FOREST ROAD



Public consultation document
Hoe Street to Woodford New Road

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TRANSPORT FOR LONDON

Waltham Forest

FOREST ROAD SCHEME

Overview

Since 2016 Waltham Forest Council have been transforming Forest Road into an attractive destination and better connected transport corridor for all. By making improvements to cycle facilities, 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 the borough boundary with Haringey and Hoe Street. We are now finalising our plans for the remaining sections of Forest Road between Hoe Street and Woodford New Road.

In this document you will find background information on work completed to date and what is being proposed for the next stage of works. Input from the local community is extremely important and on page 4 you'll find information on how you can get involved and have your say on the latest proposals.

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 77 collisions on Forest Road, 13 involving pedestrians and 20 involving cyclists, making it an important route for safety improvements.



Previously completed works: Cycle track and SuDS



Previously completed works: Cycle stands



Previously completed works: Junction



Previously completed works: One way

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 reservoirs.



Previously completed works: Walthamstow Wetlands

2016: Works begin on Forest Road improvements between the Haringey border and Bell Junction

2020: TfL London Streetspace Plan (LSP) delivers temporary works as a response to COVID-19 between Farnan Avenue and Woodford New Road

2023: Future permanent improvements on Forest Road between Farnan Avenue and Woodford New Road

Building on the TfL London Streetspace Plan (LSP)

In 2020, Transport for London's (TfL) London Streetscape 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 virtually 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 permanent improvements in the eastern section of Forest Road between Hoe Street and Woodford New Road. We have been using feedback from the community on the interim scheme along with a range of traffic and highways data to shape our permanent plans for this final section of Forest Road.

ENGAGING WITH THE COMMUNITY

Previous engagement

We have developed and delivered the Forest Road Scheme following a phased consultation and construction approach, allowing residents and businesses to get involved in the part of Forest Road that they use the most, whilst also helping to minimise disruption during the construction stages.

We understand the importance of early and on-going involvement with the local community to help shape our schemes, and for each section of Forest Road we have undertaken a range of engagement activities to gather feedback on proposed changes. Where possible we have made adjustments to meet the needs of the community, whilst also delivering the objectives of the scheme. Throughout, we have been seeking the views of key groups and services in the area including the emergency services, schools, local businesses and community groups amongst others. 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 **https://enjoywalthamforest.co.uk/work-in-your-area/forest-road**

Most recently, 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 allowed us to make some changes and adjustments to the live scheme in response to local feedback, and has helped inform the development of the permanent 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.

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://forestroad.commonplace.is**

Please take a moment to read the proposals and share your views with us before 28 July 2023. 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 details below.

The consultation will run from 3 July until 28 July 2023.

Join us at one of our drop-ins where you can view the plans and ask us questions. The drop-in sessions will be held at the following times and locations.

Time: 12pm – 2pm, Saturday 15 July 2023
Venue: One Hoe Street (1 Hoe Street, Walthamstow, E17 4SD)

Time: 5pm – 7pm, Tuesday 18 July 2023
Venue: Wood Street Library (1 Troubridge Square, Wood Street, Walthamstow, E17 3HB)

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:
enjoy@walthamforest.gov.uk

WRITE TO:
Enjoy Waltham Forest Team, Low Hall Depot, Argall Avenue, Leyton, E10 7AS

FOREST ROAD PROPOSALS

Hoe Street to Woodford New Road

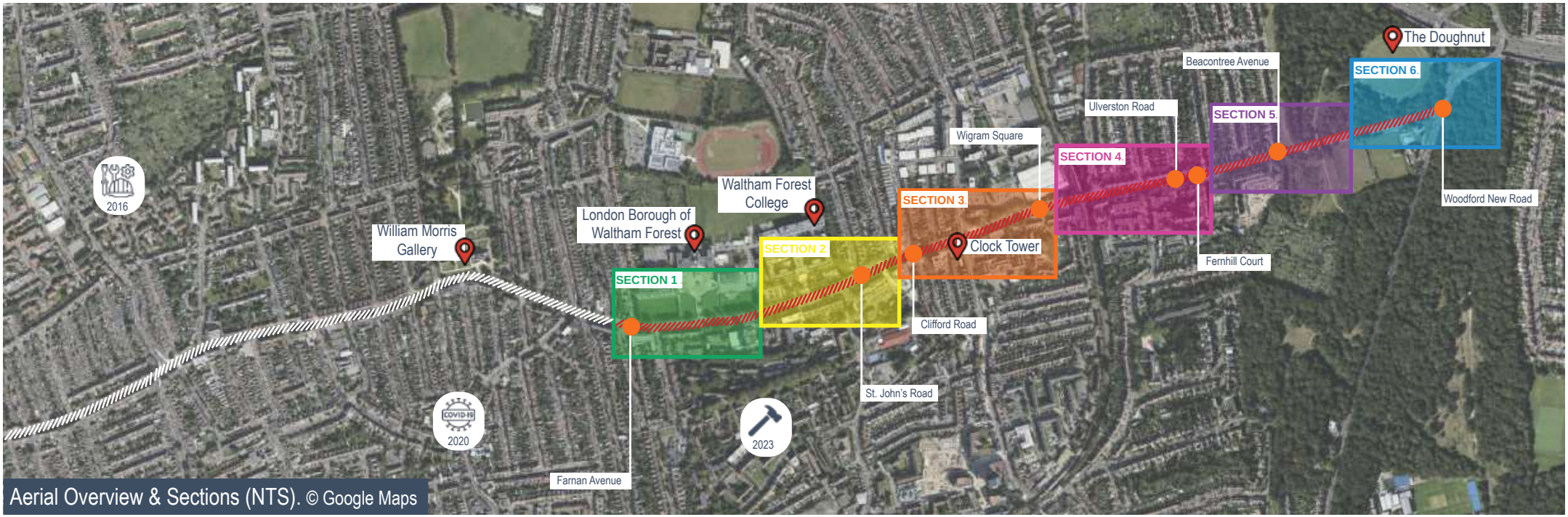
This section of Forest Road between Hoe Street and Woodford New Road is seeing significant growth and redevelopment, including the opening of Fellowship Square and ongoing redevelopment of the Town Hall Campus, which will provide new homes and public spaces while protecting and enhancing the listed building.

