

# Forest Road - Bell Junction



## Consultation Report

September 2017



**WALK  
CYCLE  
ENJOY**



MAYOR OF LONDON



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# 1. Background

Forest Road is a busy route used by up to 17,000 vehicles daily, and is home to around 3,600 residents and 340 businesses. It's a key route in Waltham Forest connecting Woodford New Road to Ferry Lane, and is already an important walking and cycling route that helps people get to key places like the William Morris Gallery, Lloyd Park, Walthamstow Wetlands and other local facilities.

To make this road safer for all road users we're planning to make improvements including upgrading all major junctions, new pedestrian and cycle crossings, new bus facilities, blended crossings, segregated cycle lanes and new public spaces.

To help manage the consultation stage of the Forest Road scheme, we split the route into sections.

This report covers the Hoe Street junction.

Section of Forest Road	Consultation dates
Ferry Lane to Forest Road (Walthamstow Wetlands)	29 February to 20 March 2016 <b>(Complete)</b>
Blackhorse Road junction	5 July to 28 July 2017 <b>(Complete)</b>
Blackhorse Road junction to Palmerston Road	29 February to 20 March 2016 <b>(Complete)</b>
Palmerston Road to Hoe Street	8 July to 31 July 2016 <b>(Complete)</b>
Hoe Street junction	5 July to 28 July 2017 <b>(Complete)</b>
Hoe Street to Wood Street	TBC

# 2. Proposals

The key elements of the proposals are:

## A. Pedestrian and cycle improvements

- Reprioritise road space and introduce cycle tracks, whilst maintaining the current flow of traffic and bus journey times
- Increase pavement widths around the junction, particularly outside no.1 Hoe Street, to provide more space for pedestrians provide greater potential for tree planting and public realm improvements
- Shorten the crossing distance of pedestrian crossings on all arms of the junction – making crossing the road safer, quicker and more convenient
- Introduce new segregated cycle tracks which create separate, designated space for cycling and new cycle crossing points on all arms of the junction to improve cycle safety and make crossing the junction by bike easier
- Link the current and planned cycle lanes on Forest Road into future proposals for Hoe Street to provide continuous segregated cycling infrastructure..

## B. Public space improvements

- Upgrade and modernise the street lighting to make the junction feel safer at night
- Resurface the footways using materials that create a high quality look and feel, and that complement the material used elsewhere in the town centre
- Plant new trees and a variety of plants to complement the existing species in the area, increase biodiversity and improve air quality.

## C. Proposal for Howard Road

Create a one-way only exit from Howard Road. The widen pavements and introduced cycle lanes would reduce the amount of road space in Forest Road and we anticipate that any vehicles waiting to turn into Howard Road from Forest Road are more likely to block the junction, leading to increased congestion, delays and potential safety issues. Therefore, the exit only movement would assist the junction in operating safely and efficiently.

### 3. Early engagement

Early engagement on the scheme was carried out in May 2015. This helped raised awareness with local people and road users that changes were happening to the road and provided initial feedback on the plans. The engagement involved finding out what local residents, businesses and users of the road thought about the area and the types of improvements they would like to see to help improve cycling and walking.

All of the results were used to inform the outline design for the scheme and this was fed back to participants. Please see the following links for more details.

<http://http://www.enjoywalthamforest.co.uk/work-in-your-area/forest-road/what-you-told-us-about-forest-road/>

### 4. Consultation process

#### Consultation aims

The consultation was designed to:

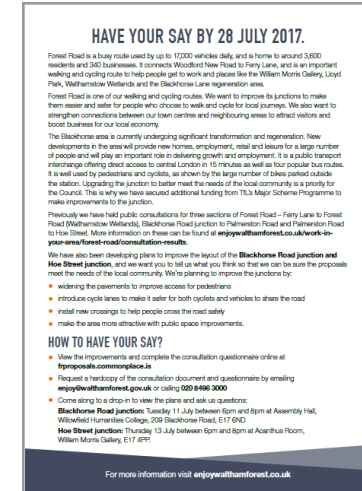
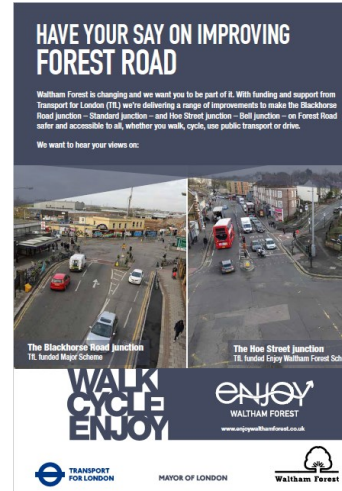
- Give everyone who lives, works and uses the road an opportunity to have their say on the scheme proposals.
- Ensure that people understand the improvements, the reasons for them as well as the potential benefits that they may bring.
- Provide results we could use to help shape and develop a scheme that best suits the local community.

