

LONDON BOROUGH OF WALTHAM FOREST

Meeting date:	PLM – 14 October 2016
Title:	Enjoy Programme - Highams Park Town Centre
Directorate:	Neighbourhoods
Report of:	Director of Highways and Traffic Management
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Wards affected:	Hatch Lane / Hale End and Highams Park
Appendices:	<p>Appendix A1 : Map of proposals – Consulted</p> <p>Appendix A2 : Map of proposals – Final scheme</p> <p>Appendix B : Engagement approach for delivery</p> <p>Appendix C : Consultation questionnaire results</p> <p>Appendix D : Reasons and benefits of proposed changes</p> <p>Appendix E : Alternatives considered</p> <p>Appendix F : Full equality analysis</p> <p>Appendix G : Sustainability implications</p>
Status:	Open

1. Summary

- 1.1. Waltham Forest was one of only three councils in London to be awarded Enjoy-Waltham-Forest funding with an allocation of £27 million.
- 1.2. On 9 September 2014 Cabinet approved the delivery plan for the Mini Holland Programme.
- 1.3. The Enjoy-Waltham-Forest Business Case was approved by Transport for London Surface Board on 18 November 2014.

- 1.4. On 10 February 2015 Cabinet delegated authority to the Director of Neighbourhoods in consultation with the Portfolio Holder for Environment to approve future individual schemes of the Mini Holland Programme.
- 1.5. As part of the scheme development stage, the council has undertaken extensive engagement and consultation that has influenced the development of the final proposals.
- 1.6. In summer 2016 the council made a decision to rebrand the Mini-Holland programme as “Enjoy Waltham Forest”.

2. Recommendations

- 2.1. For the reasons set out in this report the Strategic Director of Neighbourhoods and Commercial, in consultation with the Portfolio Holder for Environment is recommended to:

2.1.1. Note the results of the consultation and the received resident emails and petitions.

2.1.2. Approve the preliminary scheme design for the Highams Park Town Centre scheme as shown in Appendix A2 and agree the scheme to proceed to detailed design (subject to changes based upon consultation feedback set out within this report) and subsequent construction (subject to technical feasibility and funding availability) as part of the Enjoy-Waltham-Forest Programme, as listed below:

2.1.3 Note the high volume of consultation feedback received to the proposed changes at the Handsworth Avenue/Hale End Road/Beech Hall Road junction and agree to undertake further investigation, design development and local engagement on proposals for the junction and surrounding roads, as agreed with Ward Councillors

IMPROVE PUBLIC SPACES OUTSIDE SCHOOLS

- As part of the detailed design stage, we will liaise with a selection of schools along the proposed cycle route to understand if there are any required minor public realm improvements.

CREATING A SAFER ENVIRONMENT AND AREA UP-KEEP

- Undertake carriageway maintenance/surfacing works in:
 - Oak Hill (from Gascoigne Gardens to The Bridle Path)
 - Waterhall Avenue
 - Manor Way

The above are essential works and were completed in summer 2016 as part of the Councils maintenance programme.

- Concerns regarding the speed and volume of traffic using Hollywood Way and Holly Crescent will be investigated further as part of detailed design and further local engagement undertaken as appropriate on potential options.
- Improvements in Tamworth Avenue will not be progressed to enable focus upon the proposed designated cycle route.

CHINGFORD LANE IMPROVEMENTS

- Install a raised table at the following locations:
 - At the junction with The Avenue (mini-roundabout)
 - At the junction Montalt Road (south)
 - At the junction of Lichfield Road (this is an addition based upon local feedback)
- Upgrade the existing zebra crossing, to the south of the junction on Montalt Road, by raising the crossing to pavement level to encourage vehicles to slow down when approaching the crossing, improving safety for all road users.
- Provide an 'informal' non-signalised crossing point, south of the junction with The Avenue into Epping Forest.

We will liaise with the Corporation of London (land owners of Epping Forest) about the crossing to make this more attractive for visitors.

CYCLE ROUTES

- To help people make local journeys by bike we are proposing two local cycle routes that run from the A406 (North Circular Road) through the Highams Park area. Both routes provide connections to and from Walthamstow and would continue to and connect with the Enjoy-Waltham-Forest Chingford Town Centre Scheme.

NEW CYCLE ROUTE A406 TO CHINGFORD (WEST)

– RED ROUTE ON THE PLAN

- Make the following improvements along River Walk (between Winchester Road and Beech Hall Road) to make it safer and easier to cycle:
 - Widen River Walk to create a shared cycle and pedestrian path
 - Improve the surface to make cycling along the route more comfortable and safer. We will undertake an assessment of the sections that need improving most
 - Improve the lighting along the route so that people feel safer cycling all year round. We will undertake an assessment of the sections that need improving
 - Remove unnecessary street furniture and clutter to make the route more attractive and pleasant to use.
- Install a new combined cycle and pedestrian zebra crossing on Winchester Road at the junction with River Walk. This will provide a safer connection to the cycle route on Beech Hall Road, whilst providing a safer crossing point on Winchester Road.
- Allow two way cycling (called contraflow cycling) on Halden Road and install an island for cycles at the junction with Winchester Road to provide a space for cycles to turn into the road safely.
- The proposal to allow two way cycling (contraflow cycling) on Selwyn Avenue with an island for cycles at the junction with The Broadway will not be progressed due to lack of available road space.
- Provide signage and cycle road markings on Halden Road, Cavendish Road and a relevant section of Selwyn Avenue to make vehicles aware that this is a cycle route while making it easier to navigate for people who cycle.

NEW CYCLE ROUTE A406 TO CHINGFORD (EAST) – BLUE ROUTE ON THE PLAN

- Assess the road surface condition and lighting along the route with the aim of improving the existing cycle track that connects Bridge End with Wadham Road via the road bridge.
- Install a new combined cycle and pedestrian zebra crossing to provide a safer crossing for pedestrians and people who cycle at the following locations:
 - Wadham Road into Beech Hall Road
 - Hale End Road, Beech Hall Road and Handsworth Avenue junction
 - Hatch Lane into Waterhall Avenue.
- For the combined crossing to be installed at Wadham Road into Beech Hall Road, some double yellow lines will be put in place at the bottom of Beech Hall Road to ensure that this area is clear of any parked vehicles. This will allow people who walk and cycle to cross this area more easily and provide a suitable space for vehicles to turn.
- For the combined crossing to be installed at the Hale End Road/ Beech Hall Road the following road changes will be introduced to prevent vehicles turning out of the road onto the new crossing, helping to improve safety when crossing the road:
 - Right hand turn ban on Beech Hall Road (turning into Hale End Road)
 - No exit from Handsworth Avenue into Hale End Road

Some additional parking bays along Hale End Road will also be created by installing the crossing.

- Improve the public space around the junction of Hale End Road, Beech Hall Road and Handsworth Road with more trees, plants, seating and cycle parking.
 - Create 'raised junctions' at the junction of Nightingale Avenue and The Avenue.
- Parking will be restricted between Nightingale Avenue and Abbots Crescent during the peak hours of 7 to 10am and 3 to 6pm.
- Add advisory cycle logo road markings along the whole route.
- Provide signage for people cycling along the whole route.

In response to consultation feedback the Hale End Road, Beech Hall Road and Handsworth Avenue junction will be subject to further development through further investigation and local engagement. Implementation will be deferred until such time as a way forward is agreed for this area.

Other elements of the route will be progressed through the detailed design stage. Where changes have been made in response to consultation feedback these are detailed in Appendix D.