Once the new homes and public spaces are built, along with other major developments like the former Homebase site, a natural increase in the number of people moving around is expected. This is one of the key reasons why we have been developing proposals to improve upon the interim LSP scheme introduced in 2020 and deliver a range of high quality permanent improvements. For more information on our wider vision for Forest Road, the reasons why we need to make these changes, and the benefits they will bring, you can view the Forest Road Corridor Planning Framework online here: **https://www.walthamforest.gov.uk/regeneration-and-growth/regeneration-projects-and-developments/regeneration-walthamstow/forest-road-corridor**

The next stage of the scheme aims to create a safe, continuous and coherent corridor aimed at meeting the needs of residents, businesses and all road users. With the addition of junction and crossing improvements, the scheme aims to make it easier for more people to use active travel and public transport for local journeys, while also improving the public realm and increasing climate change resilience.

To make it easier for the community to view and comment on the proposals we have split the scheme into six sections as shown on the map below. In the following pages (pages 6 - 15) we have provided more detail on the specific changes being proposed in each section, including plans, visualisations and photo examples.

In the final section of the document, we have provided additional information on some of the key design features and types of improvement.



Aerial Overview & Sections (NTS). © Google Maps

PROPOSALS

Falmer Road to Town Hall

The proposals for this section of Forest Road include:

- Westbound 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 road outside the Town Hall
- Public realm improvements that are sympathetic to and work alongside Fellowship Square and the Town Hall redevelopment
- A 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. This will help link Hurst Road with Farnan Avenue as a key local route for walking and cycling
- 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 cycle bypasses.



Example image - SuDS planting



Example image - Seating



Sketch image - New crossing at Town Hall.



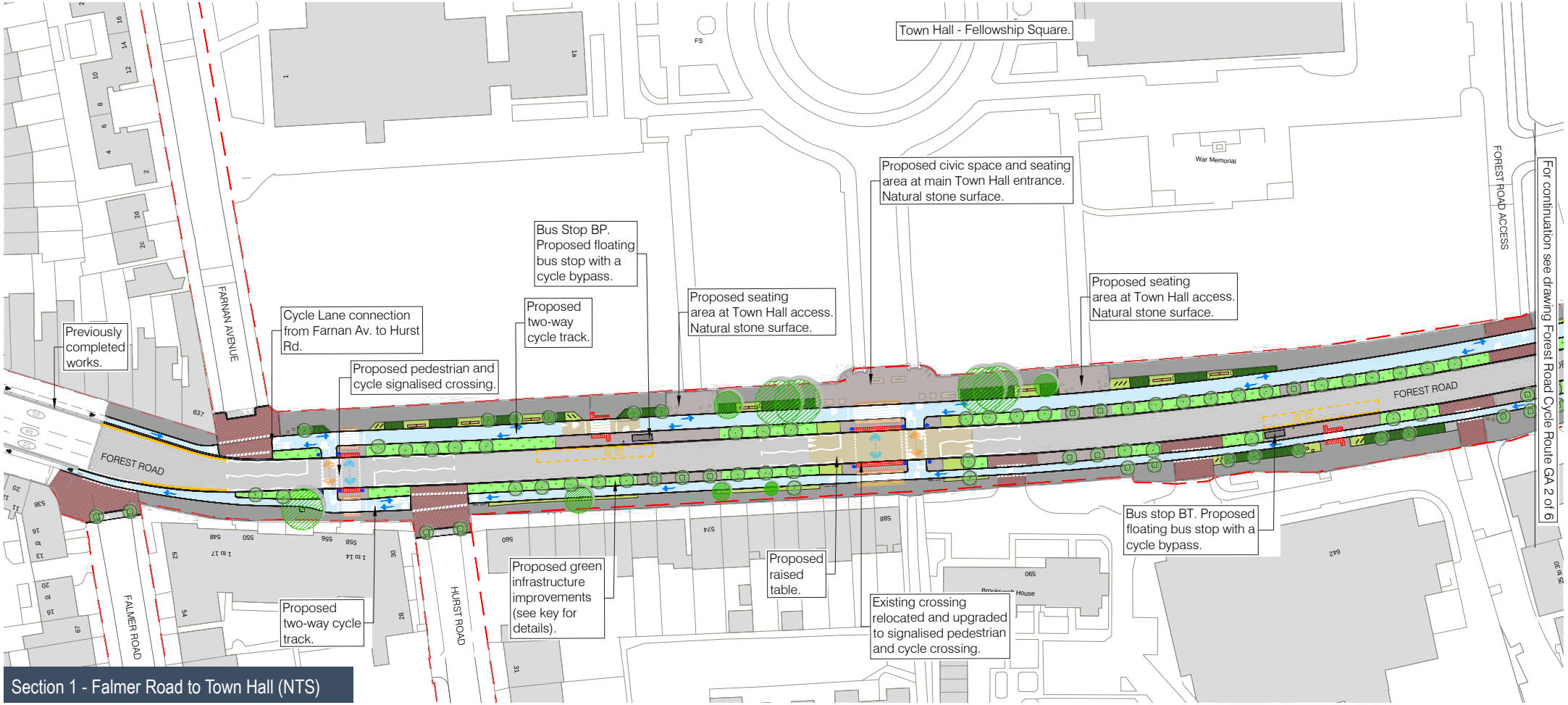
Example image - Floating bus stop with cycle bypass

