

**Church Road
Mini-Holland**

Consultation Report – July 2015



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1.0 Background

Church Road runs between Lea Bridge Road and High Road Leyton in the south of the borough and is used by up to 12,000 vehicles and 150 cyclists daily. The road has seen 52 accidents in the last five years meaning that changes to improve navigation and road safety for all road users are key.

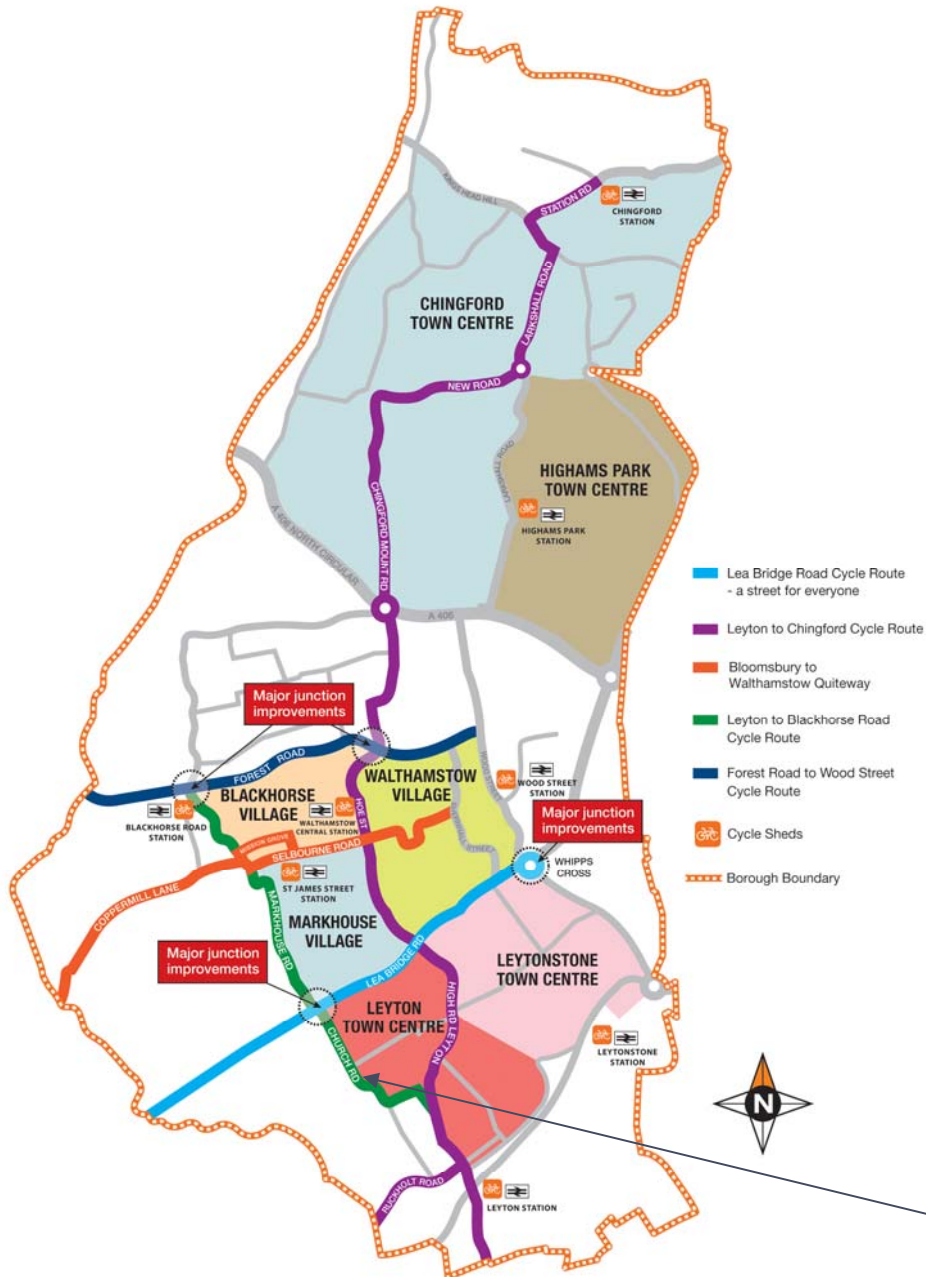
As part of the Mini-Holland Programme the Council are investing in the Church Road area to transform the street to increase footfall and the number of people who cycle.