#### Consultation dates

The public consultation took place between 5 July to 28 July 2017.

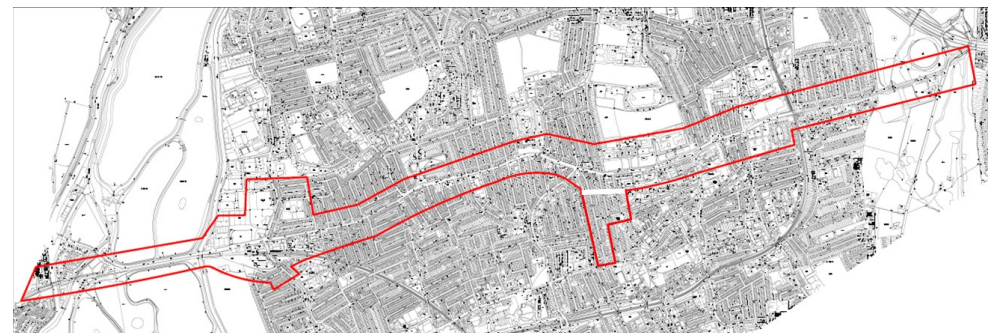
### Consultation flyer

To notify the local community a flyer was produced to promote the consultation and improvements. These were hand delivered by an independent company to just under 6000 properties in the local area shown below.



Consultation flyer

Consultation area



## On-line consultation

The consultation ran through an independent on-line engagement platform called Common Place but there were other ways for people to give their views as outlined further on pages 5 and 6. The plans and proposals were available to view and people could feedback on the proposals overall.

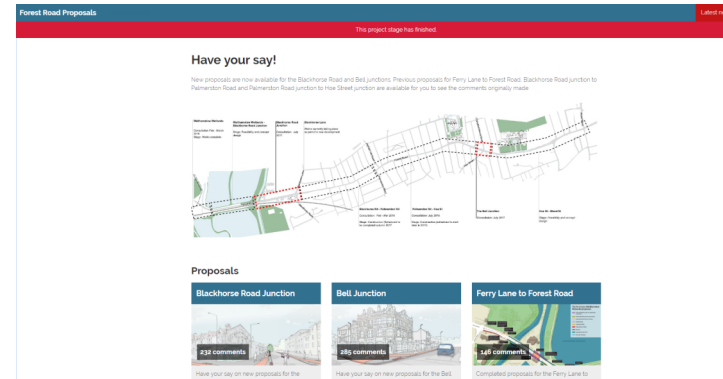
Respondents were asked to rate how they felt about each of these elements using a 'negative to positive' slider scale. Once completed they were asked why they felt like this and were provided with a series of 'tags' for them to tick.

The consultation tags people could choose were:

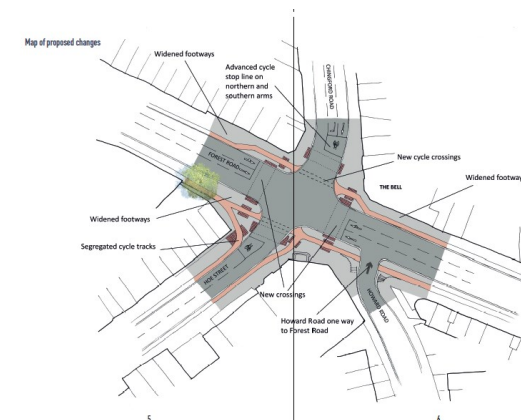
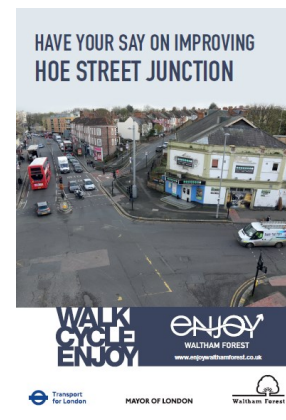
Area will be made safer for all road users	Area will not be made safer for all road users
General environment will be improved	General environment will not be improved
Will encourage more walking or cycling	Will not encourage more walking or cycling
Sense of local community will be improved	Sense of local community will not be improved
More opportunities created for shops, businesses and places of interest	Less opportunities created shops, businesses and places of interest will not flourish in the area
Will be easier to get around the area	Will be more difficult to get around the area
The area will be more attractive	The area will be less attractive

Having ticked the tags, respondents were asked to provide comments as a free text box. Respondents were finally asked to submit these comments along with the tags and rating. The Common-place system automatically allowed respondents to view their own comments along with other respondents.