PROPOSALS

Falmer Road to Town Hall

KEY:

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



Section 1 - Falmer Road to Town Hall (NTS)

Falmer Road to Town Hall



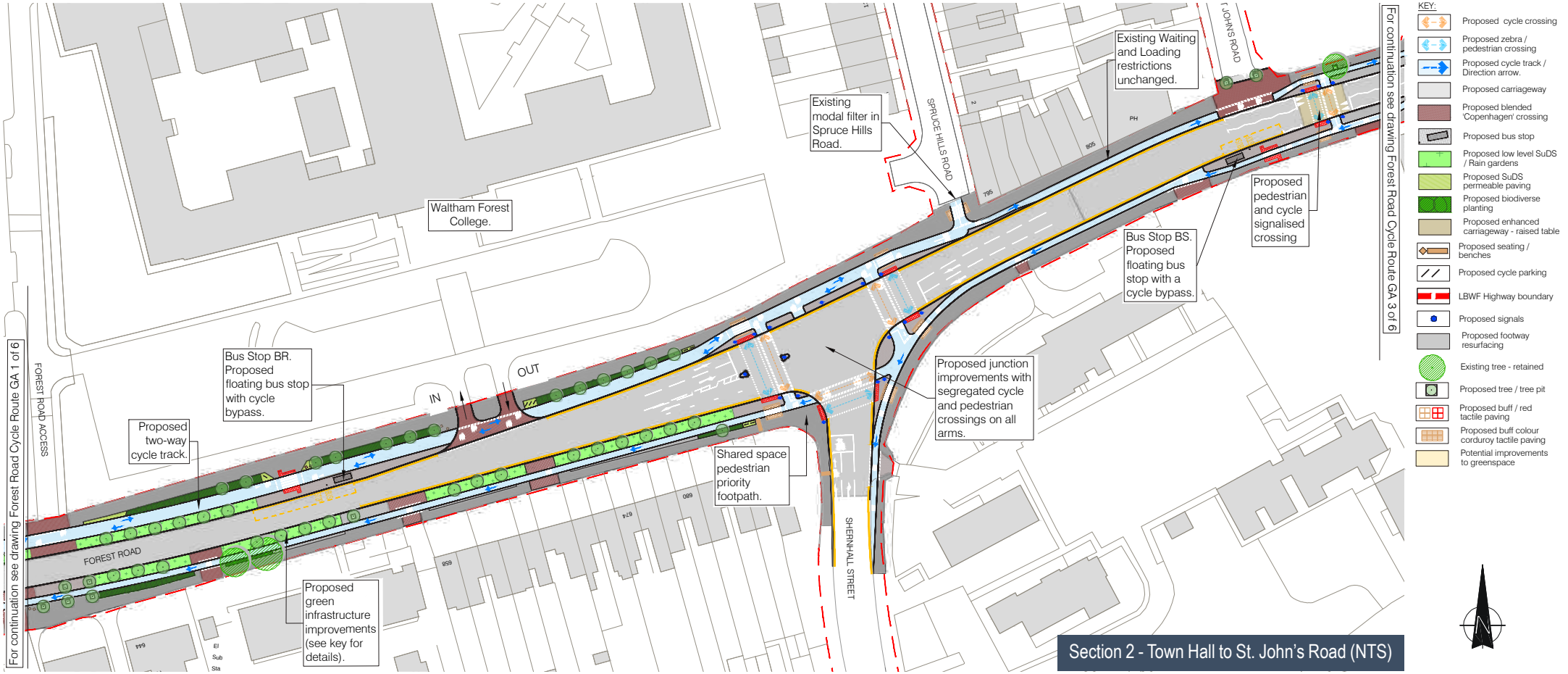
Sketch Image - Main Entrance to Town Hall

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 Forest Road
- Junction improvements with segregated cycle and pedestrian crossings, and signal bypass for cyclists travelling in all directions at the junction of Shernhall Street and Forest Road
- No changes to yellow line restrictions on the north side of Forest Road outside of businesses
- Blended 'Copenhagen' crossings at 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 BR and Bus Stop BS
- Connection into existing modal filter and cycle route on Spruce Hills Road
- Pedestrian and cycle signalised crossing near to the junction with St John's Road.



