus stops along Forest Road will have a cycle bypass
- Two bus stops located near to Woodstock Road will be relocated to make way for the new cycle tracks.

## Proposals continued

### Proposed measures for changes to parking and loading include:

- Maintain existing access to off-street parking across the cycle track including drop kerb access
- No changes to waiting and loading restrictions
- Remove 3 parking bays on Forest Road between Fulbourne Road and Hale End Road to allow space for the segregated cycle track. The Car Club Bay at this location is no longer in use
- Remove 8 of the existing 18 parking bays on the Fulbourne Road to make space for the cycle track opposite the bus stop (Forest Road/Wood Street Library). The average utilisation rate of the existing bays is 59 percent. This will reduce the parking provision in this area to 10 bays
- Remove 2 parking bays on Woodstock Road (one from each side of road) near to the junction with Forest Road to create a vehicle turning area
- Remove 2 of the existing 6 parking bays on Forest Road between Woodstock Road and Ulverston Road to accommodate the relocated bus stop. The average utilisation rate of the existing bays is 56 percent. This will reduce the parking provision in this area to 4 bays
- Remove 4 of the existing 17 parking bays on Forest Road between Fernhill Court and Hylands Road to accommodate the eastbound cycle track, bus bypass and proposed planting. This will reduce the parking provision in this area to 13 bays
- Relocate the existing disabled parking bay outside 7 Fulbourne Road to outside 15 Fulbourne Road
- Retain the Disabled Bay opposite 822 Forest Road
- Retain the Disabled Bay opposite 1027 Forest Road
- Relocate the Car Club Bay on Woodstock Road approximately 5 metres north.

### Proposed measures for junction and crossing improvements include:

- Reduce the road width along the entire corridor to support lower vehicle speeds
- Increase the number of formal crossings (signal and zebra-style crossings) to provide safer places for people to cross the road

## Proposals continued

- Introduce continuous 'single stage' signalised crossings at junctions, to allow people walking and cycling to cross the road in one go rather than crossing in two or more stages
- Introduce blended 'Copenhagen' crossings that extend the pavement across side streets at key junctions, giving pedestrians a continuous pavement. This encourages vehicles to slow down when entering or exiting the side road, ensuring pedestrians and cyclists have right of way, as per the Highway Code. These crossings have been used across the borough since 2015
- Introduce dedicated cycle and pedestrian crossings to provide safe places for people to cross the road
- Introduce more raised tables to encourage vehicles to slow down when approaching the crossings.

### Proposed measures for cycle track improvements include:

- One-way cycle tracks along the route, with two-way sections at key locations such as outside the Town Hall and near to the Shernhall Street junction to help people cycling easily connect onto adjoining cycle routes and the wider cycle network
- Separation of cycle tracks from the carriageway with low level planting and trees, where space permits, to improve safety for users. In areas where there is less space, the cycle track will be a stepped track alongside the carriageway separated with a kerb, which is similar to the recently completed cycle tracks in the western section of Forest Road.

### St Johns Area

Over the last few years, we have been contacted by some residents in the area between Forest Road and Fulbourne Road, raising concerns over the volume, speed and impact of traffic in local streets. Some residents have suggested that traffic management measures should be introduced within the area to reduce the ability for non-local vehicles to pass through, which would help reduce vehicle numbers and actual and perceived road danger, whilst supporting more active travel.

As part of the Forest Road project the Council has collected traffic data across this area. This data has shown that St Johns Road, Victoria Road and Clifford Road, in particular, do experience higher traffic levels than the rest of the area and that some of the traffic using these streets is just passing through, avoiding the Forest Road / Fulbourne Road / Wood Street junction.

Currently, we are not proposing any changes in this area as part of the Forest Road scheme, however, we wanted to understand if these concerns were shared more widely across the area, and whether residents would like to see further changes to address some of these

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## Engagement and communications summary

### Previous engagement

We have developed and delivered the full Forest Road Scheme following a phased consultation and construction approach, allowing residents and businesses to get involved in the part of Forest Road that they use the most, whilst also helping to minimise disruption during the construction stages.

Throughout, we have been seeking the views of key groups and services in the area including the emergency services, schools, local businesses and community groups amongst others. We understand that these groups play an important role within the community and we will continue to work with them to develop a scheme that improves the area without impacting key services.

You can view the consultation documents for each section of Forest Road completed so far, by visiting <https://enjoywalthamforest.co.uk/work-in-your-area/forest-road>

### London Streetscape Plan (LSP) engagement

When the LSP interim scheme was constructed in 2020, an online questionnaire was made available for local people to feedback what they thought was and wasn't working. This allowed us to make some changes and adjustments to the live scheme in response to local feedback and has helped inform the development of the permanent final scheme.

During the initial six-month statutory consultation period:

- 127 individuals took part in the survey, of which 51 per cent stated they lived within the area, 22 per cent travelled through the area and 12 per cent worked in area.
- When asked how people felt about the scheme overall 53 per cent were positive or somewhat positive, 43 per cent were negative and 4 per cent were neutral.

## Permanent Scheme - Consultation and communication summary

Public consultation on the proposed permanent scheme between Hoe Street and Woodford New Road started on 3 July 2023 and was planned to end on 28 July 2023. Due to an incorrect email address within the original consultation material distributed to the community, the consultation was extended until Friday 4 August 2023.

On Monday 3 July 2023, approximately 6,000 consultation booklets (fig 2) were delivered to all properties located within the scheme area, as shown in fig 1 below, including businesses, places of worship and residents.

40 A4 posters (see fig.3) were placed on lamp columns across the engagement area to make local people aware of the public consultation and how to take part. The map below (fig. 4) shows the locations of the posters.



Fig 1 – Engagement area

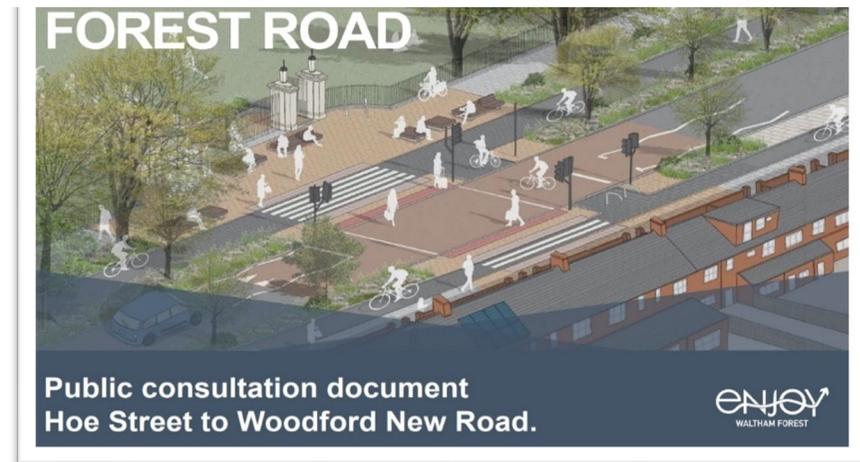


Fig 2 – Consultation booklet



Fig 3 – Consultation poster

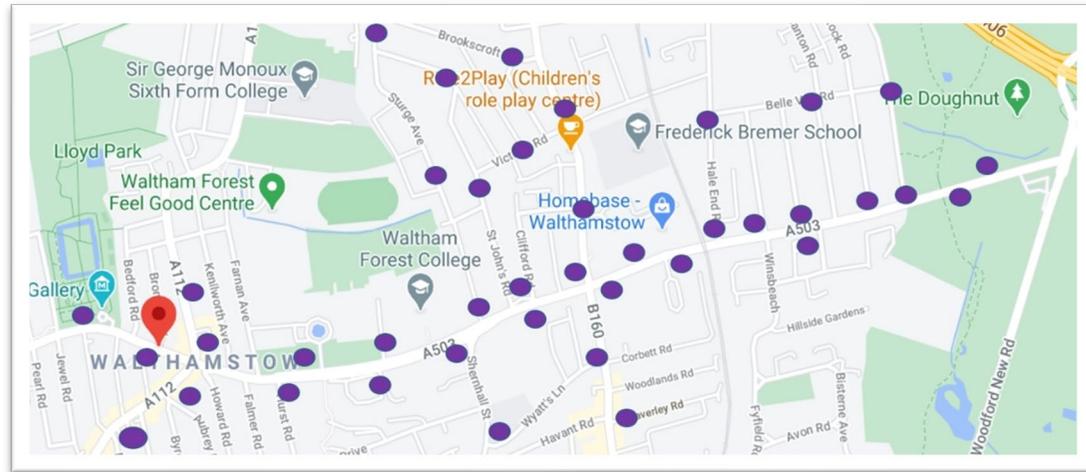


Fig 4 – Consultation poster locations

On 7 and 28 July 2023 the public consultation dates and survey URL were promoted on the social media channel NextDoor (see fig.5 and 6).

Week commencing 3 July 2023 the consultation was promoted in the Council’s “Have your say” newsletter (fig 7), which was emailed to 9570 residents.

