

HOE STREET AND WOOD STREET AREA IMPROVEMENTS UPDATE



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HOE STREET AND WOOD STREET UPDATE

CONSULTATION RESULTS AND FINAL SCHEME DESIGN

This area - framed by Hoe Street, Forest Road, Shernhall Street and Wood Street - is just one area to receive Mini-Holland funding to help make it a better place to live, work and travel for all. The programme will help residents and businesses, by improving the streets for pedestrians and people who choose to cycle, improving air quality and reducing the levels of noise and congestion on local roads.

WHAT'S HAPPENED SO FAR?

We're writing to you because we ran a public consultation on the initial scheme design from 28 September to 19 October and we want to give you the results. Over 4,800 consultation documents and questionnaires were hand delivered to properties in the area and we knocked on lots of doors, to remind people to get involved. Over 100 local people also came to two drop-in sessions to find out more about the designs and to ask us questions. In total 645 people responded to the consultation and provided comments – thank you to everyone who did. We have used your feedback, along with all of the other ideas and suggestions we have collected through the perception survey, resident workshops and speaking directly to residents and businesses over the past seven months, to shape the final design for this scheme and in this leaflet we'll tell you how.

All of the comments received were looked at and grouped by theme, to help us develop a new and improved final design which will be implemented next year and is shown on the map in this leaflet. A full report on the results can be found by visiting www.enjoywalthamforest.co.uk/work-in-you-area/ho-e-street-wood-street where you can also view the initial design which we consulted on.

A summary of your feedback and how it has helped shape the plans is listed below. We have made changes based upon your feedback and where we have not been able to make requested changes, we have explained why.

Proposals	What you said	What we're doing about it
<p>Series A proposals, comprising of road closures at the following locations:</p> <ul style="list-style-type: none"> • Howard Road at Church Hill • Aubrey Road at Church Hill • Church Hill Road at Church Hill • Rectory Road at Church Hill • The Drive at Church Hill 	<p>Series A We know that the Series A proposals split opinion among people living in the wider area as 46 per cent of people taking part were not in favour of these road closures while 40 per cent of people were supportive of the idea and 14 per cent were neutral.</p> <p>Howard Road 41 per cent of residents living on Howard Road were supportive of a closure on Howard Road, while 57 per cent were not supportive of the idea.</p> <p>Aubrey Road 84 per cent of the residents living on Aubrey Road were supportive of a closure on Aubrey Road at the junction of Church Hill and 16 per cent were not supportive.</p> <p>Church Hill Road 53 per cent of Church Hill Road residents were supportive of the Church Hill Road and Church Hill closure and 47 per cent were not supportive.</p> <p>Rectory Road 35 per cent of residents living on Rectory Road were supportive of a closure on this junction with Church Hill and 59 per cent were not supportive.</p> <p>The Drive 24 per cent of residents living on The Drive were supportive of a closure on this junction with Church Hill and 64 per cent were not supportive.</p>	<p>Given this response we will only be going ahead with the road closures at Aubrey Road and Church Hill Road at this time. This will change the way vehicles can access these roads, meaning they can't cut through to avoid main roads or 'rat run'. We want this to reduce unnecessary traffic outside your home.</p> <p>Residents, pedestrians and people who cycle will still be able to get into these roads – some of the turnings will just be closed to vehicles. If you're a resident and you drive, you'll still be able to get into these roads, park and have space to turn around, you'll just need to access them from a different point as shown on the map. The same applies to services like bin collections and the emergency services, who have been closely involved in the development of these plans. You'll be able to spot which points are closed through signage in the local area.</p> <p>We are not planning to change the access or layout to The Drive, Rectory Road, Howard Road, Hurst Road and Falmer Road at this time because of other Mini-Holland work happening nearby. The upcoming Forest Road Mini-Holland scheme will include changes to the junctions of Forest Road with Howard Road, Hurst Road and Falmer Road as well as the Bell Corner so we want to wait for this scheme to be developed before we make any further changes to these roads. We know that residents feel strongly about their roads and how they access them so want to make sure we get this right and will be consulting you again about proposals for these roads in the summer.</p>

Table continues overleaf.



