

CHINGFORD TOWN CENTRE AREA IMPROVEMENTS UPDATE



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Thanks to funding from Transport for London we are delivering a range of improvements to make our streets fit for everyone to use, whether you walk, cycle, use public transport or drive.

We have four town centre schemes in the programme, one of which is Chingford. These schemes will better connect Chingford, Highams Park, Leyton and Leytonstone, making it easier for people who choose to walk and cycle for local journeys. They will also improve the look and feel of these areas whilst linking in with the four village schemes in Walthamstow, making them more enjoyable places, boosting business for our local economy and giving our residents a sense of pride in their borough. The Chingford Town Centre scheme area has around 22,500 addresses and includes the area between the North Circular Road, Waltham Way, Sewardstone Road, the northern and eastern borough boundary, Hatch Lane and Larkshall Road.

WHAT'S HAPPENED SO FAR?

We're writing to give you the results of the public consultation we ran on the scheme design from 5 September 2016 to 3 October 2016. As part of the consultation, around 22,500 consultation leaflets were hand delivered to properties in the area and we handed out leaflets at Chingford Station to encourage people to take part.

Over 500 local people came to three drop-in sessions at various local venues to find out more about the designs and to ask us questions. In total 1,194 people responded to the consultation and provided 2,997 comments – thank you to everyone who did. A full consultation summary can be found by visiting www.enjoywalthamforest.co.uk/work-in-your-area/chingford-town-centre/public-consultation where you can also view the initial design that was consulted on.

Your feedback, along with the ideas and suggestions we collected through the perception survey, resident workshops and speaking directly to residents and businesses over the past eight months, has been valuable in helping us finalise some of the proposals we consulted on. It has also highlighted key areas where changes can be made and where more work needs to be done to refine things.

As a result of this, we will start constructing the proposals that have been finalised first, as outlined in this leaflet. We will continue to develop our plans for the proposals not yet finalised based on the feedback received. Where necessary we will carry out additional engagement activities with residents and businesses directly affected by the plans to make sure the final design meets the needs of the local community. We will write to residents again when we have more information on the remaining proposals.

A summary of your feedback and how it has helped shape the plans is listed overleaf. Where we have not been able to adjust the plans based on feedback, we have explained why.





Image of one of the crossings we'll be improving (Whitehall Road)


Proposals	What you said	What we're doing about it
<p>Cycle route (west) from Cavendish Road to Station Road</p> <p>Make the following improvements to the alleyway between Higham Station Avenue and Coningsby Gardens:</p> <ul style="list-style-type: none"> • Improve the lighting along the route • Improve the alleyway surface to make walking and cycling along the route more comfortable and safer. <p>Provide an alternative on-street cycle route along Normanshire Drive so that people don't have to cycle through Larkswood Playing Field if they don't want to, especially when it's dark.</p> <p>Provide an alternative on-street cycle route along Grove Road, Harold Road and Gunners Grove so that people don't have to cycle through Chingford Mount Cemetery if they don't want to.</p> <p>Improve the existing cycle track for people walking and cycling where this crosses Bailey Close and Normanshire Drive.</p> <p>Move the pelican crossing opposite The Harvester restaurant on New Road and change it to a new combined cycle and pedestrian zebra crossing.</p> <p>Install a new blended 'Copenhagen' crossing where the New Road (slip road) meets Grove Road. These crossings are popular in Europe and extend the pavement across side streets at junctions, giving pedestrians a continuous pavement rather than a traditional kerb that they have to wait at before crossing the side road.</p> <p>Move the bus stop (for buses 357, 444 and W16) on New Road about 30 metres east (closer to the entrance of the leisure centre car park) to make room for the improved pelican crossing.</p> <p>Plant more trees at the junction of New Road and Grove Road.</p> <p>Raise the road to pavement level in Pretoria Road at the junction with Kings Road, to encourage vehicles to slow down and improve safety for all road users.</p> <p>Provide signage and cycle road markings along the route to make vehicles aware that this is a cycle route while making it easier to navigate for people who cycle.</p> <p>Introduce waiting and loading restrictions in Endlebury Road to provide more space for cycles and vehicles to share the road and reduce the chance of collisions. It will also help pedestrians and cycles cross the road by improving visibility and help improve traffic flow during peak times.</p>	<p>19 per cent of people who responded to this part of the consultation supported these proposals. 67 per cent did not support the proposals and 14 per cent were neutral.</p> <p>The majority of comments raised in this section were general comments about the programme rather than specific to the cycle route west proposals. Specific comments about these proposals were largely related to the planned parking restrictions in Endlebury Road – we received around 80 comments that were against this proposal and people commented that they were concerned parking would increase on the adjacent streets.</p> <p>Some of the general comments included:</p> <ul style="list-style-type: none"> • Positive comments about the benefits to walking in the area and greater pedestrian priority • Positive comments about the benefits to cycling in the area and that the changes will help make cycling safer and easier • Comments regarding the suitability of Chingford for cycling and the low number of people perceived to be cycling in the area at the moment • Comments about perceived increased congestion as a result of the proposals. 	<p>As we received around 80 comments against the proposals for parking restrictions in Endlebury Road we will not be progressing with this and will investigate alternative options. We will also look at the concerns raised about the other proposals, revise them and write to residents for further feedback in the spring.</p>
<p>Cycle route (east) from Hatch Lane to Chingford Station</p> <p>Install a new combined cycle and pedestrian zebra crossing on Friday Hill by the roundabout to provide a safe crossing point for pedestrians and people who cycle.</p>	<p>19 per cent of people who responded to this part of the consultation supported these proposals. 66 per cent did not support the proposals and 15 per cent were neutral.</p> <p>The majority of comments raised in this section of the consultation were around the proposals for restricted traffic movement in the Long Deacon</p>	<p>As we received around 130 negative comments against the Long Deacon Road proposals, we will not be progressing with this. Instead we will move the planned combined pedestrian and cycle crossing on Whitehall Road to the east of the Normanton Park junction so that the changes to Long Deacon Road are not needed.</p>