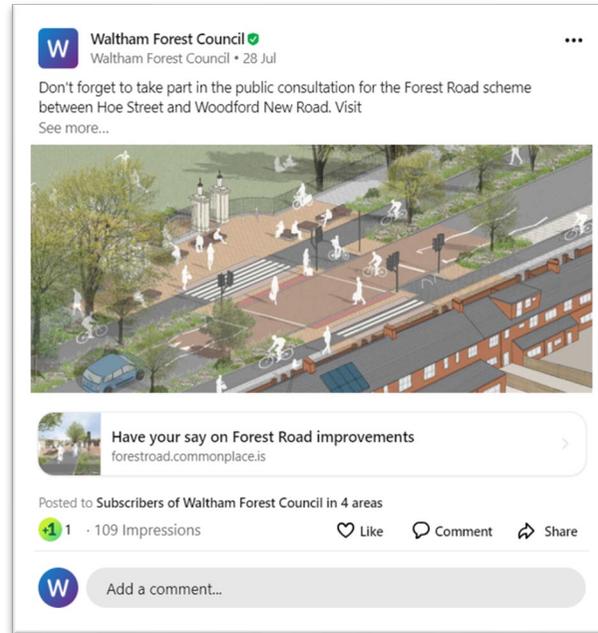
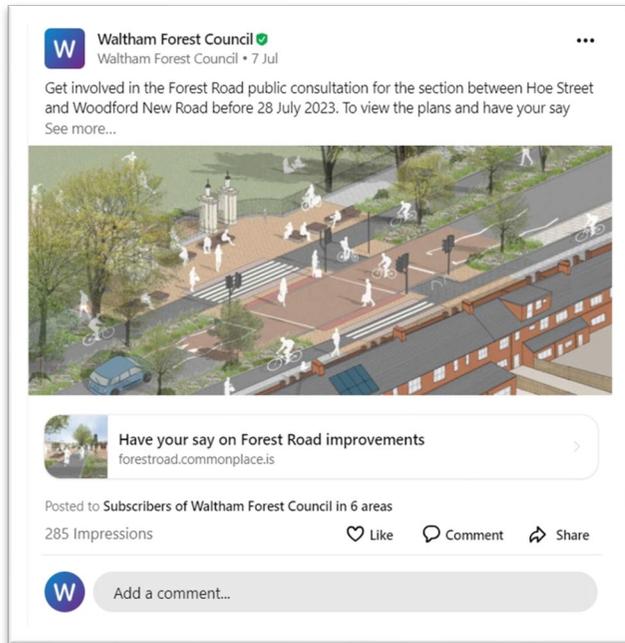


Fig 5 and 6 – Image of Nextdoor post

Fig 6 – Image of email sent to residents

## Communicating with key stakeholders

In addition to delivering the consultation booklet to all properties in the scheme area including businesses, we sent emails and letters to the following groups, to make them aware of the public consultation, to promote the drop-in sessions, and to ask them to share the information with their staff/ community/ customers:

- Businesses
- Place of worship (letters)
- Schools
- Ward Councillors
- Council teams
- Companies that represent people with disabilities
- Emergency services
- TfL buses
- Taxi Drivers Association
- Freight Transport Association
- Waltham Forest Cycling Campaign
- Thames Water
- Environment Agency

92 individual addresses were contacted however no responses were received.

Council officers held a meeting with representatives of the Metropolitan Police over Teams on 20 July to discuss the Forest Road scheme proposals. The proposals were generally met positively, with the following points raised:

- Care taken at car parking areas e.g. Ulverston Road to ensure danger of opening doors is mitigated
- Consideration for conflict between alighting/boarding pedestrians and cyclists at bus stops and ensuring adequate lighting
- Consideration for crossing points for those with limited mobility and sight/vision impairment
- Ensure plantings are not hit by road users, do not damage paving, and are properly maintained
- Inform cyclists of side roads/pedestrian crossing areas
- Provisions to enable free flow of parking and movement for gig economy two-wheelers and preventing access to cycle lanes
- Proper maintenance of cycle tracks to prevent debris, including adequate drainage systems.

## Resident drop in sessions

During the public consultation period we held two informal drop-in sessions where the community could come and talk to us about the plans. The drop-in sessions were advertised in the leaflet, on-street posters, and the Enjoy website. The sessions were held on:

- Saturday 15 July 2023 (12pm-2pm) – One Hoe Street
- Tuesday 18 July 2023 (5pm-7pm) – Wood Street Library

At the drop-in sessions, plans were displayed and the events were staffed by Council officers, who were on-hand to answer any questions attendees had about the proposals. The two events were well-attended, with over 50 people attending in total. A summary of the feedback received at the sessions can be found on page 34.



## Public consultation feedback

The online engagement platform “Commonplace” was used to conduct the public consultation enabling the community to view the scheme proposals and provide feedback.

Respondents were invited to complete a ‘general survey’, which asked how they feel about individual elements of the scheme overall. They were then directed to a ‘map survey’, where they were able to drop a pin on specific locations of the scheme area and write free-text comments. Residents of the St John’s Road area were also encouraged to complete an additional survey to capture their views on traffic speed and volumes to inform future schemes for the area.

### Commonplace overview:

A total of 434 individual people took part in the public consultation, with a total of 821 responses across the Commonplace surveys.

- 787 responses were either ‘confirmed’ or ‘pending’, meaning a person who contributed by commenting or agreeing and has confirmed their email address to be genuine, or whose email is likely to be genuine, but they did not confirm it by clicking the email Commonplace sent them.
- 34 responses were ‘anonymous’ meaning a person who contributed but did not provide their email address.

182 respondents took part in the question “What is your connection to the area” and could select multiple options which were applicable to them. Of the 182 respondents:

- 173 respondents (95%) said they lived in the area
- 42 respondents (23%) said they worked in the area
- 1 respondent (1%) said they study in the area

A total of 821 contributions were received on the Commonplace platform. Each individual respondent can leave multiple comments within their completed survey which is why the number of individual comments is higher than the number of individual respondents. There was a total of 600 agreements on other respondents’ comments. This means that answers provided by other respondents were agreed with 600 times, not by 600 people.

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## General survey analysis:

The following analysis summarises the results of each of the questions in the 'General survey'. The following analysis is based on completed surveys from 421 respondents.

### How do you feel about the overall scheme?

407 respondents took part in this question, with 150 from people living within the consultation area. The data shows that 56% of people felt positively and 34% felt negatively about the overall scheme, with 10% neutrality. Those who lived within the consultation area felt slightly more negatively about the overall scheme, with 49% positive and 38% negative responses.

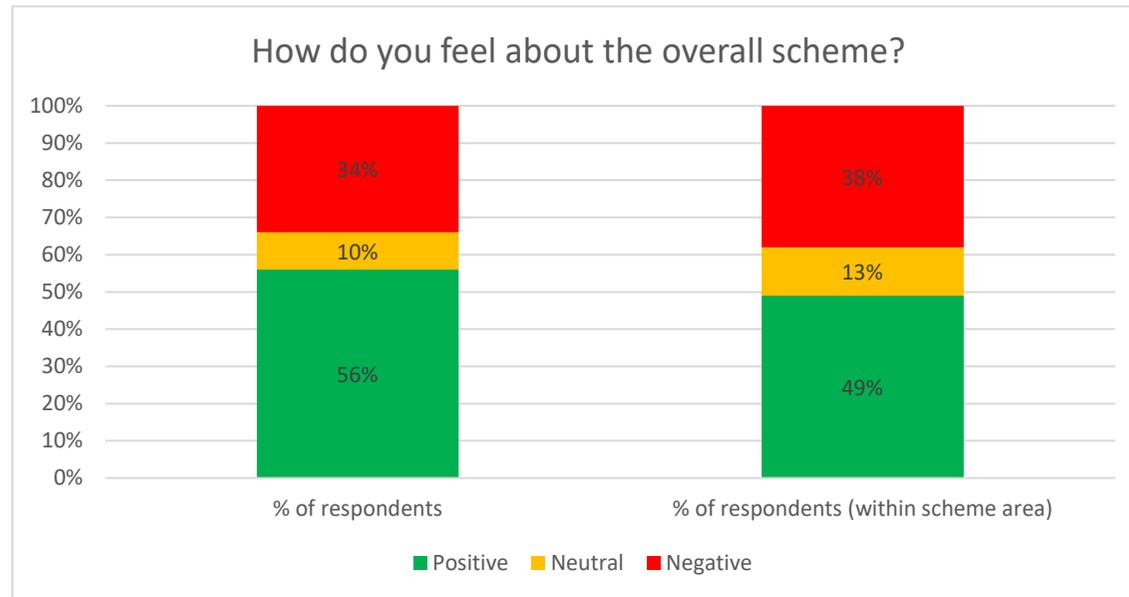


Chart 1 – General survey – How do you feel about the overall scheme?

## How do you feel about the cycling proposals?

398 respondents took part in this question, with 146 from within the consultation area. The data shows that 58% of people felt positively and 30% felt negatively about the cycling proposals, with 12% neutrality. Those who lived within the consultation area felt slightly less positively about the cycling proposals, with 51% positive and 30% negative responses.

