



Markhouse Village Improvements Workshop Report

4 / 5 / 7 June 2018

INTRODUCTION

The Markhouse Village area is framed by Hoe Street, Selborne Road, Markhouse Road and Lea Bridge Road and is one of a series of 'villages' within Waltham Forest to receive TfL funding to create places that are great to live, work and travel. The Markhouse area is the final residential area scheme in the Enjoy Waltham Forest programme and aims to build on changes already introduced in some of the neighbouring residential areas, including Walthamstow Village, Hoe Street-Wood Street area and Leyton Town Centre, and complement improvements currently taking place along Lea Bridge Road and at Walthamstow Central. The area consists of almost 5,000 households and businesses, and includes six schools, a children's centre and learning centre, which are attended by more than 4,500 pupils.

The Markhouse area scheme aims to:

- Reduce the amount of non-local traffic
- Improve the look, feel and safety of the streets for all
- Improve routes to and from local schools, shops and places of interest
- Encourage people to use sustainable, active and healthy modes of transport.

Waltham Forest Council is working with residents and businesses to better understand what type of improvements they would like to see within the Markhouse area in order to inform the next stage of design for the area.

A perception survey was carried out as part of the early engagement stage for the scheme in 2015. Based on the outcomes of the perception survey a concept design was developed. In June 2018, three co-design workshops were held, where attendees gave feedback and suggested ways of developing the concept designs ahead of public consultation.

This report is a summary of the local community's input towards the development of the designs.



BACKGROUND

The first workshop was held at Mission Grove Primary School on Monday 4th June 2018. The other two workshops took place at Edinburgh Primary School on Tuesday 5th and Thursday 7th June 2018. Across the three workshops there were over 185 attendees from the local community.

Workshop Content

The workshops began with a presentation of the perception survey outcomes, the overall Enjoy Waltham Forest objectives, and the timeline for delivery. The presentation noted that the workshops were the second stage of engagement, and the first opportunity for people to comment on the concept designs. The outcomes will be used to develop designs which will be taken to public consultation later in the year.

The workshops consisted of the following;

Exercise 1 - Route Mapping- attendees were asked to mark the routes they took while walking and cycling in the local area.

Exercises 2 & 3 - Concept Co-design – (Movement and Public Realm Improvements) attendees evaluated the proposed concept designs. They had the opportunity to mark their agreement or disagreement with the proposals, and add their own suggestions or comments.

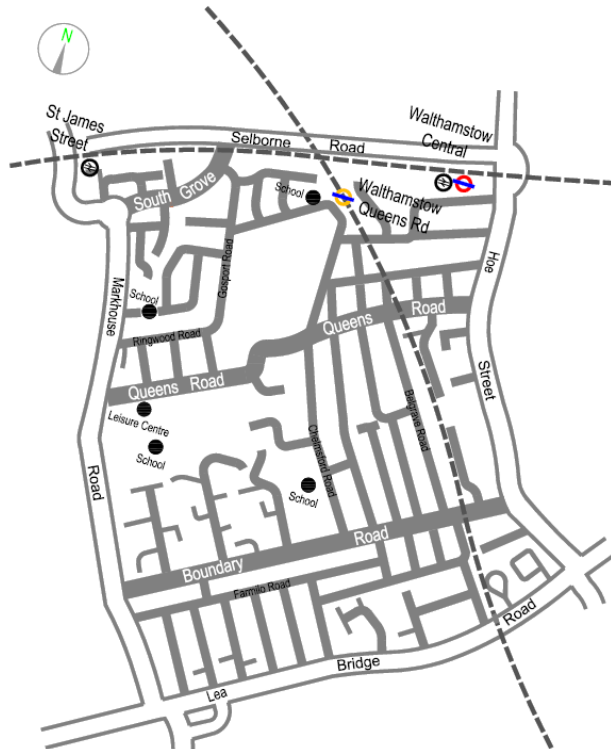
For each exercise attendees worked in groups making comments on maps. Attendees discussed their opinions within groups before giving feedback to the rest of the workshop so that different views and issues were conveyed to all. The groups had the option of recording their views directly on the maps or on additional comment cards.

EXERCISE 1 – Route Mapping








As an icebreaker exercise at the workshops attendees were given a map and asked to annotate it with the most regular routes taken around the Markhouse area. This involved drawing lines to map out the walking and cycling journeys. With a table of up to eight people sharing a map, the outcome of the exercise showed the vast majority of the local area is well used by residents.

