

# FOREST ROAD



## Public consultation document Hoe Street to Woodford New Road.



[enjoywalthamforest.co.uk](http://enjoywalthamforest.co.uk)



# FOREST ROAD SCHEME

## Between Hoe Street and Woodford New Road

Since 2016 Waltham Forest Council has been transforming Forest Road into an attractive and better-connected transport corridor for all. By making improvements to cycle tracks, 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.

To date we have consulted on and completed works for the sections of Forest Road between its boundary with Haringey and Farnan Avenue and are now finalising the plans for the remaining sections of Forest Road between Farnan Avenue and Woodford New Road.

In this document we've including background information on work completed to date as well as what is being proposed for the next stage of works. Input from the local community is important to the success of these projects, therefore on page 4 you'll find information on how you can get involved and have your say.

### Forest Road facts:

- Forest Road links the neighbouring boroughs of Haringey and Redbridge, connecting Tottenham Hale in the west to Woodford New Road and Epping Forest in the east.
- Forest Road is home to around 3,600 residents and 340 businesses, with an average daily traffic flow of up to 18,000 vehicles each day.
- The corridor connects a range of local and regional amenities and attractions including Lloyd Park, The William Morris Gallery, Walthamstow Wetlands and Waltham Forest's civic centre including Fellowship Square.
- Forest Road is expected to see over 7,000 new homes across the Blackhorse, Fellowship Square and Wood Street junction areas.
- Between January 2018 and December 2022 there were 73 collisions on Forest Road, 12 involving pedestrians and 20 involving cyclists, making it an important route for safety improvements.



Previously Completed Works: Cycle lane and SuDs



Previously Completed Works: Cycle stands



Previously Completed Works: Junction



Previously Completed Works: Modal filters

# FOREST ROAD

## Improvements to date

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 reservoir section.



Previously Completed Works: Waltham Forest wetlands



## Building on the TfL London Streetspace Plan (LSP)

In 2020, Transport for London's (TfL) London Streetspace 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 to implement an interim scheme between Hoe Street and Woodford New Road, creating a 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 improvements in the eastern section of Forest Road. Therefore, using feedback from the community on the interim scheme, the Council has developed permanent plans for this final section of Forest Road.

# ENGAGING WITH THE COMMUNITY

## Previous engagements

Throughout the Forest Road scheme, the Council has followed a phased consultation and construction approach to allow residents and businesses to get involved in the part of Forest Road that they use the most, and to help minimise disruption.

We understand the importance of early and on-going involvement of the local community to help shape the scheme, and for each section of Forest Road we have conducted engagement activities to gather feedback on proposed changes and where possible have made changes to meet the needs of the community.

Throughout, we have been seeking the views of key groups and services in the area including the emergency services, schools, local businesses and religious community groups, to understand individual requirements and ensure concerns are dealt with at an early stage. 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 [enjoywalthamforest.co.uk/work-in-your-area/forest-road](http://enjoywalthamforest.co.uk/work-in-your-area/forest-road).

## Have your say on the next stage of work

We are now seeking your feedback on the proposed permanent improvements between Hoe Street and Woodford New Road and we want everyone who lives, works and uses Forest Road to have their say on the scheme.

The proposed changes are outlined in this document and are available to view online at <https://forestroadeast.commonplace.is>. Our aim to ensure that people understand the improvements, the reasons behind the proposals and the potential benefits, as set out in the Council's Forest Road Corridor Planning Framework, which you can view here [www.walthamforest.gov.uk/regeneration-and-growth/regeneration-projects-and-developments/regeneration-walthamstow/forest-road-corridor](http://www.walthamforest.gov.uk/regeneration-and-growth/regeneration-projects-and-developments/regeneration-walthamstow/forest-road-corridor).

Please take a moment to read the proposals and share your views with us. Your comments will be viewed by the Council and used to further shape the final design.

If you need a hard-copy version of the questions, or help completing the consultation questions online please contact us using the contact details below.

**The consultation will be run from 12 June 2023 until 2 June 2023.**



Scan to read about completed work



Scan to complete the consultation survey online



Scan to read the Council's Forest Road Corridor Planning Framework



EMAIL:  
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WRITE TO:  
Enjoy Waltham Forest Team,  
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# FOREST ROAD PROPOSALS

## Hoe Street to Woodford New Road

In recent years, this section of Forest Road has seen many changes including the Bell Junction upgrade and the redevelopment of the Town Hall campus, which will provide new homes and public spaces while protecting and enhancing the listed building.

Once the new homes and public spaces are built a natural increase in footfall is expected, which is why we developed proposals to improve upon the interim LSP scheme introduced in 2020 and create a high-quality permanent scheme.

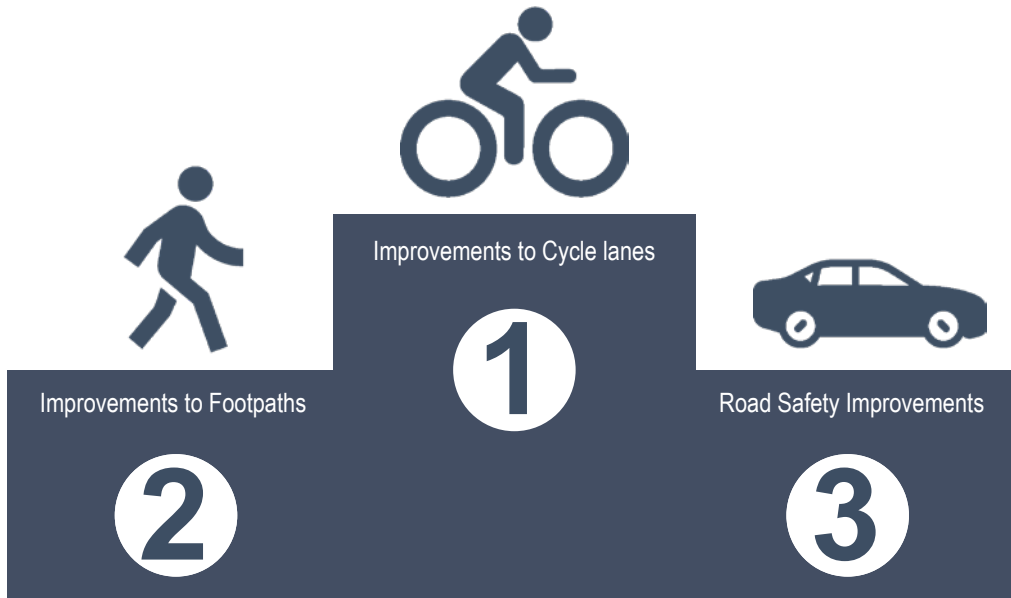
When the interim scheme was constructed in 2020, an online questionnaire was made available for local people to feedback what they thought was and wasn't working. This meant council officers could make necessary changes to the live scheme to make it right for the local community. By doing this, we have developed a good understanding of what is and isn't working which has informed the proposals for the 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.



