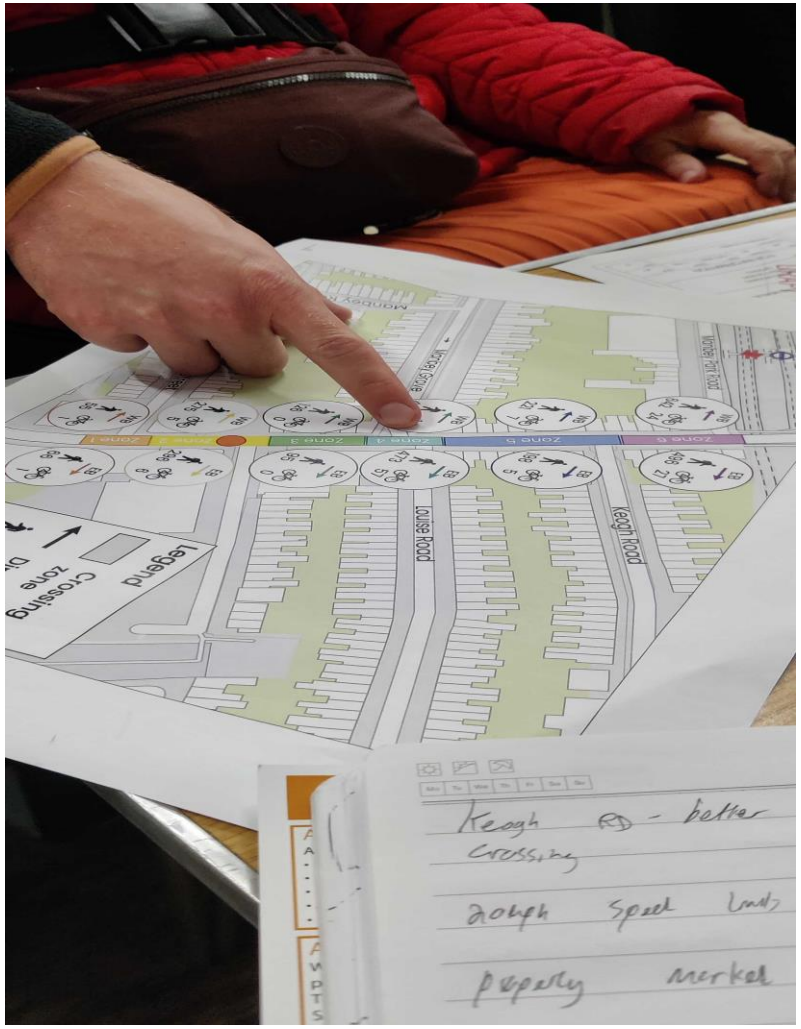

Water Lane Crossing: Engagement Report

November 2024

Prepared for London Borough of Newham by ECF

e.c.f.

Newham London

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INTRODUCTION

1. Introduction

- Following initial feedback gathered last year, Newham Council is seeking further input from the community on the introduction of a crossing point on Water Lane, so that people walking, cycling and wheeling can travel across the street more safely
- A large-scale traffic study was undertaken by LB Newham to identify traffic and pedestrian movements. The area where Manbey Grove and Louise Road meet across Water Lane had the highest numbers of pedestrians crossing across the whole survey area, while the numbers using the current crossing were much lower, suggesting the need for an alternative.
- Also being looked at simultaneously are obstructive trees on Manbey grove. LB Newham were also keen to gather people's views on these trees and what steps should be taken to prevent property damage and ensure that the pavement is accessible for all.
- ECF was commissioned by the London Borough of Newham to support the engagement programme to receive feedback on the proposed Water Lane crossing, the Manbey Grove trees, the idea of an additional crossing near to the station and the use of underutilised space adjacent to Modal filters.

CGI Image of the proposed pedestrian and cycle crossing on Water Lane

EXECUTIVE SUMMARY

2. Executive Summary

This report presents the findings from an engagement programme undertaken by the London Borough of Newham with support from ECF in October 2024.

LB Newham has undertaken a period of engagement with residents to gather feedback on proposals for a pedestrian and cycle crossing on Water Lane. Additionally, views were sought on the future of several large trees which have grown to obstruct the pavements on Manbey Grove. This is part of ongoing efforts to create an attractive and safe environment for people walking and cycling, and other active transport users.

This engagement took several forms. The principal form was through drop-in events in the local area, hosted at a local church, as well as a detailed survey hosted on an online engagement platform. The engagement programme was designed to encourage input from residents, road users and other key stakeholders. This programme allowed residents to raise concerns, ask questions or give support, as well as discuss the issues amongst themselves. Key findings were:

- Broad support for the proposed crossing between Manbey Grove to Louise Road.
- Strong support of levelling the pavements on Manbey Grove.
- Divided opinion among residents on whether trees that obstruct the pavement should be removed. Feelings are strong on the issue, with some feeling that the trees could have the pavement extended around them, while other emphasise property damage and the problems the uneven pavements cause those with mobility issues.
- Strong Support for a second crossing at the top of Water Lane, near to Maryland Station.
- Strong support for better utilising the area next to the modal filter on Manbey Grove. Preferred uses are green space or planting.

2,202 Leaflets distributed

55 People engaged at pop-up events

78 Survey responses

2 Public drop-in events

25 Correx lamp post signs displayed in the area

ENGAGEMENT APPROACH

3. Engagement Approach

This section of the report sets out the engagement approach undertaken, and the corresponding methodologies used. The engagement opened on 14th October and closed on 1st November 2024.

Community feedback was encouraged and gathered through the following methods:

- An engagement website was created using the Co-Create digital engagement platform, showing information about the proposals and allowing people to complete the online survey.
- An online survey to collect people's experiences, observations and insights.
- 2,202 leaflets distributed to residents within the area
- Two workshops/drop-ins at Stratford's Central Baptist Church.
  - Thursday 24 October, 15:00 – 19:00
  - Saturday 26 October, 10:00 – 14:00
- 25 signs were installed with QR codes linked to the online survey in the local area.

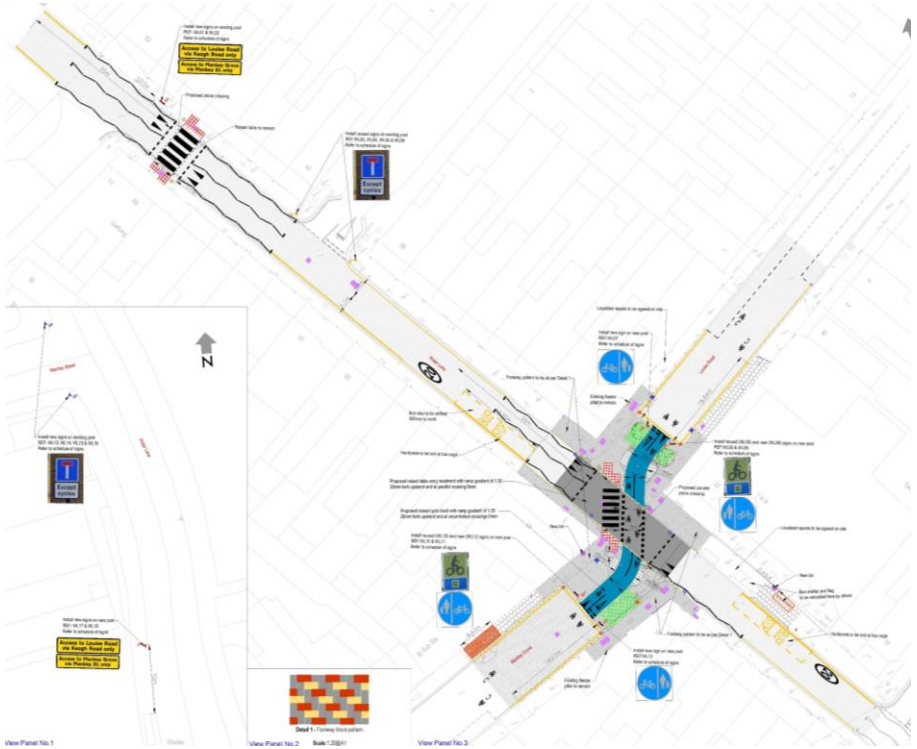
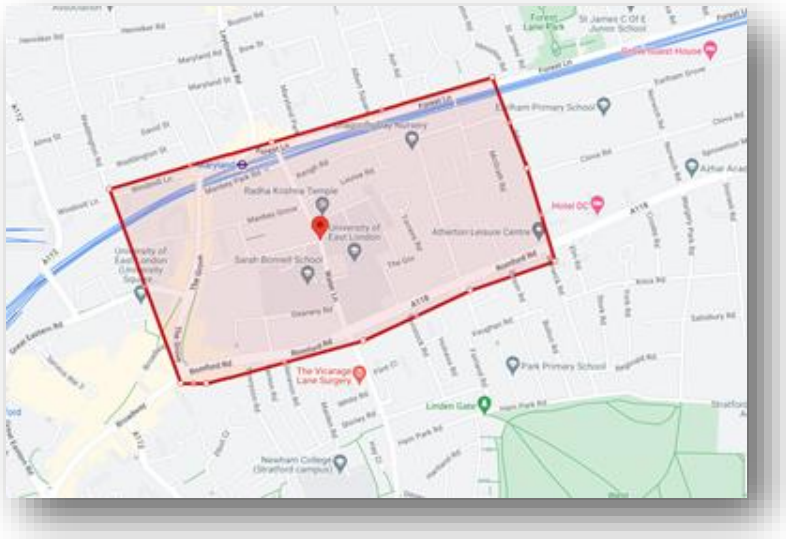


Diagram of the proposed crossing

3. Engagement Approach

3.1 Leaflet

- A leaflet (appendix i) outlining the proposals and engagement opportunities was distributed to 2,202 addresses (appendix ii) in the area around Water Lane.
- The leaflet included information on the traffic study, the proposed design for the crossing, the issues around the trees and how to get involved with the engagement process.
- The leaflet was available in PDF, plain text (word), Easy Read (simplified text), Audio Recording, British Sign Language summary on request. Translated versions were available via a QR code.



Leaflet Distribution Area (Appendix ii)

3. Engagement Approach

3.2 Project website

- A project website was created using the Co-Create digital engagement platform (appendix iii). The site is located at: https://newhamco-create.co.uk/en/projects/water-lane

- This site featured the engagement questionnaire (appendix iv) and, as well as an explanation of the engagement process and information on the traffic study and proposals.