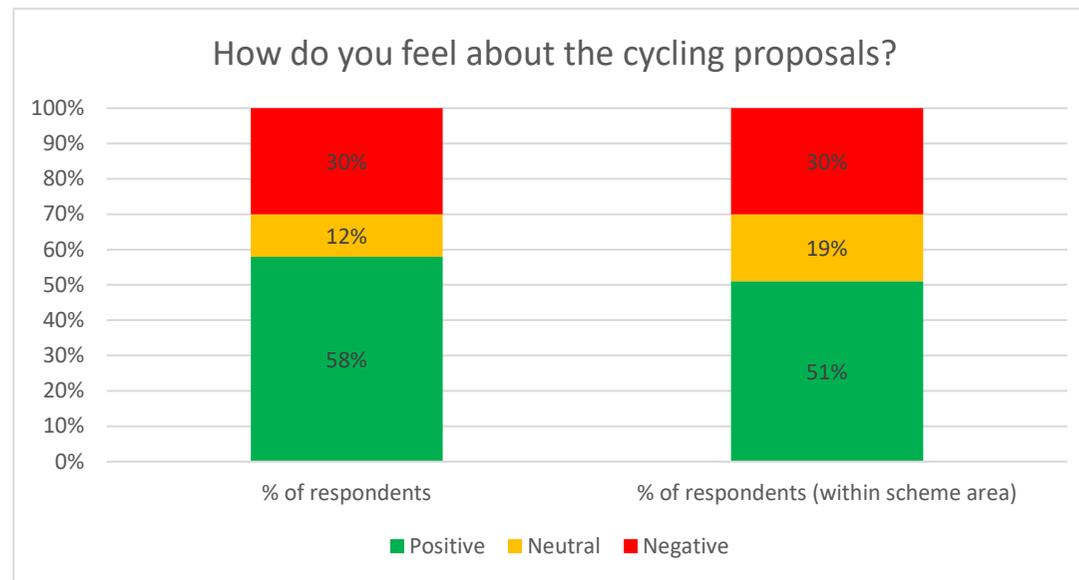


Chart 2 – General survey – How do you feel about the cycling proposals?

## How do you feel about the junction improvement proposals?

397 respondents took part in this question, with 147 from within the consultation area. The data shows that 56% of people felt positively and 34% felt negatively about the junction improvement proposals, with 10% neutrality. Those who lived within the consultation area felt slightly less positively about the junction improvement proposals, with 49% positive and 39% negative responses.

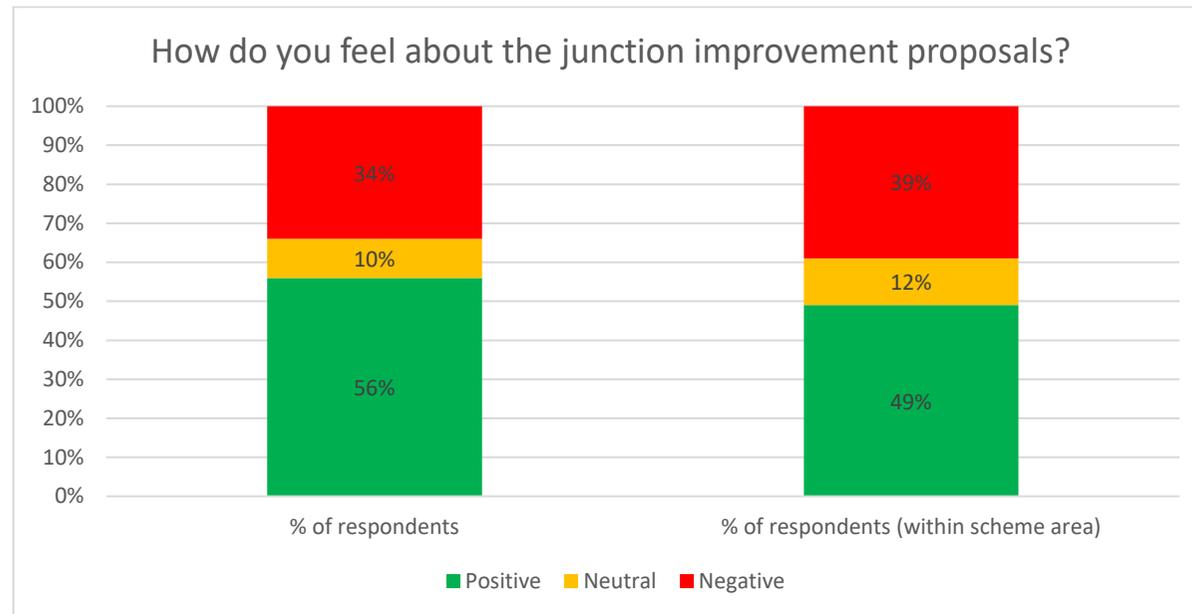


Chart 3 – General survey – How do you feel about the junction improvement proposals?

## How do you feel about the pedestrian and cycle crossings proposals?

398 respondents took part in this question, with 147 from within the consultation area. The data shows that 58% of people felt positively and 31% felt negatively about the crossings proposals, with 11% neutrality. Those who lived within the consultation area felt slightly less positively about the crossings proposals, with 53% positive and 31% negative responses.

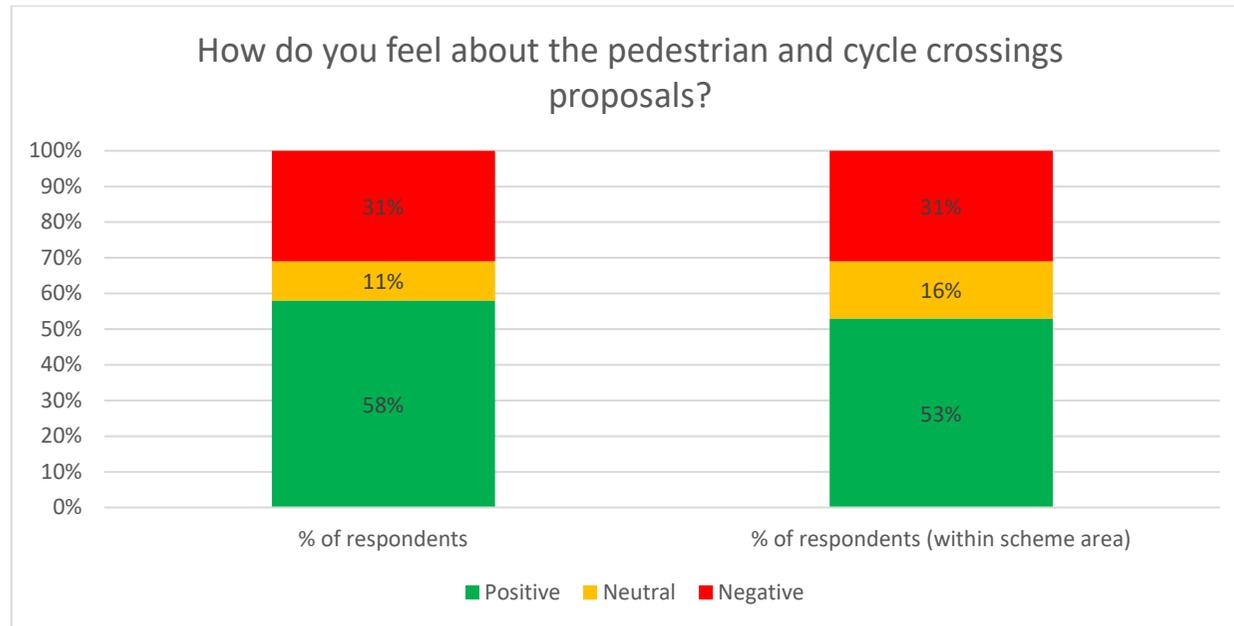


Chart 4 – General survey – How do you feel about the pedestrian and cycle crossings proposals?

## How do you feel about the tree planting and green space proposals?

396 respondents took part in this question, with 145 from within the consultation area. The data shows that 71% of people felt positively and 17% felt negatively about the tree planting and green space proposals, with 12% neutrality. This sentiment was reflected by those who lived within the consultation area, with 71% positive and 17% negative responses.

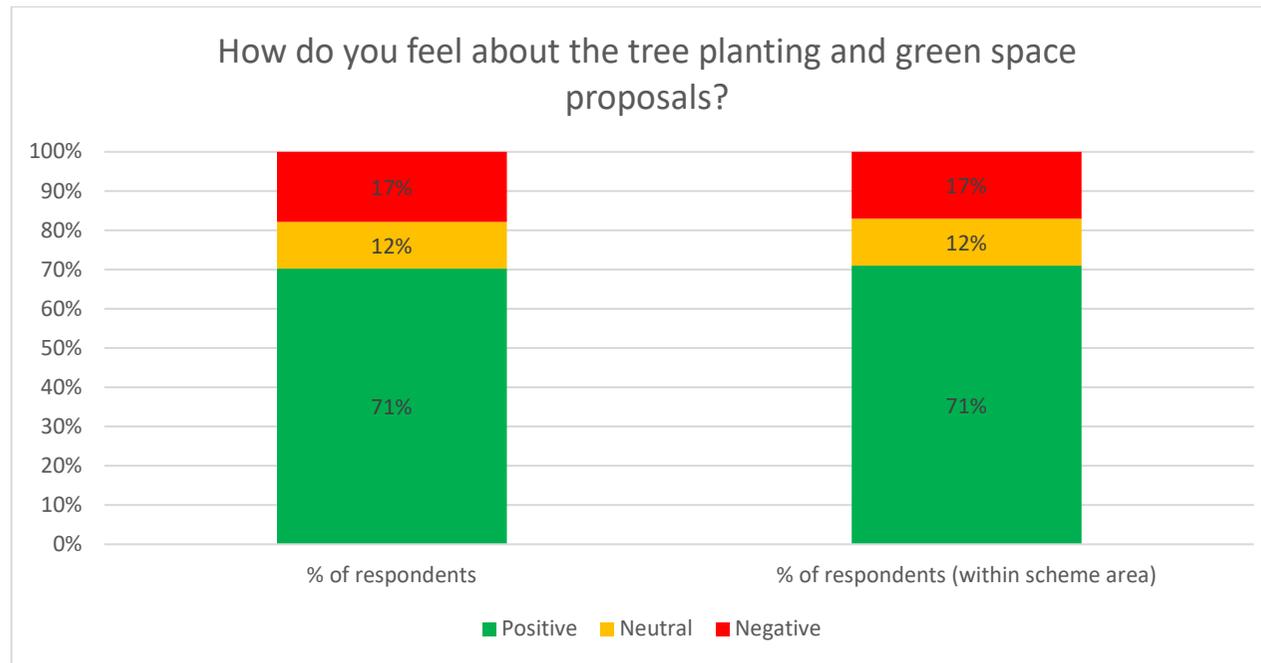


Chart 5 – General survey – How do you feel about the tree planting and green space proposals?