# PROPOSALS

## Scheme Design Overview



The top three reasons people felt this way were:

1. Better for cycling
2. Better for walking
3. Improved road safety

The next stage of work will complete the Forest Road scheme and provide a permanent continuous corridor aimed at meeting the needs of cyclists, pedestrians and vulnerable road users. With the addition of public realm, junction and crossing improvements, the scheme aims to make it easier for more people to use active travel and public transport for local journeys.

On pages 6 to 15 we've outlined the changes proposed for each of the remaining six sections of Forest Road as well as more information on the individual changes being proposed.



Sketch Image - Biodiverse planting

# PROPOSALS

## Falmer Road to Town Hall

The proposals for this section of Forest Road include:

- A stepped cycle track on the south side (Hurst Road side) of the road and a two-way cycle track on the north side of the Forest Road
- Public realm improvements to connect with the new Fellowship Square development
- Pedestrian and cycle signalised crossing with a raised table at the main entrance to Fellowship Square
- Pedestrian and cycle signalised crossing near to the junction with Farnan Avenue.
- Blended 'Copenhagen' crossings on Brookscroft House, Falmer Road, Farnan Avenue, Fellowship Square vehicle entrance, Hallingbury Court, Hurst Road, and YMCA entrance at their junctions with Forest Road
- Floating bus stops with a cycle bypass as part of cycle track at Bus Stop BP, Bus Stop BR and Bus Stop BT.



Example Image - SuDS planting



Example Image - Seating



Sketch Image - New crossing at Town Hall.



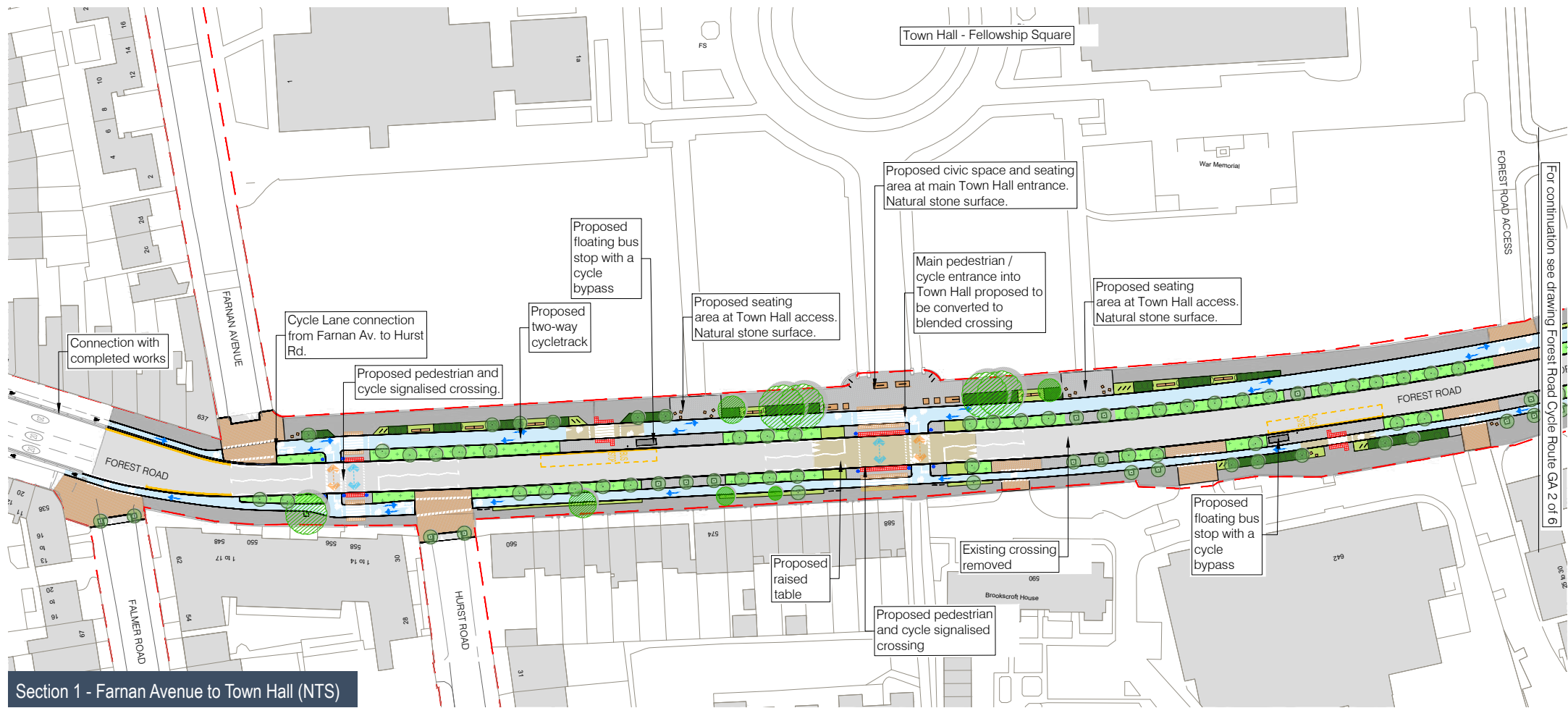
Example Image - Cycle lane crossing.