## Hard copy versions



Hard copy versions of proposals were also produced as part of a consultation document, for residents without internet access. A hard copy version of the questions and feedback form was also produced, which residents could request and return. In total over 50 copies were distributed at the drop-in sessions (see page 6), or delivered to nearby businesses.



## Street signs

Ten street signs were displayed around the Bell Junction in key locations advertising the consultation.

## Public drop-in sessions

One drop-in session was held at a local venue for residents and businesses to view the plans in more detail. Council staff attended to answer specific questions and address concerns and hard copy versions of the consultation document and questionnaire were available. Two drop in sessions were held, displaying both the Bell Junction consultation and the Blackhorse Road Station junction consultation. The below outlines details of the drop-in events:

- Tuesday 11 July between 6pm and 8pm at Assembly Hall, Wil- lowfield Humanities College, 209 Blackhorse Road E17 6ND.
- Thursday 13 July between 6pm and 8pm at William Morris Gal- ery, Forest Road E17 4PP.

In total approximately 50 people attended the sessions.

## Wider stakeholder engagement

The proposals were discussed with a number of key stakeholders including the Transport for London, London Buses and emergency services.

## Social media and on-line promotion

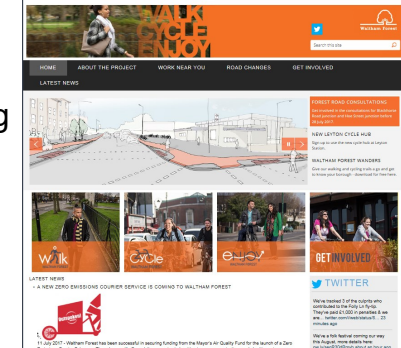
Social media was also used to promote and advertise the consulta- tion. Post were made every second day, alternating between the Bell Junction consultation and the Standard Junction consultation.

## Ward Councillor briefings

A briefing session was offered for local ward Councillors. Three brief- ings were held with Councillors including the William Morris ward, Hoe Street ward and the Chapel End ward.

## Web

The consultation was displayed on the Enjoy Waltham Forest webpage, directing views to the online consultation portal.



## Business engagement

Businesses adjacent to the proposed junction improvements were con- tacted face to face by Council staff to remind them to complete the con- sultation and to discuss any questions or queries they had. Several businesses were closed, and several attempts were main to engage with those businesses. A hardcopy of the consultation and the feed- back questionnaire was left with each business.

## Waltham Forest News

The consultations were advertised in Wal- tham Forest News, issue 186 with details of the proposals, and where to submit feedback.



## 5. Results

In total 285 comments were received via CommonPlace and 22 via hard copy were noted and acknowledged.

The on-line engagement site Commonplace which hosted the consultation received 2,380 individual page views. 12 hard copy versions of the questionnaire were received and included in the analysis.

Source	Views
Facebook	1326
Twitter	487
enjoywalthamforest.co.uk	120
Google	73
Email	21

