

HAVE YOUR SAY ON IMPROVING FOREST ROAD

Waltham Forest is changing and we want you to be part of it. Thanks to a funding pot of £27million from Transport for London, we're delivering the Mini-Holland Programme to make our streets fit for everyone to use, whether you walk, cycle, use public transport or drive.

We want to hear your views on the Palmerston Road to Hoe Street section of works.



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Transport
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MAYOR OF LONDON



Waltham Forest

The Mini-Holland Programme is about making our streets work for everyone and our borough a better place to live, work and travel. By creating designated space for cycling, creating routes that better connect our town centres and redesigning some of our public areas, we want to help cut down unnecessary traffic outside your home, and provide safer and healthier travel options so that people enjoy living and spending time in the borough.

Between 2010 and 2014 there were 181 collisions on Forest Road and air pollution in Waltham Forest is on the increase. At peak times of the day, we have up to 6,000 extra cars on our borough's roads due to the school run making our roads more congested than ever before. We need to do something about this so that everyone can get from A to B easily and safely.

What's planned for Forest Road?

The Mini-Holland Programme is made up of a network of walking and cycling routes, one of which is Forest Road. These routes aim to better connect areas within the borough such as our town centres and residential areas, making it easier for people to walk and cycle for local journeys. The routes also help connect Waltham Forest to our neighbouring boroughs, attracting visitors and boosting business for our local economy.

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.

Over the last few years Forest Road has seen a 56 per cent increase in people cycling to get around. To make this road safer for all road users we're planning to make the following improvements:

- Upgrade all major junctions
- Improve and create new pedestrian and cycle crossings to make the area safer and more accessible to people who walk and cycle
- Upgrade and relocate bus stops to bring bus facilities up to Transport for London's standards and make it easier for disabled people and people with push chairs to get on and off buses
- Introduce new blended 'Copenhagen' crossings at all side road junctions, giving pedestrians a continuous pavement rather than a traditional kerb that they need to wait at before crossing the side road. These crossings encourage vehicles to slow down when entering and exiting the side road, ensuring that pedestrians or people cycling have right of way, as per the Highway Code
- Create segregated cycle lanes which create separate, designated space for cycling – making it safer and easier for cycles and vehicles to share the road
- Invest in new public spaces, making Forest Road more enjoyable to use, and benefiting residents, businesses and visitors to the area.

What has happened so far?

In May 2015, we sent a survey to all addresses in the scheme area and spoke with local businesses to understand your concerns and how we can use the Mini-Holland funding to deliver what you want in your local area.

Over 301 residents and 52 businesses took part, providing over 540 individual comments which we analysed and used to shape the next stage of the plans. The results can be found at www.enjoywalthamforest.co.uk/work-in-your-area/forest-road.

Since this survey, we have also been looking at important information about how Forest Road is used including traffic flow, collision statistics and public transport. By using this information as well as your ideas and feedback, we are aiming to create a scheme that makes it easier for people to get around without negatively impacting traffic flow in general.

We have been speaking to key stakeholders including the emergency services to make sure the proposals work for them, and we will continue to engage with them as the scheme progresses.

Giving your views on the proposed design

We want everyone who lives and works in the local area to have their say on the scheme design and help shape the proposals.

To help manage the consultation stage of the Forest Road scheme effectively, we have split the route into sections and will consult on each section between now and the end of 2016. By doing this we are able to spend more time finding out what local people think of the designs near to them, so that the finished road reflects what people want. By doing things in stages, we can also minimise the impact on residents when construction takes place.

The following table breaks down the sections and consultation dates so that you know when you can get involved.

Section of Forest Road	Consultation dates
Ferry Lane to Forest Road (Walthamstow Wetlands)	Completed – 29 February to 21 March 2016
Blackhorse Road junction to Palmerston Road	Completed – 29 February to 21 March 2016
Palmerston Road to Hoe Street	8 July to 31 July 2016
Blackhorse Road junction	Autumn 2016
Hoe Street to Wood Street	Autumn 2016

This consultation document is for the Palmerston Road to Hoe Street section of Forest Road. Please read each proposal listed in this leaflet, and tell us your thoughts on each one by visiting <https://frproposals.commonplace.is> or completing the accompanying questionnaire, if you requested a hardcopy leaflet. Depending on how much you write, we expect the survey to take no more than 10 minutes to complete. **Please complete your feedback by 31 July 2016.**

1. Proposals for Palmerston Road to Hoe Street section

The key elements of the proposals are shown on the map on page five and outlined below.

A. CREATING A SAFER ENVIRONMENT

Results from our perception survey in May 2015 showed that 80 per cent of people who took part felt that some parts of Forest Road felt unsafe. To address this, we want to make a number of road safety improvements, to help you get about more easily.