Proposals	What you said	What we're doing about it
<p>Introduce a segregated cycle lane – separated from the main section of the road by kerbs and pavements to create a separate space for cycling – along the following locations:</p> <ul style="list-style-type: none"> On Friday Hill – linking to the new pedestrian and cycle crossing on Hatch Lane, which is part of the Highams Park Town Centre scheme From the new Friday Hill pedestrian and cycle crossing (described above) to the road closure already on Friday Hill East. <p>Move the bus stop near Chingdale Road (for buses 212 and 357) on Friday Hill East to Friday Hill. And, install a bus layby which will provide space for the new segregated cycle lane described above.</p> <p>Improve the public space outside Whitehall Primary School by widening and resurfacing the pavement, providing cycle parking, new seating, and planting trees.</p> <p>Provide signage and cycle road markings along the route.</p> <p>Move the zebra crossing on Whitehall Road from its current location 35 metres east of Normanton Park to the junction of Normanton Park and Long Deacon Road, and upgrade it to a new combined cycle and pedestrian zebra.</p> <p>Put a no entry in from Whitehall Road into Long Deacon Road to stop vehicles turning out of the road directly onto the new crossing.</p> <p>Put a left turn ban on Long Deacon Road (turning into Whitehall Road) to stop vehicles turning out of the road onto the new crossing.</p>	<p>Road area and around 130 comments received were against this proposal.</p> <p>Specific comments about the Long Deacon Road proposals included concerns that traffic would move onto the immediate neighbouring streets, and larger vehicles wouldn't be able to travel or turn safely in these alternative routes.</p>	<p>We do, however, plan to go ahead with the remaining proposals shown in the consultation proposals.</p>
<p>Kings Head Hill</p> <p>We proposed the following road changes to Kings Head Hill between Sewardstone Road and The Ridgeway to make this part of the road safer for all road users (you can view a plan of Kings Head Hill by visiting www.enjoywalthamforest.co.uk/work-in-your-area/chingford-town-centre):</p> <ul style="list-style-type: none"> Introduce double yellow lines at a number of locations on both sides of Kings Head Hill, mainly around existing 'islands' in the centre of the road that help you cross, to make sure these areas are clear of parked vehicles to prevent congestion, delays, improve visibility for pedestrians and drivers to help improve safety Widen the pavements and raise the road to pavement level at the following locations to encourage drivers to slow down at the following side roads: <ul style="list-style-type: none"> Drysdale Avenue Pole Hill Road Woodberry Way Move the following bus stops to help improve traffic flow at these locations: <ul style="list-style-type: none"> The bus stop opposite Pole Hill Road will be moved approximately 30 metres downhill 	<p>19 per cent of people who responded to this part of the consultation supported these proposals. 63 per cent did not support the proposals and 18 per cent were neutral.</p> <p>The majority of comments raised in this section of the consultation related to the proposed yellow line restrictions on Kings Head Hill – we received 69 comments about this proposal and people commented that they were concerned that parking would increase on the adjacent streets.</p> <p>Some other comments included:</p> <ul style="list-style-type: none"> Positive feedback on the planned improvements to the existing traffic island and side road junctions, and we received requests for additional crossings to be installed along Kings Head Hill Comments about increased congestion as a result of the proposals 	<p>As we received 69 comments against the proposals to install yellow line restrictions on Kings Head Hill we will not be progressing with this.</p> <p>We plan to go ahead with the remaining proposals shown in the consultation and in response to the feedback received we will investigate the following:</p> <ul style="list-style-type: none"> An additional zebra crossing in Kings Head Hill near the junction with Drysdale Road Widen the pavements and raise the road to pavement level at Kings Head Hill access road to Holly Drive and Access way (beside the Police station and Kings Head Pub) to encourage drivers to slow down Introduce double yellow line restrictions before and after all the bus stops on Kings Head Hill to improve access for buses and passenger comfort and safety.