## How do you feel about the public realm improvement proposals?

395 respondents took part in this question, with 144 from within the consultation area. The data shows that 61% of people felt positively and 23% felt negatively about the public realm proposals, with 16% neutrality. Those who lived within the consultation area felt slightly less positively about the public realm proposals, with 56% positive and 22% negative responses.

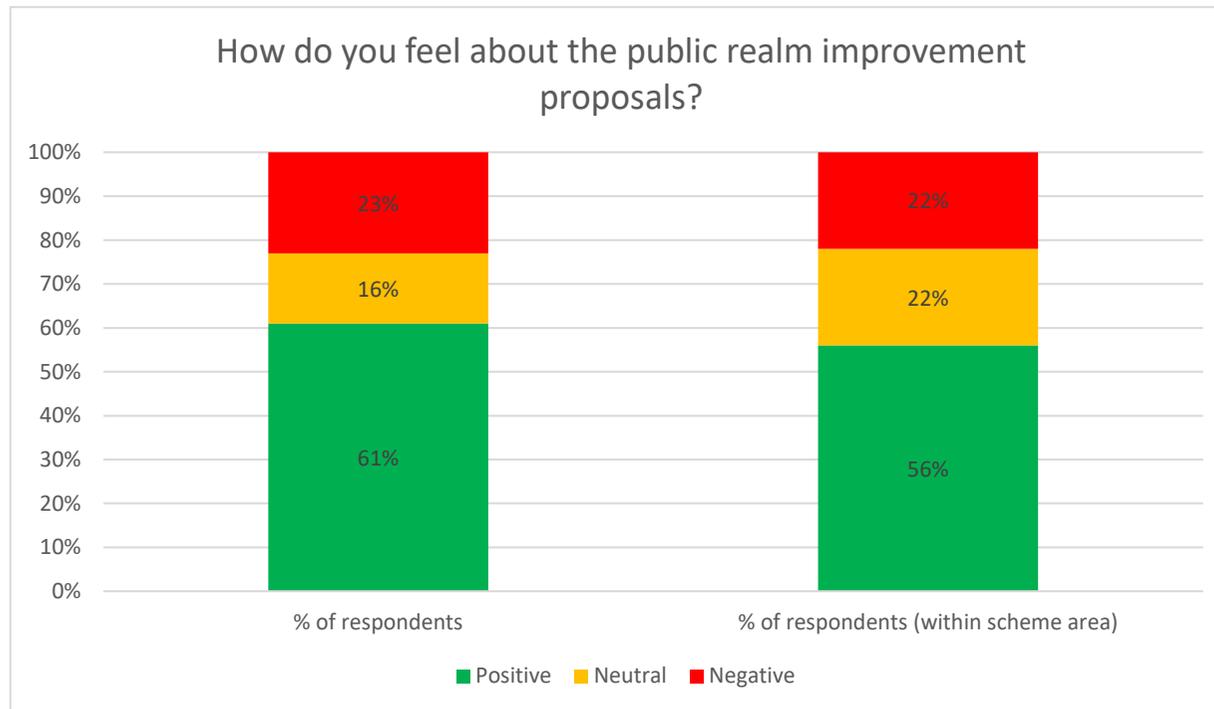


Chart 6 – General survey – How do you feel about the public realm improvement proposals?

## How do you feel about the parking changes?

395 respondents took part in this question, with 145 from within the consultation area. The data shows that 43% of people felt positively and 38% felt negatively about the parking changes, with 19% neutrality. Those who lived within the consultation area felt slightly less positively about the parking changes, with 36% positive and 42% negative responses.

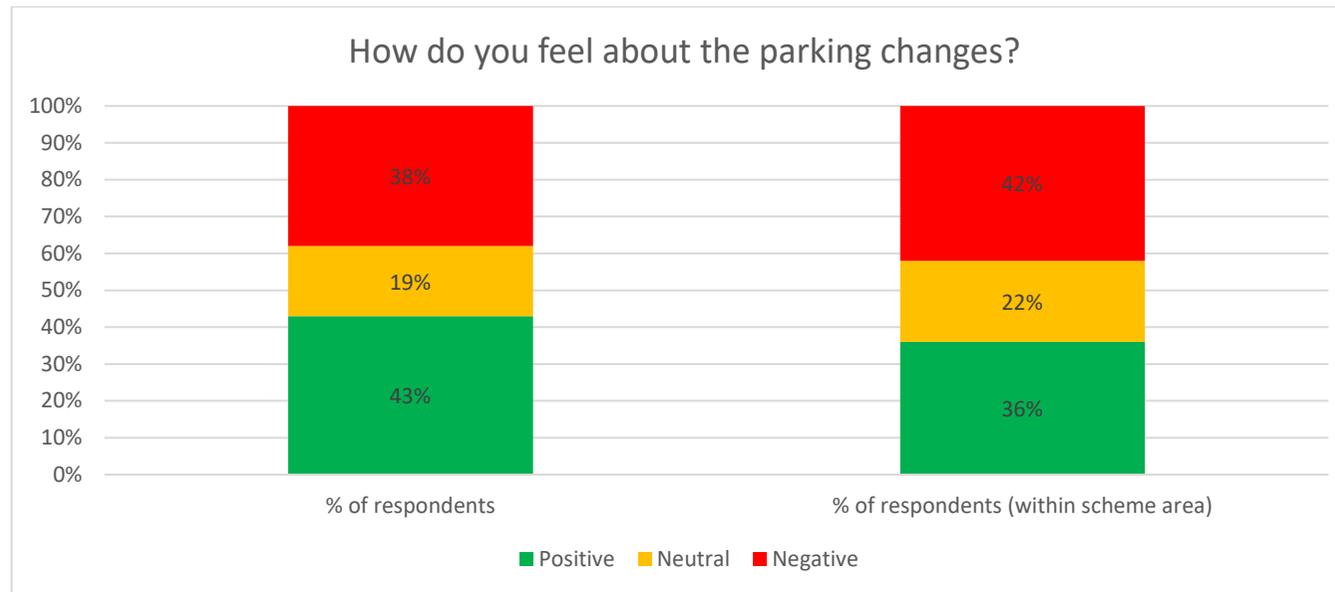


Chart 7 – General survey – How do you feel about the parking changes?

## How do you feel about the parking changes? (cont.)

Upon closer inspection of the results of the general survey, sentiment around the parking changes varies over the different sections of the Forest Road scheme area. As seen in the table below, respondents in Sections 1 and 2 felt positively about the parking changes overall, with 44% and 71% positive responses, respectively. However, those in Sections 3 to 6 expressed negative sentiment toward the parking changes. This sentiment was particularly prevalent among residents of Section 4 due to the relatively high response rate in this area, with 61% of the 64 responses in this area indicating negativity towards the changes.

This higher level of negative sentiment may be attributed to the wider traffic management concerns in the area due to the Ulverston Road/Woodstock Road issues. However, this correlation is not conclusive as no free text was collected as part of this question and this limited further analysis.

How do you feel about the parking changes?- General Survey - Respondents by section	Section 1	Section 2	Section 3	Section 4	Section 5	Section 6
Positive	8	21	6	15	2	0
Neutral	5	6	4	10	7	0
Negative	5	2	8	39	6	1

Table 1 - Parking changes - respondents by section (total)

How do you feel about the parking changes?- General Survey - Respondents by section (%)	Section 1	Section 2	Section 3	Section 4	Section 5	Section 6
Positive	44%	72%	33%	23%	13%	0%
Neutral	28%	21%	22%	16%	47%	0%
Negative	28%	7%	44%	61%	40%	100%

Table 2 - Parking changes - respondents by section (%)

## What would you like to see more of in the scheme?

363 people responded to this question. Of the suggested additional measures, the most popular was “more tree planting” with 48% of respondents indicating preference for this. 35% of respondents said they would like to see “more pocket parks/parklets/green space” and 31% indicated they would like “more traffic calming”. The most popular additional measures were also reflected among respondents from within the consultation area.

124 respondents chose ‘other’, where they could enter free text to tell us what they would like to see more of in the scheme. Many of the responses expressed general opinions on the scheme as opposed to additional measures they would like to see. Of those who did contribute additional measures, the most frequently mentioned point was requests for more parking for cars, with 18% of responses mentioning this.