3. Background

- 3.1. Waltham Forest Council's Enjoy-Waltham-Forest Programme comprises a set of integrated schemes that will deliver vast improvements in safety and convenience for cyclists and pedestrians, along with comprehensive public realm enhancements to support residential and local shopping areas.
- 3.2. The overarching objectives of the Highams Park Town Centre Scheme are to implement accessible and safe walking and cycling routes that link town centres and transport nodes via the implementation of various junction improvements, new and improved crossings, which will improve the look, feel and safety of the Highams Park area for all.
- 3.3. In February 2015 Cabinet delegated authority to the Director of Neighbourhoods in consultation with Portfolio Holder for Environment to approve future individual schemes of the Enjoy-Waltham-Forest Programme including the award of any contracts that are deemed to be key decisions.
- 3.4. The Highams Park Town Centre Scheme was initiated in March 2016 via an online "perception survey" that commenced on 14 March and concluded on 1 April 2016.
- 3.5. The perception survey was conducted within the Highams Park Town Centre Scheme boundary to gain an understanding of what residents and businesses thought about the area and the type of improvements they would like to see. In total 628 people completed the survey and provided 700 individual comments.
- 3.6. Following the perception survey, a detailed analysis report was prepared in May 2016, which highlighted various concerns and aspirations from the local community that were geographically mapped. This was used to inform the development of an initial concept design.
- 3.7. Respondents' feelings about the Highams Park area were primarily dominated by the feeling that 'it is an easy area to get around', with 42% of responses selecting this option. The second most selected option was 'it feels like a community which was selected by 41% of respondents.
- 3.8. When asked what changes could be made to the local area to make it a better environment for walking and cycling, the four most popular responses were: more attractive streets, more plants and trees, better pavements, and protected cycle lanes.
- 3.9. In May 2016 the concept design was presented at a series of two workshops within the scheme area for the local community to co-design and further develop in conjunction with the design team. All local ward councillors were invited to attend these sessions; and 77 people from the local community attended.
- 3.10. As standard protocol the council requested all emergency services meet the design team to discuss the concept designs in more detail via the regular Traffic Liason Group meetings.
- 3.11. The workshop results were then analysed and included within a workshop analysis report, which influenced the development of the subsequent preliminary design stage in June/July 2016.
- 3.12. The preliminary design proposal included a mix of, cycle routes, crossings, traffic direction changes, creation of shared public spaces and safety improvements. The preliminary design was outlined in a meeting to ward councillors on 21 June 2016. Following this meeting the preliminary design was then taken to a full public consultation, which commenced

on 27 June 2016 and concluded on 24 July 2016. The preliminary design is shown in Appendix A1.

- 3.13. 6544 consultation documents and questionnaires were delivered by Royal Mail. To promote the consultation, street notices were erected in the area and drop-in sessions were held on Thursday 7 July 2016 and Tuesday 12 July 2016 at local venues. Officers also carried out various technical surveys, consulted with emergency services, utility companies, businesses, ward councillors and schools.
- 3.14. The results of the public consultation have been analysed and included within Appendix C.
- 3.15. This was an extensive consultation process undertaken by the Highways and Infrastructure team. During the engagement period the Council received and responded to hundreds of emails, 77 residents attended design workshops, and over 100 residents attended drop in sessions. The consultation was also publicised via the following channels:
- An email was sent to people who responded to the Highams Park perception survey informing them that the consultation period had started. This was sent to 279 people.
 - Tweeted three times on Twitter during the consultation period reaching 4571 users.
 - The Enjoy-Waltham-Forest Highams Park webpage had 483 views
 - Promotion through key stakeholder groups (e.g Waltham Forest Cycling Campaign)
 - TfL consultation website
 - Consultation Flyers distributed outside Highams Park Station

Overall - there were 384 respondents to the consultation and a total of 959 comments.

- 3.16. The results of the consultation showed that overall 20% of respondents were in overall favour of the scheme, 43% were neutral and 37% felt negative about the proposals, shown below:

The results for **2 IMPROVE PUBLIC SPACES** were 24% in favour, 43% were neutral and 34% were not in favour.

The results for **1 AREA UP-KEEP AND CREATING A SAFER ENVIRONMENT** were 28% in favour, 50% were neutral and 22% were not in favour.

The results for **4 CHINGFORD LANE IMPROVEMENTS** were 30% in favour, 49% were neutral and 21% were negative.

The results for **NEW CYCLE ROUTE A406 TO CHINGFORD (WEST)** were 35% in favour, 41% were neutral and 24% were not in favour.

The results for **NEW CYCLE ROUTE A406 TO CHINGFORD (EAST)** were 23% in favour, 45% were neutral and 32% negative

During the consultation period a large amount of neutral responses were received. This is inconsistent with other Mini-Holland consultations where we have received a smaller proportion of neutral ratings. We have therefore acknowledged this and have undertaken further analysis in of these neutral responses in Appendix C to understand why these respondents felt this way and what they were saying about the proposals.

3.17. Ward councillors were briefed on 24 August 2016 regarding the outcome of the consultation. The recommendations set out in this report reflect the discussions and agreements made with councillors within this meeting.

4. Options, alternatives and additional measures considered

4.1. At each stage of engagement we have taken on board the feedback of residents and businesses, and many of their suggestions have been included in the design proposal. Some alternative options were proposed during the engagement periods, which have been considered and or acknowledged through revisions to the design that was consulted upon. These are shown in Appendix E: Alternatives considered

4.2. Due to the consultation response and having received representations requesting further measures, some of the proposals will require further local engagement and development; as shown below:

- Hollywood Way and Holly Crescent
Correspondence and a petition has been received requesting mitigation of unacceptable vehicular traffic volume.
- Handsworth Avenue
The Hale End Road, Beech Hall Road and Handsworth Avenue junction will be subject to further proposals development and further local engagement.

Further background is shown within Appendix D

4.3. Feedback and correspondence was received from the Highams Park Planning Group, who as a key stakeholder liaised with the council on several occasions and submitted various suggestions and information that has been addressed within Appendix E.

5. Sustainable community strategy priorities (and other national or local policies or strategies)

5.1. Council Priorities: Bringing you better shopping, streets and leisure (regenerating the borough)

- Work to make our high streets thrive with a variety of shops and services to meet resident's needs
- Upgrade our pavements and roads

5.2. Mayor for London's Vision for Cycling

- Safer streets for bikes.
- More people travelling by bike.
- Better places for everyone.

5.3. Transport for London - Improving the health of Londoners: Transport action plan

6. Implications

6.1. Finance, value for money and risk

6.2. The funding of the Highams Park Town Centre Scheme is allocated within the financial years 15/16 and 16/17, which will comprise £411,400 from Mini Holland funding for con-

struction works, supplemented by LIP funding and Section 106/278 funding. If required, some construction works maybe deferred to 2017/18 in order to secure additional funding.

- 6.3. The procurement of works and services will be carried out using existing framework or term contracts which have already received Council approval. When it is expected that better value for money can be obtained using an open tender process this will be undertaken.
- 6.4. There are always risks with a programme of this size, in particular delays or budget overruns. These risks will be mitigated through robust programming and planning. The Council has a good record of delivering major public realm projects in the last five years and will use this experience to minimise risk within this programme.

7. Legal

- 7.1. The Council as Highway Authority has a duty under section 41 of the Highways Act 1980 to maintain certain highways within its area. It also has a wide general power under section 62 of the 1980 Act to carry out works to improve the highways it has a duty to maintain and many other specific powers under the 1980 Act.
- 7.2. The Council may by order regulate the use of roads under section 6 and other specific powers of the Road Traffic Regulation Act 1984.
- 7.3. All procurements under the programme will have to comply with the Council's Contract Procedure Rules and, where necessary, the Public Contracts Regulations 2006 (as amended).
- 7.4. Under Part 3 of the Council's Constitution Cabinet may delegate key decisions to an officer of the Council.
- 7.5. Appropriate Traffic Management Orders will be made under the Road Traffic Regulation Act 1984 and advertised in accordance with the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.
- 7.6. Before making these orders consideration must be given to section 122 of the Road Traffic Regulation Act 1984 which contains the Council's duty to secure the expeditious, convenient and safe movement of vehicular and other traffic and the provision of suitable and adequate parking facilities on and off the highway.
- 7.7. This proposal has been designed with due consideration of our Network Management Duty relating to Traffic Management Act 2004. Consideration has been given to all road users to secure the expeditious movement of traffic as far as practical.

8. Equalities and diversity

- 8.1. A full Equality Analysis (attached as Appendix F) has been undertaken, which has considered the impact of the proposal on those with protected equality characteristics. Although the proposals are likely to bring about positive improvements, the analysis has identified some potential for adverse impact and measures to help mitigate against these are set out.
- 8.2. **Race/ ethnicity**
- 8.3. No negative impacts are expected from the proposals on the community in respect of ethnicity.

8.4. Faith/ religion

8.5. No negative impacts are expected from the proposals on the community in respect of faith or religion.

8.6. Sexual orientation

8.7. No negative impacts are expected from the proposals on the community in respect of sexual orientation.

9. Sustainability (including climate change, health, crime and disorder)

9.1. The programme will have a positive impact on sustainability by encouraging a shift in transport mode from car use to cycling and walking. This will also contribute to improving the health and well-being of the local community and air quality. The design guide includes an aspiration to employ low energy use equipment e.g. lighting units; using SUDS (Sustainable Urban Drainage System) compliant materials; and following the Council's Sustainable Procurement Strategy for sourcing materials. It is estimated that the Mini Holland programme will reduce CO2 emissions by approximately 1,000 Tonnes per year (see Appendix G).

9.2. The Enjoy-Waltham-Forest programme will contribute to achieving the objectives set out within the councils Air Quality Action Plan.