Proposed measures


 New crossings


 Traffic calming


 Tree planting / landscaping


 Pedestrian improvements


 Cycle improvements

 New cycle route
A406 to Chingford (east)

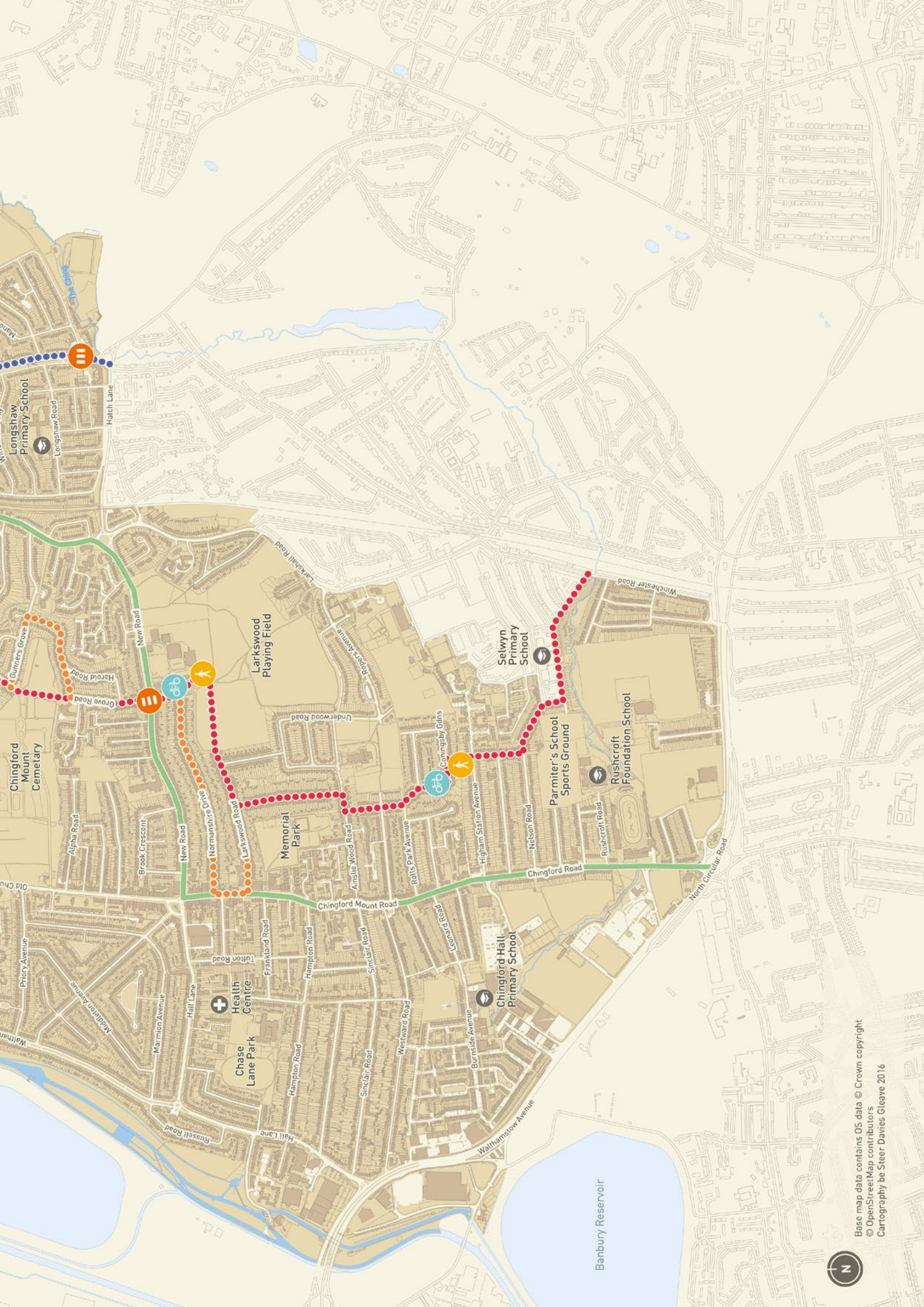
 New cycle route
A406 to Chingford (west)