The Church Road scheme forms part of the wider Mini-Holland Leyton to Blackhorse Road cycling and walking route, providing excellent links to Forest Road E17, Orient Way E10, Ruckholt Road E10 and local amenities.

As well as upgrading facilities for people who cycle, the road will benefit from improvements that will benefit all road users, as well as local residents, businesses and visitors to the area.

The Church Road scheme aims to:

- Encourage more residents and visitors to walk and cycle
- Improve the look, feel and road safety of the area for all road users
- Improve access between areas in the borough and local amenities.



Church Road Scheme

Overview map of the Mini-Holland Programme

1.1 The proposals

For the purposes of the consultation the scheme was split into several sections and questions were asked about each of the following:

Overview of the scheme - including the cycle route along Capworth Street and the 20 mph zone.

Section A

- Fully segregated north and southbound cycle lanes on Church Road between Lea Bridge Road and Capworth Street.
- Removal of single yellow line and partial removal of bus lane.

Section B

- Church Road junction with Capworth Street – raised priority junction
- Church Road junction with Oliver Road – raised signal controlled junction
- Park Road to Marsh Lane – raised cycle/pedestrian parallel crossing upgrade
- Opposite 132 Church Road – raised uncontrolled pedestrian crossing
- Church Road junction with Goldsmith Road – raised junction with uncontrolled pedestrian crossing.

Section C

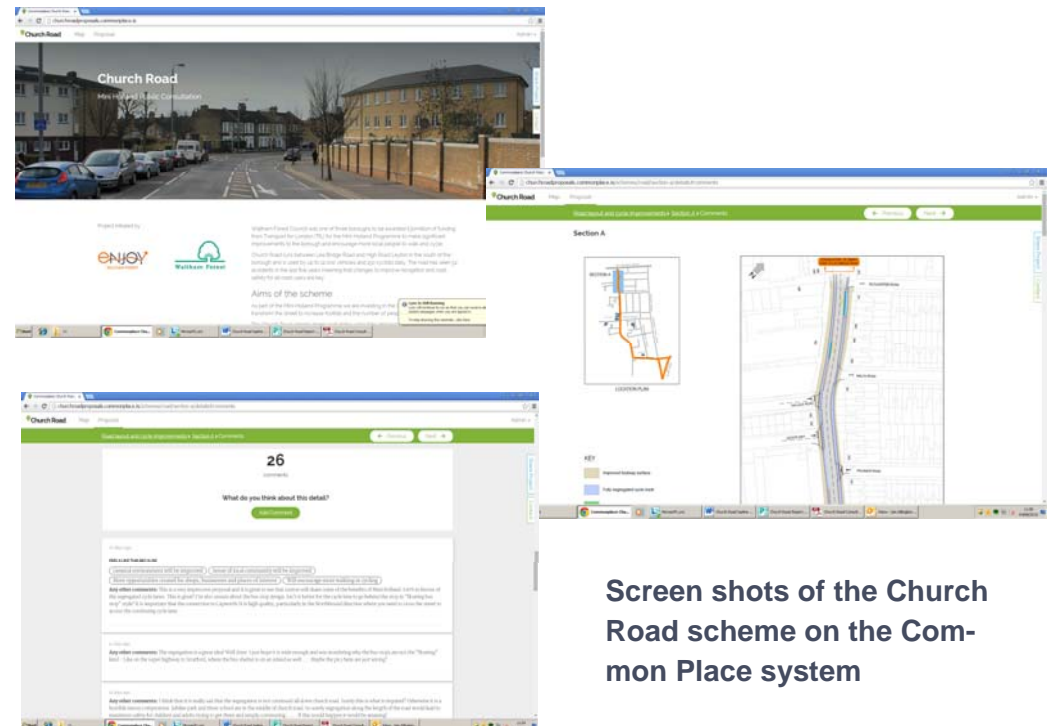
- Church Road junction with Capworth Street – raised priority junction
- Church Road junction with Oliver Road – raised signal controlled junction
- Park Road to Marsh Lane – raised cycle/pedestrian parallel crossing upgrade
- Opposite 132 Church Road – raised uncontrolled pedestrian crossing
- Church Road junction with Goldsmith Road – raised junction with uncontrolled pedestrian crossing.