9.3. Climate Change & Sustainability Impact Assessment

9.4. There are no climate impact implications to water, waste, land or buildings. Decreased congestion is considered to be a benefit to air quality. Any increase in road safety is considered to provide an opportunity for modal shift to encourage walking, cycling and increased use of public transport.

10. Council infrastructure

10.1. Whilst the size of this programme represents a significant investment of council resources, the programme is externally funded and there is sufficient funding to employ staff required for the project or to backfill existing council officers engaged in the programme.

Approved by

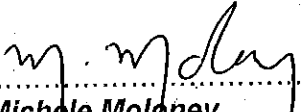


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Cllr Clyde Loakes
Environment Portfolio Holder

Date:

14.10.16

Approved by










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Michele Moloney
Strategic Director Neighbourhoods & Commercial

Date:

14/10/16

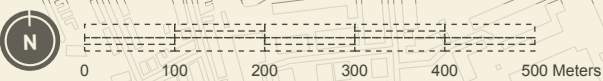
Proposed measures

-  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)



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)
-  Develop options for traffic management proposals
-  Further investigation / Develop options



Appendix B – scheme development and engagement approach

The following document outlines the engagement approach for delivery for the Highams Park Town Centre area wide improvement scheme. Based on this extensive approach the Council has developed proposals which take on board the residents' priorities, benefits the whole community and achieves the overarching aims of the Enjoy Waltham Forest project in the Highams Park Town Centre area.

The Highams Park Town Centre scheme predominantly refers to the area bordered by North Circular Road, Winchester Road, Larkshall Road, Hatch Lane, Chingford Lane and Woodford New Road. It also includes the area to the west of Winchester Road to include Selwyn Primary School in the scheme. The Highams Park area has over 6500 properties.



The Highams Park Town Centre area wide improvements will better connect the area by creating key walking and cycling routes, making it easier for people who want to walk and cycle for local journeys. The scheme will also improve the look and feel of the area whilst linking in with the Village schemes in Walthamstow, making them more enjoyable places to spend time and money, boosting business for our local economy and giving our residents a sense of pride in their borough.

The Council has followed an engagement approach for delivery, detailed in the table below. The sections in bold highlight the engagement stages. This was an extensive consultation process run by the Highways and Infrastructure department. We value the views of our residents and have been consulting on the Highams Park Town Centre area wide improvements scheme over an extensive period. We have talked to as many residents and local businesses as possible and have encouraged people to have their say at every opportunity.

Delivery Process	
Stage 1	Perception Survey
Stage 2	Concept Design
Stage 3	Workshops
Stage 4	Preliminary Design (TfL Review)
Stage 5	Public Consultation
Stage 6	Detailed Design
Stage 7	Statutory Process
Stage 8	Construction
Stage 9	Review

Stage 1 – Perception Survey

A perception survey was carried out as part of the early engagement for the scheme. This survey aimed to measure peoples' views on how they felt about the area and why they felt this way. It also aimed to reveal concerns and aspirations that local people experience in their everyday lives.

The survey took place between 14 March and 1 April 2016. All properties within the scheme boundary were hand delivered a flyer informing them about the survey. The survey was available to complete on-line through the engagement platform called Commonplace. Residents were able to request a hard copy of the consultation document. All hard copy questionnaires that were received were then inputted into the on-line Commonplace system.

Perception survey promotion

The survey was promoted through a variety of methods including;

- hand delivering surveys
- surveys distributed outside Highams Park station on 23 March 2016
- social media – tweets and Facebook advertising
- Mini-Holland email newsletter
- On-street posters featuring a QR code link to the survey
- Councillor briefings
- Stakeholders such as London Cycling Campaign and Waltham Forest Cycling Campaign.

Perception survey findings

The survey received over 628 respondents, posting 748 comments.

How did respondents feel about the Highams Park Town Centre area?

The perception survey asked respondents to mark specific points on a map which they felt were important to them or needed improvements. Respondents were then asked to select different statements which reflect how they felt about the Highams Park Town Centre area.

The response to this question highlighted that respondents primarily felt that the area was easy to get around with 264 respondents (42%) selecting this statement. The second most popular option was that the area feels like a community with 261 (41%) respondents selecting this statement.

The most selected negative option was that it doesn't feel safe to travel which was selected by 168 respondents (26%).

What changes would respondents like to see to make it a more pleasant environment for walking and cycling?

Respondents were able to select from a series of multiple choice options. The most popular changes respondents would like to see were better pavements (50% of respondents selected this option) and more plants and trees (39%). Respondents demonstrated a wish to improve the town centre through proposals which will make the area a more attractive environment. Requests for safer crossing points and more attractive streets also dominated the responses.

Is there anything else that would encourage you to walk or cycle more in the area?

This was an open question. Although the question specifically asked for views on walking and cycling analysis of responses revealed this section was used as a means for people to express a wide range of views on the area and the Mini-Holland programme in general. The responses were analysed and broken down into nine categories:

Nicer environment proposals – the majority of comments were about creating a nicer environment. Within this category, respondents' biggest concerns were improving the shop frontages, cleaning streets, eradicating dog fouling, better enforcement patrols and more public transport in the area.

Better pedestrian priority- the highest proportion of comments within this section related to the need for safer crossing points and improvements to pavements. There were clear areas where respondents would be encouraged to walk if the pedestrian safety facilities were improved. These areas were: Chingford Lane, The Avenue, the junction of Hale End and The Avenue and Larkshall Road.

Traffic and road safety – the majority of comments within this section related to reducing traffic speeds and aggressive driver behaviour (45 comments). These comments highlighted specific locations such as: Hale End Road, The Avenue, Larkshall Road, Oak Hill, Tamworth Avenue and Charter Road junction and Beech Hall Road. Rather than focusing on specific areas, many respondents stated that they felt there should be less traffic in the Highams Park area overall. There were also road safety comments where respondents said that if the roads were safer they would be encouraged to walk in the area with their children.

One resident stated, *"I live on the Avenue, traffic is often very fast which is hazardous to the amount of children who live in the area. I would like to see speed humps on the Avenue"*.

Better cycling priority – 15% of the comments received in the perception survey were related to better cycling priority. Amongst these comments, the biggest factor which respondents felt would encourage people to walk and cycle more was improved route safety and cycle segregation. Respondents also thought that it would be good to create better links between places and improve signage in the area.

Negative about the project – respondents who were generally negative about the project felt that there did not need to be any changes made to the local area to encourage people to walk or cycle more. Some felt that it was already safe to walk and cycle around so no other measures need to be put in place. Other respondents felt the funding should be focused elsewhere, rather than on improving sustainable transport facilities.

Parking – these comments related to both general and specific parking issues. General parking comments covered issues such as motorists parking across kerbs and driveways, commuter parking, requests for Controlled Parking Zones in the area and requests for more disability parking in the area. Areas where parking was highlighted as an issue were: The Avenue, Winchester Road, Handsworth Avenue and Beech Hall Road.

Site specific – there were requests for road layout changes such as on Handsworth Avenue. Specific points such as the zebra crossing on Larkshall Road were singled out as having issues, and requests were made for junction design improvements.

Highway maintenance – highways maintenance comments were made about the area in general. Respondents stated that many of the roads in the area are in a poor condition with a lot of potholes.

Summary

Respondents generally had positive feelings about the area; they felt that the area is easy to get around and feels like a community. Areas with the highest concentration of comments stating it was unsafe and unattractive were often areas with the most traffic issues and the highest demand for better cycling and pedestrian priority.

When asked what changes could be made to the local area to make it a nicer environment for walking and cycling, the four most popular responses were: better pavements, more plants and trees, safer crossing points and more attractive streets.

Stage 2- Concept design

We developed a concept design for the area, based on the outcomes of the perception survey and historical local issues. The design included the following measures; proposed safer cycle routes, better pedestrian and cycling crossing points and junction improvements.

Stage 3- Workshops

In May 2016 a concept design was presented at two workshops within the scheme area. The co-design workshops were an opportunity for residents to provide feedback and suggest ways to develop the designs. Letters were hand delivered to all residents within the Highams Park Town Centre area inviting them to attend the meetings. A total of 77 people attended the workshops.

The workshops were held on the following dates in the area:

11 May 2016 Selwyn Primary School
12 May 2016 Selwyn Primary School

The workshops were extremely productive and informative; many issues and opportunities were actively debated. The Council received many constructive suggestions on how to improve the scheme and the area in general. Attitudes and opinions varied across both workshops which allowed the Council to identify and address the different viewpoints in each location. All the information received through these exercises was collated and fed into the development of the scheme put forward for consultation.

A summary of the key outcomes from the workshops are summarised below.