The home page of the Co-Create website

3. Engagement Approach

3.3 Drop-in Events

The project team hosted two drop-in events at the Central Baptist Church in Stratford:

- Thursday 24th October 2024, 15:00 - 19:00
- Saturday 26th October 2024, 10:00 – 14:00

- Across the two events, 55 people engaged in conversations with the project team about the proposals.

- The project team recorded notes from conversations with attendees which have been included in the analysis detailed later in this report.

Photograph of the drop-in at the Central Baptist Church

3. Engagement Approach

3.4 Lamppost Signs

- 25 Correx signs promoting the engagement (appendix v) process were placed on lampposts in the area of Water Lane during the engagement period in order to ensure locals were aware of the process.

- The signs promoted the engagement events and the website with the online survey, the latter being linked to with a QR code as well as through a web address.

Lamppost sign

3. Engagement Approach

3.5 BetaStreets

- BetaStreets is a purpose-built software design platform, made to change the way people design streets and places. It enables participants in the engagement process to combine photos of the place in question at present, with assets from a library of things, supporting residents to visualise their street in an alternative setting.

- The system was used at the drop-ins to show potential changes to local streets using augmented reality. Residents were therefore able to see visualisations not only of the Councils proposals, but of any suggestions they may make.

- The iterative design process used embraces trial and error, while the portable nature of the technology allows for creative support to be brought the doorstep

- Healthy streets objectives – light and shade , greenery etc. Betastreets allows council staff to work with residents to meet healthy streets objectives, such as creating shade and greenery, in ways that best meet people's needs.

Images of the BetaStreets system in use

ENGAGEMENT FINDINGS

4. Engagement Findings

4.1 Drop-in events

The following feedback was collated from the drop-in events:

Crossing

- Many residents welcomed the idea of the proposed Water Lane crossings in order to slow down traffic and improve safety for local residents. While a small number felt that there was no issue there, more said that they had felt unsafe crossing Water Lane.

- Participants who mentioned that they cycled frequently were largely enthusiastic for the crossing proposals.

Road Closures

- While there was considerable support for the crossing on Water Lane itself, some viewed changes to road access more negatively. There was a perception that the proposals for road closures would result in substantial difficulties for large vehicles entering the area for deliveries, tradesmen etc. This could possibly lead to gridlock, especially on the corner where Manbey Street meets Manbey Road. LB Newham's traffic study, which was undertaken to validate the design and to ascertain local turning movement and traffic volumes, suggests that this will not cause an issue.

- It was suggested that Louise Road and Manbey Grove should remain as an exit point for vehicles in order to reduce traffic congestion on residential roads and assist large vehicles that may need to reverse down Manbey Road and Louise Road in order to exit.

Photograph of the Drop-in at Stratford Central Baptist Church

4.1 Drop-in events continued

Increased Congestion

- Concerns were raised that a Zebra crossing, as opposed to a signalised crossing, will lead to a near constant flow of pedestrians and cyclists across water lane a peak times. It was feared this could lead to significant tailbacks of traffic up towards forest lane, causing increased air pollution for residents. There are fears that this issue would be worsened if there were any closures on Romford Road and Forest Lane which divert buses and traffic through to Water Lane.
- Safety concerns around this issue were also raised. It was suggested that a signalised crossing would be safer than a zebra crossing, as cars and bicycles sometimes fail to obey the law regarding stopping at them.

Photograph of the Beta Streets system in use

Speed & Safety

- Attendees suggested adding speed reduction measures on to Water Lane to address speeding vehicles, including the use of humps and speed cameras. There is a strong feeling that the road is unsafe for pedestrians in particular. Several attendees referenced the tragic death of a pedestrian on Water Lane recently.
- Concern was also raised over the impact of restricting exits from Louise Road could have on Keogh Road as the exit from Keogh Road is currently dangerous and any increase in traffic volumes could worsen risks.

4.1 Drop-in events continued

Trees

- The pavements on Manbey Grove were frequently mentioned as being dangerous for local residents who often trip over the broken paving caused by the tree roots. One wheelchair user who is a local resident who said that their carer is not permitted to wheel them down Manbey Grove due to risks involved. This has left them trapped in their home unable to access local services due to protracted and lengthy diversion route.

- There was frequent feedback that removing the trees on Manbey Grove would help improve accessibility for elderly and disabled travellers as well improve the general safety of local residents.

- This was a contentious area of discussion amongst residents of Manbey Grove. A group of residents feel very strongly against the removal of trees, while others noted that they damage private property and that they render the pavements unusable.

- This particular group of residents felt that the trees were invaluable, providing shade in the summer and beautifying the area. They strongly opposed the removal of the trees, suggesting instead that resin based pavement build-outs be used to extend the pavement around them.

- This group also felt that newly planted replacement trees would have less value to residents than established mature ones.

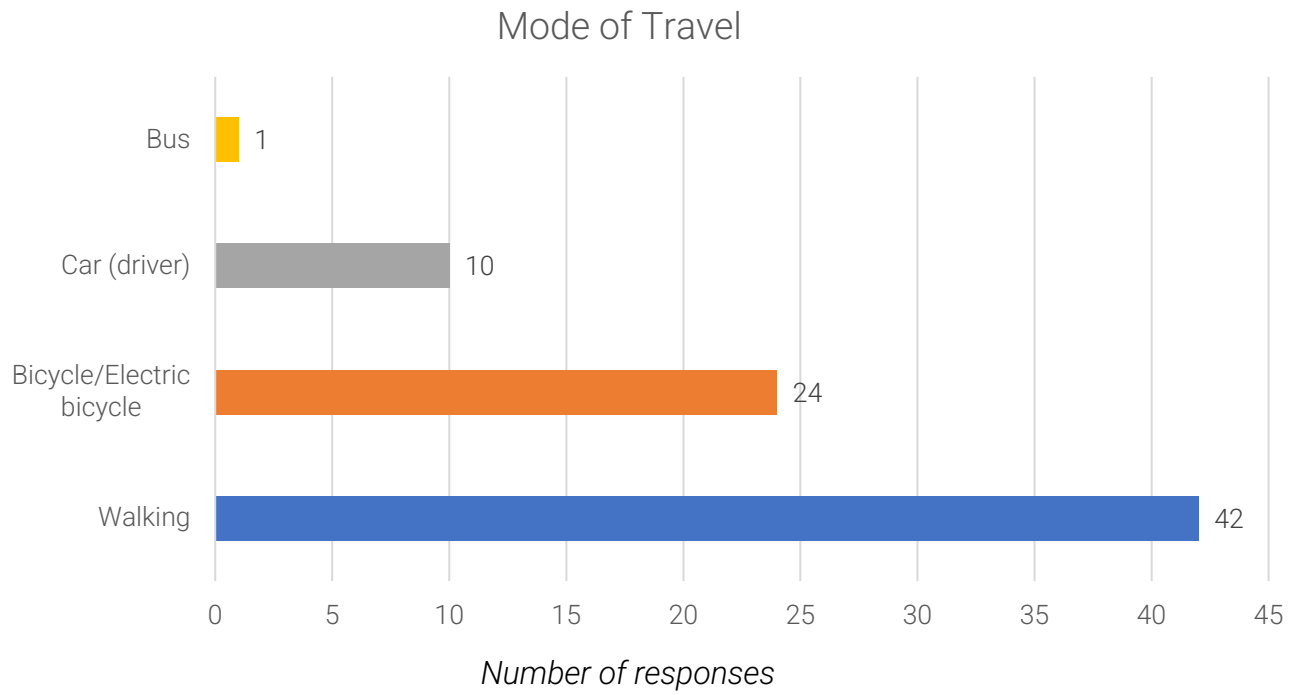
Photograph of a tree from Manbey Grove

4. Engagement Findings

4.2 Online survey

Newham received 78 responses to its questionnaire, all in digital form. The following section sets out the full analysis with further data sets available in the appendices. The first three question in the survey pertained to GDPR, name and email address respectively.

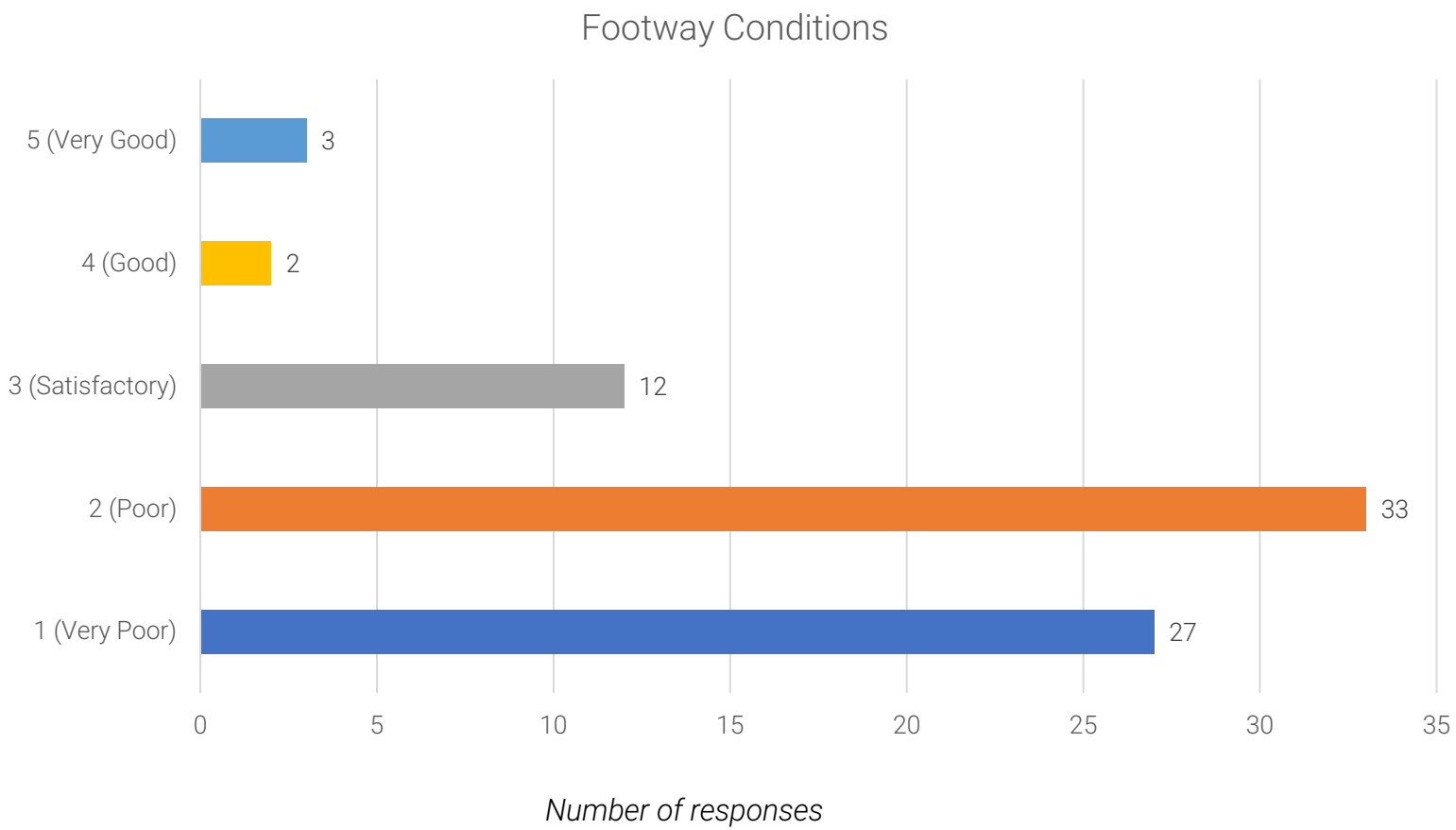
Q4) What mode of travel do you use the most to get around the Water Lane area? *(77 responses were received)*



Walking is the primary form of transport for more than half the people asked (42). Bicycles, electric or not, are second (24) followed by cars (10) with only one respondent preferring the bus.