 Alternative cycle route
A406 to Chingford (west)
(During the hours of darkness)

 Cycle route - Leyton to Chingford
(separate project - see accompanying
plan/text)

 Corridor scheme - Kings Head Hill
(separate project)





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Proposals	What you said	What we're doing about it
<ul style="list-style-type: none"> The bus stop outside 168 Kings Head Hill will be moved approximately 30 metres downhill Widen the island in the middle of the road that helps people cross the road safely and lengthen it to make it safer to cross the road. 	<ul style="list-style-type: none"> Comments about the existing signals and Kings Head Hill / Station Road junction and previous changes to the Ridgeway and Endlebury Road Closure. 	
<p>Changes to Endlebury Road and the surrounding area</p> <ul style="list-style-type: none"> Install a Modal Filter (road closure) in Endlebury Road. 	<p>9 per cent of people who responded to this part of the consultation supported these proposals. 87 per cent did not support the proposals and 4 per cent were neutral.</p>	<p>Based on the consultation results and comments received, we will not install the proposed Modal Filter in Endlebury Road.</p>
<p>Additional locations to be investigated</p> <p>In response to consultation feedback and discussions with Ward Councillors, a number of locations have been identified for additional changes. Once we've investigated and developed plans for these locations we will meet with Ward Councillors to discuss whether it's possible to progress any of the additional changes taking into consideration available funding for the project.</p> <p>Additional locations include:</p> <ul style="list-style-type: none"> Station Road – investigate an informal crossing or zebra crossing (on Station Road in the vicinity of Queen's Grove Road) as this is a popular place for people to cross Station Road between Budgens and Barclays – investigate installing double yellow lines to reduce congestion and improve visibility Larkshall Road / Kings Road junction – investigate junction improvements such as moving give-way lines forward to improve visibility and road safety Simmons Lane / Endlebury Road / Larkshall Road – investigate converting the mini-roundabout to a give-way junction to improve visibility and road safety. 		<p>We will investigate the additional proposed changes to determine what may be possible, the associated costs and further engagement may be required.</p> <p>We are aiming to do this by summer 2017 and will write to residents with an update if we plan to take any further changes forward.</p>

WHAT HAPPENS NEXT?

We will start to make improvements to the area based on this design from February 2017. You'll begin to see our contractors on site and they'll be doing the work in stages to try to keep any disruption to a minimum for people living in the local area. Residents and businesses directly affected will receive works notification letters one to two weeks in advance of work starting, explaining what is being done and any temporary parking and traffic management arrangements.

Where we have said that we need to do more work on some of proposals, and will be undertaking further local engagement, we are aiming to do this in spring 2017.

We will continue to monitor all of your feedback and suggestions and will run safety checks to make sure the scheme is performing as expected.

During and after the works, please feel free to continue sending us any feedback you have to [**enjoy@walthamforest.gov.uk**](mailto:enjoy@walthamforest.gov.uk)