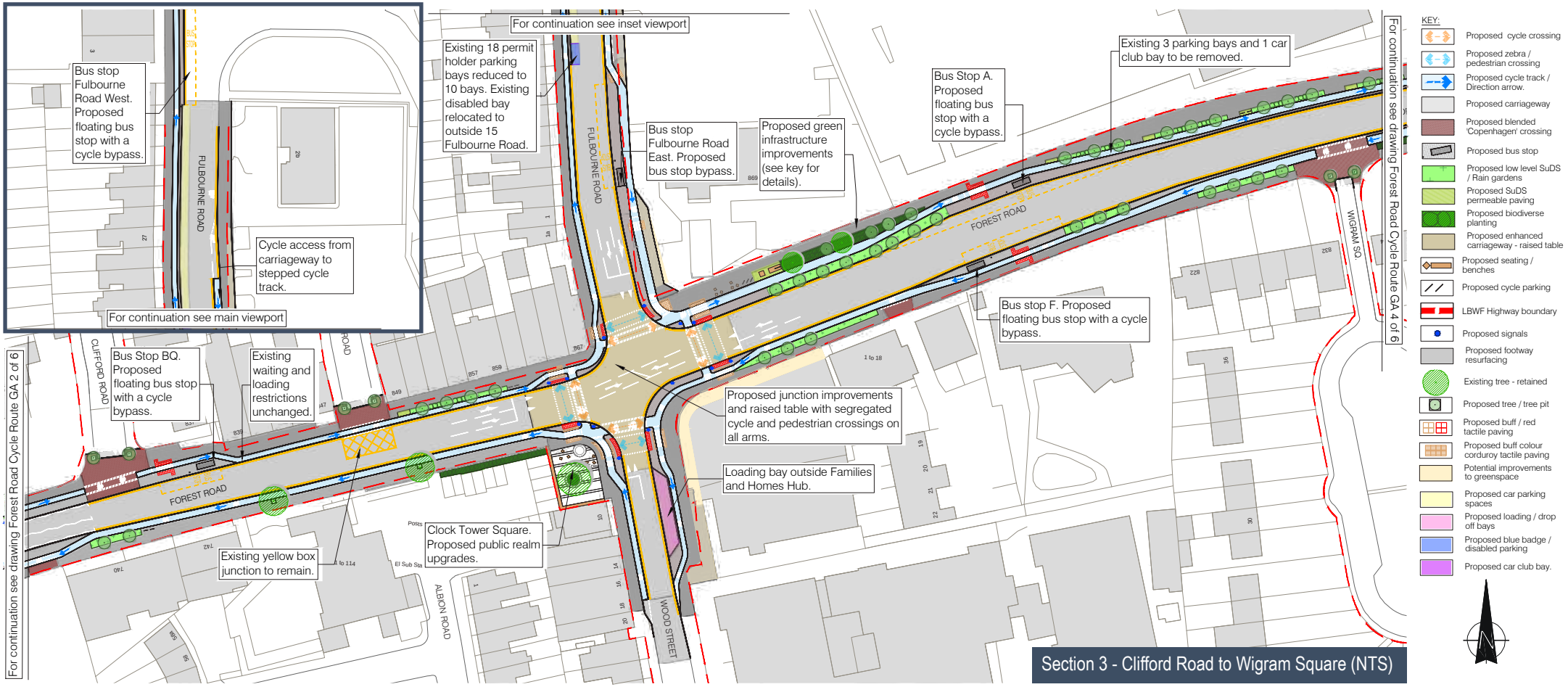
Section 2 - Town Hall to St. John's Road (NTS)

PROPOSALS

Clifford Road and Wigram Square

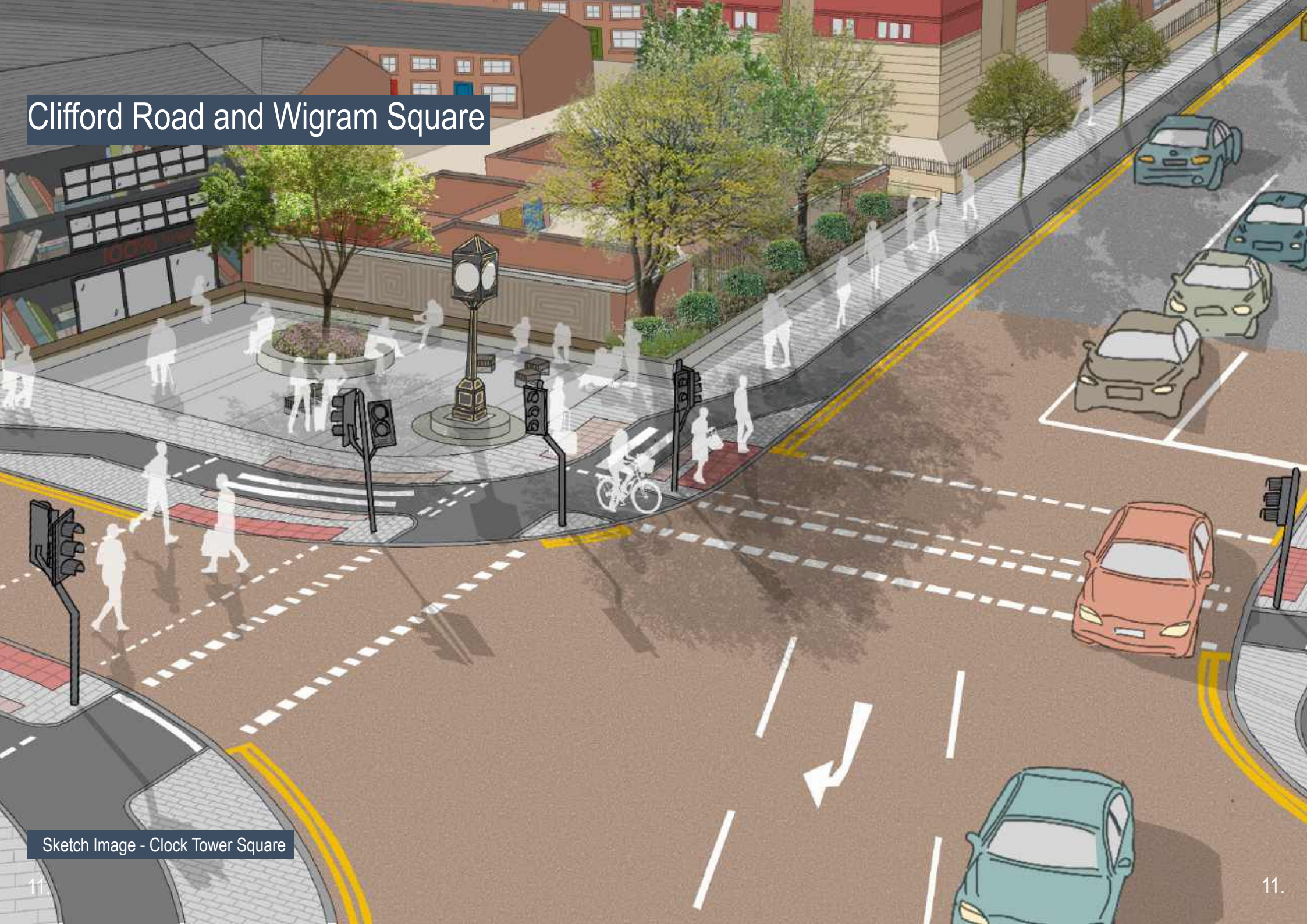
The proposals for this section of Forest Road include:

- Stepped cycle tracks on the north and south side of Forest Road
- Junction improvements including segregated cycle and pedestrian crossings and a signalised bypass for cyclist travelling in all directions at the junction with Wood Street and Fulbourne Road
- Public realm improvements to Clock Tower Square
- Some reduction to the number of on-street parking bays - as shown in the drawing below and on page 18
- Loading bay outside Families and Homes Hub
- Blended “Copenhagen” crossings on Clifford Road, Kingsley Road, Foundry Mews and Wigram Square at their junction with Forest Road
- Floating bus stop with cycle bypass as part of the cycle track at Bus Stop A, Bus Stop F, Bus Stop BQ and the bus stops on the east and west side of Fulbourne Road as shown on the plans.



Section 3 - Clifford Road to Wigram Square (NTS)

Clifford Road and Wigram Square



Sketch Image - Clock Tower Square

11.

PROPOSALS

Wigram Square to Ulverston Road

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
- New 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
- Modal filter on Woodstock Road at its junction with Forest Road with access for cyclists and emergency vehicles 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 depending 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
- Potential improvements to existing green spaces on the south side of Forest Road either side of Winsbeach. This could include SuDS and surface water retention measures, more biodiverse planting and / or informal play areas and activation
- Some reduction to the number of on-street parking bays - as shown in the drawing below and on page 18.

A modal filter - also known as a road closure - is proposed in Woodstock Road at the junction with Forest Road. The new road closure will prevent through traffic using Woodstock Road to access Winsbeach to avoid the current 7.30am 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.

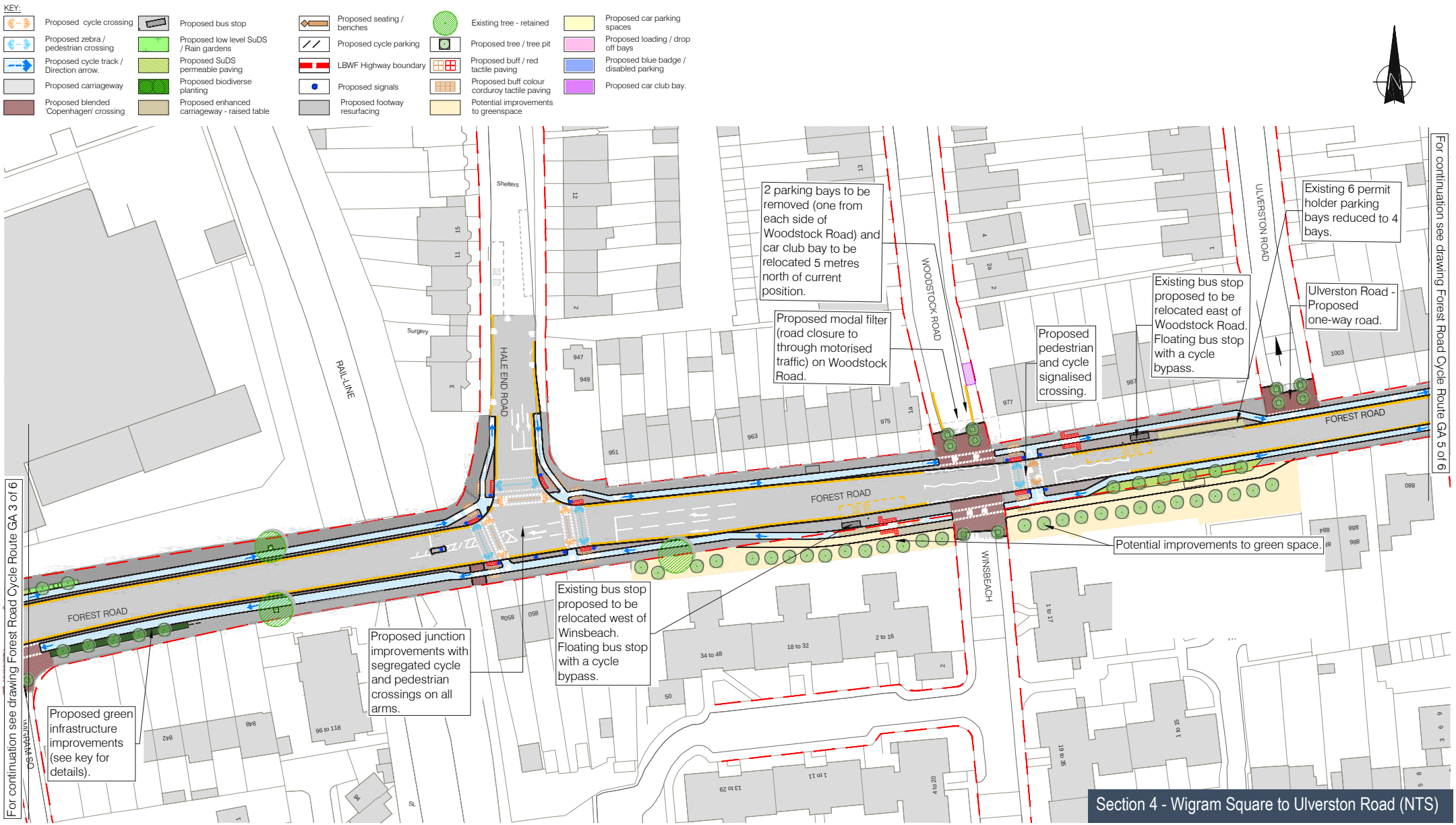
The modal filter will help to improve safety for the local community, in particular children and older residents, whilst creating a more attractive residential street, providing a place suitable for people to play out, relax and spend time with neighbours. This filter will affect motorised vehicles,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