Exercise 1- Route mapping

In the first exercise attendees were asked where they walked and cycled in the Highams Park Town Centre area. Collectively the attendees made a lot of varying journeys. The roads most frequently used for cycling were north-south routes connecting Highams Park with Walthamstow and Chingford; Larkshall Road, The Avenue, Beech Hall Road and Hale End Road were particularly popular. Attendees also marked cycling shortcuts which are not available for vehicular traffic, e.g. river walk underpass and the narrow connection between Vincent Road and Gordon Avenue. The roads that people used most for walking were the primary roads leading to the train station and town centre: The Avenue, Castle Avenue, Handsworth Avenue, Larkshall Road, Winchester Road, Beech Hall Road, or Hale End Road.

Exercise 2- Concept co-design

In the second exercise residents evaluated the concept design and highlighted areas that they thought could be changed. Residents were given a plan of the concept design and had the opportunity to amend or comment on:

- Traffic calming
- Crossing points
- Cycle route
- Improving streets for pedestrians
- Improving streets for cyclists

The key outcomes were:

- Although there were not any modal filters proposed in the concept design, attendees were able to suggest modal filters. Two modal filters were suggested at the junction of Charter Road and Tamworth Avenue and the junction of Warboys Crescent with Coolgardie Avenue.
- Almost all of the crossings proposed in the concept design were supported by attendees. The proposed crossings between Tesco and Highams Park Station and by Jubilee Sports grounds received significant support. There was also strong support for the crossing at the junction of Chingford Lane with The Avenue. There were several suggestions for crossings at alternative locations too. Residents who expressed concern about safety in relation to existing pedestrian crossings focused on the area outside the train station.

- Attendees did not leave many comments about the proposed pedestrian improvements. The comments left requested better quality pavements to improve safety for disabled and partially sighted residents on Vincent Road by Joseph Clarke School. There were also suggestions for improvements around Highams Park station and the North Circular pedestrian underpass.
- The majority of the proposed cycling improvements were strongly supported by attendees. Attendees were concerned that Beech Hall Road may be an unsafe cycle route because of the potholes on the road. Other comments suggested alternative paths for the cycle route.
- Many attendees agreed that there needed to be additional crossing points on Chingford Lane, but people were not in favour of traditional traffic calming methods. Many people complained about speeding traffic along The Avenue and Hale End Road.

Exercise 3- Public Realm Improvements

The third exercise asked residents to consider the public space improvements they would like to see. The most popular ideas for these improvements included:

- Attendees were unsure about creating a pocket park outside Highams Park Station as there is limited space. Some attendees raised questions about maintenance. There were many suggestions of alternative locations where pocket parks could be installed.
- There were requests for tree planting across the Highams Park scheme area. Attendees also highlighted that the existing planters on Montalt Road/ Chingford Lane and Winchester Road need to be better maintained.
- Comments indicated that many alleyways and small paths in need of improved levels of lighting as they currently feel unsafe, particularly Ching Walk, Beech Hall Road, Winchester Road and the pedestrian path joining Gordon Avenue with Vincent Road.
- Suggested locations for public art included outside the park café, the area by the library, in the underpass, renewing the mural outside the station and outside the Nisa supermarket.

Stage 4 – Preliminary Design

The preliminary design was developed based on responses received from the perception surveys and workshops.

During this stage Transport for London also reviewed the preliminary design and provided comment.

Stage 5 – Public consultation

Dates of the consultation

The consultation ran for three weeks from Monday 27 June to Sunday 24 July 2016.

Highams Park Councillor Briefing

On 21 June, prior to the consultation period starting, the Council met the Hatch Lane and Hale End & Highams Park ward councillors to brief them on the proposed designs.

Consultation promotion flyer

On Monday 27 June 2016 Royal Mail delivered over 6,500 consultation flyers to all residents

and businesses within the Highams Park Town Centre consultation area to promote the consultation as shown below.



Consultation flyer

Online consultation

The consultation ran through the on-line engagement platform called Commonplace, which was also used to run the perception survey. All of the plans and proposals were available to view and people could feedback and comment on the following sections:

1. Improved public spaces outside schools
2. Creating a safer environment and area upkeep
3. Chingford Lane improvements
4. Eastern Cycle Route- A406 to Chingford
5. Western Cycle Route A406 to Chingford

Respondents were asked to rate how they felt about each of these elements using a 'negative to positive' slider scale. Once completed, respondents were provided with a series of 'tags' which they were asked to tick to indicate why they felt like this. The tags were:

- Area will be made safer for all road users
- General environment will be improved
- It will encourage more walking and cycling
- Sense of local community will be improved
- More opportunities created for shops, businesses and places of interest to flourish in the area
- Area will not be made safer for all road users
- General environment will not be improved
- It will not encourage more walking and cycling
- Sense of local community will not be improved
- Less opportunities created for shops, businesses and places of interest to flourish in the area

- It will be easier to get around the area
- The area will be more attractive
- It will be more difficult to get around the area
- The area will be less attractive

Hard copy versions

Hard copy versions of the consultation proposals and questionnaire were produced and available to anyone on a request basis. This was given together with a free post envelope to anyone wishing to complete the questionnaire in a hard version form. We received over 40 hard copy requests.

During the consultation period the Council held a number of engagement events and met with key stakeholders.

Public drop-in events

Two drop in sessions were held during the consultation. These took place on the following dates:

Thursday 7 July- Selwyn Primary School from 6-9 p.m.

Tuesday 12 July- Selwyn Primary School from 6-9 p.m.

Approximately 100 people attended the sessions.

Social media promotion

- An email was sent to people who responded to the Highams Park perception survey informing them that the consultation period had started. This was sent to 279 people. 62% of recipients opened this email and 33% clicked the link taking them through to the consultation page.
- Tweeted three times on Twitter during the consultation period. This reached an audience of 4571 people. 26 people clicked the consultation link and 5 people like these tweets.
- The Enjoy Waltham Forest Highams Park webpage had 483 views – the average time spent on this webpage was 2 minutes and 10 seconds.

On-street signs

- The Council put up ten QR posters at junctions within the Highams Park Town Centre area. The posters contained a link to the Enjoy Waltham Forest website where residents could view the details of the proposed designs.

Flyers distributed outside Highams Park Station

Flyers were distributed outside Highams Park Station on Tuesday 5 July, Wednesday 6 July and Friday 8 July. The leaflets informed members of the public about the consultation period and invited them to the drop in sessions. Approximately 2000 leaflets were distributed over the three dates.

Emergency Services engagement

The London Ambulance Service, London Fire Brigade and the Police were all informed of the consultation period by email. In addition, the statement below is from the London Ambulance Service:

“The London Ambulance Service is working with Waltham Forest Council on traffic changes in relation to the Mini-Holland scheme. We’re engaging with the council to ensure that any changes take account of the needs of our ambulances crews and patients.”

Natasha Wills Assistant Director of Operations, East Central, London Ambulance Service NHS Trust.

Engagement with stakeholders

We have received feedback and correspondence from Highams Park Planning Group which is a key stakeholder in the area. We have liaised with the group on several occasions and have met with them on site to discuss the proposals in detail. The group has submitted various suggestions and information which is addressed in Appendix E.

Engagement with schools

We held individual meetings with schools in the Highams Park area during the consultation period to discuss the proposals. The meetings took place on the following dates:

Joseph Clarke School- 23 June and 19 July

Handsworth Primary School- 12 July

Highams Park High School- 15 July

We will continue to engage with the schools as we develop the designs for the area.

The Council received feedback from 384 respondents during the consultation period. All the responses have been collated and analysed. A full report and analysis on the results is in Appendix C.

Approximate dates for the next stages of the scheme are shown below.

Stage 6 Detailed design – August- September 2016

Stage 7 Statutory consultation – September- October 2016

Stage 8 Construction – November 2016- April 2017

Stage 9 Review - If implementation takes place we will continue to monitor traffic levels and feedback from the area. We will commence a review of the measures from six months after full implementation.

APPENDIX C

Highams Park Town Centre Enjoy Waltham Forest



Consultation Results and Outcome

July 2016



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Introduction

This appendix outlines the results of the consultation of the Highams Park Town Centre Mini-Holland scheme. Appendix D of this report outlines the final measures and reasons for those measures. This appendix should be read in-conjunction with Appendix B – The engagement approach for delivery and Appendix D – Reasons and benefits for proposed changes.

Responses received

In total 384 people responded to the consultation. Of this 959 comments were noted and acknowledged.

The on-line engagement site Commonplace which hosted the consultation received 4068 total visitors. 32 hard copy versions of the questionnaire were received and these were inputted into the Commonplace site and included in the analysis.