Section	Total respondents	% of respondents
More tree planting	173	48%
More pocket parks/parklets/green space	128	35%
Other	124	34%
More traffic calming	113	31%
Better pavements	106	29%
More/better pedestrian crossing points	96	26%
More/better cycle lanes and tracks	93	26%
Better lighting	83	23%
More bins	73	20%
More secure cycle parking	71	20%
More seating	63	17%
More electric vehicle charging	53	15%
More car clubs	24	7%

Table 3 – General survey – What would you like to see more of in the scheme?

### Map survey analysis:

There was a total of 294 responses to the map survey overall across all questions. In this survey, respondents could drop a pin on a map of the scheme area to comment on a specific location. In doing so, they were asked which section of the scheme they are commenting on, what type of measure they were commenting on, and how they feel about what they are commenting on from “Very happy” to “Very unhappy”. The results of these questions are shown in the charts below.

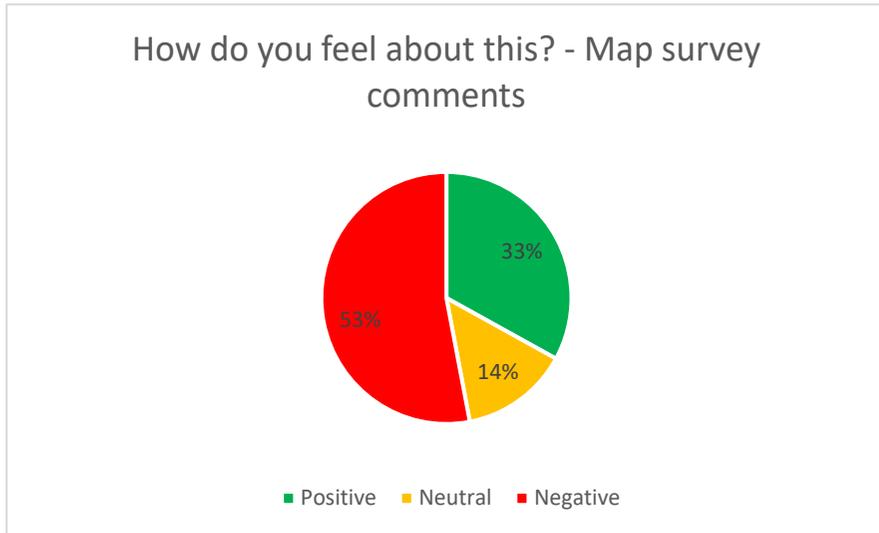


Chart 8 - Map survey - How do you feel about this?

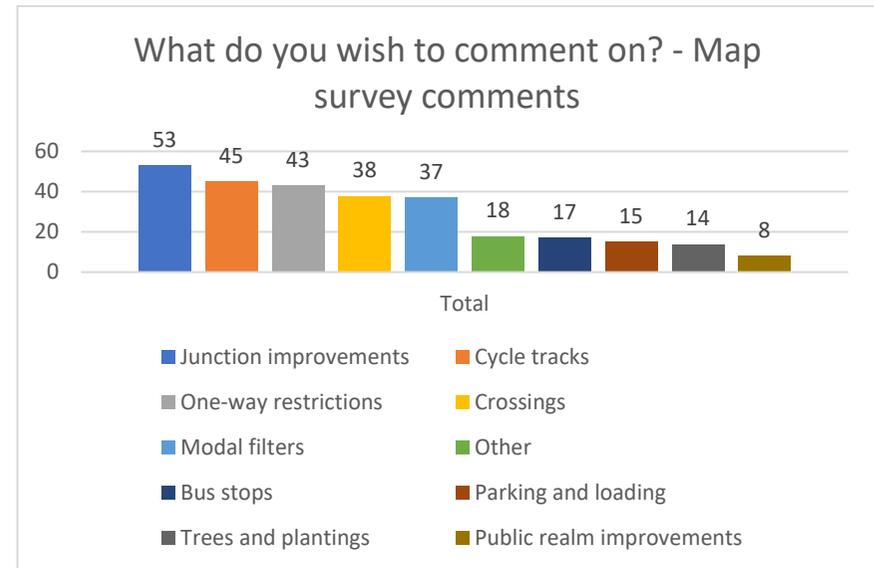


Chart 9 - Map survey - What do you wish to comment on?

As seen in the charts above, the type of measure that was commented about most frequently was junction improvements, with 53 comments pertaining to this. The majority of comments on the map survey were negative (53%), however, upon closer analysis of the comments it is clear that much of the negative sentiment was concentrated on specific areas and proposals of the scheme, namely the Woodstock Road modal filter and Ulverston Road one-way measures. The following section breaks down the comments by section.

## Map survey analysis (cont.)

As seen in the previous section, when leaving a comment and asked “How do you feel about this?”, the majority of respondents indicated that their comment was negative. However, upon closer analysis there is variance in sentiment across the six sections of the Forest Road consultation area. As seen in Table 4 below, comments about Section 1 and 3 were positive overall, with 46% and 45% positive sentiment, respectively. However, Section 2 and Sections 4-6, as well as those who did not select a section, were indicated as negative overall.

How do you feel about this?	Section 1 (total)	Section 1 (%)	Section 2 (total)	Section 2 (%)	Section 3 (total)	Section 3 (%)	Section 4 (total)	Section 4 (%)	Section 5 (total)	Section 5 (%)	Section 6 (total)	Section 6 (%)	No section selected (total)	No section selected (%)
Positive	17	45.9%	17	39.5%	19	45.2%	30	28.0%	3	10.0%	12	34.3%	1	7.7%
Neutral	8	21.6%	5	11.6%	6	14.3%	8	7.5%	8	26.7%	5	14.3%	5	38.5%
Negative	12	32.4%	21	48.8%	17	40.5%	69	64.5%	19	63.3%	18	51.4%	7	53.8%
Total	37	100%	43	100%	42	100%	107	100%	30	100%	35	100%	13	100%

Table 4 - Map survey - How do you feel about this? (Filtered by section)

As sentiment of the comments was self-prescribed by this question, the contents of the free text comment are not necessarily entirely positive, negative or neutral, but may be of mixed sentiment. For example, if someone felt negatively about cycle tracks but positively about greening proposals and mentioned both in the same comment, the overall sentiment of these comments would only be categorised as one of positive, neutral or negative by the respondent. For this reason, it is important to analyse the specifics of each free text comment. The following section breaks down these comments by theme to gain a more nuanced understanding of the key issues raised in the Map survey.

## Map survey – NLP analysis

A total of 291 individual comments were left in the free text section of the map survey. The free text comments were analysed using Natural Language Processing (NLP), which categorises comments under a framework of themes which arise from the content of comments. A comment can be categorised under multiple themes. This allows us to identify the most prevalent issues surrounding the proposals and investigate them further to inform any design changes when developing the scheme in the detailed design stage.

For example, as seen in Chart 10 below the most common theme was ‘Congestion/traffic’, with 43 comments relating to this topic. This was followed by ‘Pedestrians / pedestrian safety / crossing’ and ‘Cycle lane / path / route’, which were both mentioned in 39 comments.

The following sections provide further detail of the most frequently mentioned themes. From reading the comments and breaking them down by section and theme, it was evident that the most prevalent issues were clustered around the one-way proposals on Ulverston Road, with comments on other issues spread relatively widely across the sections and themes. For this reason, there is a particular focus on the issues surrounding Ulverston Road, which are analysed separately on pages 31-32.

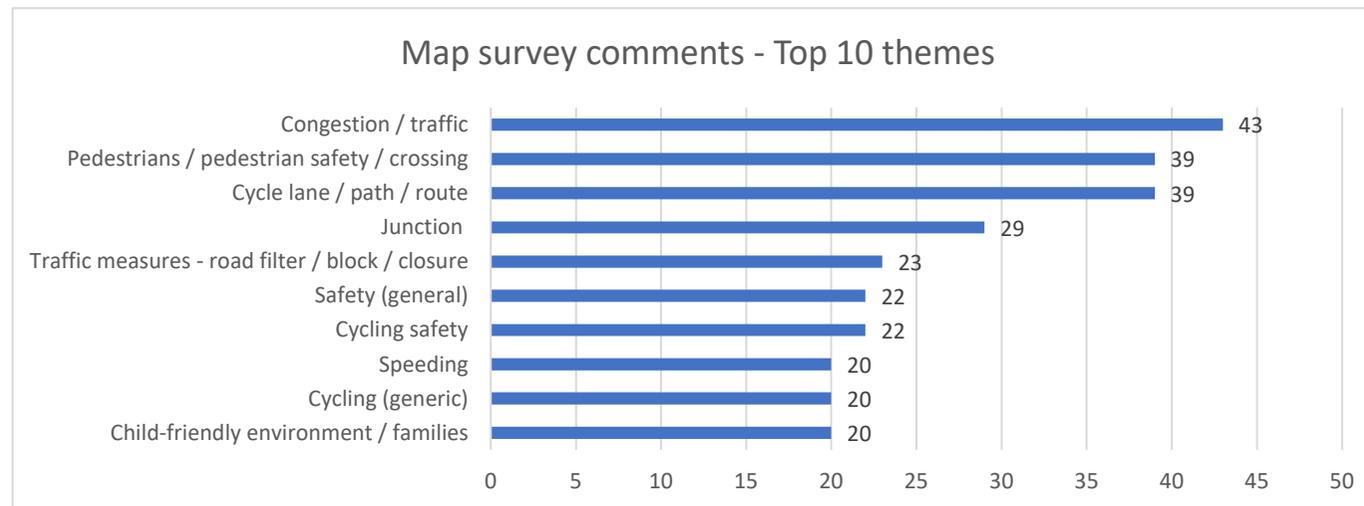


Chart 10 - Map survey comments - Top 10 themes

## Map survey key themes – Congestion / traffic (43 responses)

### Section 1 (6 comments):

- Blind corner for cyclists travelling east on the north-side of Forest Road with traffic travelling south down Farnan Avenue - traffic calming needed
- Bus stop location prevents cars from passing buses
- Crossing needed west of Town Hall