Previously completed works: Greenleaf Road - Forest Road junction.

PROPOSALS

Wigram Square to Ulverston Road



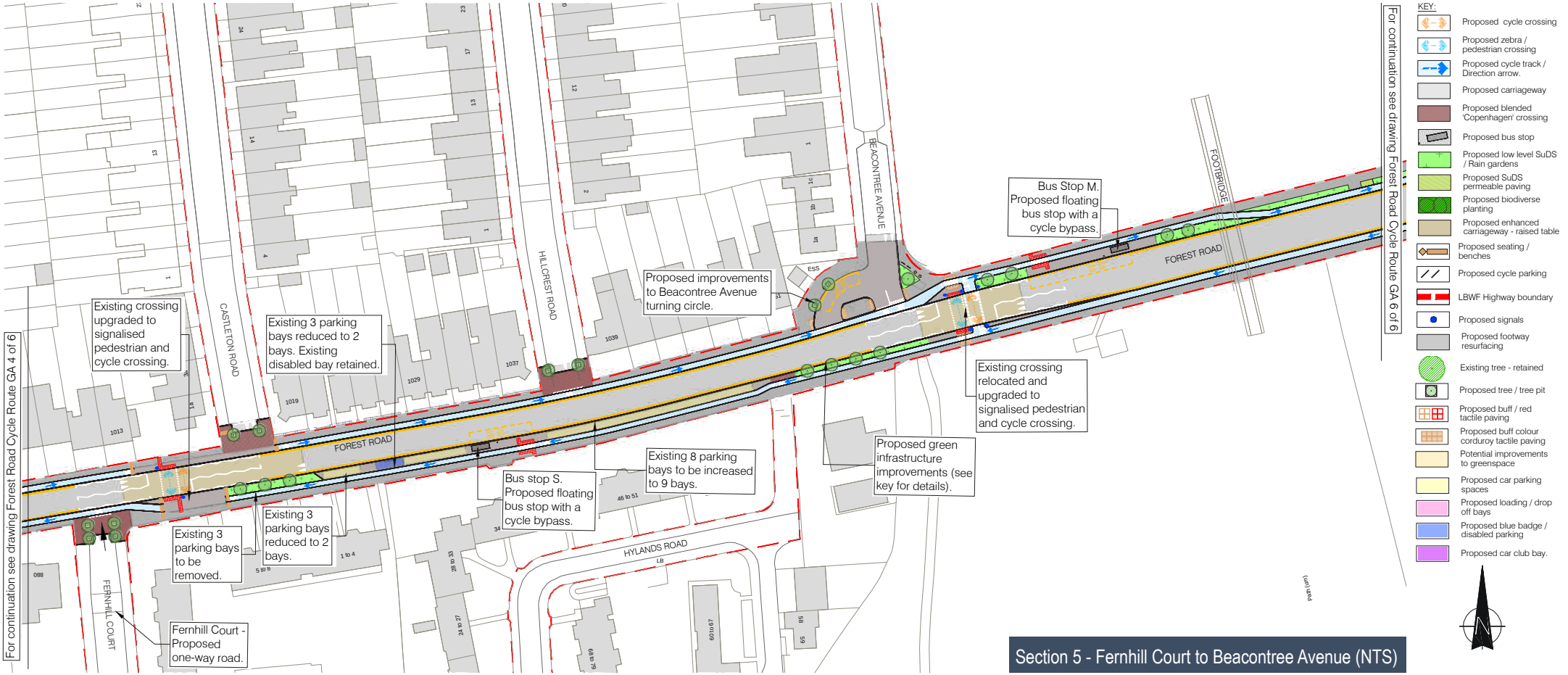
Section 4 - Wigram Square to Ulverston Road (NTS)

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 Forest Road
- Blended 'Copenhagen' crossings on Fernhill Court, Castleton Road and Hillcrest Road at their junctions with Forest Road
- Existing zebra crossing by Fernhill Court upgraded to a signalised pedestrian and cycle crossing on a raised table
- 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
- Floating bus stop with a cycle bypass as part of the cycle track at Bus Stop S and Bus Stop M
- Relocated pedestrian and cycle signalised crossing with a raised table at the junction with Beacontree Avenue. The bus turnaround area will be maintained
- Some reduction to the number of on-street parking bays - as shown in the drawing below and on page 18.