Source	Views
Facebook	2540
Twitter	175
enjoywalthamforest.co.uk	174
Google	68
Commonplace.is	58
Email	57
Streetlife.com	41
Instagram.com	28
Linkis.com	28
consultations.tfl.gov.uk	14

The adjacent table shows where people viewing the proposals on-line were directed from. Note this does not include people who have gone to the website directly.

About the respondents

Respondents were asked to detail in what capacity they were responding to the consultation. The results are outlined in Figure 1.

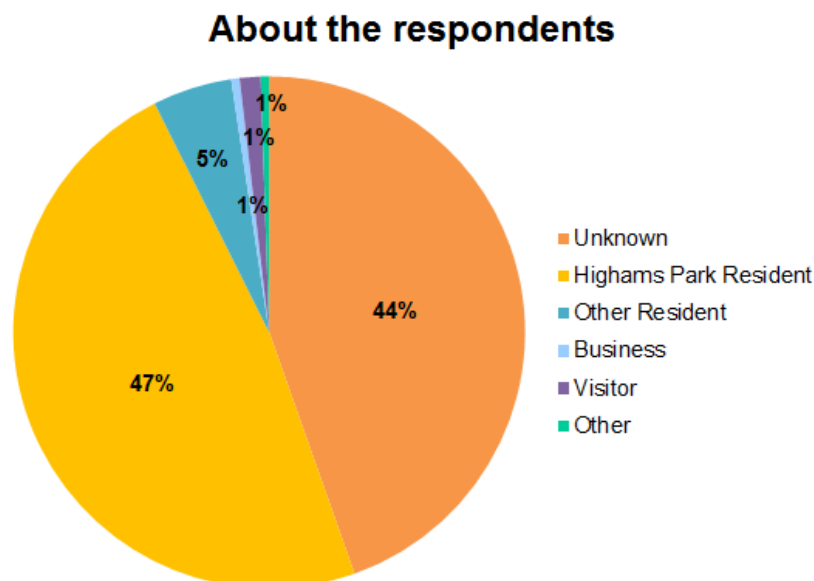


Figure 1

Respondents were then asked how they travel in the area. People could tick multiple options and of those who answered the most popular travel mode was driving followed by walking and public transport.

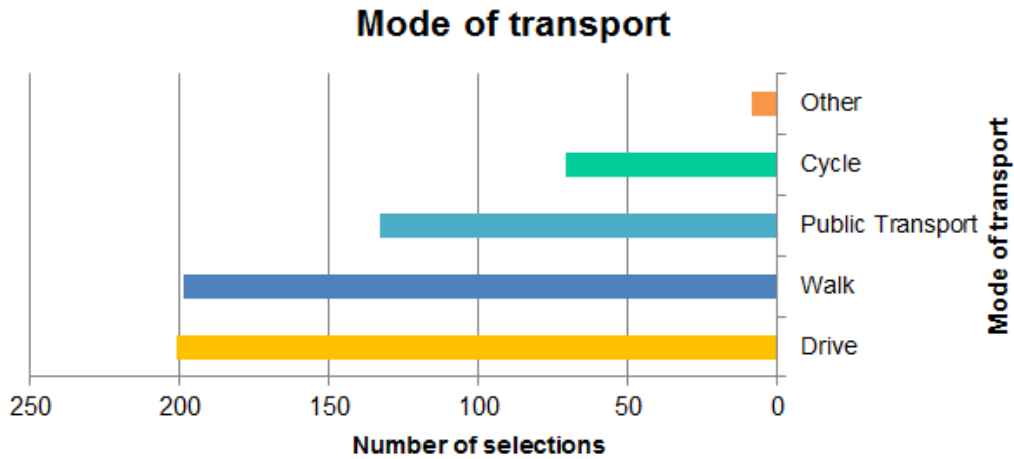


Figure 2

Where respondents were from

The map (Figure 3) below shows the postcodes of where respondents are from. Of the 521 people who left their postcode, E4 (59.5%), followed by IG8 (30%) were the areas where most respondents came from. The next most stated postcode was E17 (8%).

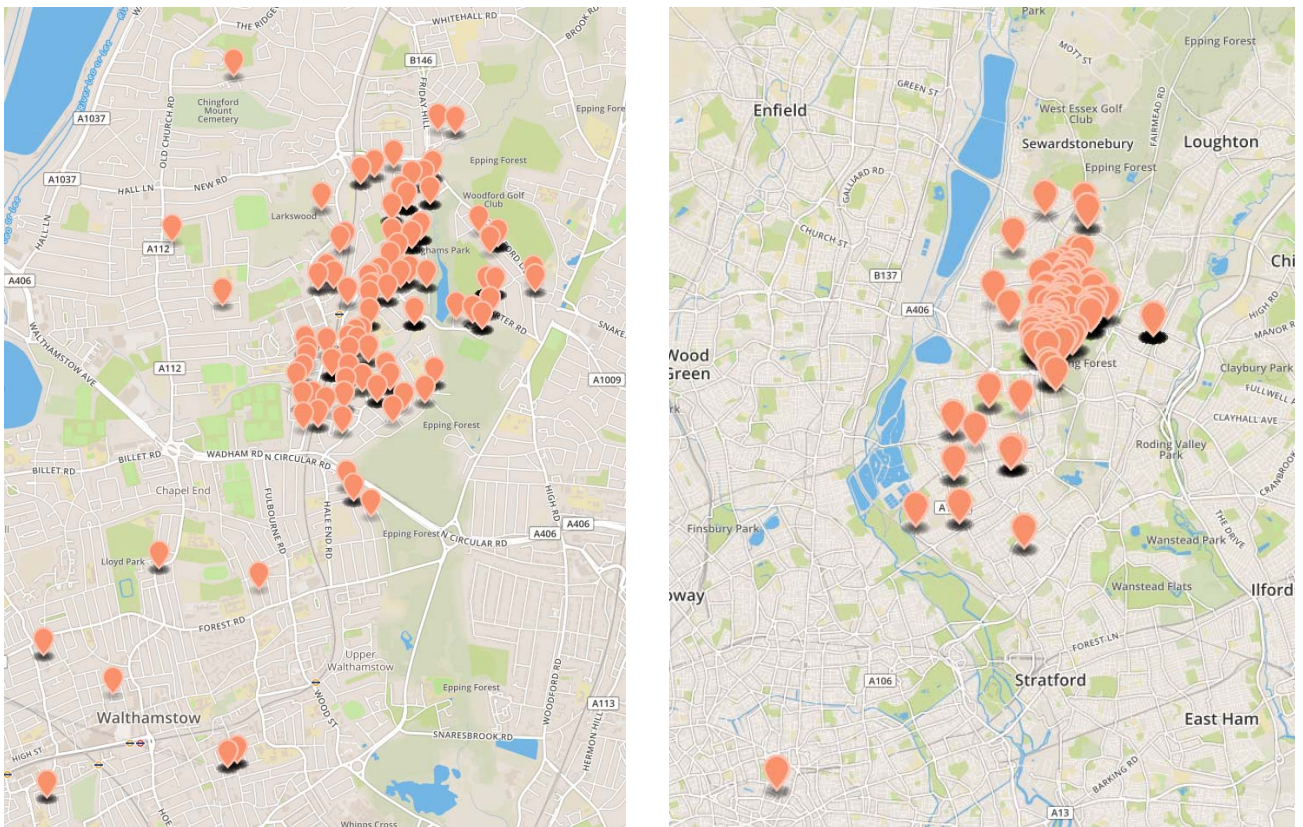


Figure 3

About the results

Overall Results

Respondents were asked to rate how they feel about each proposal, using a sliding scale.

