



Liveable Streets Co-Design Workshop Report

Bow

The London Borough of Tower Hamlets

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PROJECT CENTRE

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1. BOW AREA

The phase one engagement for Bow covered the area below.



2. COMMUNITY CO-DESIGN WORKSHOPS OVERVIEW

2.1 Workshop Dates:

- Tuesday 26 November 2019 - 54 attendees
- Thursday 28 November 2019 – 26 attendees
- Saturday 30 November 2019 – 28 attendees
- Wednesday 4 December 2019 – 20 attendees

2.2 Venues:

- Olga Primary School, Lanfranc Road, London E3 5DN
- 1a Butley Court, Ford Street, Bow, London E3 5LT
- St Paul's Church, St Stephen's Road, Bow, London E3 5JL

2.3 Workshop overview:

The Liveable Streets co-design workshops were organised to:

- Increase public awareness of the scheme
- Share the relevant Bow traffic and survey data with the community
- Review and share feedback on potential options for improvements to the Bow area
- Come up with alternative ideas to develop and improve the next design phase

The community co-design workshops included two exercises; the first exercise focused on traffic management and cycling improvements and the second exercise looked at improving the pedestrian environment and public transport accessibility.

2.4 Presentation of background data

As part of the workshop attendees were provided with:

Traffic data, air quality, etc.

2.5 Exercise 1:

Attendees were provided with maps of the scheme area showing ideas to encourage them to discuss key issues and propose their own alternative

ideas. The ideas shown were based on previous public engagement alongside traffic and pedestrian surveys.

The ideas aimed to reduce traffic volumes and prevent rat-running in residential areas through interventions such as road closures, bus gates and one-way streets. Implementing the interventions would reduce the traffic volumes within the area, make Bow safer and more appealing to walk or cycle and will improve air quality. Attendees were also asked to consider different options around the operation of the closures, for example whether they should operate at restricted times of the day or change with the peak traffic flow, allowing vehicles to move in a single direction only.

Attendees sat around tables and were presented with three traffic management options to discuss and feedback on. Supporting documents, including air quality readings, collisions data, traffic survey and pedestrian counts, were available at each table. Attendees were encouraged to write, highlight and draw their ideas and feedback on the plans. The plans were provided on A0 sheets of paper to ensure that everyone had a clear view. Each table had at least one facilitator to guide the discussion, explain the plans and answer any questions.

2.6 Exercise 2:

The second exercise concentrated on three main themes:

- Improving the walking environment to encourage more people to walk and cycle
- Improving accessibility to public transport
- Improve the look and feel of public spaces

Attendees were presented with ideas for improvements to the pedestrian environment and were encouraged to write, highlight and draw their feedback and proposed alterations on the plans.

Supporting documents, including bus and cycling routes, anti-social behaviour data and examples of successful interventions across London, were available

on each table to aid the discussion on public space interventions such as pocket parks, street lighting and pedestrian crossings.

2.7 Key Feedback:

There was overall support for improving the appearance of public space across Bow as well as creating more pedestrians and cycle spaces. A trend of negative responses to several of the traffic management interventions was also recorded.

The below feedback summarises comments left on the plans as well as discussions held with workshop facilitators. Reoccurring discussions included:

- **Pedestrianisation of Roman Road**

The pedestrianisation of Roman Road was a popular idea.

- **Closure on Old Ford Road at the narrow bridge**

A closure on Old Ford Road at the narrow bridge was widely supported and it was acknowledged a safety issue is present on this road. There is strong support for also reducing traffic volumes on this road and creating an alternative east-west cycle route to the park and the canal path. Attendees queried if a potential closure should be closer to the roundabout junction with Grove Road.

- **Closure of Coborn Road between Tredegar Road and Malmesbury Road**

There was mixed support for the proposed closure of Coborn Road between Tredegar Road and Malmesbury Road.

- **Bus gate operation**

Some attendees would like to see the proposed bus gates operating only at peak times. Some attendees advocated for full closure to gain maximum reduction of rat-running through the area. Some attendees didn't want to have a bus gate at all.

- **Turning and movement restrictions**

The proposed turning restrictions in Option 2 at the Roman Road and

St Stephen's Road junction seemed complex for many and there was some confusion as to how this would operate.

Commonly, those who supported the closures, Option 1 and Option 3 were preferred. If Option 1 were to proceed, there was strong opinion that the closures should be timed during the peak hour only and that bus gates should consider resident access. Some attendees also commented that tidal movement restrictions at closure points would be confusing for drivers.