# PROPOSALS

## Farnan Avenue to Town Hall

**KEY:**

	Proposed cycle crossing		Proposed bus stop		Proposed seating / benches		Existing tree - retained
	Proposed zebra / pedestrian crossing		Proposed low level SuDS / Rain gardens		Proposed cycle parking		Proposed tree / tree pit
	Proposed cycle path / Direction arrow.		Proposed SuDS permeable paving		Existing parking bays removed		Proposed buff / red tactile paving
	Proposed carriageway		Proposed biodiverse planting		LBWF Highway boundary		Proposed buff colour corduroy tactile paving
	Proposed blended 'Copenhagen' crossing		Proposed enhanced carriageway - raised table		Proposed signals		Proposed footway resurfacing



Section 1 - Farnan Avenue to Town Hall (NTS)



# Farnan Avenue to Town Hall



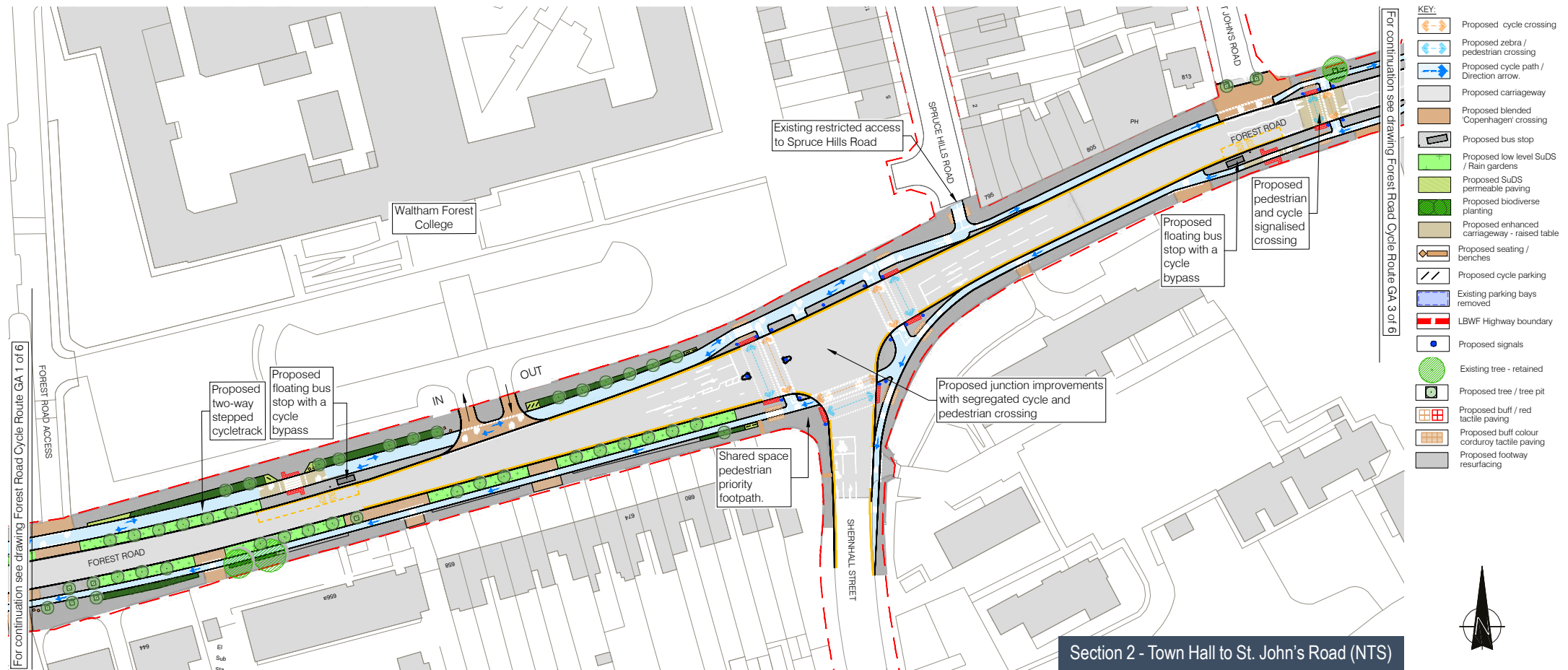
Sketch Image - Main Entrance to Town Hall

# PROPOSALS

## Town Hall to St John's Road

The proposals for this section of Forest Road include:

- Stepped cycle tracks on the north and south side of the Forest Road
- Junction improvements with segregated cycle and pedestrian crossings, a raised table and signal bypass for cyclists travelling in all directions at the junction of Wood Street and Fulbourne Road
- Integration into existing cycle facilities on Wood Street
- Blended 'Copenhagen' crossings on Dansom House, Thorpe Coombe Hospital, Jane Atkinson Health & Wellbeing Centre and St John's Road at their junctions with Forest Road
- Floating bus stops with a cycle bypass as part of the cycle track at Bus Stop BQ and Bus Stop BS
- Connection into cycle route on Spruce Hills Road.