The results showed that **20% of respondents indicated they were positive about the proposals, 43% were neutral and just 37% were negative.**

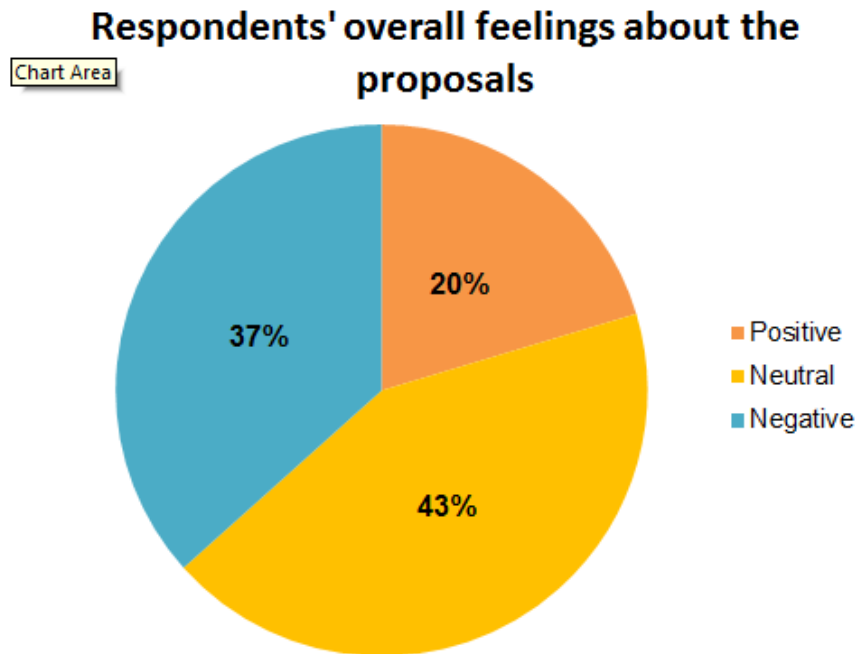


Figure 4

The overall headline figures show a large proportion of neutrals and negatives. We have analysed the comments in great detail to understand what respondents' issues were. The analysis outlines the types of comments left by respondents; some comments were about the scheme generally whilst others highlighted specific issues and focused concerns on key locations. This is discussed in more detail later in this appendix and will help inform the decision making process.

When analysing respondents feedback towards the proposals by transport mode, those that walked, cycled and travelled by public transport were more positive; those that drove were less favourable towards the plans.

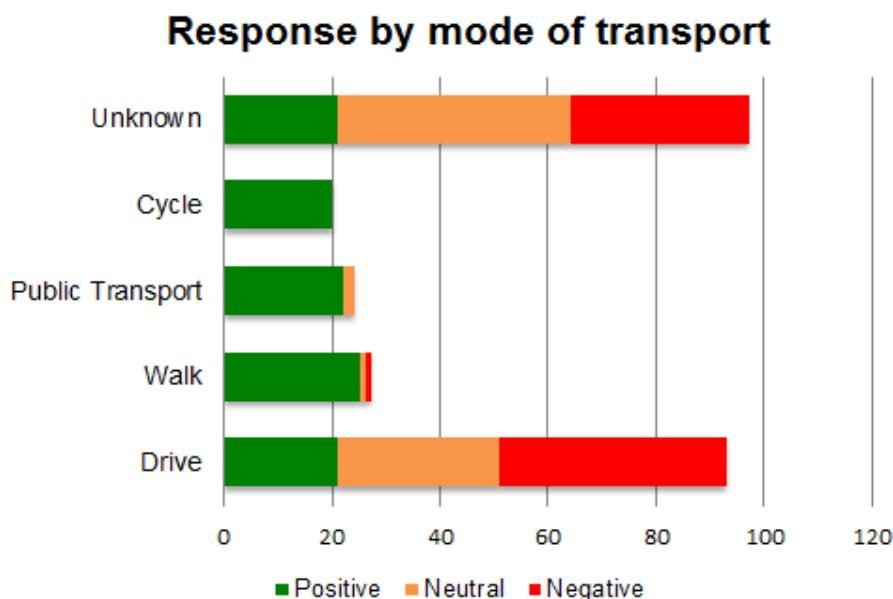


Figure 5

Having rated each proposal, respondents were then asked why they felt like this and were asked to tick an option relating to the Mini-Holland objectives. The most popular option chosen was the 'it will be more difficult to get around the area', while 'more opportunities created for shops, businesses and places of local interest' was the least selected option. Please note that respondents could tick multiple options.

Reasons behind respondents' feelings towards the proposals

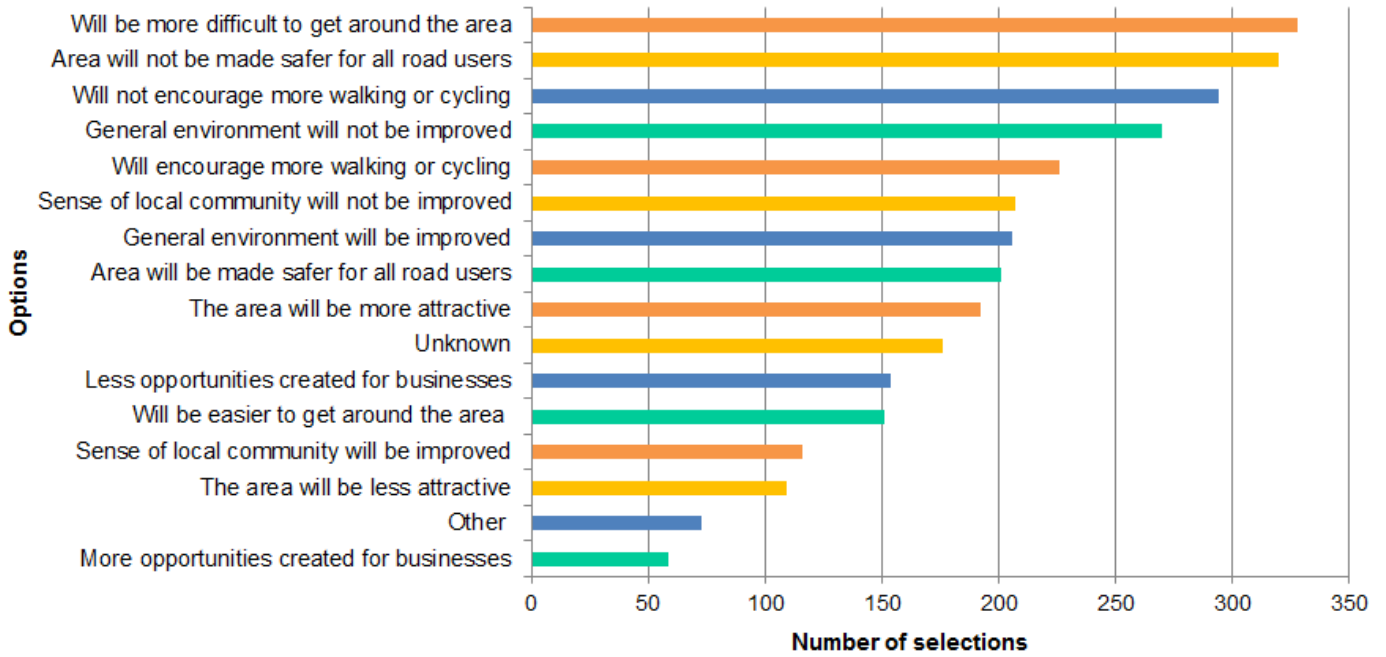


Figure 6

On the following page is there is a break down of the received comments.

In addition to the feedback submitted by residents, we also received a submission from the Highams Park Planning Group (HPPG). HPPG is a key stakeholder in the Highams Park area. The group has liaised with the Council on several occasions and submitted various suggestions and information. The group's feedback has been analysed in Appendix E.

1. Improved public spaces outside schools

Summary of proposal:

- *Assess the existing cycling and pedestrian facilities outside a selection of schools in the local area with a view to providing extra cycle parking, more trees and seating and generally improving the area to encourage sustainable journeys.*

Respondents were asked to rate these proposals. 228 people responded to the question.

24% of respondents were positive towards the proposals, 42% were neutral and 34% were negative.

Percentage of respondents who had positive feelings about the public space proposals

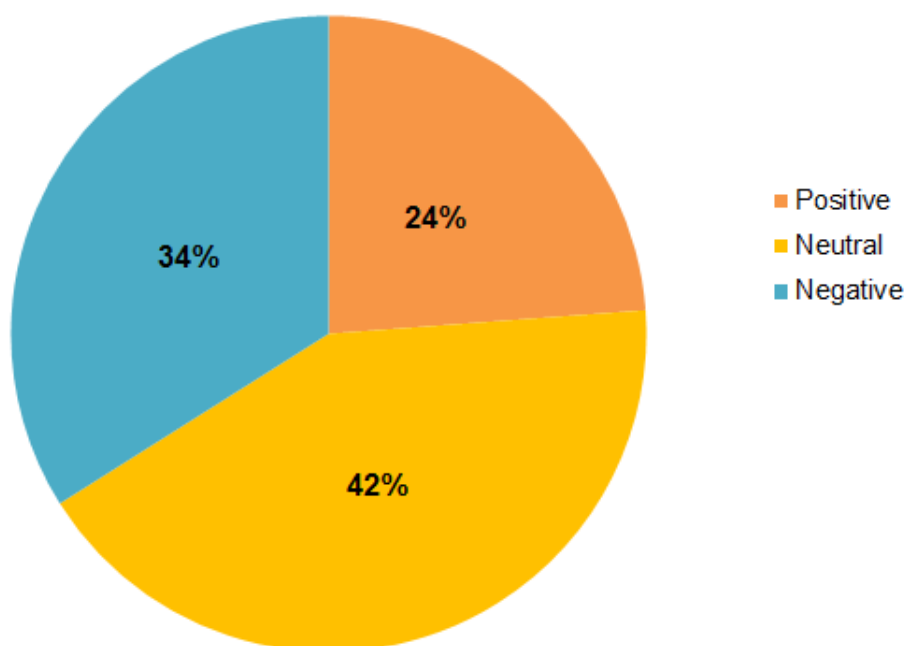


Figure 7

Comments

In total there were 292 comments left about this proposal. The comments have been analysed and grouped into the themes listed below.