4.2 Online survey

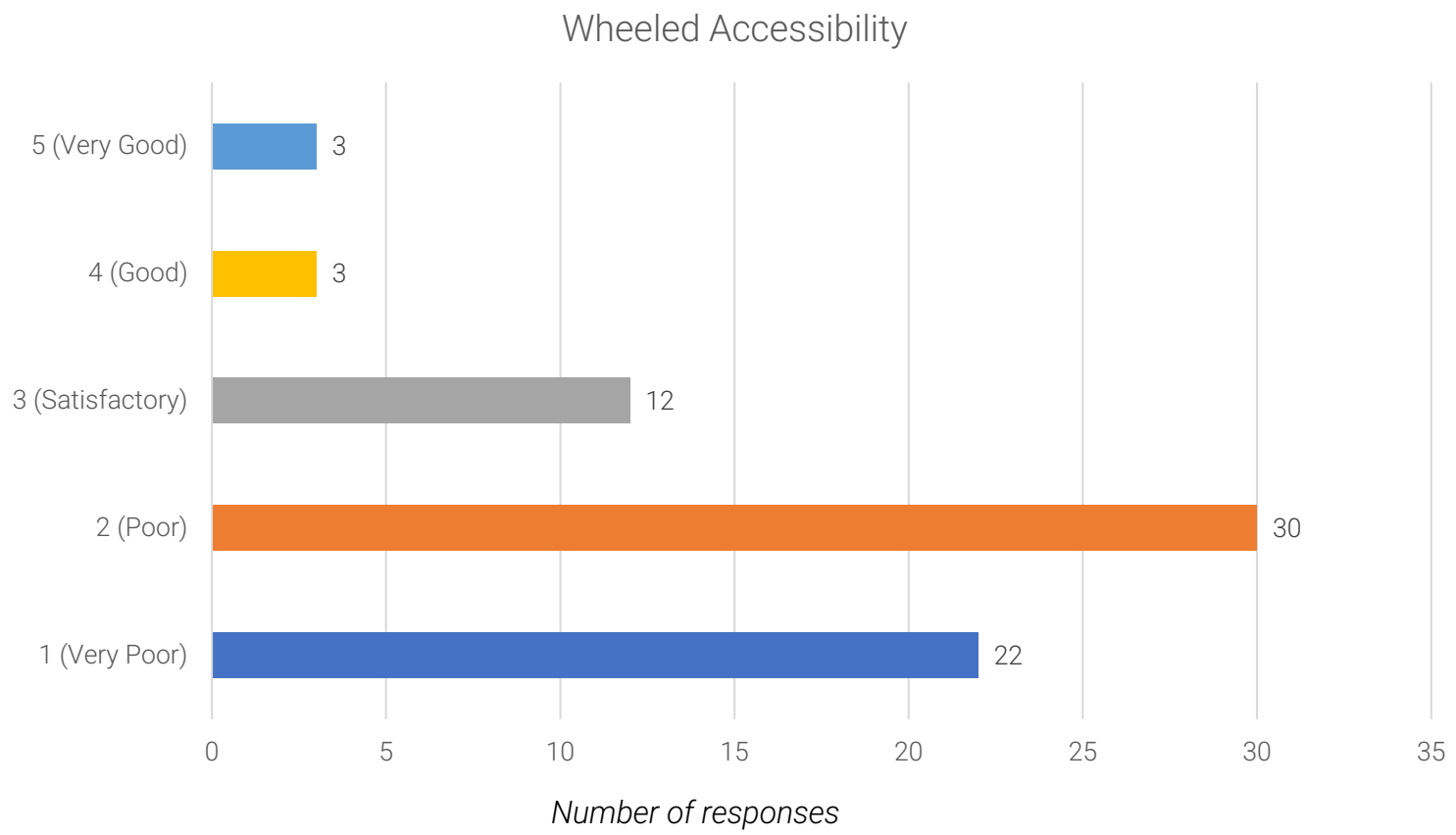
Q5) On a scale of 1 to 5, how would you rate the conditions of footways and crossings in the Water Lane area? *(77 responses were received).*



60 respondents think that the footways in the area are poor or very poor, with only 5 rating them good or very good.

4.2 Online survey

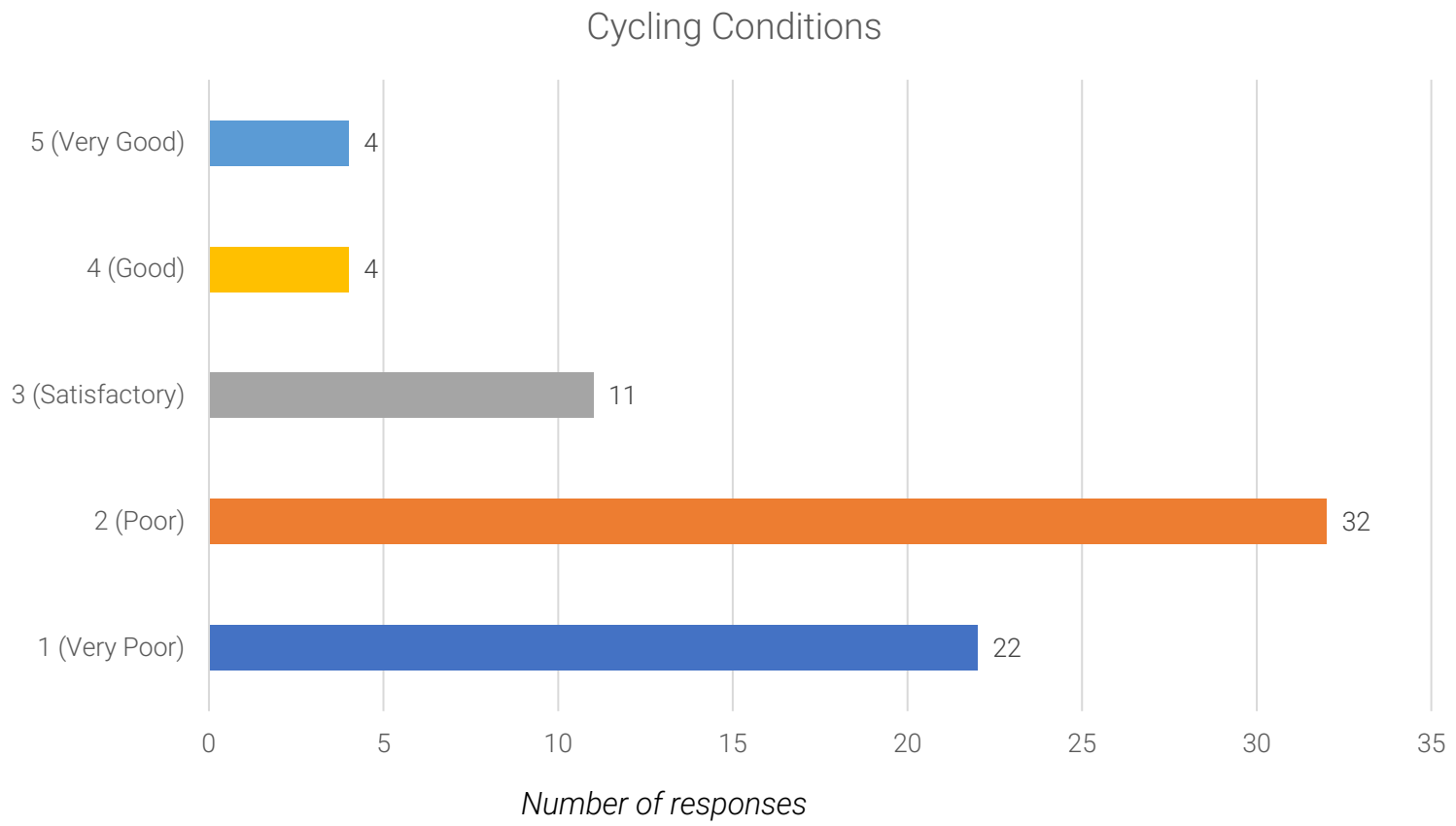
Q6) On a scale of 1 to 5, how would you rate wheeled accessibility in the Water Lane area? *(70 responses were received).*



Wheeled accessibility is rated poor or very poor in this area, with 52 respondents putting it on one of these two categories. While 12 respondents found it satisfactory, only 5 considered it good or very good.