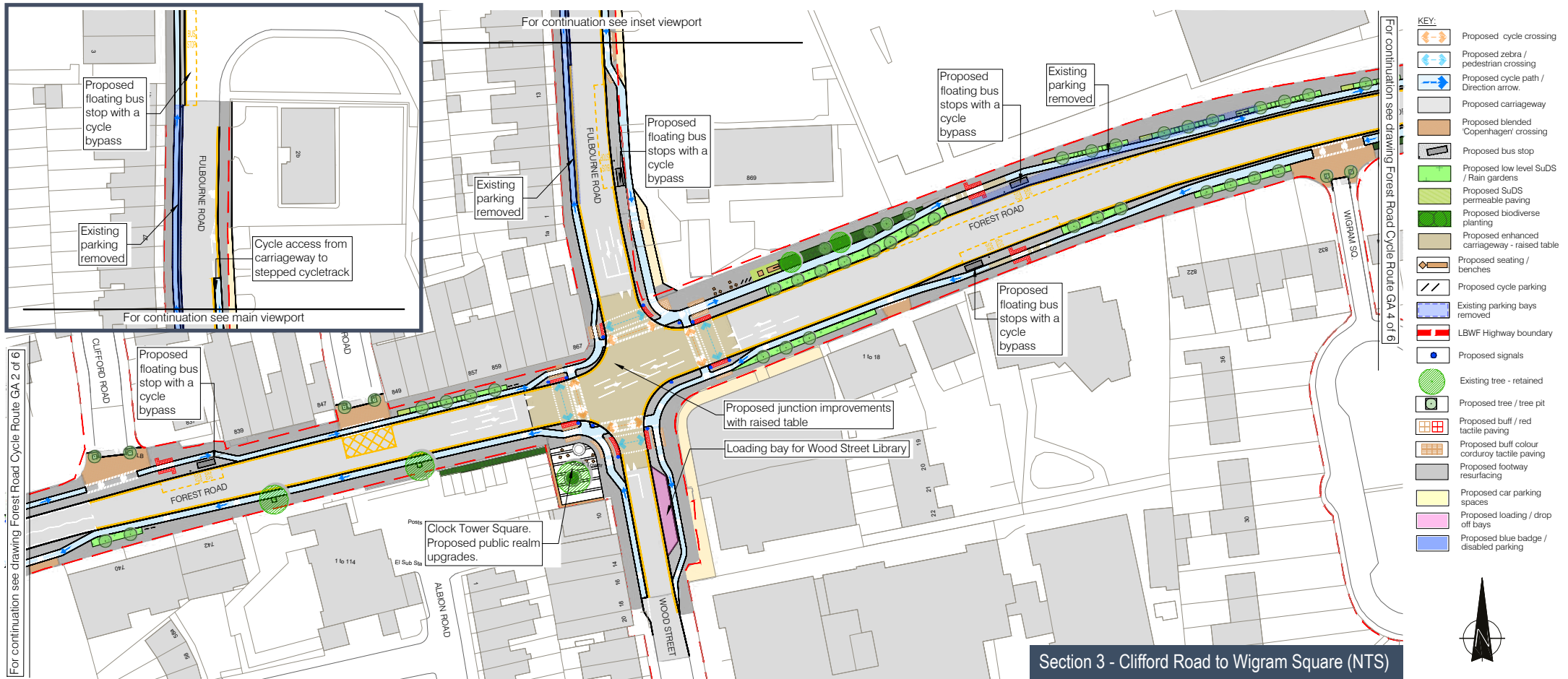


# PROPOSALS

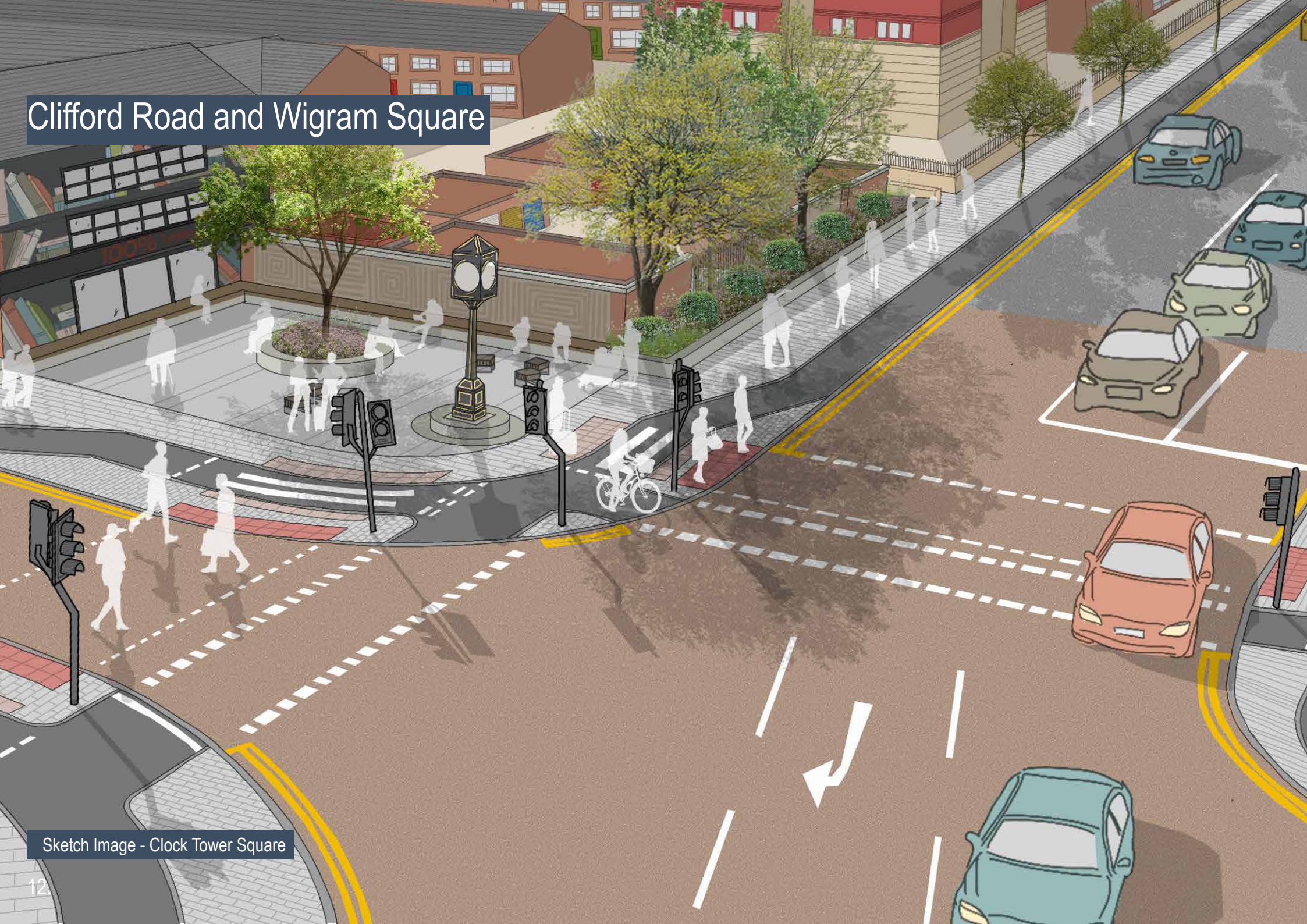
## Clifford Road and Wigram Square

The proposals for this section of Forest Road include:

- Stepped cycle tracks on the north and south side of the Forest Road
- Junction improvements including segregated cycle and pedestrian crossings and a signalised bypass for cyclists travelling eastbound and westbound at the junction with Shernhall Street
- Integration into existing cycle facilities on Shernhall Street
- Pedestrian and cycle signalised crossing near to the junction with St John's Road
- Loading bay outside Wood Street library
- Blended 'Copenhagen' crossings on Clifford Road, Kingsley Road and Foundry Mews at their junctions with Forest Road
- Floating bus stop with cycle bypass as part of cycle track at Bus Stop A and Bus Stop F, and on Fulbourne Road (outside Willow House).