1.2 Consultation Objectives

- For everyone who lives, works and uses the road to have their say on the scheme proposals.
- To ensure that people understand the improvements, the reason for them as well as the potential benefits that they may bring.
- To use the results of consultation to help shape and develop a scheme that best suits the local community.

1.2 Consultation Process

The consultation ran through the on-line engagement platform Common Place. All of the plans and proposals were available to view and people could feedback and comment on each of the various elements. Hard copy versions of all of the proposals were also available on request along with hard copy feedback forms and questionnaires.



Screen shots of the Church Road scheme on the Common Place system

The consultation ran from Friday, 3 July for 3 weeks to Friday 24 July.

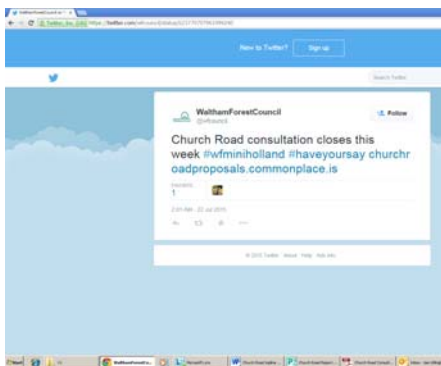
A letter was sent to 3,000 households in the local area notifying local residents and businesses about the plans. Please see Appendix 1 for the letter and consultation area.

A drop-in session was held on 15 June at St. Joseph's Catholic Junior School, Vicarage Road for local people to come and ask questions and find out more about the proposals.

Other promotion and communication included:

- E-mail sent on 7 July to everyone who took part in the initial perception survey for Church Road as well as a reminder e-mail on 23 July.
- Reminder door knocking in the local area.
- Facebook advertising.
- Five Council tweets about the plans.

E-mail reminder



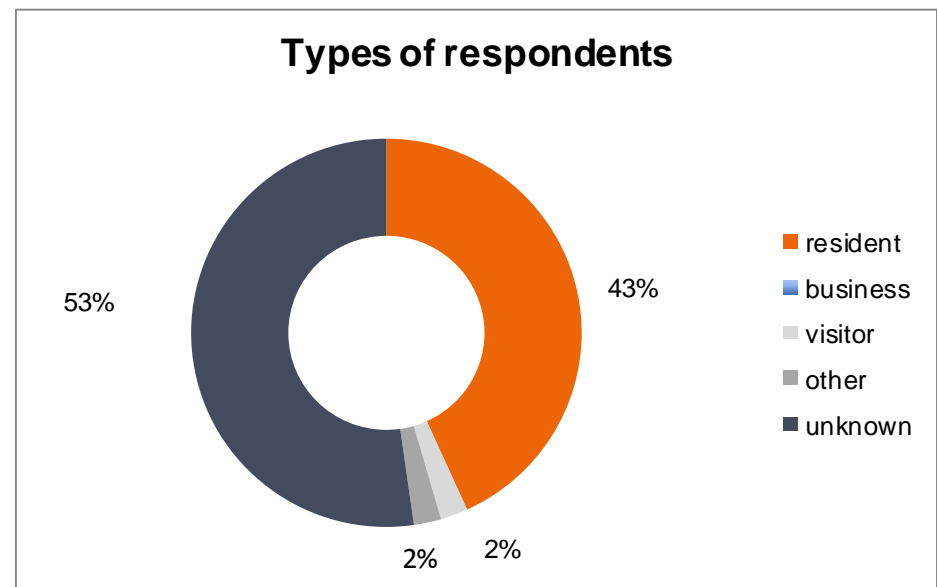
Council tweet about the Church Road plans