4.2 Online survey

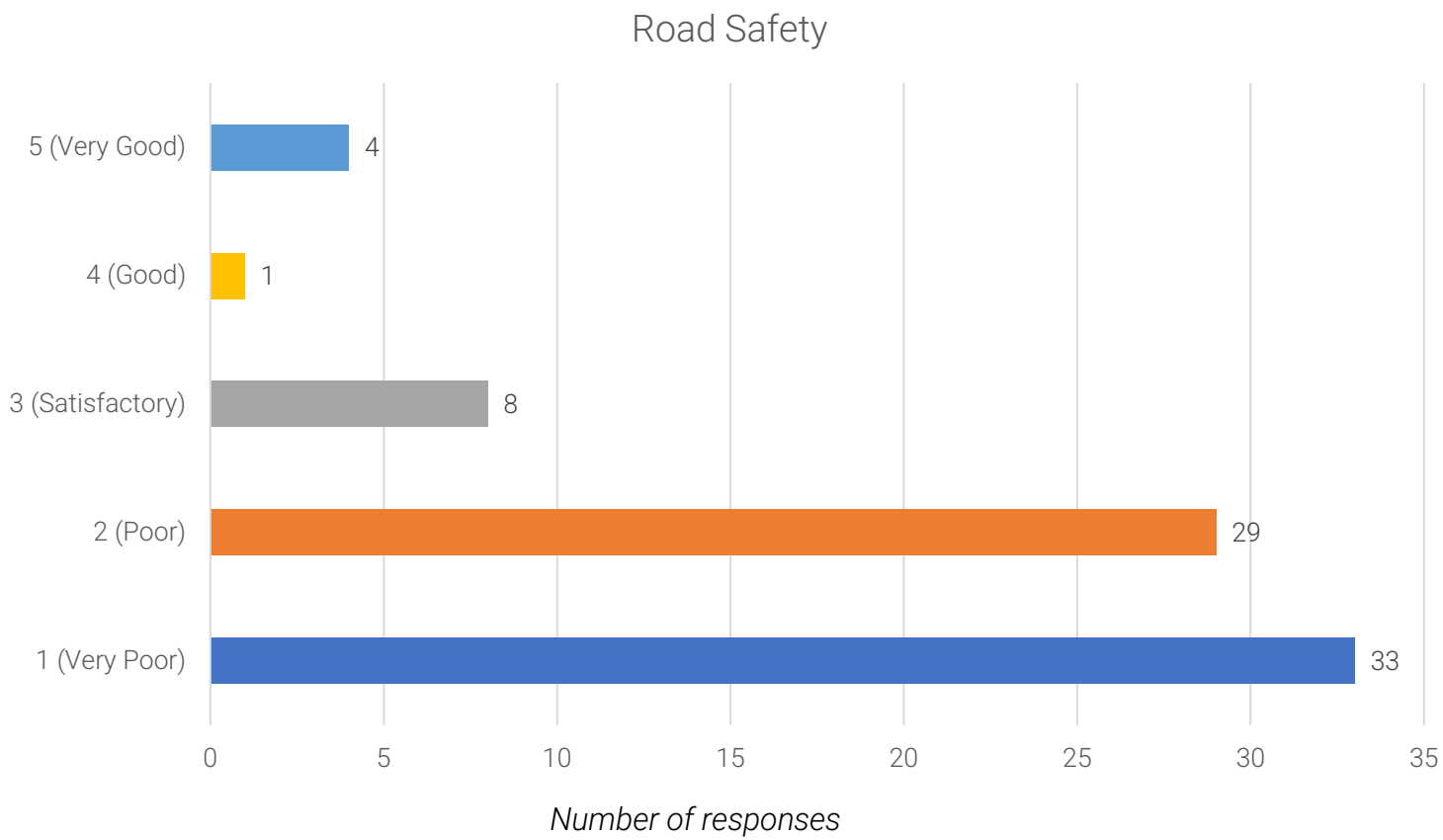
Q7) On a scale of 1 to 5, how would you rate the conditions for cycling in the Water Lane area? *(78 responses were received).*



A substantial proportion of respondents were concerned with the conditions for cycling in this area, with 54 considering them to be poor or very poor. While 11 thought that they were satisfactory, only 8 thought that they were good or very good.

4.2 Online survey

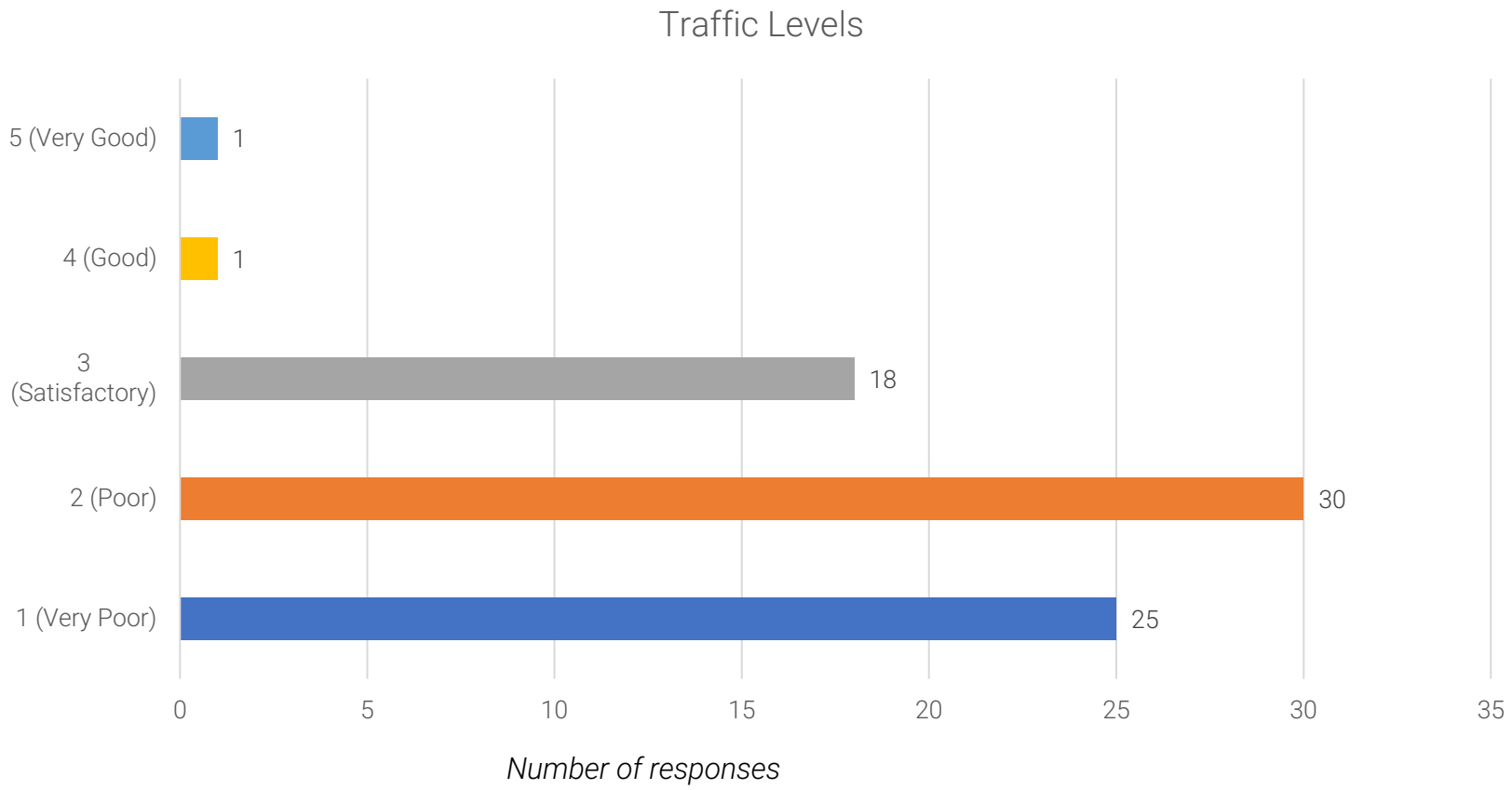
Q8) On a scale of 1 to 5, how would you rate road safety in the Water Lane area? *(75 responses were received).*



Road safety seems to be an issue in this area, with 62 respondents finding it poor or very poor. This is compared to the 8 who found it satisfactory and the 5 who rated it good or very good.

4.2 Online survey

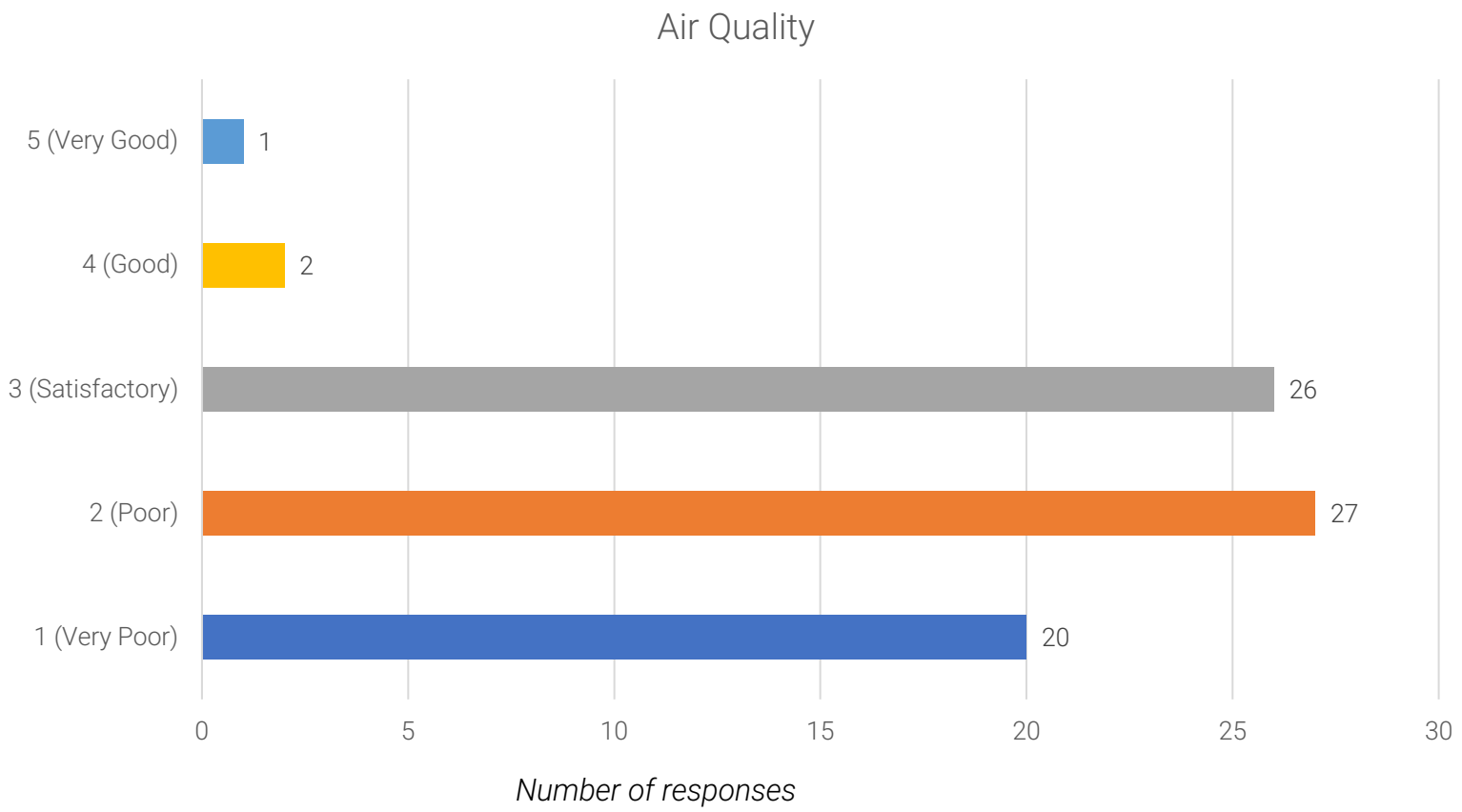
Q9) On a scale of 1 to 5, how would you rate the level of traffic in the Water Lane area? *(75 responses were received).*



Traffic levels are considered excessive by many residents, with 55 finding them to be them poor or very poor. 18 consider them satisfactory, while only 2 people considered them good or very good.