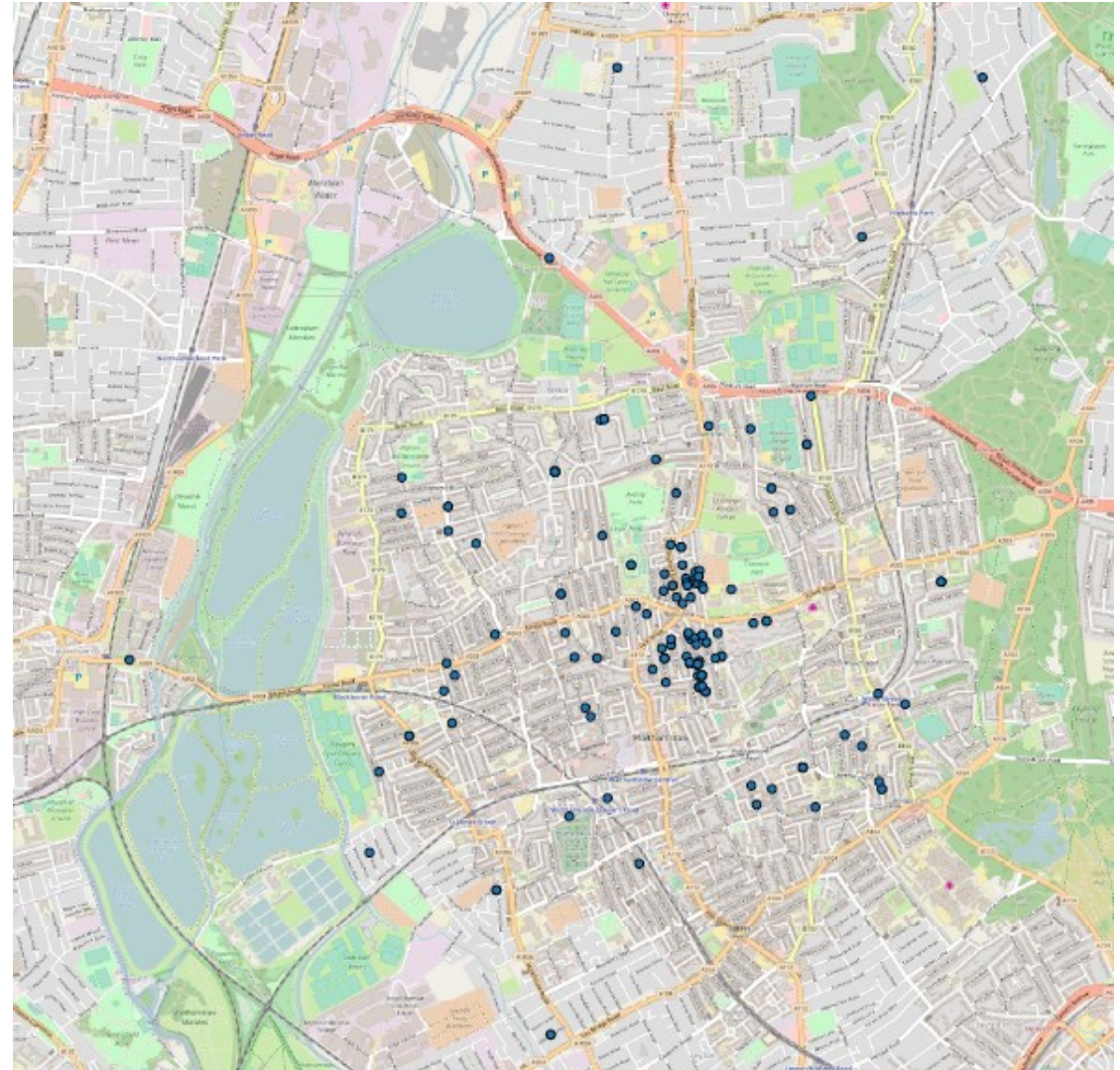
### About the respondents

Respondents were asked to detail in what capacity they were responding to the consultation.

Respondents were then asked how they travel in the area. People could tick multiple options and of those who answered the most popular travel mode was cycling followed by walking and public transport.

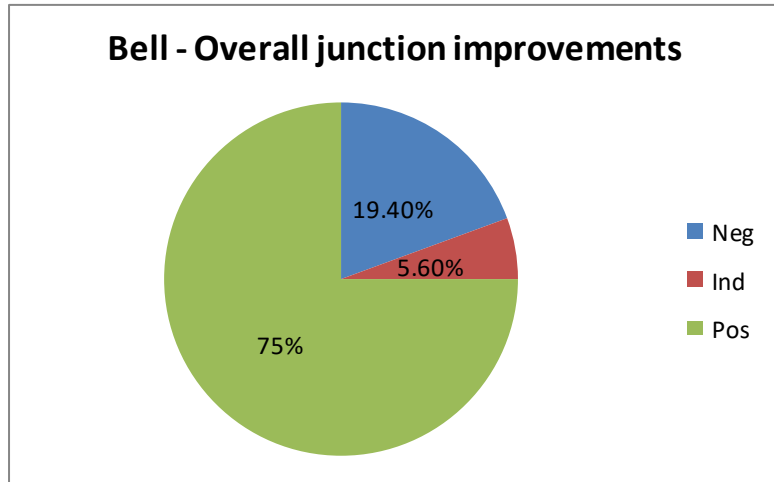
### Where the respondents were from

The map below shows the postcodes of where majority of respondents are from.