2.0 Consultation Results

2.1 Responses

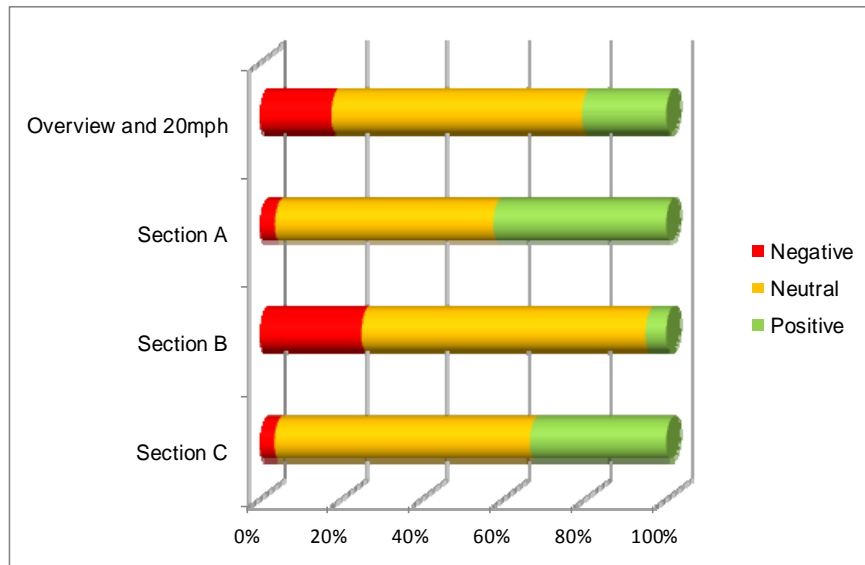
In total 49 individual responded to the consultation providing around 108 individual comments. Around 15 people attended the drop-in session and several e-mails were also received during the consultation period to the Mini-Holland e-mail address.

In terms of the types of respondents, 43% were residents, 2% were businesses and 2% visitors. 53% did not indicate who they were.

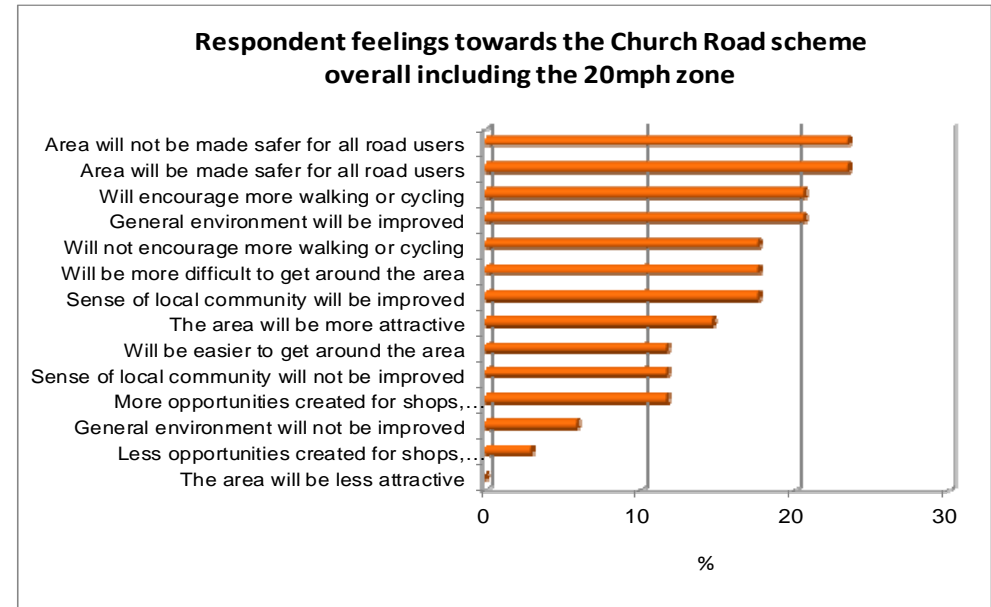


2.2 Overall Results

	Negative		Neutral		Positive		Overall totals
	Totals	%	Totals	%	Totals	%	
Overview and 20mph	6	18	21	62	7	21	34
Section A	1	4	14	54	11	42	26
Section B	5	25	14	70	1	5	20
Section C	1	4	17	63	9	33	27