### Section 2 (12 comments):

- Access to St John's Road from Forest Road is very busy – proposals for no entry
- Moving to two lanes will increase traffic turning into Shernall Street heading West, and a bottleneck just past the traffic lights.
- Increased congestion since introduction of cycle lanes

### Section 3 (2 comments):

- Positive comments welcoming improvements for cyclists amid high levels of vehicular congestion on Forest Road

### Section 4 (13 comments):

- Woodstock Road modal filter: Concerns about displacement of traffic/traffic speed and volume on Ulverston Road and surrounding roads

- Proposal of modal filter on Ulverston Road rather than one-way
- Difficulty of accessing Forest Road from Hale End with modal filter/one-way
- Include modal filter at entrance to Winsbeach/Fyfield Road to stop rat-running (concerns over traffic volume and speed)

### Section 5 (5 comments):

- Concern about vehicle speeds coming from the north circular – traffic calming needed

### Section 6 (4 comments):

- Concern over road narrowing and removal of third southbound lane – potential to increase congestion around A406 roundabout
- Concern about emergency access to Whipps Cross Hospital due to cycle lanes on both sides of Woodford New Road

## Map survey key themes – Cycle lane / path / route (39 responses)

### Section 1 (7 comments):

- Concern about pinch points where cycle lanes become narrow e.g. The Bell pub and outside Tesco. Need some form of barrier to segregate delivery vehicles
- Preference for one direction of cycle lane either side of Forest Road

### Section 2 (7 comments):

- Pavements should be wider than cycle lanes so pedestrians can overtake without encroaching on cycle lane (particularly south side of Forest Road and outside Waltham Forest College)
- Confusion about how cyclists traveling northbound will transition from the advanced stop line onto the cycle lanes on Forest Road
- Buses should have safe areas for people (especially the elderly) to alight without fear of collision with cyclists
- Cycle lane just east of St John's Road has a kink bringing it further south as it crosses St John's Road. This has the effect of unnecessarily widening the north side pavement.

### Section 3 (5 comments):

- Cycle lanes on Fulbourne Road should extend to Frederick Bremer School

- Move the planting to the space between the cycle track and the road to the west of Clifford road and keep the cycle track straight and/or curve the north side cycle track in order to recess the bus stop.
- Cycle tracks should extend further along Wood Street
- Difficulty of exiting vehicles and residences along Fulbourne Road cycle tracks

### Section 4 (5 comments):

- Concern about pavement opposite Hale End Road being too narrow to accommodate pedestrians and cycle lanes

### Section 5 (4 comments):

- Concern about floating bus stops around cycle lanes causing congestion
- Proposal of cycle track along Beacontree Avenue up to forest entrance

### Section 6 (11 comments):

- Concern that cycle track directs cyclists to Waterworks roundabout underpass, which is considered unsafe
- Concern about unsafe pavement surfaces due to overgrown foliage
- Would like to see cycle lanes segregated from vehicles along the length of the route
- Concern about lack of emergency stopping areas near Woodford New Road as they are blocked by cycle lanes.

## Map survey key themes – Pedestrians / pedestrian safety / crossings (39 responses)

### Section 1 (12 comments):

- Crossing is needed west of the Town Hall to make crossing the road safer and easier
- Diagonal crossing needed at the Bell Junction
- Fast response crossing signals with a buffer time after use are needed
- Replace signalised crossings with zebra crossings
- Move the proposed crossing closer to the centre of the Town Hall instead of to the west
- Requests more cycle/ pedestrian crossings
- Tesco delivery lorry blocks the road for pedestrians and cyclists.

### Section 2 (5 comments):

- Make St John's Road a no entry from Forest Road
- Cycle and pedestrian crossings should be swapped to prevent conflict where cycles come from across the road into St Johns
- Speed humps or barriers between cycle lanes and pavements are needed to ensure cyclists do not just go through pedestrian areas.

### Section 3 (7 comments):

- Yellow box needed at the junction of Clifford Road and Wigram square
- Longer crossing periods needed for families to cross and diagonal crossings needed.
- More needs to be done about the intersection of Wood Street/Forest Road/Fulbourne Road
- It is dangerous crossing on the Wood Street side of the junction as there are two lanes which can go straight/westward on forest road, but it narrows to one lane within the intersection making cars speed past each other before lights turn green and almost colliding on the crossing
- The Fulbourne Road bus stop proposals will make the bus stops more dangerous for pedestrians.

**Section 4 (6 comments):**

- Zebra crossings needed not signalised crossings
- More traffic calming measures needed
- Narrow the road to slow down vehicles
- Swap cycle and pedestrian crossings to prevent conflict with cyclists using Woodstock Road
- The modal filters will mean that traffic coming out of Farnan Avenue will be too far back, from the end of the road when exiting to clearly see what is coming from the direction of The Bell on Forest Road.
- The proposed crossing on Forest Road will cause traffic across the exit.

**Section 5 (4 comments):**

- The crossing shouldn't be relocated, pedestrian safety shouldn't be sacrificed
- Fit the cycle crossing at the existing point
- Add a crossing aid like an island for people using bus stop S
- When replacing the zebra crossing with lights ensure they have a very quick time between pressing the button and going green
- Do not replace zebra crossings with signalised crossings.

**Section 6 (5 comments):**

- A separate cycle crossing at the end of Beacontree Avenue is not needed
- Moving the Beacontree Avenue bus stop away from the houses will make traveling at night unsafe for many users
- Moving the bus stop away from the pedestrian crossing is not safe for children and other vulnerable users
- Swap cycle and pedestrian crossings to minimise conflict with cyclists using Beacontree.
- Introduce a speed camera both ways to improve compliance, road safety and reduce noise from speeding vehicles.

## Woodstock Road and Ulverston Road

Throughout the comments posted on the map survey, it is apparent that the proposed modal filter preventing access to Woodstock Road from Forest Road and the one-way measures on Ulverston Road are a consistent source of negative sentiment among residents. There was a total of 62 map survey comments which mentioned either Woodstock Road or Ulverston Road. Of these, 13 were identified as positive, 4 neutral and 45 negative.

The positive comments were generally welcoming of the proposed changes on Woodstock Road and Ulverston Road and considered the current arrangement unsafe, particularly for pedestrians crossing at the junction with Forest Road.

Other comments were supportive of the proposals but said they do not go far enough to tackle rat running on Winsbeach and Fyfield Road, suggesting the introduction of no entry from Forest Road in all directions. It was also suggested that a modal filter should be introduced on Ulverston Road to mitigate displaced traffic volumes from Woodstock Road.

Key issues raised in the neutral or negative comments included:

- Displacement of traffic and subsequently increased journey times from Woodstock Road to neighbouring roads including Ulverston Road, Belle Vue Road and Beacontree Avenue

- Ensuring sufficient turning space at the Woodstock Road modal filter and concern about parking loss
- Increased traffic volumes and speeds on Ulverston Road due to the one-way measures
- Suggestion of making Woodstock Road one-way rather than introducing a modal filter
- Ulverston Road one-way measures should be combined with traffic calming to mitigate vehicle speeds
- Measures will be ineffective without enforcement of illegal left turning into Winsbeach and Fernhill Court.

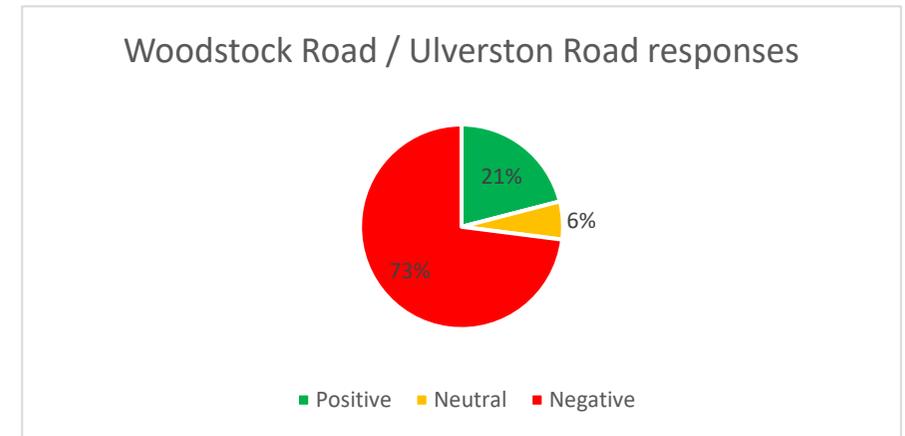


Chart 11 - Map survey - Sentiment of comments about Woodstock Road or Ulverston Road

## Woodstock Road and Ulverston Road (cont.)

Upon closer analysis of the Map survey responses about Woodstock Road and Ulverston Road, it is apparent that in isolation most of the negative sentiment surrounding these measures is concentrated on the Ulverston Road one-way measures. As seen in the graphs below, in comments where only Ulverston Road was mentioned the comments were 95% negative. Comparatively, where only Woodstock Road was mentioned, the comments were more positive with 50% positive and 45% negative sentiment.