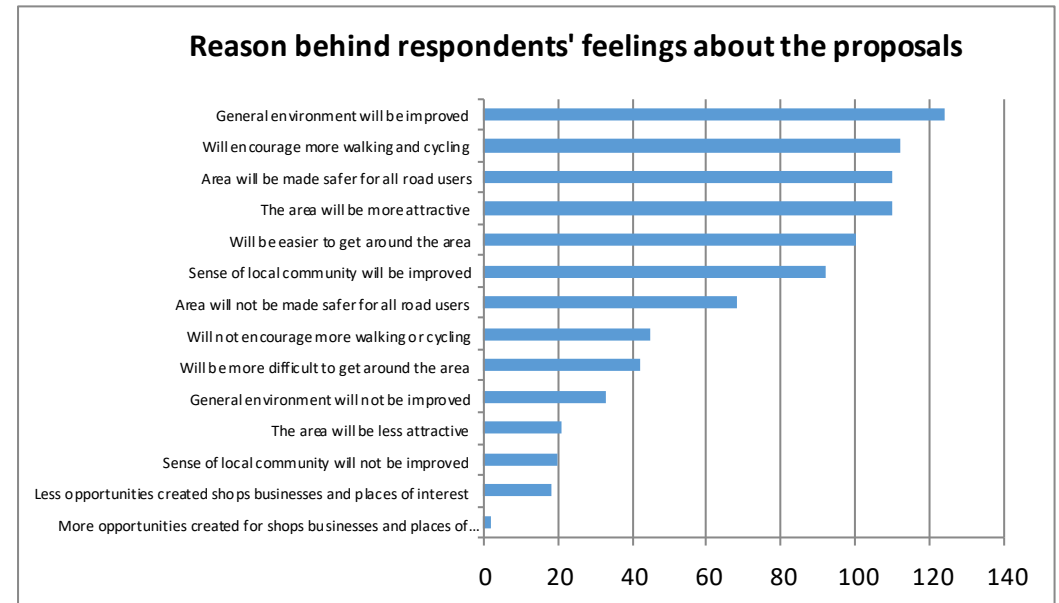


## About the results

Respondents were asked to rate how they feel about each proposal, using a sliding scale. The results showed that there was support for the proposals overall. 75% of respondents indicating they were positive towards them 5% were neutral and 20% were negative.

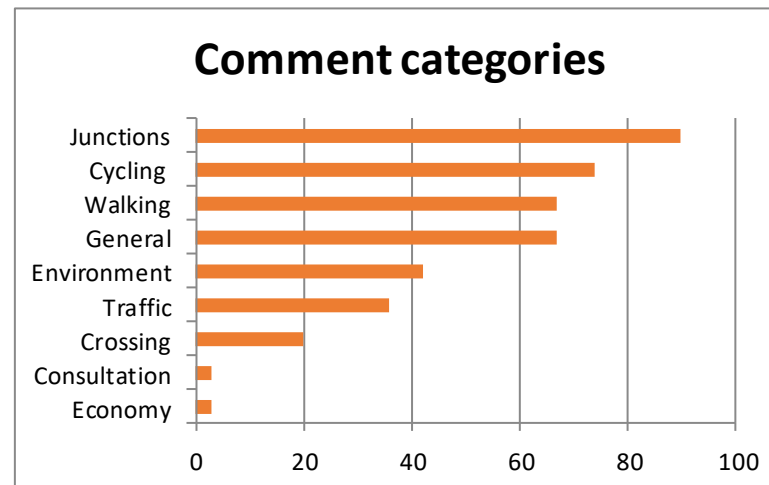


Having rated each proposal, respondents were then asked why they felt like this and were asked to tick an option relating to the Enjoy Waltham Forest objectives. The most popular option chosen was 'general environment will be improved', while 'more opportunities created for shops, businesses and places of interest to flourish in the area' was the least selected option. Please note that respondents could tick multiple options.



## Comments Analysis

In total we received 231 comments. These were grouped and were categorised as shown below. Many comments included numerous categories.