4.2 Online survey

Q10) On a scale of 1 to 5, how would you rate air quality in the Water Lane area? *(76 responses were received).*



While a considerable number of people consider the air quality in the area to be satisfactory (26), 47 believe that it is poor or very poor. Only 3 people consider it good or very good.

4.2 Online survey

Q11) Please tell us about your thoughts on the proposed crossing on Water Lane with a dedicated cycle path?
(69 responses were received. For space, only themes mentioned more than four times are shown).

Theme	Times Mentioned
I support the proposals	48
I support the introduction of a cycle crossing	20
The proposals would improve crossing Water Lane more safely	13
Crossing on Water Lane is currently dangerous	12
The proposal would improve the connectivity of cycling infrastructure in the area	9
Do not close access to Manbey Grove and Louise Road	8
I support the proposal for a pedestrian crossing at the top of Water Lane near Maryland Station	7
Implement speed reduction measures such as speed cameras and speed humps on Water Lane	7
The proposals would increase the livelihood of people cycling in the area	6
There is an issue with speeding cars in the area	6
Concern over how refuse lorries and emergency services will access the area and needing to reverse	6
I do not support the proposals	4

This was an open question, with responses coded by themes and quantified in the table. The new crossing on Water Lane enjoys considerable support, with 48 of themes agreeing with the proposals. This compares to 20 themes opposing. There was a feeling among some (12) people that the crossing is currently dangerous and that the new crossing would improve safety (13).

While 9 themes agree that the crossing would improve cycling connectivity, there are concerns that the proposals could inhibit larger vehicles like ambulances or fire engines. Separately to the crossing itself, some (8) would like to maintain access to Manbey Grove & Louise Road.

4.2 Online survey

Q12) What are your views on the potential removal and replacement of trees on Manbey Grove to improve paving?
(67 responses were received. For space, only themes mentioned more than four times are shown).

Theme	Times Mentioned
The current paving and trees on Manbey Grove severely impedes accessibility for wheelchair users and mobility issues.	19
I support the proposals to remove and replace trees on Manbey Grove	18
Retain the trees	18
Implement footpaths around the trees with kerb extensions	17
I oppose any proposals to remove and replace trees on Manbey Grove	16
Ensure that any trees which are removed, are replaced	13
Improve the paving on Manbey Grove and retain the trees	13
Paving on Manbey Grove is dangerous and needs to be improved	12
If the trees are damaging paving or residential properties, then I understand why the trees need to be removed as a last resort	9
Removing the trees would enhance accessibility	8
The trees on Manbey Grove give the street a sense of character	7
The trees on Manbey Grove improve air quality in the area	6
Trees on Manbey Grove provide shade in hot summer months	6

This was an open question, with responses coded by themes and quantified here. Opinions are divided on this topic, and while there is a strong body of support for removal of the trees, there is also substantial opposition. There is however clear consensus that something should be done to rectify the pavements.

19 themes point out how the condition of the pavement impedes accessibility, and 12 consider it dangerous. 16 themes made clear that they would oppose any proposal to remove the trees, with 17 suggesting pavement extension to create a clear path while leaving the trees in place. 9 themes referenced accepting the removal as a last resort if property is being damaged.

4.2 Online survey

Q13) The area next to the modal filter on Manbey Grove is currently unused and could be repurposed to benefit the local community. What do you think would be the best use of this space? *(54 responses were received.)*

Theme	Times mentioned
Planting	19
Parklet/ green space	11
ASB concerns with seating	10
Rain Garden	7
Benches	7
More Trees	5
Leave as is	3
Play area	3
Leave as is	3
Open the road	2
Cycle Storage	2

This was an open question, with responses coded by themes and quantified. Planting is the most popular choice for this space with 19 themes advocating for it. A parklet was the next most popular choice (11), with a rain garden also getting support. While 7 themes focused on benches, a greater number (10) had concerns about anti-social behaviour that may be encouraged by seating. Opening the road and children's play area were also suggested by smaller number, as was maintaining the status quo.

Other suggestions included a Lavender Garden, a book box, a Santander bike dock and a statue if Eddy, the Iron Maiden mascot.

4.2 Online survey

Q14) Based on the traffic study undertaken by Newham council, it has been identified that there is a need for an additional pedestrian crossing to support east west walking movements nearer to the station. Do you think that this would be beneficial? *(40 responses were received).*

Theme	Times Mentioned
Yes	33
No	3
Yes, in an alternate location	3
Maybe	1

An additional crossing nearer to Maryland station is highly popular, with 33 respondents supporting it, compared to 3 opposing and 1 unsure. Additionally, three respondents would like an additional crossing but in an alternative location.

4.3 Survey Responses Summary

Below are the most common responses for each of the qualitative and quantitative questions respectively

Most Common Form of Travel	Walking
Footway Conditions	Poor
Wheeled Accessibility	Poor
Cycling conditions	Poor
Road Safety	Very Poor
Traffic levels	Poor
Air Quality	Poor
Crossing Proposals	I support the proposals
Manbey Grove Trees	The current paving and trees on Manbey Grove severely impede accessibility.
Best use of extra space	Planting
Would an extra crossing near the station be good?	Yes

Looking at the most given qualitative and quantitative responses, there is clear concern road safety in the area, especially from the perspective of cyclists and pedestrians. Support can be seen both for the crossing proposals and for making Manbey Grove once again accessible to all.

DEMOGRAPHICS

5. Demographics

This section of the report covers the demographic makeup of participants in the engagement process.

E15 1EX *Was the most common postcode for respondents, with 23%.*

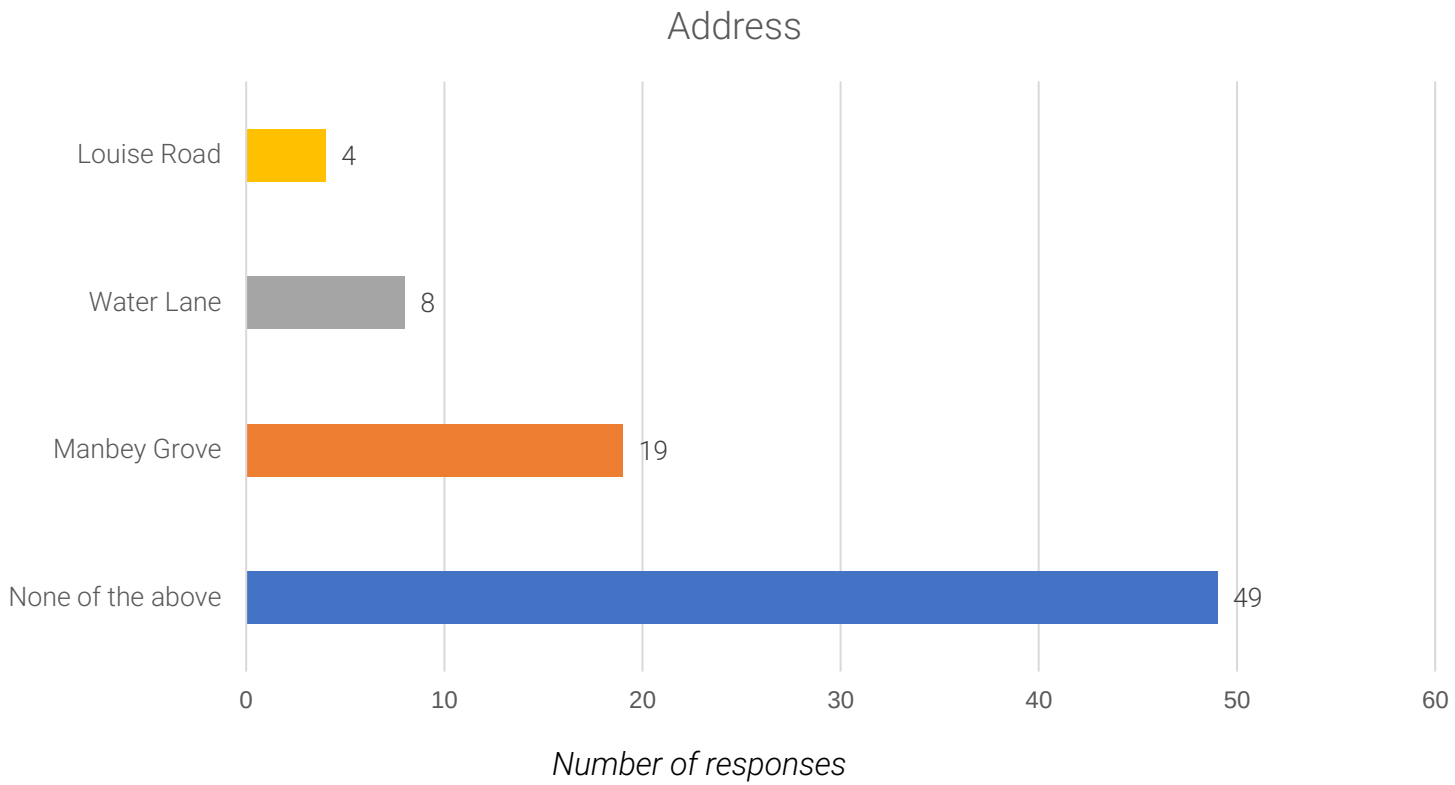
26-35 & 46-55 *Were the joint most common age brackets for respondents, providing a good generational mix.*