EXERCISE 2 – Concept Co-Design Movement



Attendees were provided with a map of Markhouse area on which there were proposals for the introduction of six types of measures in relation to movement:

-  Crossing Point
-  Traffic Calming
-  Modal Filters/Road Closures
-  Pedestrian Improvements
-  Cycling Improvements

As part of this co-design exercise the attendees were asked to state where they either agreed or disagreed with the measures, comment on why they felt like this and identify further places for these types of measures.

**EXERCISE 2 –
Concept Co-Design Movement**



EXERCISE 2 – Concept Co-Design Movement



Road Closure/ Modal Filters

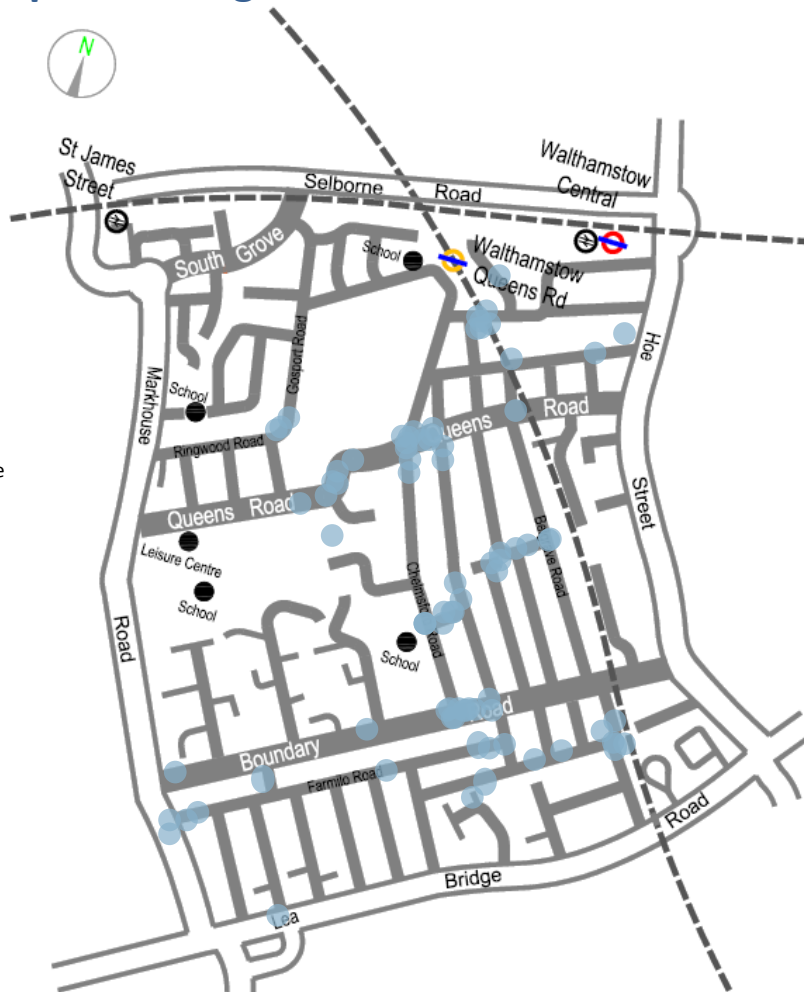
The Markhouse area proposals presented at the workshops included road closure/modal filters on the following roads:

- Gosport Road
- Albert Road
- Shrubland Road
- Edinburgh Road
- Russell Road
- Collingwood Road
- Familo Road (E)
- Familo Road (W)
- Bowdon Road
- Boundary Avenue
- Queen's Road
- Boundary Road

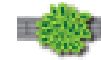
While the majority of proposals made at the workshops were met with a positive response, the road closure/modal filters had a very mixed response with people being both for and against across the 3 workshops. Much of the discussion around road permanent road closures focused on Queens and Boundary Roads, as the two key east-west routes through the area