# Clifford Road and Wigram Square



Sketch Image - Clock Tower Square

# PROPOSALS

## Wigram Square to Ulverston Road

In response to historic local requests, a modal filter - also known as a road closure - is proposed for this section of Forest Road at its junction with Woodstock Road. The new road closure will prevent through traffic using Woodstock Road to access Winsbeach Road to avoid the current 7.30 to 9.30am left turn restriction in place. The closure will also allow a new pedestrian and cycle crossing to be introduced as close as possible to where people want to cross whilst minimising any impact on parking.

The modal filter will help to improve safety for the local community, in particular children and older residents, whilst creating a more attractive residential street, providing a place suitable for people to play out, relax and spend time with neighbours. This filter will affect motorised vehicles, and only people who walk and cycle will be able to pass through the road. Access for emergency vehicles will be maintained.

### Proposals for this section of Forest Road include:

- Junction improvements with segregated cycle and pedestrian crossings and a signal bypass for cyclists travelling in all directions at the junction with Hale End Road
- Integration with cycle facilities on Hale End Road
- Pedestrian and cycle signalised crossing on Forest Road near to Woodstock Road
- Blended 'Copenhagen' crossings at Wigram Square, Winsbeach, Woodstock Road and Ulverston Road at their junction with Forest Road
- Woodstock Road closed at its junction with Forest Road with access for cyclists and emergency services maintained
- Ulverston Road made one-way northbound (away from Forest Road), except for cyclists to minimise any impact associated with the Woodstock Road modal filter, as residents and people visiting Woodstock Road may now need to use adjacent roads to get to and from their home dependent on their journey. The restriction will also prevent people from using Ulverston Road to travel between Hale End Road and Forest Road
- Bus Stop L to be relocated east of Woodstock Road and converted to a floating bus stop with a cycle bypass
- Bus Stop T to be relocated east of Winsbeach and converted to a floating bus stop with a cycle bypass.



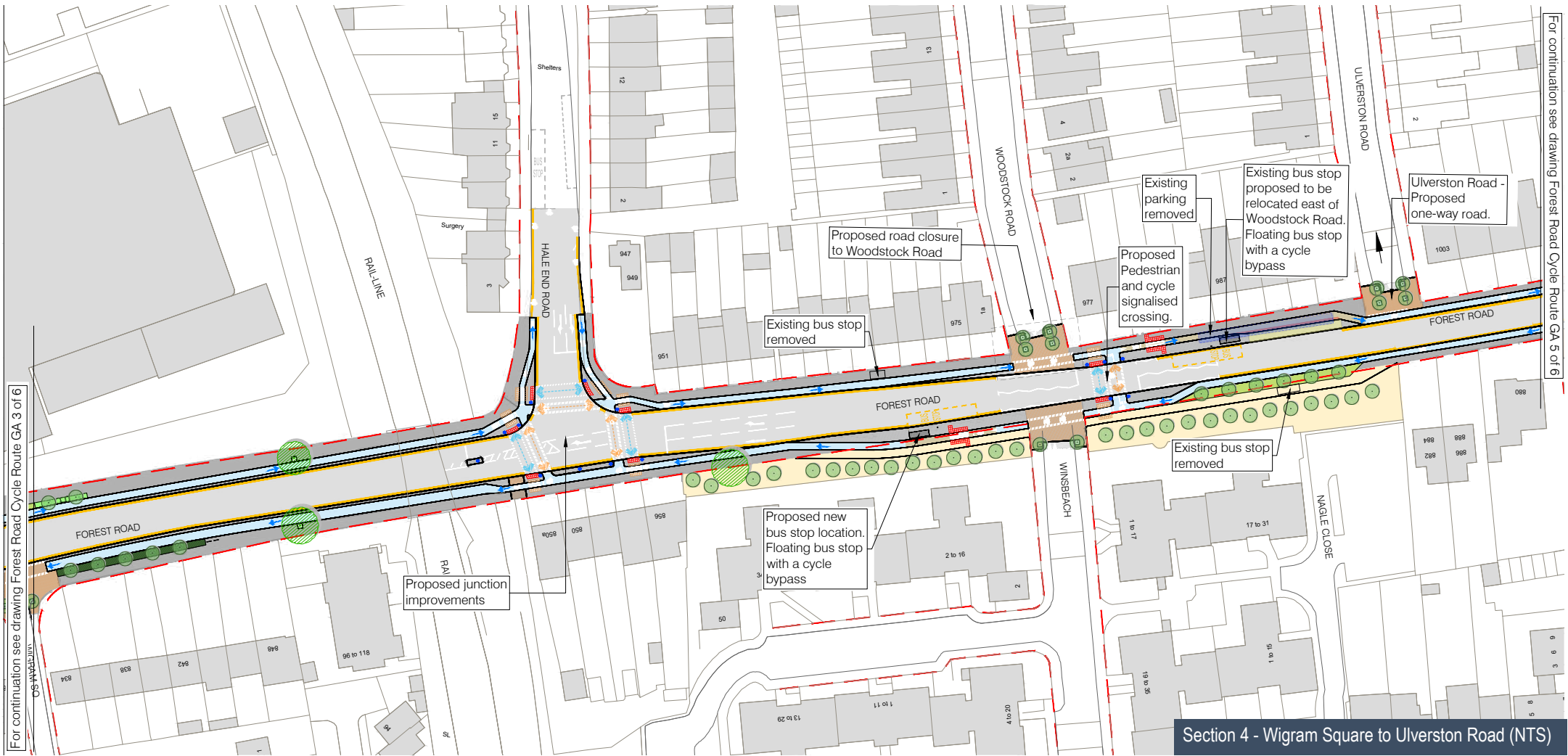
Previously completed works: Greenleaf road - Forest road junction.