Manbey Grove *Is the most common individual street for respondents to live on.*

5. Demographics

5.1 Address

Q) What is Your Address? (*78 responses were received)*

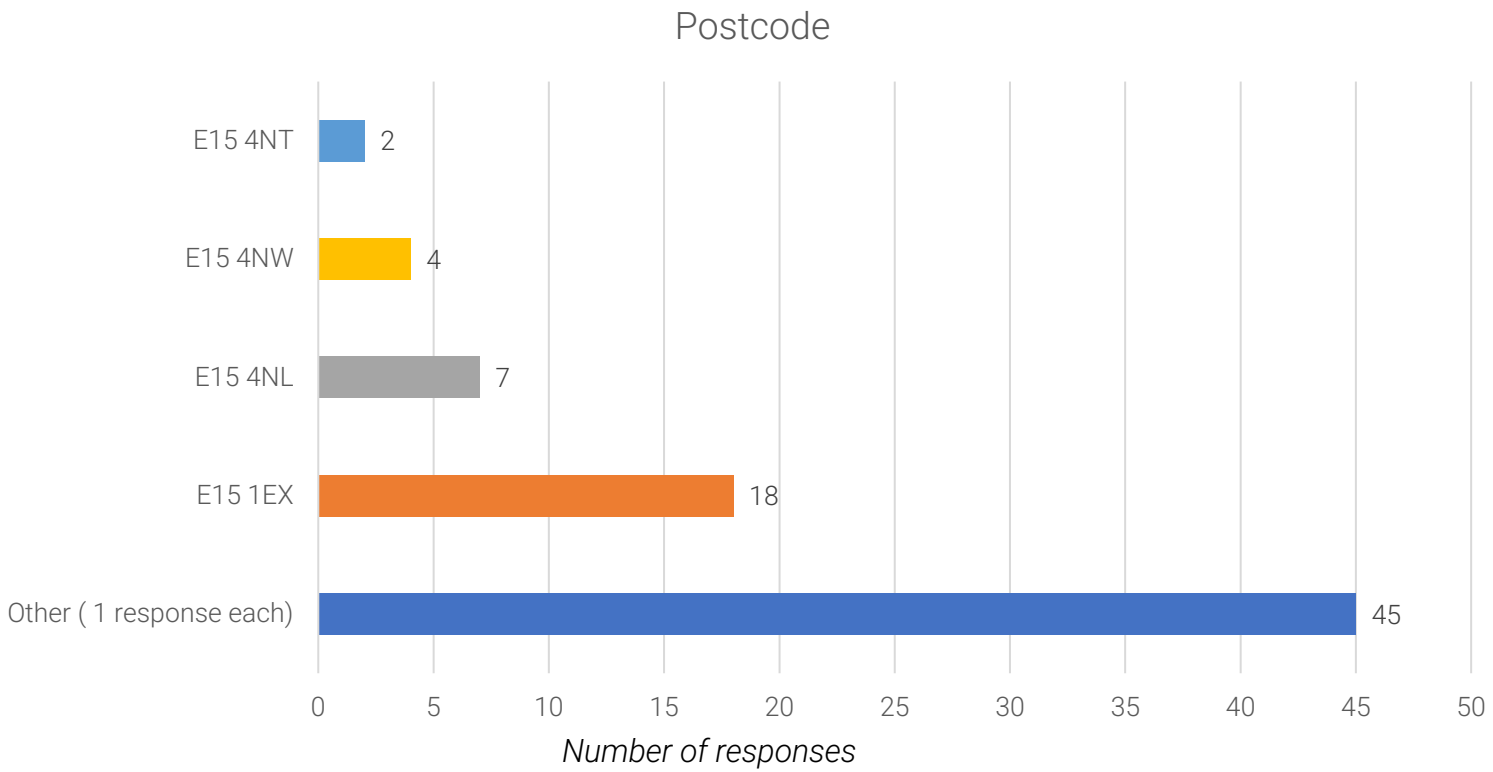


Manbey Grove is the most common road for respondents to live on (19), followed by Water Lane (8) and Louise road (4). The majority however live on other roads.

5. Demographics

5.2 Postcode

Q) What is Your Postcode? *(78 responses were received)*

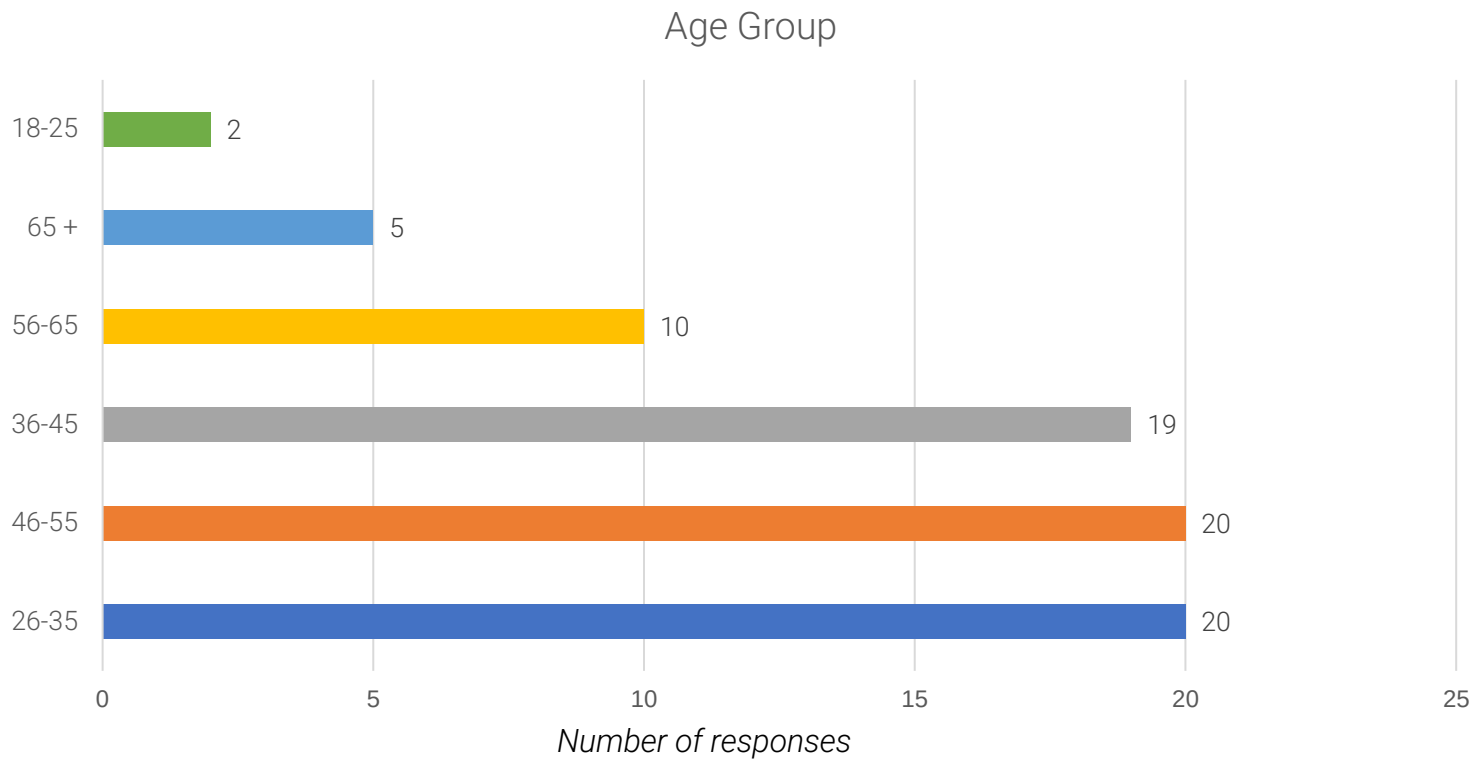


18 of the 78 respondents come from the E151EX, with a further 7 coming from E15 4NL. The majority of people however (45) came from postcodes with only one respondent.

5. Demographics

5.3 Age Group

Q) What is age group? (*78 responses were received)*

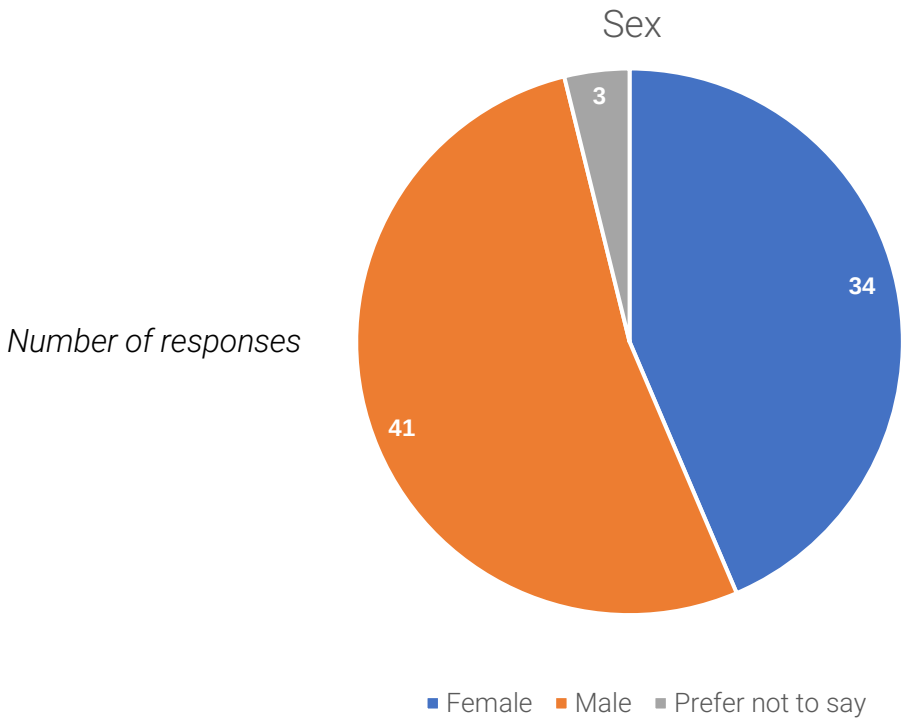


The majority of respondents fall between 26 and 55, with this range (59). 5 respondents were over the age of 65, with 2 respondents being between 18 and 25.