This suggests that the most prevalent issue among respondents about these measures is the one-way proposals on Ulverston Road. Respondents were generally more supportive of the proposed modal filter on Woodstock Road, with these comments largely citing current safety risks when crossing at the junction, particularly with children, and deeming the proposal a necessary intervention.

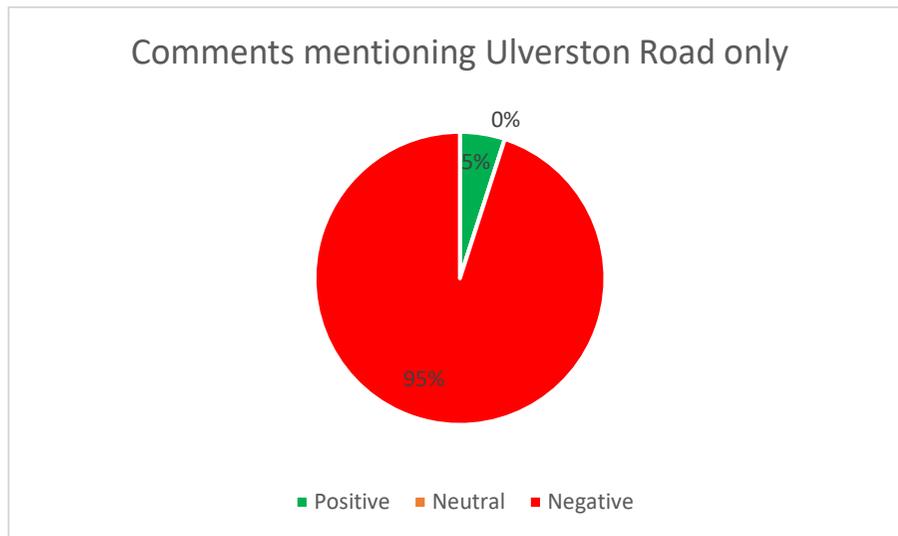


Chart 12 - Map survey - comments mentioning Ulverston Road

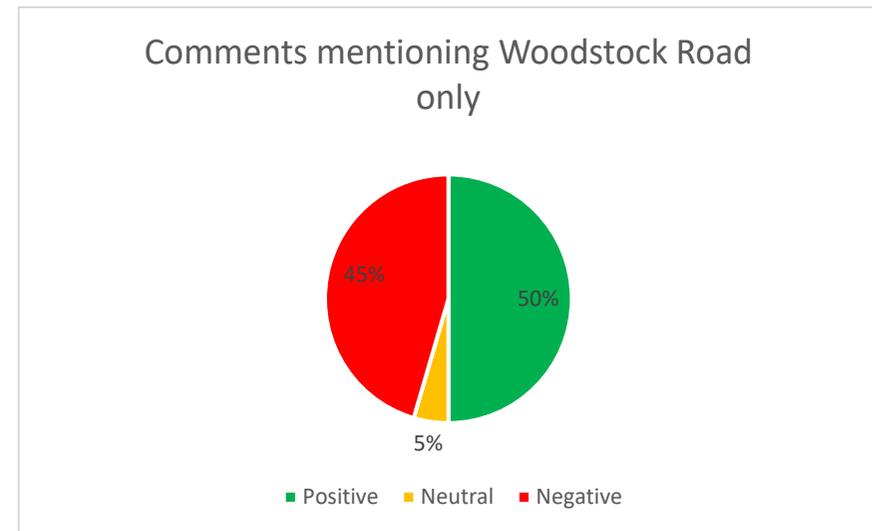


Chart 13 - Map survey - comments mentioning Woodstock Road

## St John's area survey

Visitors to the Commonplace platform who live in St John's Road and the surrounding area were encouraged to complete an additional survey to capture their views on traffic volume and speed in the area. This survey was intended to inform the development of future traffic management schemes in the area.

A total of 92 people who live within the specified area surrounding St John's Road responded to this survey. Of those respondents, 57% responded from St John's Road, 21% from Victoria Road, and the remaining respondents from other surrounding roads including Thorpe Road, Brookscroft Road and Clifford Road.

85% and 83% of respondents said that they feel negatively about the volume and speed of local traffic, respectively. 76% of respondents also felt negatively towards traffic volume and speeds in the wider area between Forest Road and Fulbourne Road. Of the respondents, 86% and 85% said they would support future changes in the area to reduce traffic volume and speeds, respectively.

Respondents were asked what types of intervention they would like to see in the area. The total number of people who indicated a preference for each type of measure is shown in the graph below, with 'One-way traffic' proving the most popular measure:

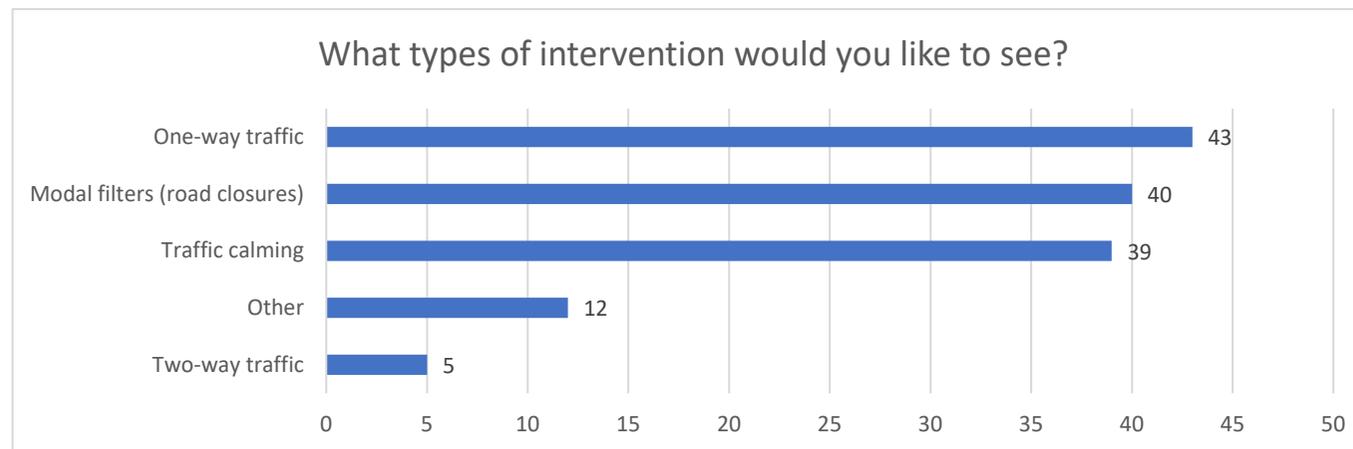


Chart 12 - St John's area survey - What types of intervention would you like to see?

## St John's area survey – Free text comments

Respondents to the St John's area survey were asked "Do you have any additional comments about traffic speeds/volumes in the St John's Road area?", at which point they were able to leave a free text comment. In total, 57 comments were left in this section. In a similar fashion to the Map Survey, these comments were analysed using Natural Language Processing (NLP), which categorises comments under a framework of themes which arise from the content of comments. A comment can be categorised under multiple themes.

The most frequently mentioned themes are shown in Chart 13 below. The most common theme was 'Congestion / traffic', with 39% of comments relating to this topic. Most of the comments in the St John's area survey spoke of excessive traffic volume and speed on St John's Road and surrounding roads, expressing the need for traffic calming measures in the area. This reflects the results of the other survey questions.

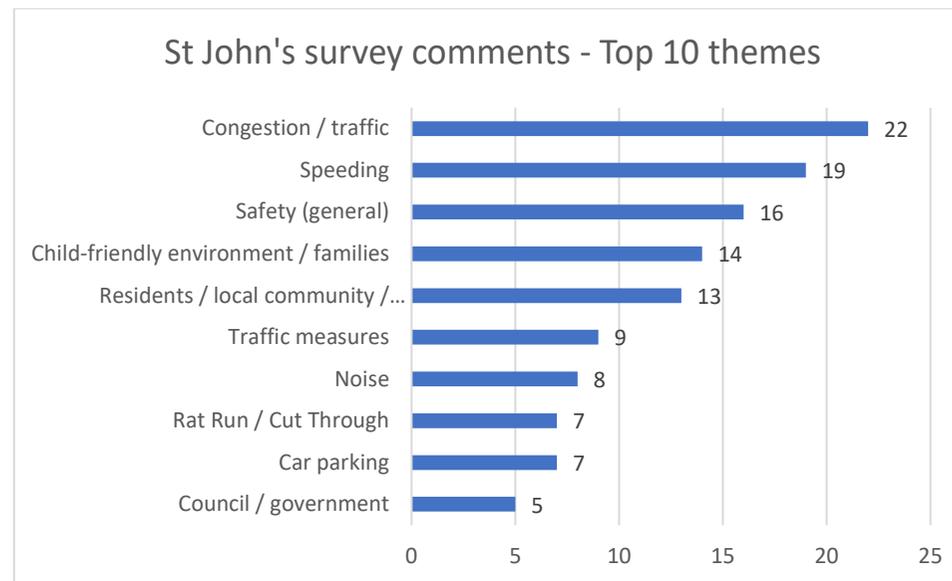


Chart 13 - St John's area comments - Top 10 themes

## Other correspondence - Email analysis

During the consultation period, the Council received email correspondence from 31 individuals through the Enjoy Waltham Forest inbox. Emails were responded to by Council officers, and the contents of each email were analysed against a framework of themed categories. The total number of emails pertaining to each category can be viewed in the graph below. The most frequently mentioned theme was negative comments about the measures on Woodstock Road and Ulverston Road, with 35% of emails relating to this. Further details of the comments relating to the most-mentioned themes can be seen below.