Landscaping



Copenhagen crossing



Proposed two-way



Public Art



Road closure with feature



No entry



Junction improvements



Streetscape improvements



Cycle improvements



Final design

Proposals	What you said	What we're doing about it														
<p>Series B proposals, comprising of road closures at the following locations:</p> <ul style="list-style-type: none"> • Roland Road at Wood Street • Greville Road at Shernhall Street • Barrett Road at Greenacre Gardens 	<p>Series B 36 per cent of people taking part across the whole consultation area said they were supportive of these road closures, 29 per cent were neutral and 35 per cent of people were not supportive.</p> <p>54 per cent of the residents living on streets within the area directly affected by the Series B proposals were supportive and 44 per cent were not supportive.</p> <p>Roland Road 58 per cent of residents living on Roland Road supported the idea of a closure on Roland Road, while 42 per cent of residents did not.</p> <p>Greville Road 58 per cent of residents living on Greville Road supported the idea of a road closure on Greville Road, while 42 per cent of residents did not.</p> <p>Barrett Road 47 per cent of residents living on Barrett Road supported the idea of a road closure on Barrett Road, while 43 per cent did not.</p>	<p>Given that the majority of residents living on these streets supported the plans we will be going ahead with these closures. If you're a resident needing access to these roads by car, you can still drive down these roads from another entry point, as outlined for the Series A proposals.</p>														
<p>Crossing Wood Street (near Roland Road)</p>	<p>We know that for a long time, crossing Wood Street near Roland Road has been an issue for residents and this came up before and during this consultation.</p>	<p>We want to make it safer for you to cross Wood Street and know that this has been a concern for residents for some time. Now that we are putting a road closure in place here, we will also put a new crossing in to help you cross the road more easily and safely.</p>														
<p>Speeding traffic and safety</p>	<p>Around 61 per cent of you told us that reducing the risk of speeding traffic and creating a safer environment were your key priorities. 60 per cent of residents generally liked the idea of blended 'Copenhagen' style crossings, which encourage cars to give way to pedestrians and cycles by extending the pavement across side streets.</p>	<p>The final design shows that we will be building blended 'Copenhagen' style crossings at the following key junctions:</p> <ul style="list-style-type: none"> • Milton Road / Hoe Street • Richard's Place / Hoe Street • Byron Road / Hoe Street • Tower Hamlets Road / Hoe Street • Aubrey Road / Hoe Street. <p>By creating continuous pavements across these side streets, rather than a traditional kerb, these blended 'Copenhagen' style crossings will reinforce the Highway Code, giving pedestrians priority when crossing and requiring that vehicles give way before turning into the roads.</p>														
<p>Public spaces</p>	<p>During the consultation we asked you to tell us which of the following public spaces were most important to you in terms of needing improvements. They are listed in priority order based on the number of people who chose them:</p> <table border="1"> <thead> <tr> <th>Public space improvement</th> <th>Number of people</th> </tr> </thead> <tbody> <tr> <td>The Drive – a new park</td> <td>275</td> </tr> <tr> <td>Aubrey Road and Howard Road alleyway</td> <td>219</td> </tr> <tr> <td>Aubrey Road – a new pedestrian and cycle street</td> <td>183</td> </tr> <tr> <td>Cairo Road – public space</td> <td>153</td> </tr> <tr> <td>West Avenue Road – public space</td> <td>148</td> </tr> <tr> <td>Brown's Road – public space</td> <td>123</td> </tr> </tbody> </table>	Public space improvement	Number of people	The Drive – a new park	275	Aubrey Road and Howard Road alleyway	219	Aubrey Road – a new pedestrian and cycle street	183	Cairo Road – public space	153	West Avenue Road – public space	148	Brown's Road – public space	123	<p>As the road closure on The Drive is not going ahead at this time, we are unable to create a new park on The Drive but will keep this under review when we speak to residents again about this closure in the summer.</p> <p>We are going to develop designs to improve each of the other public areas and will be asking you and local businesses for feedback after Christmas. They will be worked on in this priority order, based on what you told us was more important to you and according to budget for this scheme.</p>
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<p>Concerns around access for emergency and other essential services</p>	<p>A number of residents raised concerns about access for emergency services and other essential services like bin collections if road closures were put in place.</p>	<p>When the Council makes any changes to road layouts, the emergency services are referred to as 'statutory consultees', meaning we have to consult with them and reconsider plans if they raise any objections. During the public consultation the emergency services did not raise any objections to these plans and we will continue to work with them.</p> <p>Final scheme design will change the way vehicles access a number of roads, meaning they can't cut through smaller roads to avoid main roads or 'rat run'. We want this to reduce unnecessary traffic outside your home. Residents, pedestrians and people on cycles will still be able to get into these roads – some of the turnings will just be closed to motorised vehicles. If you're a resident and you drive, you'll still be able to get into these roads, park and have space to turn around, you'll just need to access them from a different point as shown on the map. The same applies to services like bin collections and the emergency services, who have been closely involved in the development of these plans.</p>

AREA MAINTENANCE

While these works are taking place we will also be resurfacing Brown's Road and parts of Shernhall Street. Brown's Road will be resurfaced in January and parts of Shernhall Street from the Spring onwards.

WHAT HAPPENS NEXT?

We'll start to make improvements to the area, based on this design, after Christmas. You'll begin to see our contractors on site and they'll be doing the work in stages to try to keep any disruption to a minimum for people living in the local area. Here's a quick overview of what's happening when:

DECEMBER

- Preparation works will start

JANUARY

- Works to improve the public areas will begin
- Resurfacing works on Brown's Road takes place
- Works to introduce the Copenhagen style crossings will start

FEBRUARY TO JULY

- Public space improvements will be completed
- Signage will be displayed at each site with contact details for Waltham Forest Council
- Resurfacing works will take place on parts of Shernhall Street

We will continue to monitor all of your feedback and suggestions and will use this as part of our review which will commence between six and 18 months after the changes are in place, to take into account the impact of other works and changes taking place in the area and seasonal variations, for example reduced traffic during the school holidays.

During the review we will run safety checks to make sure the scheme is delivering what it is meant to and will fine tune anything that is not working. During and after the works, please feel free to continue sending us any feedback you have by emailing miniholland@walthamforest.gov.uk.

WHY WE'RE DOING THIS SCHEME

This particular scheme is one part of the wider Mini-Holland Programme which will help make our roads safer and healthier for everyone, whether you're a walker, a driver, someone who cycles or a public transport user.

We want this part of the scheme to:

- Cut down the amount of non-local traffic using the area as a cut through from A to B
- Improve the look, feel and safety of the streets for everyone
- Create better routes to local schools and places you need to get to
- Make it easier for you to choose healthy methods transport, for example by making cycling safer.

To find out more about the wider programme and how you can get involved visit www.enjoywalthamforest.co.uk.