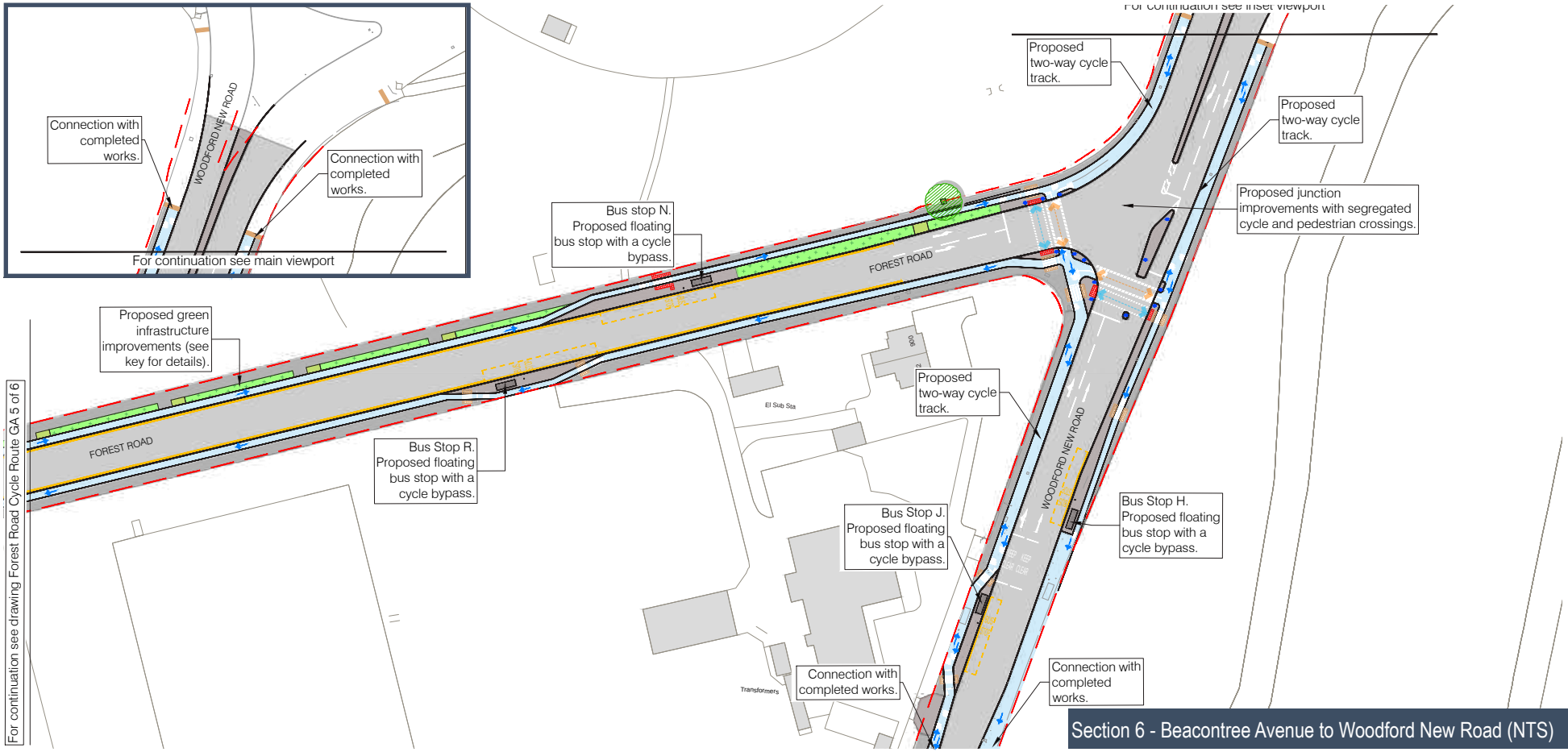
Section 5 - Fernhill Court to Beacontree Avenue (NTS)

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 Forest Road
- Junction improvements with segregated cycle and pedestrian crossings and a 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 to the south on Woodford New Road.