5. Demographics

5.4 Sex

Q) What is your sex? (*78 responses were received*))

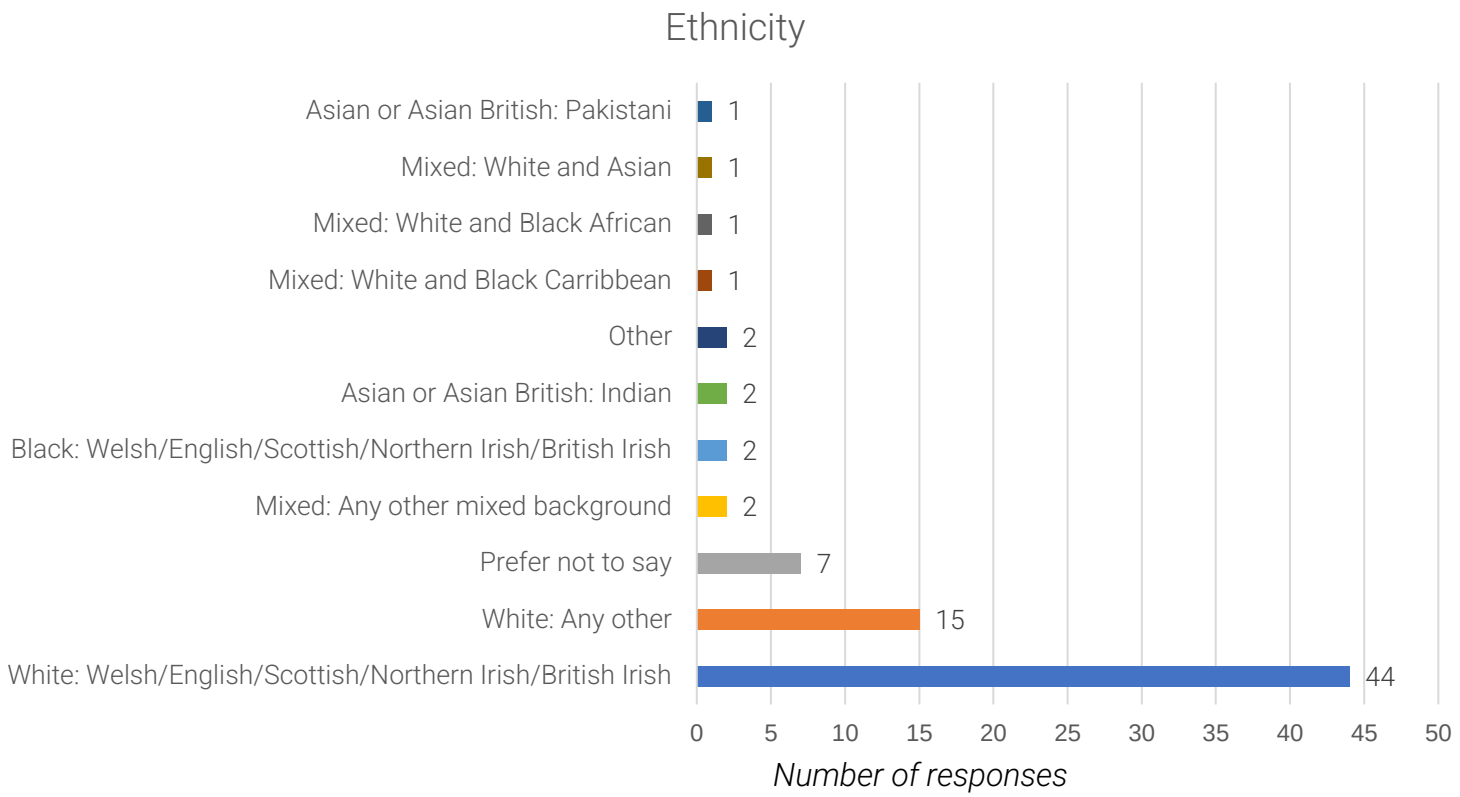


41 respondents to our survey were male, while 34 were female. 3 people preferred not to say.

5. Demographics

5.5 Ethnicity

Q) Which of these best describes your ethnic group? (*78 responses were received)*



White was the largest ethnic group among respondents, making up 44 of the 78 responses. 7 people preferred not to say while other ethnic groups had 1 or 2 members.

CONCLUSIONS

6. Conclusions

This section contains an outline summary of the feedback received by the project team across the course of the engagement process. The views documented below are the opinions of those who took part in the events and survey. LB Newham will use this feedback to inform decisions on future courses of action.

Proposed Crossing

- There was broad support for a crossing in this location, with many residents reporting though both the survey and the drop-in events that Water Lane does not presently feel safe to cross, to the point of being considered dangerous. The recent death of a pedestrian was regularly referred to. Parents of young children reported feeling especially concerned, as did some residents with mobility issues.

- There was however a feeling that a traffic light-controlled crossing would be preferable to a zebra crossing, both in terms of pedestrian/cyclist safety and in terms of preventing tailbacks and higher levels of pollution. There were similar concerns that Keogh Road will be more congested due to the closure of Louise Road, also causing delays to people's journeys and pollution from idling vehicles.

- While the crossing had broad support, the proposed road closures were more contentious. Multiple residents expressed concern over the prospect of closing of the Water Lane end of Manbey grove to traffic. They suggest that this would make access difficult for larger vehicles such as fire engines, delivery/tradesman's vans, or bin lorries. There is a fear that this could cause extensive difficulties for residents, particularly at the corner where Manbey Street meets Manbey Road.

- There were worries that the extra traffic that would result from vehicles having to exit via Manbey Street would render this narrow turning highly congested at certain times.

Area Around the Modal Filter

- The most popular use of the area around the Manbey Grove modal filter is a planted/ green area, sometimes referred to as a parklet. Some residents wanted to see seating in the form of benches placed there, but a greater number were concerned that this might generate or attract anti-social behaviour. A popular variation on green space is the rain garden or sustainable drainage systems, featuring relatively small depressions in the ground to manage rainwater runoff.

6. Conclusions continued

Manbey Grove trees

- There was a divide among residents over this issue. While virtually everyone accepted that the current condition of the pavement is not acceptable, some rejected any proposal that involves removal of the trees. This is as they considered them to be a valuable natural resource that cannot be replaced in the medium term, as new trees would take years or decades to provide the same benefits. They also cited their contribution to local biodiversity, particularly as a home to bats.
- This group said they would rather see the pavement extended around the trees, believing that this could resolve the problem.
- On the other hand, other residents believed that removing the trees is the only feasible way to prevent further property damage and ensure that the pavement is accessible to the elderly, people with mobility problems and those with young children. It was noted that new paving alone would only be a temporary solution as roots would once again break through.
- Both of these groups of residents said they like to see new trees planted, regardless of how LB Newham proceed regarding the existing ones.
- Some residents asked for an ongoing mechanism by which local residents could continue to engage with Newham Council regarding the project. Additional discussions with residents, ideally involving LB Newham's Tree Officer, would be appreciated.

Additional Crossing

- There is strong support for an additional crossing further up Water Lane, near to Maryland Station, with 33 of the 40 respondents to the relevant question approving of the idea. There is a general feeling this would improve pedestrian safety on a hazardous part of the road network.

6. Responses from LB Newham to Key Points

Proposed Crossing

Area Around the Modal Filter

6. Responses from LB Newham to Key Points

Manbey Grove trees

Additional Crossing

APPENDICES

APPENDIX A. LEAFLET

Newham London

WATER LANE CROSSING
Share your views on street improvements

Following on from initial feedback gathered last year, Newham Council is seeking further input from the community on the introduction of a crossing point on Water Lane, so that people walking, cycling and wheeling can travel across this street more safely. To ascertain the need for this LB Newham commissioned a Traffic Study.

Traffic Study

A large-scale traffic study was undertaken by LB Newham to identify traffic and pedestrian movements. The area where Manbey Grove and Louise Road meet across Water Lane had the highest numbers of pedestrians crossing across the whole survey area, while the numbers using the current crossing were much lower. The study concludes that a new crossing will:

- Make it safer for pedestrians and cyclists to cross the road.
- Reduce the risk of collisions.
- Make it quicker and easier to use the east-west strategic walking and cycling route.
- Make it easier to cross the road when travelling eastbound to the bus stop MQ on Water Lane.

October 2024 **WE ARE NEWHAM.**

Water Lane crossing

The proposal

The Council is committed to creating more people-friendly streets to make it easier and safer for everyone in Newham to get around using greener modes of transport. As part of this commitment, we are proposing a crossing on Water Lane, between Louise Road and Manbey Grove.

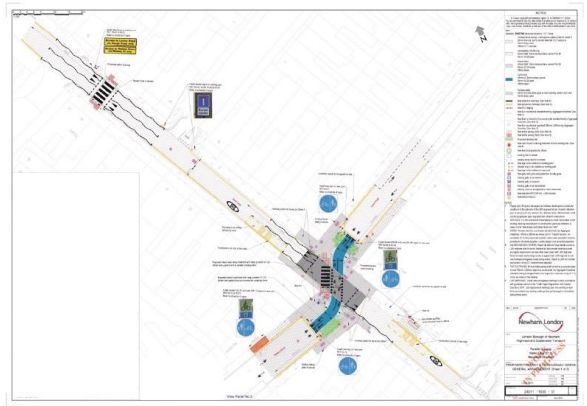
The crossing will connect to the popular strategic east-west walking and cycling route which runs through the area. This will support a significant number of cyclists and pedestrians using the route which runs from Stratford to Woodgrange.
Having originally been developed from an initial proposal in 2023, the scheme is now developed further, and the Council wish to update and engage with the community, in order to respond to residents' concerns, questions and ideas.

Overview of map of proposal and access arrangements

APPENDIX A. LEAFLET

Water Lane crossing

Plan of proposal



This map shows the proposed layout of the new crossing. We would love to hear what you have to say about these plans. Please do come along to our events to hear more, make your views heard and ask any questions you may have (see back page for for details).

Trees

Another issue that has been raised is obstructive trees. Several large ash trees in the area have grown to such an extent that they rendered the surrounding pavement uneven, creating a hazard, especially for those with mobility issues. We want to hear your views on what we should do, so please come along and give your perspective.

Have your say

Accessible formats

Accessible formats of this document are available on our website, and include:
- PDF
- Plain text (Word)
- Easy Read (simplified text)
- Audio recording
- British sign language summary

Attend our events

We will be hosting community drop in events for residents to talk to our team about the proposals and ask any questions you may have. Please do join us on:
Thursday 24th October - 3-7pm Central Baptist Church, The Grove, Stratford
Saturday 26th October - 10am-2pm Central Baptist Church, The Grove, Stratford

Share your feedback

You can read more about the proposed Water Lane crossing and share your feedback by responding to our survey at https://newhamco-create.co.uk/en/projects/water-lane or using the QR code. Once the feedback period closes, the responses received will be collated and your comments will be reviewed.