Proposals include:

- Remove the existing zebra crossing from west of Mersey Road and Melville Road and create a new combined cycle and pedestrian crossing to the east of Bemsted Road and Greenleaf Road. For this change to be made the direction of travel on Bemsted Road will be changed from southbound to northbound and from northbound to southbound on Mersey Road. This will help make the proposed crossing points safer and provide the space needed to accommodate the changes currently under construction on Greenleaf Road as part of the Blackhorse Village scheme.
- Make the Palmerston Road and Higham Hill junction safer for people who cycle by narrowing the road to make space for a segregated cycle lane (where possible). Segregated cycle lanes create separate, designated space for cycling – making it safer and easier for cycles and vehicles to share the road.
- Introduce a new style of crossing called blended ‘Copenhagen’ crossings on all side roads open to motor vehicles. These crossings, which prioritise pedestrians at junctions, are popular in Europe and extend the pavement across the side street at key junctions giving pedestrians a continuous pavement rather than a traditional kerb that they need to wait at before crossing the side road. These crossings encourage vehicles to slow down when entering and exiting the side road, ensuring that pedestrians or people cycling have right of way, as per the Highway Code. Exact locations are shown on the map.
- Reduce the speed limit along the full length of the road from 30mph to 20mph as part of the Council’s commitment to reduce speeds across the borough. Research shows that with a 30 to 35mph impact speed, a pedestrian’s survival rate is only 50%, whereas at 20mph it is 95%.

B. BUS UPGRADES

We want to help improve the reliability of bus services and better meet TfL’s accessibility standards to support elderly and disabled passengers, as well as people with push chairs. To do this, we are planning to make improvements to bus stops, which will be designed together with the new cycle tracks.

Our aim is to improve public transport in the area so that more people choose to use it rather than travelling by car as their first option. We will continue to liaise with Transport for London who will approve any changes to bus stops.

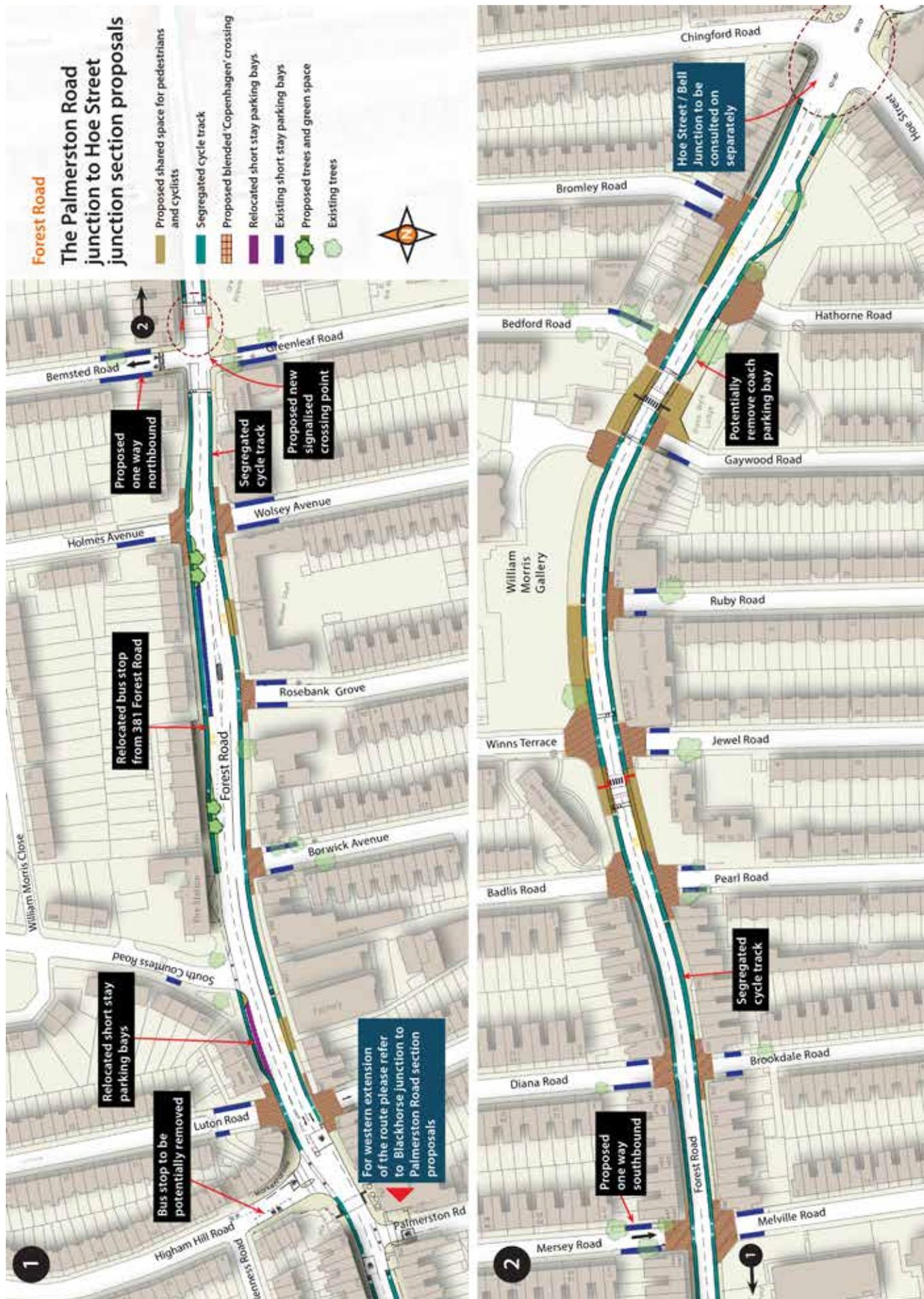
Upgraded bus stops will be introduced at the following locations to make bus journeys more convenient and accessible:

- To the east of Russell Road outside 276 Forest Road
- To the east of Rosebank Grove outside 20 and 21 Forest Road
- To the west of Bromley Road outside 589 Forest Road
- To the east of Pearl Road outside 406 to 416 Forest Road
- To the east of Hawthorne Road opposite Bromley Road
- Outside the William Morris Gallery.

Relocate the following bus stops:

- We are looking to relocate the bus stop from outside 381 Forest Road to outside 357 Forest Road to make space for the cycle lane and footway at this location
- Remove the existing bus stop on Higham Hill Road located near the junction to prevent traffic congestion and vehicles over taking at the junction when buses stop.

Proposed improvements



C. CYCLING IMPROVEMENTS

To help people make local journeys by bike, we are proposing to improve the existing local cycle network – the lanes and cycle paths we currently have. The proposals aim to create new cycle lanes and protected cycle lanes which are separated from traffic, new road signs, and more cycle stands, as well as tying this all in with the wider Mini-Holland Programme so people can get from one town centre to another more easily.

Proposals include:

- Introduce segregated cycle lanes on both sides of Forest Road to help people cycle safely between the Palmerston Road junction and Hoe Street. Segregated cycle lanes create separate, designated space for cycling – making it safer and easier for bikes and vehicles to share the road. The type of cycle lane being installed in this section is called a ‘stepped track’, and is built lower than the pavement but higher than the road, separating cycles from both motor vehicles and pedestrians.
- Current access to off street parking and drop kerbs will stay the same.
- Introduce cycle parking at key locations along the route, making visiting local businesses and places of interest more accessible for people who cycle.

D. PARKING AND LOADING CHANGES

We know that parking and loading along Forest Road needs to meet the needs of local residents, as well as businesses who are vital to the local economy. For the new segregated cycle lanes to be created the parking and loading available on Forest Road will need to be changed. We have used feedback from the perception surveys, as well as data gathered from parking surveys to understand the amount of parking and loading used and needed along this section of road. The parking surveys have shown that on average 62% (48 vehicles in 78 spaces) of the short stay parking spaces on side roads are occupied. With the changes to parking on Forest Road, these short stay parking spaces will operate at an average capacity of 92% (72 vehicles in 78 spaces) leaving 8% (six spaces) of parking still available for parking and loading.

Based on this information we are proposing to remove some parking and loading on Forest Road as follows:

- Remove 24 limited (short stay) parking spaces
- Remove the existing single yellow lines between the Palmerston Road junction and Hoe Street and replace them with double yellow lines to stop vehicles from waiting and loading at any time
- To make space for the new segregated cycle tracks in this section of Forest Road the following changes to parking will need to be made:
 - Remove approximately eight parking bays located between 351-357 Forest Road to accommodate the relocated bus stop from outside 381 Forest Road
 - Remove approximately nine parking bays on Forest Road located between Jewel Road and Gaywood Road
 - Remove the existing coach parking bay on Forest Road between Hawthorne Road and Gaywood
 - Remove or relocate the existing coach parking bay on Forest Road outside the Ross Wyld Lodge.

Take part in the consultation

We hope you like the proposals and can see how they will benefit Forest Road for everyone. It's important that you help us shape the improvements by telling us your views. Please provide your feedback by **31 July 2016**.

There are a number of ways for you to have your say:

- Online – visit **<https://frproposals.commonplace.is>** to complete the questionnaire and provide comments online
- Request a hardcopy of the consultation document and questionnaire by emailing **miniholland@walthamforest.gov.uk** or calling **020 8496 3000**
- Come and talk to us and view the plans on:
 - Tuesday 19 July between 6pm and 8pm at The William Morris Gallery, Lloyd Park, Forest Road, E17 4PP.

What happens next?

All of the feedback received will be grouped, carefully analysed and used to shape the final design.

Where there are elements of the scheme that are not well supported by residents and businesses, we will look at these again. Where it's possible to make changes based on your comments and suggestions we will, and where we can't we will explain why. A summary of the results and feedback will be sent to everyone who took part after the public consultation stage has ended. This will set out the results and how they have been used to help shape the final design. This will also be available on the website for everyone to see.

Before we get to the design stage, Transport for London (TfL) will also need to approve all of our plans as the funders of the Mini-Holland Programme.

Giving your views on the other sections of Forest Road

We will notify residents when the consultation for the remaining sections of Forest Road is launching, and post the links to the survey on the Mini-Holland website **www.enjoywalthamforest.co.uk**. Don't forget to sign up to our monthly email on the homepage and we'll notify you about upcoming consultations and give updates about the many projects we're working on.

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