EXERCISE 2 – Concept Co-Design Movement



Road Closure improvements suggested by attendees at the workshop



Road Closure/ Modal Filters

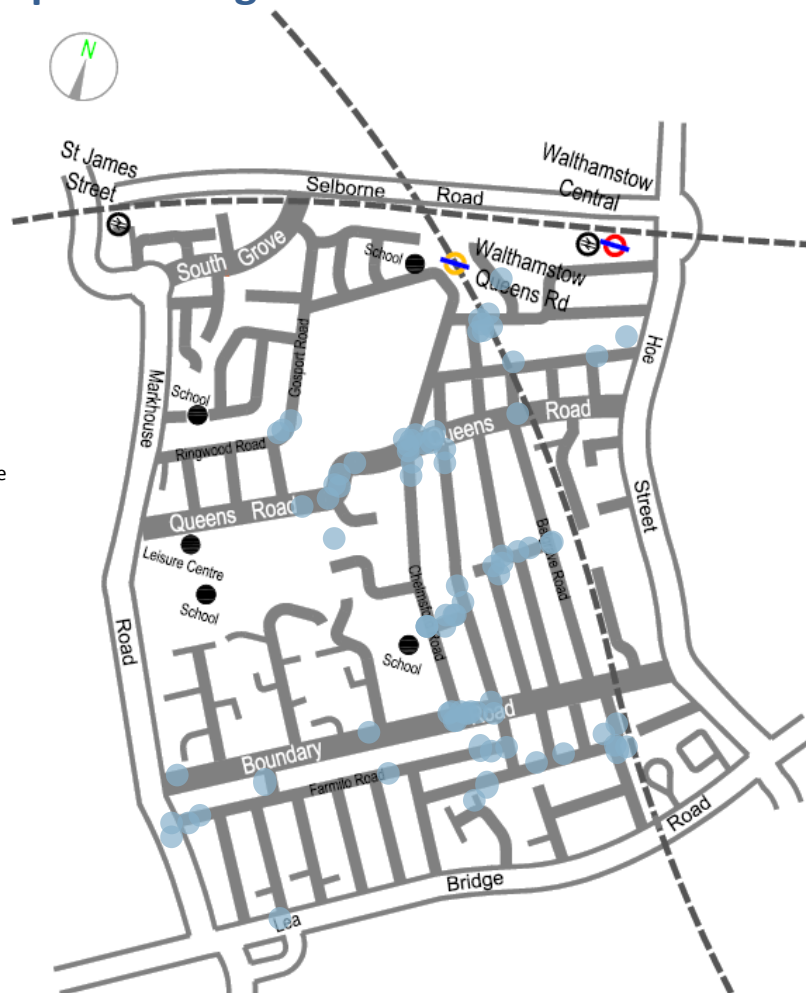
While some residents felt the road closures on Queen’s Road and Boundary Road were a positive suggestion, particularly near the schools, in order to improve safety and the general environment for the community, many attendees raised concerns.

Some attendees felt that closing roads cause more static traffic and so increases air pollution on the roads which already have substantial traffic. A number of residents requested further information detailing engagement with the emergency services regarding the proposed modal filters and the affect on services such as meals on wheels, district nurses, blood/donor couriers and pharmacy deliveries.

Some residents felt the location of a few road closures needed to be reconsidered to ensure residents of Queen’s Road and Boundary Road can access their home from both Markhouse Road and Hoe Street.

A number of residents who were not supportive of permanent closures did however suggest timed restrictions to improve safety at critical times