For Option 3, there were some concerns raised about the diversion required for residents of Cherrywood Close, and that they would only be able to access the area via Jodrell Road, Fairfield Road or the A12.

- **Public realm improvements**

Improvements to the public realm on Roman Road were supported with requests for more seating, street art, trees and planting. There was general support to turn the carpark on the corner of St Stephen's Road junction into a town square.

- **Better cycle facilities**

Improve the cycle facilities throughout the area, but especially on Antill Road by increasing the number of cycle hangars.

- **Better street lighting**

Improving street lighting on Coborn Road under the bridge between Tredegar Road and Malmesbury Road to make it safer for pedestrians.

- **School streets**

The proposed school streets scheme was popular, with some suggesting more roads be included.

2.8 Next steps:

- All ideas and suggestions will be analysed and considered at the next design phase.

3. TRADERS AND BUSINESS OWNERS CO-DESIGN WORKSHOP OVERVIEW

3.1 Workshop Date:

- Monday 3 February 2020 – 14 attendees

3.2 Venue

- St. Paul's Church, St. Stephen's Road, London E3 5JL

3.3 Workshop Overview

The Liveable Streets co-design workshop for traders and business owners was organised to:

- Increase engagement with local traders and business owners in the Bow area, particularly along Roman Road.
- Share the relevant Bow traffic and survey data
- Review and share feedback on potential options for improvements in Bow
- Come up with alternative ideas to develop the next design phase
- Receive the specific feedback regarding the concerns and issues that traders and business owners in the Bow area.

The traders and business owners co-design workshop included three exercises, tailored from the materials used during the broader-community co-design workshop groups in Section 2 of this report. Materials and exercises were tailored to meet the specific needs of the trader and business owners and elicit the most useful outcome and constructive feedback from workshop attendees.

The first exercise focused on loading and deliveries, the second on traffic management and cycling improvements and the third exercise looked at what would create a better high street experience. Attendees were provided with Traffic Data, O/D Data, Collisions plot, Air Quality Data, Cycle Route plan, Bus and Walking Route plan maps of the Bow area.

3.4 Exercise 1 - Loading and deliveries

Attendees were asked to plot their routes for deliveries and loading. Provided with maps of the area, attendees recorded information relating to the type and size of vehicles for their deliveries as well as the routes their delivery companies used and the location of loading bays (where relevant).

3.5 Exercise 2 - Traffic management / cycle improvements

Attendees were provided with maps of the scheme area inclusive of potential ideas to encourage a discussion about the key issues in the area and to propose alternative ideas for traffic management. The ideas shown on the maps were based on previous public engagement alongside traffic and pedestrian surveys.

The exercise was customised to business operation needs. Attendees were encouraged to think about how loading and deliveries continue to be managed in the future, what the current issues on Roman Road were as well as what they would like to be improved. Facilitators directed conversation to ensure that the exercises were interactive and engaging, and to be answered from the perspective of traders and business owners throughout the project area, particularly along Roman Road.

3.6 Exercise 3 - What would create a better high street experience?

Attendees were asked to think about potential improvements to the Roman Road walking environment, public transport accessibility and public spaces such as changes to footways, lighting, public transport accessibility, street furniture, planting and artwork. Facilitators directed conversation to ensure exercises were interactive and to be answered from the perspective of traders and business owners throughout the project area, particularly along Roman Road.

3.7 Key Feedback

Overall, improvement to the look and feel of public space across Bow was supported.

Concerns related to the pedestrianisation of Roman Road and business access for deliveries and customers. The reoccurring discussions include:

- **Deliveries on Roman Road**

Disruption and interference to deliveries on Roman Road is a concern for traders. Traders are concerned the introduction of pedestrianisation and proposed road closures, will mean delivery companies may not have access and may not be willing to continue their deliveries. Deliveries appeared to be the major concern for traders and business owners as it is already a contentious issue for those located on or near Roman Road. Attendees suggested timed closures of the proposed bus gates to allow for delivery vehicles and supported the idea of delivery-only short-term parking bays.

- **Access to Roman Road**

Business owners are concerned a change in route layout could affect their businesses by impacting customer access and supplier deliveries.

- **Dedicated Cycle Infrastructure**

Attendees were supportive of dedicated infrastructure for cyclists along Roman Road to increase safety for both cyclists and pedestrians. Suggestions included contraflow, clear signage and more bike stands.

3.8 Next steps

- All suggestions will be analysed and considered, before moving to the official consultation phase.