# PROPOSALS

## Wigram Square to Ulverston Road

KEY:

- |  |  |  |  |  |                               |  |  |  |  |
|--|--|--|--|--|-------------------------------|--|--|--|--|
|  | Proposed cycle crossing                |  | Proposed bus stop                            |  | Proposed seating / benches    |  | Existing tree - retained                     |  | Proposed car parking spaces            |
|  | Proposed zebra / pedestrian crossing   |  | Proposed low level SuDS / Rain gardens       |  | Proposed cycle parking        |  | Proposed tree / tree pit                     |  | Proposed loading / drop off bays       |
|  | Proposed cycle path / Direction arrow  |  | Proposed SuDS permeable paving               |  | Existing parking bays removed |  | Proposed buff / red tactile paving           |  | Proposed blue badge / disabled parking |
|  | Proposed carriageway                   |  | Proposed biodiverse planting                 |  | LBWF Highway boundary         |  | Proposed buff colour corduroy tactile paving |  |  |
|  | Proposed blended 'Copenhagen' crossing |  | Proposed enhanced carriageway - raised table |  | Proposed signals              |  | Proposed footway resurfacing                 |  |  |



For continuation see drawing Forest Road Cycle Route GA 3 of 6

For continuation see drawing Forest Road Cycle Route GA 5 of 6

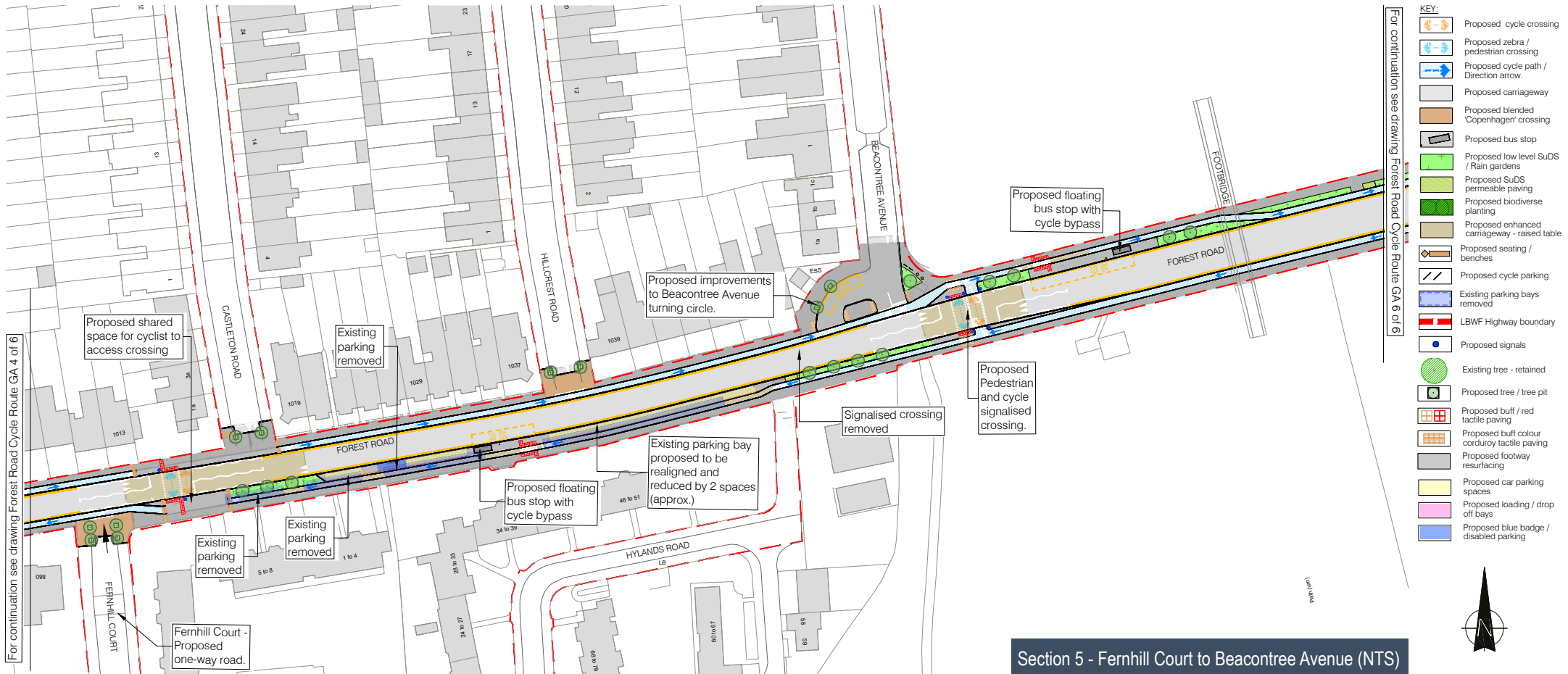
Section 4 - Wigram Square to Ulverston Road (NTS)

# PROPOSALS

## Fernhill Court to Beacontree Avenue

The proposals for this section of Forest Road include:

- Stepped cycle tracks on the north and south side of the Forest Road
- Blended 'Copenhagen' crossings on Fernhill Court, Castleton Road and Hillcrest Road at their junctions with Forest Road
- Fernhill Court to be made one-way northbound, except for cyclists. This change is proposed to reduce the number of people that currently ignore the 7.30am to 9.30am left turn restriction from Forest Road into Fernhill Court
- Toucan crossing with a raised table on Forest Road near to Fernhill Court
- Floating bus stop with a cycle bypass as part of cycle track at Bus Stop S and Bus Stop M
- Pedestrian and cycle signalled crossing with a raised table at the junction with Beacontree Avenue. The bus turnaround area will be maintained.