- Many comments received in this section were not strictly related to public space issues and refer to the proposed designs for Handsworth Avenue etc. Of the comments left for this section, 105 comments related to improving public spaces outside schools. Comments which were not related to this question were either general comments or comments related to the Eastern cycle route. These comments are analysed in the **Eastern Cycle Route** section.

The main themes raised in these comments, related to the question were:

School run (49 comments)

Comments within this theme were split.

- 29 respondents felt that the proposals would not encourage people to walk and cycle more. Some felt this was because it would not encourage parents to stop making short distance journeys in a car, there are parents who need to drive because they live outside the catchment area and parents who drive to work. Others felt that secondary school students already mostly walk to school so these proposals will not make a change to the levels of people walking.

School run continued (49 comments)

- 20 respondents felt that the proposals would encourage parents to walk their children to school more or that parents should be encouraged to get out of their car.

Anti trees and planting (19 comments)

- Most comments which stated that there should not be more trees or planting in the area were concerned that they would not be well maintained. Respondents gave examples of existing plants/trees around the area where trees have not been cut back properly, tree roots have broken the pavement, pavements are slippery from fallen leaves or fruit and vision is obstructed.
- Unsure if there is space for more trees.
- Will not change how people travel in the area.
- Only planting on wider pavements where people can get past with prams.
- The budget should not be spent on planting.
- Be selective about which species you use.

Positive aims (16 comments)

- Improving the public space outside schools will make it a nicer experience for people travelling to school.
- It encourages a healthy, active lifestyle and improve many people's health.
- It will make the streets more pleasant places to travel and will reduce pollution.

More information needed (15 comments)

- Respondents felt that there was inadequate detail in the consultation document about this proposal.
- People would like to know which schools the proposals will focus on.

Pro trees (15 comments)

- Trees and planting will improve the air quality and will make the area look more attractive. The trees will be a positive addition to the area as long as they are properly maintained.
- The tree species should be carefully selected to ensure they are good for wildlife.
- Planters can also serve as cycle stands.

Seating (12 comments)

- Positive comments about seating stated that as long as the seating is well maintained they will create a nicer environment in the area.
- Respondents that were concerned about seating felt that they will attract anti-social behaviour, graffiti and the funding should not be spent on seating.
- Other comments raised were: the seating needs to be adequate for disabled people and the seating area must be a no smoking area.
- Some comments asked who the seats would be for as pupils go straight into the school grounds.

Pencils (7 comments)

- Respondents felt that the pencils shown in the photograph from the consultation document were not in keeping with the local area.

Cycle parking (5 comments)

- Cycle parking will not encourage more people to cycle in the area and will not be a benefit to the majority of the area.
- Cycle parking facilities should be within school grounds and do not need to be outside.
- Requests for cycle stands to be outside every shop in the local area.

Other comments included:

- Some respondents were concerned that the team responsible for the designs don't live in the area and therefore do not know local issues.
- Many people had concerns about the plans to close the local library.

2. Creating a safer environment and area upkeep

Summary of proposals:

We will look at upgrading the crossing points to help pedestrians and people who cycle cross safely and more easily at the following locations:

- *Tamworth Avenue and Charter Road*
- *Oak Hill between Hollywood Way and Holly Crescent*

Subject to funding, upgrading the pavements and resurfacing the following roads:

- *Oak Hill (from Gascoigne Gardens to The Bridle Path)*
- *Waterhall Avenue*
- *Manor Way*

Respondents were asked to rate these proposals. **28% of respondents were positive towards the proposals, 50% were neutral and 22% were negative.**

Percentage of respondents who had positive feelings about the safer environment and area upkeep proposals

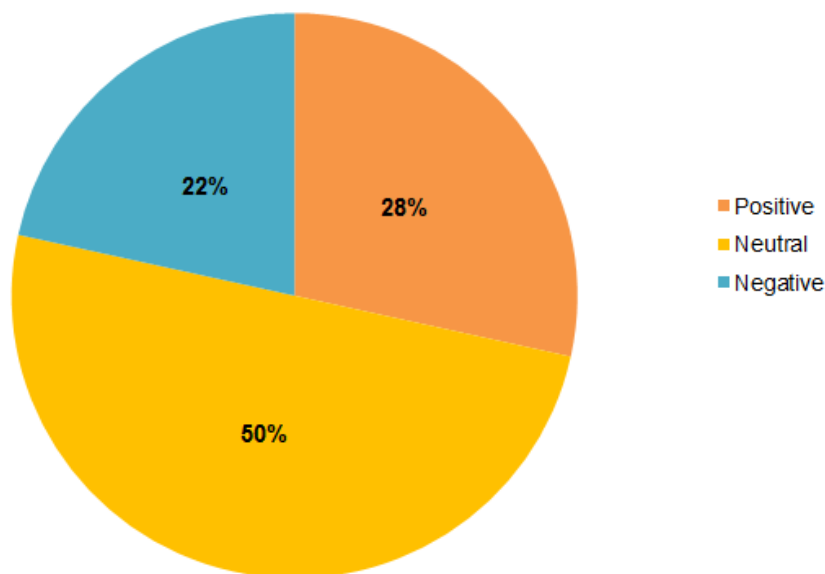


Figure 8 shows the response to the safer environment and area upkeep proposals

Comments

In total there were 155 comments left about this proposal. The comments have been analysed and grouped into the themes listed below.

Most comments in this section referred to the poor condition of roads and pavements.

- There were suggestions to resurface many roads in the area and repair pavements (e.g. tree roots were noted for breaking through walkways surface),
- Suggestions to resurface other roads, rather than Manor Way and Waterhall Avenue.
- Requests for an additional pedestrian crossing on The Avenue
- Many residents had concerns about road humps saying they don't serve their purpose, while others were asking for more traffic calming measures, including speed humps.
- Concerns over dangerous driving on Abbots Crescent near the dentist surgery.
- Suggestions for other uses of the Regal Cinema.

Correspondence and a petition was received during the consultation period which requested mitigation of unacceptable vehicular traffic volumes on Hollywood Way and Holly Crescent. This is discussed in further detail in Appendix E.

3. Chingford Lane Improvements

Summary of proposals:

- *Install a raised table which involves raising the road to pavement level to encourage vehicles to slow down, at the following locations:*
 - ◆ *At the junction with the Avenue (mini-roundabout)*
 - ◆ *At the junction with Montalt Road (south).*
- *Upgrade the existing zebra crossing, to the south of the junction with Montalt Road, by raising the crossing to pavement level to encourage vehicles to slow down when approaching the crossing, improving safety for all road users.*
- *Provide an 'informal' non-signalised crossing point, south of the junction with the Avenue into Epping Forest. We will liaise with the City of London (and land owners of Epping Forest) about the crossing to make this more attractive for visitors.*

Respondents were asked to rate the Chingford Lane proposals, **30% of respondents were positive towards the proposals, 49% were neutral and 21% were negative.**

Percentage of respondents who had positive feelings about the Chingford Lane proposals

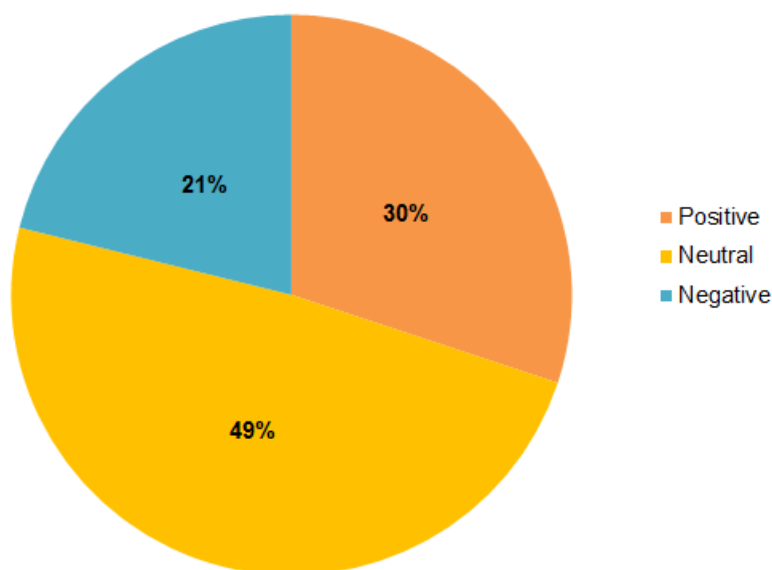


Figure 9 shows the responses to the Chingford Lane proposals

Chingford Lane comments

In total there were 138 comments left about this proposal. The comments have been analysed and grouped into the type of issues listed below.