EXERCISE 2 – Concept Co-Design Movement



Road Closure improvements suggested by attendees at the workshop

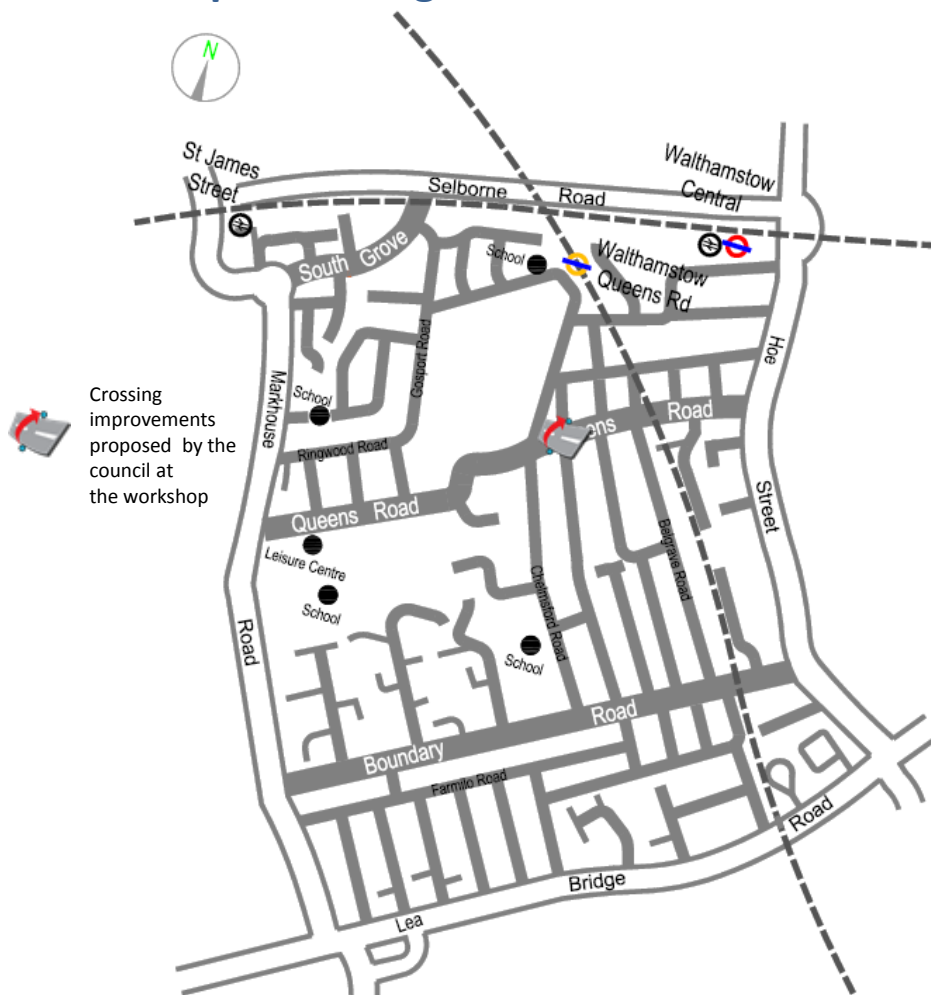


Road Closure/ Modal Filters

In addition to commentary and feedback on the modal filter proposals presented a number of additional requests were received as follows:

- Rutland Road – Monday Tables 5 & 4
- Theobald Road – Tuesday Table 6
- Lansdowne Road – Tuesday Tables 2 & 6
- Rutland Road – Tuesday Tables 5 & 8
- Rutland Road – Thursday Table 8 x2

EXERCISE 2 – Concept Co-Design Movement



Crossings

New crossings on Queen's Road and Boundary Road were proposed at the workshops as part of the concept designs; with varied levels of support.

When proposing formal crossing points we look at the best options available to the specific nature of the site and its needs. We also have detailed on-going post implementation monitoring where we continue to monitor road safety.

EXERCISE 2 – Concept Co-Design Movement




Crossings

The most common locations proposed during the workshops were:

- Queen's Rd/Kirk Rd
- Boundary Rd/ Ivy Rd
- Boundary Rd/Boston Rd
- Queen's Rd

There was a general comment about safety measures when using Copenhagen crossings. Some attendees felt concerned that children do not stop when crossing, whilst cyclists don't dismount and other users have to pay extra attention to avoid dangerous situations. Some attendees felt that more needed to be done in consulting with visually impaired people around crossings. The main reason residents were requesting crossing points was as a means to improve the road safety in that area. Some tables commented that proposed modal filters would improve road safety in the area by reducing through traffic.



 Crossing improvements suggested by attendees of the workshop

EXERCISE 2 – Concept Co-Design Movement



Pedestrian Improvements



At the workshops no specific pedestrian improvements were proposed, instead this was used as an opportunity to get suggestions from residents and attendees.

The most common areas which were highlighted as in need of pedestrian improvements were:

- Hoe Street
- Boundary Road
- Hoe St Junction
- Netley Road
- Rutland Road
- Hove Avenue/Alley
- Shrubland Road

EXERCISE 2 – Concept Co-Design Movement



Pedestrian Improvements

Many of the pedestrian improvement comments requested better quality pavements and improved surfaces. In conjunction with this there were particular requests to stop footway parking and widen footways where possible.

Improved access was requested across the whole area for disabled and elderly residents. One table of residents highlighted the need to reduce footway parking as it is disruptive to people who walk to school, especially on Hoe Street between Boundary Road and Barclay Primary School. Some attendees raised the issue that Boundary Road/Hoe Road junction needs widening as it is easily blocked.

Many attendees suggested improving lighting across the area for improved pedestrian safety. Boundary Road and Queen's Road were highlighted as locations with multiple areas being in need of improvements, including; lighting, bins, CCTV to tackle fly tipping and measures to combat anti-social behaviour.