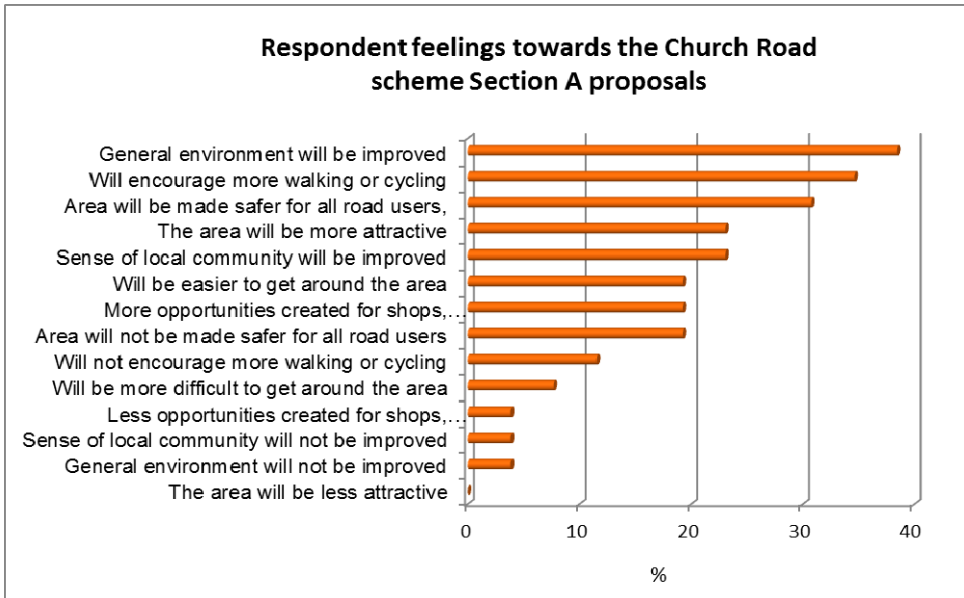


2.3 Overview, cycle route and 20 mph

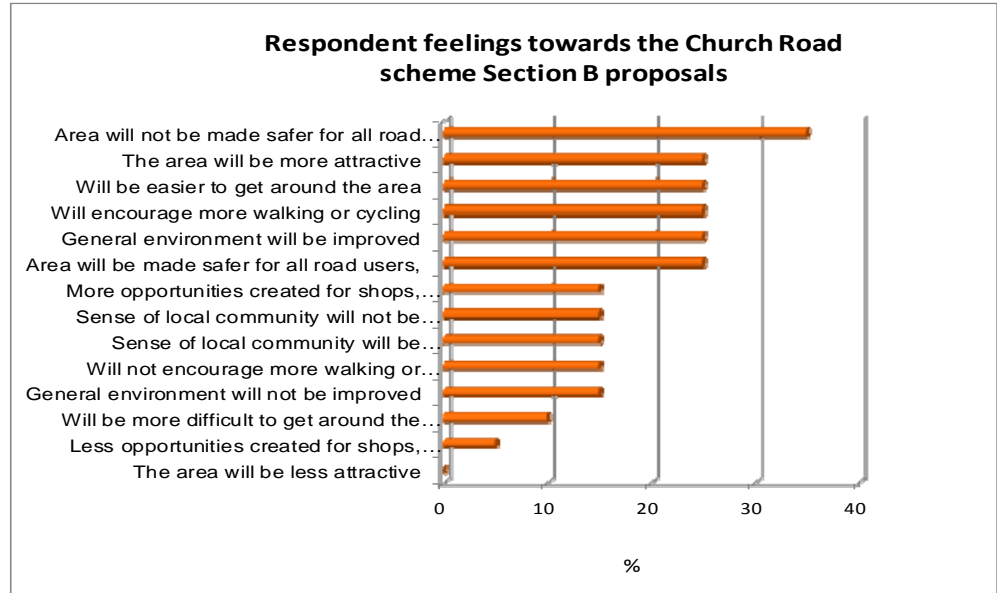


Summary of open comments	Totals
Capworth Street needs improving and is unsuitable at present if it's to become a cycle route.	10
Supportive of the 20 mph zone however questions around how it will be enforced.	9
Would like to see segregated cycle tracks along the whole length of Church Road.	7
Supportive in principle but would like to see the plans taken further.	6
Unsupportive of Mini-Holland overall.	5
Generally positive and supportive of the overall proposals.	3
There are large lorries/skip lorries using the road that are unsuitable for the area. Buses are also an issue from bus garage/depot at Temple Mills.	3
No right turn at onto Lea Bridge Road from Church Road needs to be looked at.	2
The mini roundabout at Church Road/Capworth Street is very unsafe and unsuitable.	2
Concerns about the Grange Park Rd/Church Rd road width.	2
The proposals could make it unsafe for motorcycles.	1
Would like to see a cycle bridge constructed by Marsh Lane	1

2.4 Section A



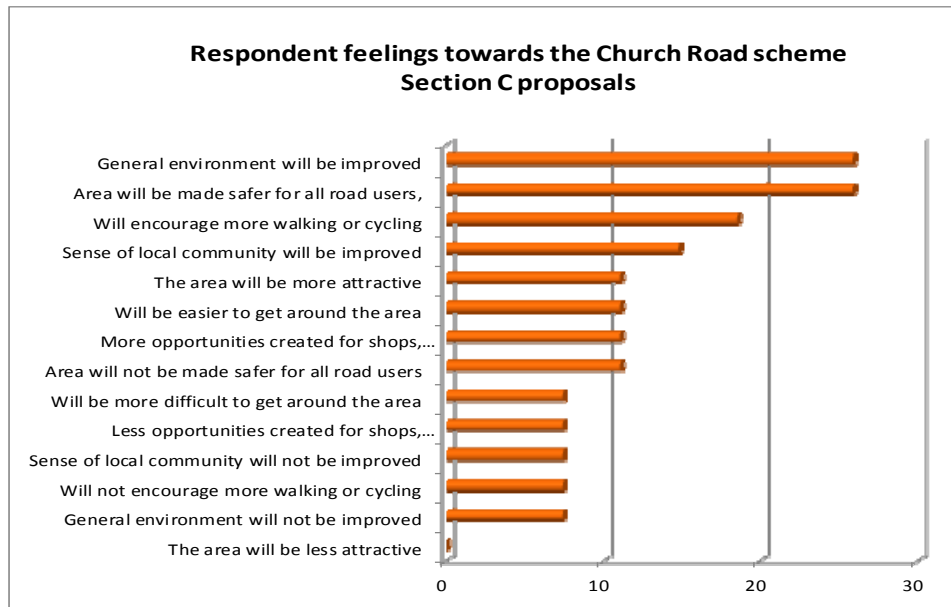
2.5 Section B



Summary of open comments	Totals
General support for the plans and positive comments.	14
Concern around impact for bus passengers, bus priority and concept of floating bus stops	10
Supportive of the segregated cycle lanes	8
Cycle segregation should continue along the entire length of Church Road.	4
More pedestrian priority across the plans and concern around the blended crossing operation.	3

Summary of open comments	Totals
Plans need to be made stronger to reduce traffic speeds and improve safety.	5
This section needs cycle segregation.	5
Pedestrian priority concerns.	4
Generally positive and supportive of the plans	2
Unsupportive of plans.	1

2.6 Section C



Summary of open comments	Totals
Generally positive and supportive of the plans	6
Concerns about using Capworth Street as a cycle route.	4
Concern around impact for bus passengers, bus priority and concept of floating bus stops	3
Plan need to be made safe and easier for cyclists at Grange Park Road	3
Would like to see cycle segregation along the entire length of Church Rd	3
The whole of the one way system needs to be removed.	2
Pedestrian priority concerns.	2
Concern around the pavement level cycle lanes.	2
Suggestions to use Malta Road and Cambrian Rd as the cycle route instead of Capworth Street.	1
Concern about the removal of the roundabout at Capworth Street and Church Road as will cause traffic build up at this junction.	1