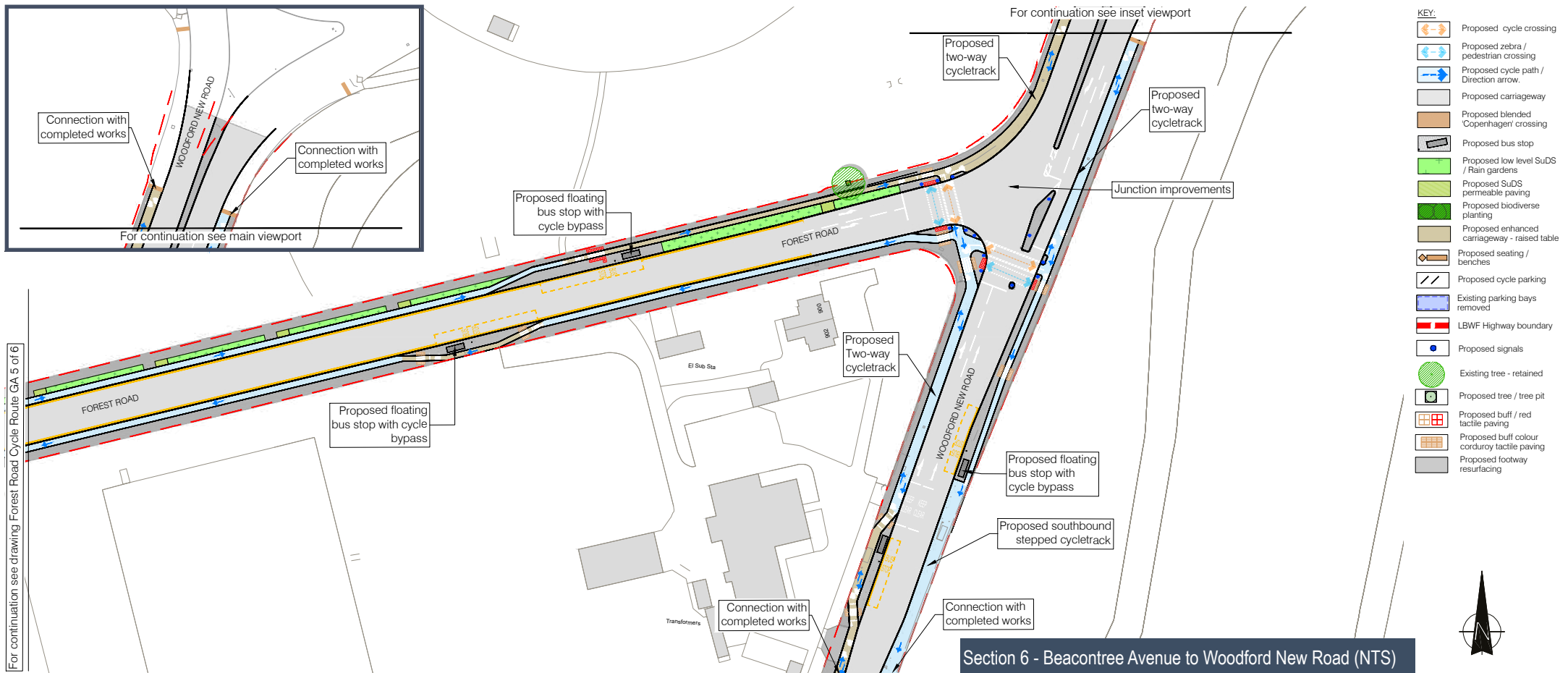


# PROPOSALS

## Beacontree Avenue to Woodford New Road

The proposals for this section of Forest Road include:

- Stepped cycle track on the north and south side of the Forest Road
- Junction improvements with segregated cycle and pedestrian crossings and signal bypass for cyclists travelling in all directions at the junction with Woodford New Road
- Floating bus stop with a cycle bypass as part of the cycle track at Bus Stop H, Bus Stop J, Bus Stop N and Bus Stop R
- Two-way cycle track to link into the A406 underpass in both directions
- Two-way cycle track to link into the existing track southbound on Woodford New Road.





# LANDSCAPE AND PUBLIC REALM

The addition of new landscaped public spaces will improve the look and feel of Forest Road encouraging people to spend time in the area, shop locally and feel happy about where they live. Also new paving materials will ensure an inclusive and accessible space is created on Forest Road.

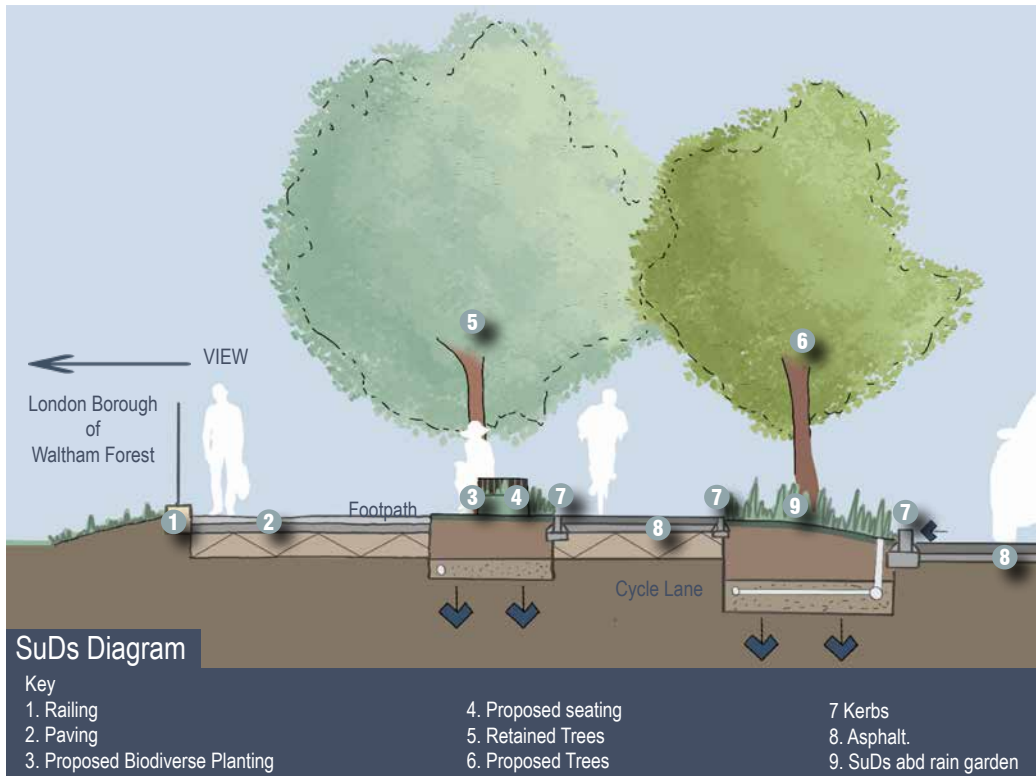
## Proposals include:

- Retain existing healthy trees in the area and identify locations to plant around 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, pedestrian and vehicles
- New signage, wayfinding and traffic signals to help people travel along the route safely.

Improvements to the drainage systems will help reduce the risk of flooding and provide opportunities for new plants such as low maintenance wildflowers and ornamental planting, and more trees.

## Proposals include:

- Retain existing healthy trees in the area and identify locations to plant around 228 new trees.
- Approximately 600 sqm of ornamental planting.
- New seating areas and individual benches.
- New on-street cycle parking.
- Clear separation of uses between cyclists, pedestrian and vehicles.
- New signage, wayfinding and traffic signals to help people travel along the route safely.
- 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.
- 22Nr Existing trees retained.
- 615m<sup>2</sup> Ornamental Planting.
- 440m<sup>2</sup> SuDS - Permeable paving.



## Inclusive public realm

The public realm will be designed with fully accessible and inclusive spaces to accommodate all age groups and abilities, including disabled, blind and partially sighted people. All public realm and cycling facilities will be designed to meet Waltham Forest and TFL guidance, The Equalities Act, Healthy Streets for London, pedestrian comfort and LCDS (London Cycling Design Standards).

The following public spaces have been identified on Forest Road as areas we would like to improve with the help of the local community:

- Farnan Avenue / Town Hall junction (western end of the Town Hall)
- Forest Road Town Hall junction (eastern end of the Town Hall)
- Main Town Hall entrance – a proposed civic space and seating area
- Waltham Forest College / Forest Road interface
- Clocktower Square enhancements
- Interfaces with the new and existing residential developments, including at Winsbeach and Fulbourne Road.

# PROPOSALS

## Parking and Loading

It is essential that parking and loading improvements meet the needs of residents as well as local businesses that are vital to the community and local economy. We have already met with businesses and visitors to understand their requirements and invite further feedback through this consultation. We will continue to work with local businesses to ensure their needs are considered.

### Proposals include:

- Maintain existing access to off-street parking across the cycle track including drop kerb access
- No changes to waiting and loading restrictions
- Retain 40 of the 53 existing parking bays
- Remove four bays between Fulbourne Road and Hale End Road to allow space for the segregated cycle track. When monitored the average utilisation rate of the bays was 23 per cent which is equal to one bay
- Remove seven of the 19 bays on Fulbourne Road to make space for the cycle track opposite the bus stop (Forest Road/ Wood Street Library). This will reduce the parking provision in this area to 12 bays, however the average utilisation rate of the existing bays is 59 per cent which is equal to 11 bays
- Remove two out of the six bays on Forest Road between Woodstock Road and Ulverston Road. This will reduce the parking provision in this area to four bays, however the average utilisation rate of the existing bays is 56 per cent which is equal to three bays
- Retain the 16 bays outside no. 2 Fernhill Court to 57 Hylands Road, however the bays will be rearranged to suit the new road layout
- Move the Disabled Bay outside 7 Fulbourne Road to outside 13 Fulbourne Road
- Retain the Disabled Bay opposite 1027 Forest Road in the same location
- Relocate the Car Club bay opposite 822 Forest Road to a suitable nearby location.



Improved Parking



Improved Loading Bays



Removal of Parking Spaces

## Improved junctions and crossings



Sketch Image - New crossing at Town Hall.

The scheme will introduce the following road safety and junction improvements to prioritise pedestrians and cyclists and slow down traffic:

- Reduce 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
- 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 segregated 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.

# PROPOSALS

## Improved cycle lanes

Following on from sections already completed, the scheme will introduce uninterrupted two-way and stepped cycle tracks. The new cycle tracks are built lower than the footway but higher than the carriageway to keep people cycling separated from people walking and driving which helps to reduce confusion and conflict among all road users.

### Proposals include:

- Two-way cycle tracks along the route 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
- Cycle signal bypasses will be introduced at key junctions to allow people cycling to bypass the main lights safely helping to make cycling easier and more direct.



Example Image - Crossing over Cycle Lane



Example Image - Improved Cycle Lane

## Changes to bus stops



Sketch Image: Bus Stop - Town Hall



Crossing to Bus Stop

We want to help improve the reliability of bus services and meet TfL's accessibility standards to help passengers with impaired mobility, as well as people with push chairs and mobility vehicles access public transport with ease. To achieve this, the below changes will be made to bus stops and bus lanes, which have been designed in conjunction with the new cycle tracks. By improving public transport facilities in the area, we hope to encourage more local people to choose this mode of transport over private motor vehicles helping to relieve congestion on the road.

We have been working with TfL on these designs and have used traffic data and average bus journey times (peak and off peak) to understand how Forest Road may be impacted.

### Proposals include:

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

# Share your thoughts on the St Johns Road, Victoria Road, Brookscroft Road and Clifford Road area

Over the last few years, the Council has been contacted by a few 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 would like to understand if the concerns shared more widely across the area, and whether residents would like to see further changes to address some of these concerns.

If you live on or near to the St Johns Road, Victoria Road, Brookscroft Road and Clifford Road area please take a moment to share your views by visiting the following:

Website: <https://forestroadeast.commonplace.is>

Email: [enjoy@walthamforest.co.uk](mailto:enjoy@walthamforest.co.uk)



# WALK CYCLE ENJOY

[enjoywalthamforest.co.uk](http://enjoywalthamforest.co.uk)