● Pedestrian improvements suggested by attendees at the workshop

EXERCISE 2 – Concept Co-Design Movement



Cycling Improvements

There were no specific cycle infrastructure improvements proposed as part of the Markhouse Village scheme, however the model filters are intended to improve the conditions for cycling in the area. Many attendees focused on general improvements to the road surface condition, particularly on:

- Familio Road
- Onra Road
- Boundary Road
- Bowdon Road
- Chelmsford Road
- Ray Dudley Walk
- Russell Road

Some attendees highlighted the need to improve Queen's Road for cycling with suggestions of timed closures 7-10am and 4-6pm, a cycle track through the leisure centre car park and more cycle parking at local shops to encourage people to shop locally.



Cycling improvements suggested by attendees at the workshop

EXERCISE 2 – Concept Co-Design Movement



Cycling improvements suggested by attendees at the workshop



Cycling Improvements

Other attendees focused on highway defects which they felt are currently dangerous. A few attendees suggested making improvements to cycle lanes which are close to school gates. Residents suggested Wellesey Road and Somerset Road could be made into two-way cycling. Thomas Gamuel Park was highlighted as an area which could also be opened up to cyclists.

Some residents felt that there was an over prioritisation of cycling in the area and this is causing a narrowing to the footway and carriageway. One table of residents mentioned that there is a need for behaviour change to ensure respect is given to all road users.

Many attendees were supportive of more sustainable methods of transport such as walking and cycling but had concerns about the capacity of the footways as shared spaces.

EXERCISE 2 – Concept Co-Design Movement



● Traffic calming improvements suggested by attendees at the workshop



Traffic Calming

A number of residents requested improved traffic calming and road safety in the Markhouse area. During the three workshops attendees identified many locations for possible traffic calming, most of them were located outside schools and in shopping areas. Additionally, a lot of residents were concerned about speeding cars and rat running in the residential areas.

The suggested locations from the workshops for traffic calming included on Queen’s Road, Belgrave Road, Boundary Road and Hoe Street, Familio Road filter and Chelmsford area. Boundary Ave, Bowdon Road, Collingwood Road , Devonshire Road, Edinburgh Road, Farmilo Road, Gosport Road, Ringwood Road, Russell Road, Somerset Road, St Barnabas Road and Tennyson Road

The proposed design for the Markhouse Village did not include any specific traffic calming measures, however the modal filters/road closures would have a traffic calming effect.

EXERCISE 2 – Concept Co-Design Movement



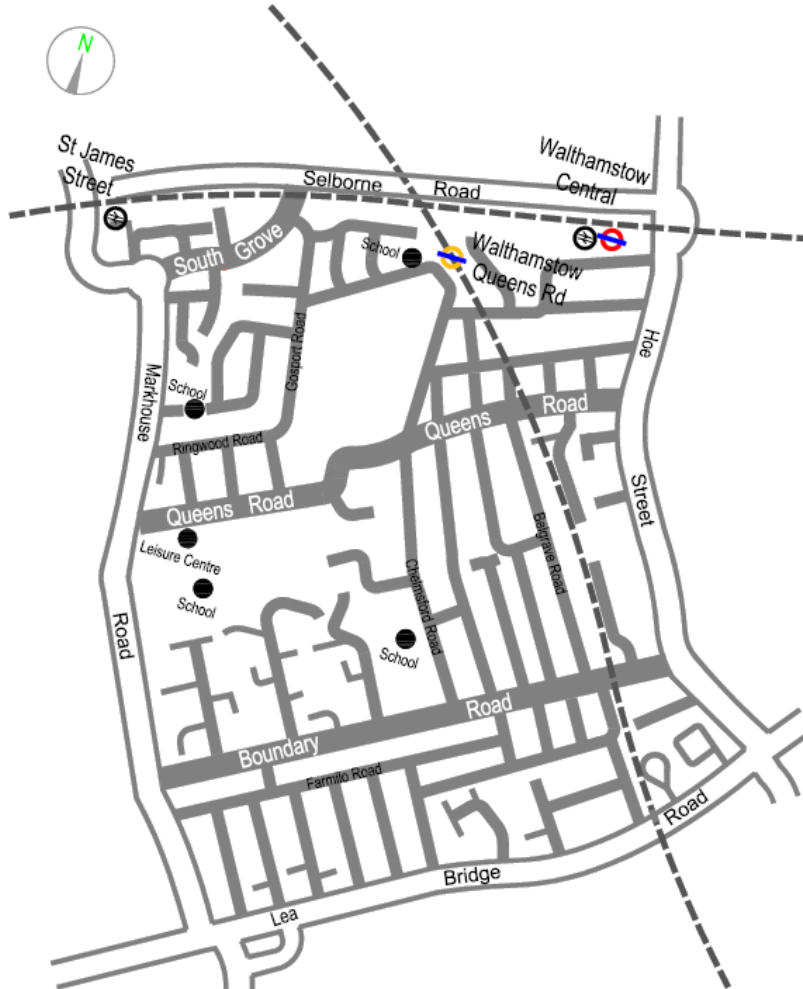
● Locations attendees of the workshop disagree with proposed improvements



Disagree

When attendees at the workshop disagreed with elements of the proposed scheme it was largely concentrated around the road closures in the Markhouse area.