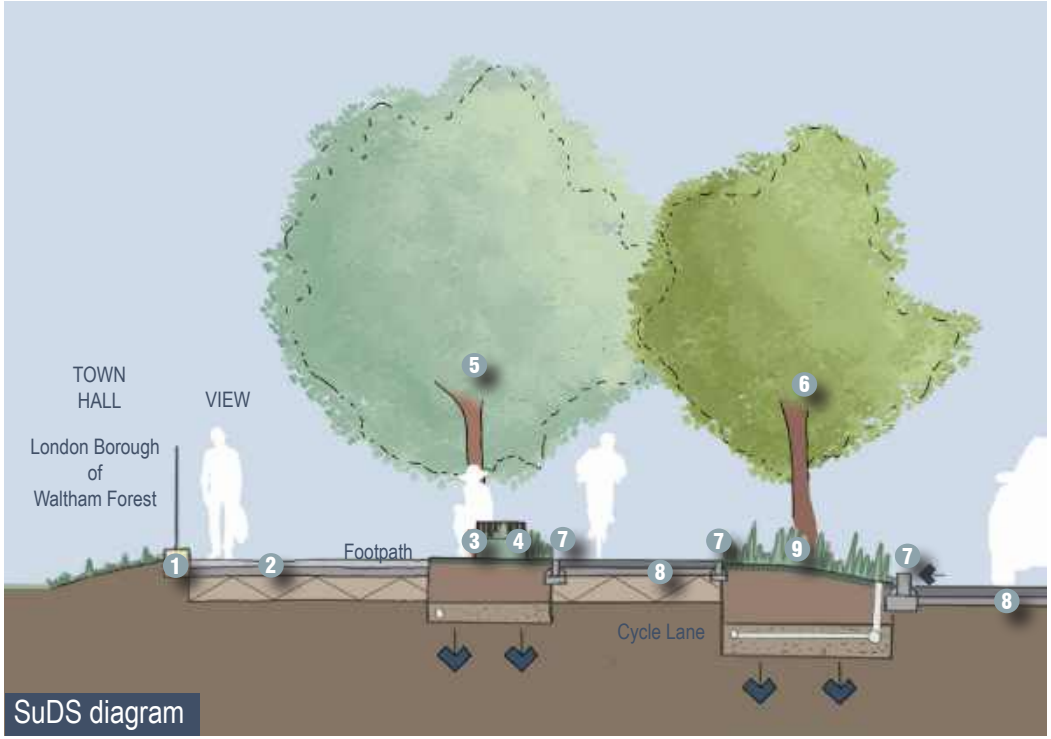
PROPOSALS

Landscape and public realm

The addition of new landscaped public spaces will improve the look and feel of Forest Road, encouraging people to spent time in the area, shop locally and have pride in where they live. New paving materials and upgraded footways will help improve accessibility along and across Forest Road.

Proposals include:

- Retain existing healthy trees in the area and aim to plant at least 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.



SuDS diagram

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.

SuDS proposals include:

- Aiming for up to 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
- Existing trees retained
- 440m2 SuDS - permeable paving
- Potential for underground storage cells to be included in the design to further increase surface water attenuation and storage. This is currently being investigated as part of the design process.

Inclusive public realm

The public realm will be designed to be as accessible and inclusive as possible. The design takes into consideration and aims to meet Waltham Forest, TfL and National design guidance including London Cycling Design Standards (LCDS), Local Transport Note 1/20, Healthy Streets Indicators, and pedestrian comfort levels.

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.

Key

1. Railing
2. Paving
3. Proposed Biodiverse Planting
4. Proposed seating
5. Retained Trees
6. Proposed Trees
7 Kerbs
8. Asphalt
9. SuDs and rain garden

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 undertaken parking, waiting and loading surveys to understand current kerbside use and demand, and this has been used to inform the changes proposed as part of the scheme. We will continue to work with local businesses in particular 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
- Remove 3 parking bays on Forest Road between Fulbourne Road and Hale End Road to allow space for the segregated cycle track. The Car Club Bay at this location is no longer in use
- Remove 8 of the existing 18 parking bays on the Fulbourne Road to make space for the cycle track opposite the bus stop (Forest Road/Wood Street Library). The average utilisation rate of the existing bays is 59 percent. This will reduce the parking provision in this area to 10 bays
- Remove 2 parking bays on Woodstock Road (one from each side of road) near to the junction with Forest Road to create a vehicle turning area
- Remove 2 of the existing 6 parking bays on Forest Road between Woodstock Road and Ulverston Road to accommodate the relocated bus stop. The average utilisation rate of the existing bays is 56 percent. This will reduce the parking provision in this area to 4 bays
- Remove 4 of the existing 17 parking bays on Forest Road between Fernhill Court and Hylands Road to accommodate the eastbound cycle track, bus bypass and proposed planting. This will reduce the parking provision in this area to 13 bays
- Relocate the existing disabled parking bay outside 7 Fulbourne Road to outside 15 Fulbourne Road
- Retain the Disabled Bay opposite 822 Forest Road
- Retain the Disabled Bay opposite 1027 Forest Road
- Relocate the Car Club bay on Woodstock Road approximately 5 metres north.



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 dedicated 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 tracks

The scheme will introduce continuous separated cycle tracks along the entire corridor, including all junctions and the section between Hale End Road and Beacontree Avenue where there is currently no protected space for cycling. The tracks will mainly be single direction, but with two-way sections at key locations to provide key cross connections. 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:

- One-way cycle tracks along the route, with two-way sections at key locations 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.



Example Image - Crossing over cycle tracks

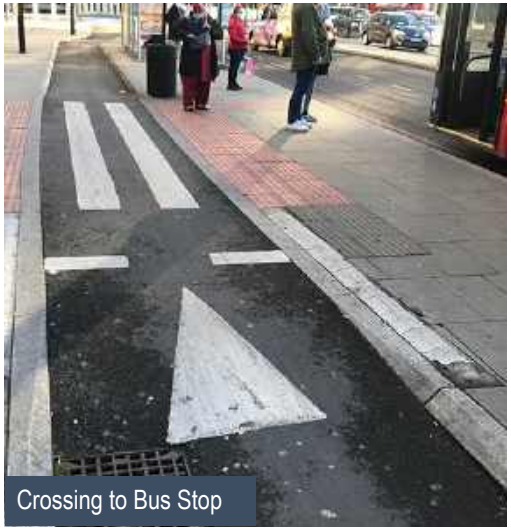


Example Image - Improved cycle tracks

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 reduced mobility, as well as people with push chairs and mobility aids, to access public transport with ease. To achieve this, the below changes will be made to bus stops, 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, passenger boarding and alighting 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 within the area
- All bus stops along Forest Road 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, we have been contacted by some 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 are 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, where there is a dedicated set of questions asking for views on this area:

Website: https://forestroad.commonplace.is

Email: enjoy@walthamforest.gov.uk



Aerial Image © Google Maps



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