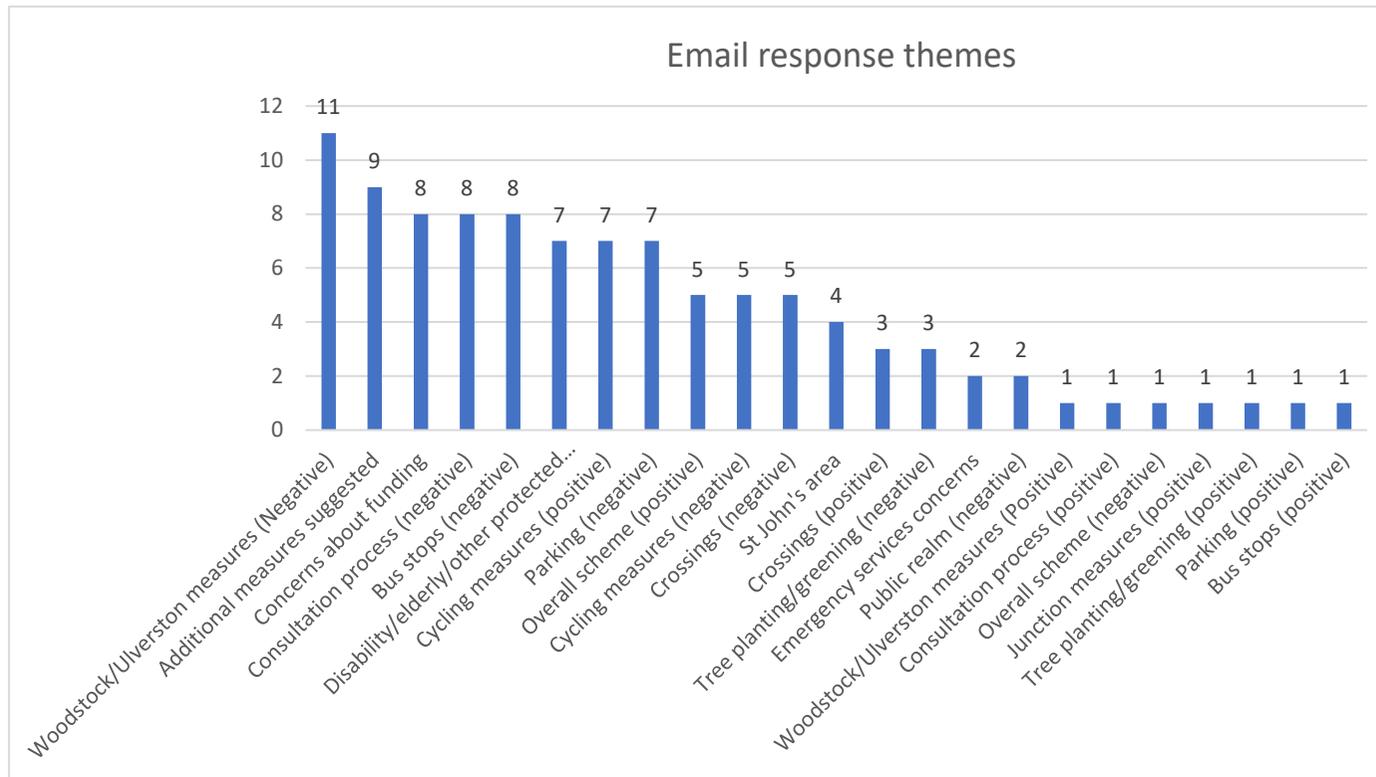


Chart 14 - Most frequently mentioned themes in email responses

## Email analysis: key themes

### Woodstock/Ulverston measures (Negative) – 11 responses

- Concern about displaced traffic on surrounding roads e.g. Beacontree Avenue, Belle Vue Road
- Safety concern about vehicles having to 'U-turn' at the modal filter on Woodstock Road
- Concerns about increased pollution due to additional journey times.

### Additional measures suggested – 9 responses

- Demand for traffic calming/modal filters in St John's Road area to mitigate traffic volume and speed
- Extension of cycle tracks onto Shernhall Street
- Planned maintenance of planters
- Mitigations for sound and pollution from A406
- Make Woodstock Road one-way in the direction of Forest Road to allow for safer route to Winsbeach
- Surface levels need to be considered to prevent flooding.

### Concerns about funding – 8 responses

- Belief that the budget for the scheme should be used to fund other things e.g. housing, healthcare, education.

### Consultation process (negative) – 8 responses

- Disappointment that community representatives were not consulted prior to public consultation
- Belle Vue/Beacontree area excluded from postal boundary
- Commonplace platform difficult to navigate, particularly for elderly and foreign language speakers
- Incorrect email address provided on consultation leaflet
- Lack of recent evidence that previous changes have improved emissions levels
- Belief that consultation results will affect decision-making.

### Bus stops (negative) – 8 responses

- Bus stop for travel towards Ilford should not be moved eastwards and instead remain as is
- Beacontree Avenue bus stop should be moved to the bus stand or remain where it currently is
- The longer walk to the proposed Beacontree Avenue bus stop location is intimidating for women and difficult for those with mobility issues
- Relocation of bus stops in other areas has resulted in increased levels of ASB.

## Other correspondence – Drop-in comments analysis

During the consultation, two public drop-in sessions were held at One Hoe Street and Wood Street Library on Saturday 15 July and Tuesday 18 July, respectively. At the sessions, attendees were encouraged to ask questions about the proposals and leave feedback on comments cards. The session at One Hoe Street was attended by 10 people, who left three comments cards. Approximately 50 people attended the Wood Street Library session and 19 comments cards were completed. The feedback received is summarised below:

### One Hoe Street

- Volunteer to help with maintenance of new planters
- Concern about disruption of closing Woodstock Road – suggestion of making it one-way (northbound) to prevent rat running to Winsbeach
- The two benches in front of the Town Hall gate obstruct the view of the Town Hall

### Wood Street Library

- Concern about displacement of traffic due to Ulverston Road and Woodstock Road measures
- Suggestion of making Woodstock Road one-way instead of closure
- Movement of pedestrian crossing at Beacontree Avenue will not align with desire lines to bus stop
- Suggestion of play space either side of Winsbeach Road junction

- Parking space needed outside Goldfinch Apartments
- Concern over removed parking space opposite Castleton Road
- Eastbound 123 bus stop would be better placed in the turning space
- Two-way access should be retained for Hallingbury Court and drainage improvements required at junction
- Positivity towards Winsbeach crossing and tree retention
- Moving bus stop near Beacontree will increase walking distance for elderly and less mobile residents
- No need for the number of cycle crossings proposed
- Alternative proposal for:
  - Beacontree Avenue closed to Forest Road
  - No right turn from Forest Road (all roads)
  - No left turn from Hale End Road into Belle Vue Road at certain times

## **Other correspondence – Petitions**

On 1 August 2023, the Council received a petition from residents of Ulverston Road and Forest Road objecting to the proposed one-way measures on Ulverston Road. The petition received 94 signatures from residents of Ulverston Road and three signatures from residents of Forest Road. These signatures represented 61 individual households.

The reasons for objection set out in the petition were that the proposed one-way measures present “a greater danger from increased traffic speed and pollution.” The petition was acknowledged via email and logged with Democratic Services.

## Conclusions and recommendations

Analysis of the data collected through the public consultation shows that there is general support for the overall scheme proposals. Some aspects of the proposals, including 'Tree planting and greenspace' and 'Public realm improvements' were particularly well-received.

There was more negativity surrounding proposed parking changes, though under closer inspection this varied by section of the route, with overall negative sentiment primarily isolated to Sections 3 to 6.

The most consistent concerns among respondents across the consultation surrounded the one-way measures on Ulverston Road with some negative comments about the proposed modal filter on Woodstock Road. Despite some positive comments welcoming the changes as an improvement to safety, much of the negative sentiment was concerned with potential displacement of traffic and subsequently increased journey times from Woodstock Road to neighbouring roads including Ulverston Road, Belle Vue Road and Beacontree Avenue, as well as perceived encouragement of traffic volume and speed on Ulverston Road due to the one-way measures.

It is therefore recommended that the proposal to change traffic flows on Ulverston Road to one-way northbound is removed from the scheme, retaining the existing two-way arrangement, in response to concerns raised by residents during the consultation.

It is recommended that the proposed modal filter on Woodstock Road remains part of the proposed scheme as this provides safety benefits to the new signalised crossing facilities on Forest Road. This is supported by the consultation analysis, which shows the majority of concerns raised regarding the modal filter were in relation to the accompanying Ulverston Road one-way proposal rather than the modal filter itself.

It is also recommended that the proposed signal crossing relocation near to Beacontree Avenue will not be progressed and the crossing should be maintained on its current alignment. Consultation feedback raised concerns over moving the crossing as it currently serves local pedestrian desire lines, and its relocation would have a negative impact on access to Forest Road allotments.

Many of the other design comments, adjustments and suggestions raised during the consultation will be considered as part of detailed design process, and will be included where feasible and safe to do so.