Scan here

Other languages

FOR FREE TRANSLATION OF THIS INFORMATION SCAN THIS QR CODE OR CALL US

ترجمه مجانیه
Безплатен превод
বিনামূল্যে অনুবাদ
Traducción libre
وەرگێڕانی بێ بەرامبەر
Laisvas vertimas
ਮੁਫ਼ਤ ਅਨੁਵਾਦ
Bezpłatne tłumaczenie
وړیا ژباړه
Tradução gratuita
Traducere gratuită
Бесплатный перевод
இலவச மொழிபெயர்ப்பு
مفت ترجمہ

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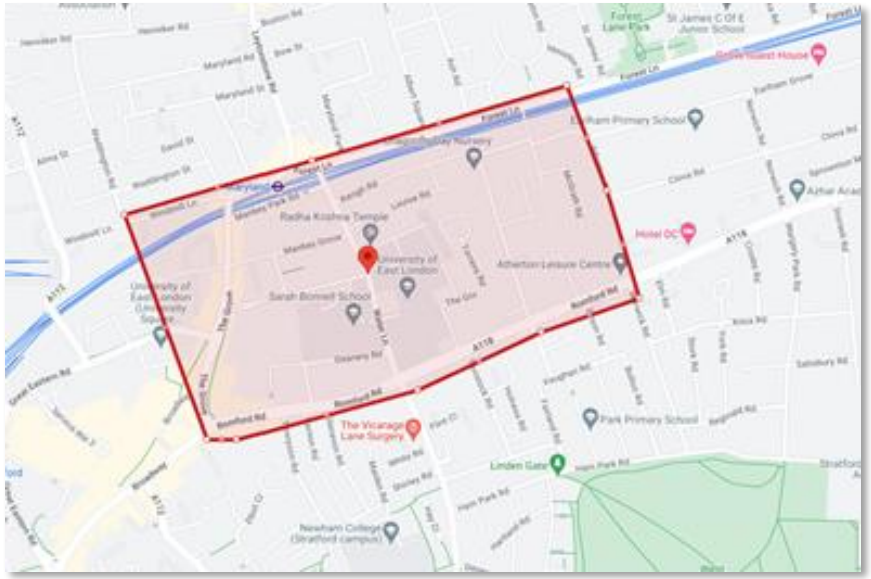
APPENDIX B. LEAFLET DELIVERY AREA

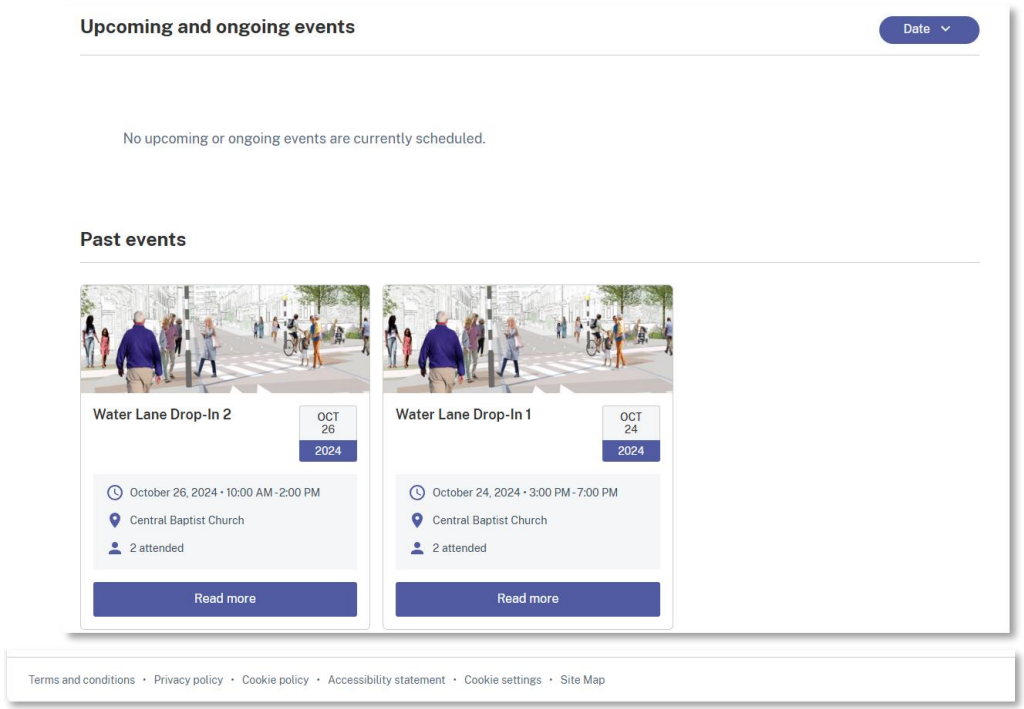
Manbey Park Road	Romford Road
Manbey Grove	The Green
Manbey Road	Torrens Road
Manbey Street	Torrens Square
Lavender Street	Cedars Road
The Grove (east side)	Martha Road
Water Lane	Louise Road
Deanery Road	Keogh Road
Litchfield Avenue	Carnavon Road

Roads delivered to.



Distribution area of Leaflet.

APPENDIX C. Website



APPENDIX D: Survey

Newham London

Proposed Water Lane Crossing - Survey

Instructions

- Write as **clearly** as you can— these forms might be scanned
- Write your answers in the same language as this form

GDPR Statement

In Order to comply with GDPR regulations, please tick the box below to allow us to access your data. Unfortunately, we will not be able to accept any feedback without this permission. LB Newham is committed to protecting your privacy and works in full compliance with Data Protection legislation. Engage Communicate Facilitate; https://engagecf.co.uk has been appointed to gather feedback on the proposed Water Lane crossing. This survey has been created for those willing to provide their feedback on the proposed scheme. The comments and information we receive will be reported on as part of the consultation report for this project. We will report on the relationship of participants with the area, but not at an individual level. Your information will not be used or passed onto another third party for marketing purposes. ECF is registered with the Information Commissioner and will process personal information fairly and transparently, as required by data protection law, including the General Data Protection Act (GDPR) 2018. You have the right to access and update the data we have about you, and you can contact us regarding this at dpo@newham.gov.uk
If you would like to read more about the Council's data Protection and Privacy Policy, you can find this here: https://www.newham.gov.uk/contact-information/processing-personal-data-privacy-notice

○ I have read the above and am happy for any personal data I provide to be used as described. Please note that we will not be able to process your response if you do not select this box.

What is your Name?

_____

What is your Email Address?

_____

Page 1

What mode of travel do you use the most to get around the Water Lane area? (Please choose ONE only) (optional)

*Choose at most 1 options

- ☐ Car (driver)
- ☐ Car (passenger)
- ☐ Van driver
- ☐ Lorry driver
- ☐ Bicycle/Electric bicycle
- ☐ Electric Scooter
- ☐ Bus
- ☐ Underground
- ☐ Overground
- ☐ Mobility scooter/ wheelchair
- ☐ Taxi
- ☐ Walking

On a scale of 1 to 5, how would you rate the conditions of footways and crossings in the Water Lane area? (optional)
Please write a number between 1 (Very Poor) and 5 (Very Good) only

_____

On a scale of 1 to 5, how would you rate wheeled accessibility in the Water Lane area? (optional)
Please write a number between 1 (Very Poor) and 5 (Very Good) only

_____

On a scale of 1 to 5, how would you rate the conditions for cycling in the Water Lane area? (optional)
Please write a number between 1 (Very Poor) and 5 (Very Good) only

_____

On a scale of 1 to 5, how would you rate road safety in the Water Lane area? (optional)
Please write a number between 1 (Very Poor) and 5 (Very Good) only

_____

Page 2

On a scale of 1 to 5, how would you rate the level of traffic in the Water Lane area? (optional)
Please write a number between 1 (Very Poor) and 5 (Very Good) only

_____

On a scale of 1 to 5, how would you rate air quality in the Water Lane area? (optional)
Please write a number between 1 (Very Poor) and 5 (Very Good) only

_____

Cycle Route (optional)
Based on previous feedback from the initial Low Traffic Neighbourhood consultation, the Council is proposing to introduce a crossing on Water Lane, between Louise Road and Manbey Grove, featuring a dedicated cycle path.
Please tell us about your thoughts on the proposed crossing on Water Lane with a dedicated cycle path?

_____
_____
_____
_____
_____
_____
_____

Page 3

Obstructive Trees (optional)
The roots of trees on Manbey Grove have caused uneven and broken pavements, obstructing accessibility and causing damage to nearby properties. The Council is considering removing and replacing some trees with more suitable urban alternatives to improve paving in the Water Lane area.
What are your views on the potential removal and replacement of trees on Manbey Grove to improve paving?

_____
_____
_____
_____
_____
_____
_____

Community Space (optional)
The area next to the modal filter on Manbey Grove is currently unused and could be repurposed to benefit the local community.
What do you think would be the best use of this space?

_____
_____
_____
_____
_____
_____
_____

Page 4

APPENDIX D: Survey Cont

Additional Crossing (optional)
Based on the traffic study undertaken by Newham council, it has been identified that there is a need for an additional pedestrian crossing to support east west walking movements nearer to the station. Do you think that this would be beneficial?

Address
Do you live on either Manbey Grove, Louise Road or Water Lane ?
*Choose as many as you like

- ☐ Water Lane
- ☐ Louise Road
- ☐ Manbey Grove
- ☐ None of the above

Page 5

Postcode
Which of the following postcodes do you live in? If none of these apply, please specify your postcode in the 'Other' option
*Choose as many as you like

- ☐ E15 1EX
- ☐ E15 1ES
- ☐ E15 1ET
- ☐ E15 1EN
- ☐ E15 1EU
- ☐ E15 4NL
- ☐ E15 4NN
- ☐ E15 4NW
- ☐ E15 4NH
- ☐ E15 4NR
- ☐ E15 4NT
- ☐ Other

Type your answer

What is your age?
*Choose as many as you like

- ☐ Under 18
- ☐ 18-25
- ☐ 26-35
- ☐ 36-45
- ☐ 46-55
- ☐ 56-65
- ☐ 65 +
- ☐ Prefer not to say

What is your sex?
*Choose as many as you like

- ☐ Male
- ☐ Female
- ☐ Prefer not to say

Page 6

Which of the following best defines your ethnic group?
*Choose as many as you like

- ☐ Arab
- ☐ Asian or Asian British: Bangladeshi
- ☐ Asian or Asian British: Chinese
- ☐ Asian or Asian British: Indian
- ☐ Asian or Asian British: Pakistani
- ☐ Asian or Asian British: Any other
- ☐ Mixed: White and Asian
- ☐ Black: Welsh/English/Scottish/Northern Irish/British Irish
- ☐ Black: Any other
- ☐ Mixed: White and Black African
- ☐ Mixed: White and Black Carribbean
- ☐ Mixed: Any other mixed background
- ☐ White: Gypsy or Irish traveller
- ☐ White: Welsh/English/Scottish/Northern Irish/British Irish
- ☐ White: Any other
- ☐ Prefer not to say
- ☐ Other

Type your answer

Page 7

APPENDIX E: Lamp Post Signs

ECF Office

ECF, 418 Print Rooms, 164-180 Union Street, London, SE1 0LH
T: 0204 541 2375
E: info@engagecf.co.uk
W: www.engagecf.co.uk