## 6. Council response

Category	Comment	Council response
<b>Junctions</b>	Concerns were raised with the current operation of the junction specifically in relation to vehicles blocking the junction after traffic signals turn red which in turn creates safety issues for pedestrians and cyclists.	In response to these concerns it is proposed that a yellow box junction be introduced to discourage and prevent vehicles from entering the junction in an unsafe manner.
	Concerns were raised with the current operation of the junction specifically in relation to right turning movements which increase the queuing at the junction.	In response to these concerns it is proposed that a dedicated right turn traffic lane on each arms to prevent vehicles from blocking the other traffic movements.
	Support for Howard Road to closed at the junction with Forest Road.	While the closure of Howard Road at the junction with Forest Road is only temporary for a residential construction site, this was not proposed as part of the consultation.
	Comments were raised around the one-way on Howard Road and potential traffic conflicts this may cause. Other comments preferred the one way to be entry only from Forest Road to avoid motorists 'jumping the queue' on Forest Road westbound.	Mixed results were received in response to the proposal to make Howard Road one way. We have considered all comments received and will look to proceed with the one way traffic change. We propose to introduce "no entry" signs and supporting traffic regulation orders at the northern end of Howard Road to reduce unsafe traffic movements from Forest Road southbound into Howard Road to improve junction capacity and reduce congestion.  To avoid motorists from jumping the queue on Forest Road, by traveling along Howard Road and merging at the current clear zone, we propose to introduce "Keep Clear" markings on Forest Road to assist vehicles exiting Howard Road. <b>OR WILL THIS BE A YELLOW ENFORCEABLE BOX??</b>
	Suggestion for right turn only out of Howard Road at the junction with Forest Road.	This would result in motorists congesting the junction, and would not improve safety for road users.
<b>Cycling</b>	Concerns raised regarding the shared space for pedestrians and cyclists.	To mitigate the issues raised these areas will be treated using different materials and signage to better delineate the use of the space and that consideration between people walking and cycling is required.
	General support for improved cycle access within the junction	Noted.

Category	Comment	Council response
<b>Walking</b>	Consultees requested improved pedestrian safety at the junction of Howard Road and Forest Road.	A Copenhagen style “blended” crossing will be introduced at the junction of Howard Road and Forest Road to improve cycle and pedestrian safety and accessibility.  This change will slow vehicles down and warn drivers they are crossing a cycle track and the pedestrian desire line.
	Concerns the removal of the median for pedestrians on will make it even harder for pedestrians to cross the busy road.	The proposal to narrow the carriageway will result in pedestrians being able to cross the road in one signal phase, rather than wait in the middle of the road. Some pedestrians feel vulnerable having to wait in the centre of the road, and feel safer waiting on the outside, away from fast moving traffic.
	General support received for improved access for pedestrians to the station	Noted.
<b>Environment</b>	People generally welcomed the proposals to plant more trees and create new public spaces	There is an aspiration to incorporate as many trees as appropriate into the scheme. However we need to consider constraints to planting such as space and underground statutory services.
<b>Traffic</b>	Concern over increase in pollution resulting from increased congestion.	These proposals are not expected to increase congestion or pollution.
	Reduction in traffic lanes on Hoe Street (southbound)	In response to concerns regarding the potential for an increase in traffic congestion due to the reduction in traffic lanes on Hoe Street (southbound) from two to one lane it is proposed to maintain the existing number of traffic lanes.
	Request for changes to Farnan Avenue and Kenilworth Avenue to mitigate rat running.	These streets are outside the scope of the area consulted on, however have been recorded for future consideration and prioritisation as they will most likely need to be considered as a separate traffic management scheme.
<b>Crossing</b>	Suggestion for diagonal crossings	Diagonal crossings often result in longer waiting times for pedestrians and drivers as motorists are completely halted, and the sequencing of phases therefore extends before pedestrians can cross again. Diagonal crossings can sometime be seen to reduce safety as the average waiting times for pedestrians and car drivers are increased, thus creating more likelihood of people disobeying the signals.
	Concerns raised regarding potential confusion at the junction between pedestrians and cyclists.	The proposed parallel crossings at all arms of the junction will improve safety for both users, will enable cyclists to cross road without sharing the space with pedestrians and without dismounting. These crossings will provide vital links to cycle tracks being implemented or already implemented.  The different crossing road markings will make clear to both users which side of the crossing they are supposed to use.

Category	Comment	Council response
<b>Economy</b>	Support received for the junction improvements and greater accessibility to shopping in the area.	Noted.
<b>General</b>	Comments were received to include work outside Tesco's as part of the Bell Junction pro-	The presence of large delivery vehicles outside Tesco has been noted as a concern for motorists. This area is outside the scope of the junction improvements, and will be consider in future consultations.

## 7. Conclusions and recommendations

All of these suggestions have been reviewed and considered as part of the scheme development. Based on our response to this feedback, the Council proposes to take forward the plans and measures as outlined in the PLM Report.