Summary of feedback and comments	Response
Capwoth Street is unsuitable as a cycle route.	The Council understand these concerns which is why the road and surrounding road network will be addressed as part the Leyton Town Centre Mini-Holland scheme to ensure that this is made more suitable as a cycle route.
How will the 20mph be enforced?	The 20mph zone will be enforced by the Metropolitan Police and the introduction of appropriate signage. The proposed raised junctions and crossing points will also vehicles adhere to 20mph.
Would like to see a segregated cycle track along the whole length of Church Road.	This has been looked at as an initial part of the design however the road is too narrow and extensive parking would have to be removed from Capwoth Street to Grange Park
No right turn onto Lea Bridge Road from Church Road needs to be looked at.	This will be picked up as part of the Lea Bridge Road Mini-Holland scheme.
The mini roundabout at Church Road and Capwoth Street is very unsafe and unsuitable.	The mini-roundabout is being removed as part of the scheme and will be replaced with a new raised table and junction.
Concern around impact on buses and bus passengers.	The plans are being developed in partnership with TfL and TfL Buses. On-going assessments will be made in terms of bus impacts and the impact on bus passengers as the scheme progresses.
The proposals could make it unsafe for motorcycles.	The scheme will be developed to ensure the safety of all road users.
Would like to see a cycle bridge constructed by Marsh Lane	Unfortunately this is outside of the scheme scope.
More pedestrian priority across the plans and concern around the blended crossing operation.	The proposals try to address the safety of all road users including pedestrians. The blended crossings are designed to provide priority for pedestrians over vehicles. Vehicles will be forced to slow down on entering or exiting the side road with tighter corners on the junctions and raised tables and give way markings.
Plan needs to be made safe and easier for cyclists at Grange Park Road	The Council understand these concerns which is why the road and surrounding road network will be addressed as part the Leyton Town Centre Mini-Holland scheme to ensure that this is made more suitable as a cycle route.
The whole of the one way system needs to be removed.	Addressing the one way system is not part of the scheme. The provision of cycle tracks is to ensure the safety of cyclists.

Appendix 1

Consultation letter

Waltham Forest Council
Mini-Holland Programme
Low Hall
Argall Avenue
London E10 7AS



Neighbourhoods and Commissioning
Executive Director: Michela Moloney

3 July 2015

INFORMATION FOR RESIDENTS AND BUSINESSES – MINI-HOLLAND PROGRAMME CHURCH ROAD SCHEME

The Mini-Holland Programme is transforming the borough to make Waltham Forest better for those who walk and cycle as well as improving the borough for you to live, work and enjoy.

The Church Road area will undergo a number of changes to make the road safer and easier to navigate for the 12,000 vehicles and 150 cyclists that use it on a daily basis. The route will see improvements to the road and junctions, cycle lanes, bus stops and the public spaces along the way.

The Church Road scheme is part of the Mini-Holland Leyton to Blackhorse Road cycling and walking route. Residents will also benefit from all the planned improvements due to take place in Leyton Town Centre later this year.

We have already spoken to many of you who took part of our survey in April 2015, where we asked your views on the area and the types of improvements you would like to see. The results and comments received from these surveys have helped us to develop the design for the road which can be viewed at www.enjoywalthamforest.co.uk/work-in-you-area/church-road.

Church Road public consultation

We would now like you to have your say on the design plans for Church Road and take part in the public consultation from 3 July to 23 July 2015.

- Visit www.enjoywalthamforest.co.uk/work-in-you-area/church-road, where you can view detailed plans and provide comments.
- Come along to our exhibition on Wednesday, 15 July from 5pm to 8pm at St. Joseph's Catholic Junior School, 150 Vicarage Rd, London E10 5DX.
- where you can view the plans and ask us questions.
- Request a paper copy of the consultation by emailing miniolland@walthamforest.gov.uk, calling 020 8496 3000 or writing to the above address.

If you have a question relating to this consultation or if you would like more information on the Mini-Holland Programme visit www.enjoywalthamforest.co.uk, email miniolland@walthamforest.gov.uk or call 020 8496 3000.

Best wishes

Vala Valavan
Head of Highways



Call: 020 8496 3000
Email: miniolland@walthamforest.gov.uk
Visit: www.enjoywalthamforest.co.uk



MAYOR OF LONDON

Consultation area



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Drawn by	CEP	Site	
Drawn by No.			
Date	March 2016		
Scale	NTS		

Leyton to Blackhorse Road
Church Road
Engagement Area