EXERCISE 3 – Concept Co-Design Public Realm



Public Realm Improvements: icon set 2



Pocket park/Landscaping

Paving, planting and seating to create an attractive urban environment.



Tree planting

Street tree(s) planted in the footway or in a planter.



Public art

Art in the street environment, such as a mural on the side of a building, or a sculpture in a pocket park.



Lighting

Improvement to street lighting, or lighting to highlight a feature, such as a building.



Other

Any other measures not included in the items above that you would like to be considered. Please write your suggestion next to the sticker when you place it on the map.

EXERCISE 3 – Concept Co-Design

Public Realm



Public Realm Improvements suggested by attendees of the workshops



Public Realm Improvements

Attendees were provided with a map of the Markhouse area on which there were proposals for the introduction of new measures in relation to public realm and environment improvements.

As part of this co-design exercise the attendees were asked to comment on the proposed measures, identify places for additional measures, and place green stickers where they either agreed with or disagreed with the measures. The map shows these areas as highlighted by residents across the three workshops and will help inform future schemes, subject to available funding.

EXERCISE 3 – Concept Co-Design

Public Realm



Pocket Park/Landscaping

Many residents asked for improved green spaces and pocket parks in the Markhouse area, and for better quality of public space across the neighbourhood in general. Additionally, there were some concerns about the maintenance of pocket parks, plants and trees.

Many additional suggestions were put forward by attendees to the workshops of new locations for a pocket park. The areas which had the highest proportion of support were:

- Shrubland Road
- Rutland Road
- Queen's Road
- Markhouse Road
- Hoe Street
- Gosport Park
- Collingwood Road

EXERCISE 3 – Concept Co-Design

Public Realm



Tree Planting

The key sites for more trees in Markhouse as identified during the three workshops are streets such as Boundary Road and Queen's Road. Residents would like to see more planting and better landscaping to improve experiences for walkers and make the local area more attractive. The roads mentioned most often were

- Edinburgh Road
- Exeter Road
- Markhouse Road
- Linear Park on Rutland Road
- Ringwood Road

Residents suggested fruit trees, and greening was recommended by a few residents on Hoe Street as a means to prevent illegal parking on pavements and increase attractiveness of that area for walkers.



EXERCISE 3 – Concept Co-Design

Public Realm



Public Art and Lighting

During the three workshops a large number of comments regarding lighting issues were collected. In general residents complained about insufficient provision and bad quality of lighting across the neighbourhood, with many people mentioning very poor lighting in streets which had little traffic. Many residents highlighted Boundary Avenue on Boundary Road as a site in need of significant improvement.

Locations that were identified that would benefit from both public art and new lighting were the cemetery on Queen's Road, Gosport Park underneath the bridge at Selborne Road, Boundary Road under the bridge and Queen's Road over the bridge.

From the three workshops there was overall very positive support for improved lighting and new public art across the Markhouse area.

EXERCISE 3 – Concept Co-Design

Public Realm



? Other

During the workshops people were able to annotate the maps and this is a list of some of the key points which fell outside of the icons:

- Increased police presence
- Improve shop fronts
- Cycle hangers
- Skate Park
- No pavement parking
- Fly tipping/antisocial behaviour
- Business parking

Key Findings

- The proposed road closures/modal filters received a wide mixture of views. The Queen's Road and Boundary Road closures were a particular focus point and while some attendees were supportive, many raised concerns. Possible timed closures were raised as a potential middle ground by some attendees
- Across the three exercises, the majority of safety concerns raised by attendees were generally focused on Queen's Road and Boundary Road, the two major roads in the area.
- Queen's Road had the most requests for public realm improvements.
- Poor footway and carriageway conditions, environmental improvements and lighting enhancements were the key issues raised during the Public Realm exercise.

The feedback received during the workshops will be used to develop proposals for public consultation later in the year