- Further clarification of the 'informal crossing point'
- Comments requesting the pavements along Chingford Lane to be resurfaced
- Some respondents believed further traffic calming measures are needed
- Some respondents felt an additional pedestrian crossing to Epping Forest is needed.
- Many requests were received around general maintenance issues including, the general cut back of trees and vegetation, especially in places where they obstruct visibility near junctions.
- Concerns about Chingford Lane mini roundabout; including many suggestions to replace them with traditional roundabouts or T-junctions.
- Concerns about speed humps, and the proposed raised table at the junction of The Avenue with Chingford Lane.

4. Eastern Cycle Route– A406 to Chingford

Summary of proposals:

- | |
|---|
| <ul style="list-style-type: none">• <i>Assess the road surface condition and lighting along the route with the aim of improving the existing cycle track that connects Bridge End with Wadham Road via the road bridge. These improvements will make it more accessible and safer for people who choose to cycle.</i> |
| <ul style="list-style-type: none">• <i>Install a new combined cycle and pedestrian zebra crossing to provide a safer crossing for pedestrians and people who cycle at the following locations:</i><ul style="list-style-type: none">◆ <i>Wadham Road into Beech Hall Road</i>◆ <i>Hale End Road, Beech Hall Road and Handsworth Avenue junction</i>◆ <i>Hatch Lane into Waterhall Avenue.</i> |
| <ul style="list-style-type: none">• <i>For the combined crossing to be installed at Wadham Road into Beech Hall Road, some double yellow lines will be put in place at the bottom of Beech Hall Road to ensure that this area is clear of any parked vehicles. This will allow people who walk and cycle to cross this area more easily and provide a suitable space for vehicles to turn.</i> |
| <ul style="list-style-type: none">• <i>For the combined crossing to be installed at the Hale End Road/ Beech Hall Road and Hale End Road/ Handsworth Avenue junctions the following road changes will be introduced to prevent vehicles turning out of the road onto the new crossing, helping to improve safety when crossing the road:</i><ul style="list-style-type: none">◆ <i>Right hand turn ban on Beech Hall Road (turning into Hale End Road)</i>◆ <i>No exit from Handsworth Avenue into Hale End Road</i> <p><i>Some additional parking bays along Hale End Road will also be created by installing the crossing.</i></p> |
| <ul style="list-style-type: none">• <i>Improve the public space around the junction of Hale End Road, Beech Hall Road and Handsworth Road with more trees, plants, seating and cycle parking.</i> |
| <ul style="list-style-type: none">• <i>Create ‘raised junctions’ at the following locations, which involves raising the road to pavement level to encourage vehicles to slow down, improving safety for all road users:</i><ul style="list-style-type: none">◆ <i>Falmouth Avenue</i>◆ <i>The junction of Nightingale Avenue and The Avenue.</i> |
| <ul style="list-style-type: none">• <i>Install protective ‘cycle islands’ on Nightingale Avenue and Abbots Crescent at the junctions with the Avenue to provide a safe space for cycles to stop when turning. Parking will be restricted between these roads during the peak hours of 7-10 am and 3-6 pm to ensure this area is clear of parked vehicles providing a safer layout for cycles and pedestrians to cross the road and improving traffic flow.</i> |
| <ul style="list-style-type: none">• <i>Add advisory cycle road markings (white dotted line cycle lanes) along the route to make vehicles aware that this is a cycle route.</i> |
| <ul style="list-style-type: none">• <i>Provide signage for people cycling along the whole route to make it easier to navigate.</i> |

Percentage of respondents that had positive feelings about the Eastern cycle route proposals

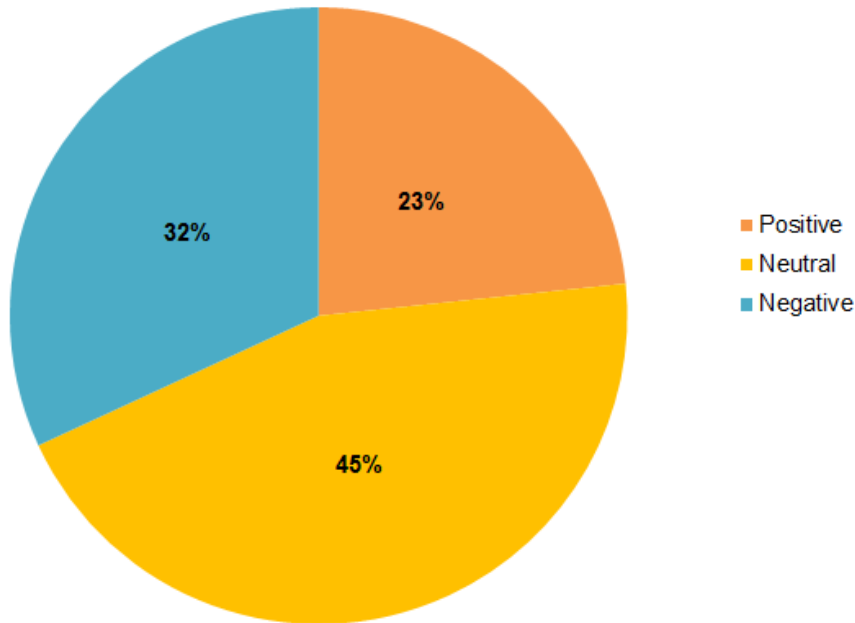


Figure 11 shows the responses to the Eastern Cycle Route proposals.

Eastern Cycle Route comments

Respondents were asked to rate the Eastern cycle route proposals, **23% of respondents were positive towards the proposals, 45% were neutral and 32% were negative.**

In total there were 259 comments left about this proposal. The comments have been analysed and grouped into categories.

The top five categories were:

- Traffic (171 comments, of which 123 comments were about congestion)
- Cycling (109 comments of which 46 were negative comments)
- Junctions (73 comments, of which 45 were negative towards the proposed junction designs)
- Parking (53 comments, of which 23 were about existing parking issues)
- Environment (45 comments, of which 31 were negative)

A full breakdown of the comment categories for this proposal is on the following page.

There was a large number and wide range of comments received about this particular series; the comments have been summarised in the following structure:

- Overall summary of the supportive points and general issues about this proposal
- Identification of areas that the comments focused on. The areas are:
 - The alignment of the cycle route
 - Wadham Road and Beech Hall Road
 - Hale End Road, Beech Hall Road and Handsworth Avenue
 - Falmouth Avenue, Nightingale Avenue and the Avenue
 - Cycle markings on the routes
 - Other issues

Where appropriate we have broken these categories down further into key themes which were raised in the comments.

Categories

	Congestion	Speed Concerns	Road Safety	20 mph	General/ Behaviour	Rat-running	Total	
Traffic	123	7	27	5	4	5	171	
	Positive	Negative	Specific Issue	Design Comment	General Comment	Behaviour	Total	
Cycling	19	46	26	0	18	0	109	
	Proposed Positive	Proposed Negative	Safety	Design	Total			
Junctions	3	45	0	25	73			
	Proposed Positive	Proposed Negative	Cycle Parking	Charges	CPZ	General	Existing Parking	Total
Parking	1	12	2	0	4	11	23	53
	Positive	Negative	Air Quality	Specific Issue	General Comment	Behaviour	Total	
Environment	5	31	7	0	2	0	45	
	Positive	Negative	Specific Issue	General Comment	Behaviour	Total		
Walking	8	29	2	5	0	44		
	Positive	Negative	Specific Issue	General Comment	Behaviour	Total		
Social	3	21	2	2	9	37		
	Pedestrian crossing positive	Pedestrian crossing negative	Additional pedestrian crossing required	Tiger crossing positive	Tiger crossing negative	Total		
Crossings	2	3	1	2	13	21		
	Proposed positive	Proposed negative	Specific Issue	General comment	Total			
Loading	0	6	8	1	15			
	Positive	Negative	General comment	Total				
Maintenance	0	1	14	15				
	Positive	Negative	General comment	Total				
Economy	2	10	3	15				
	Positive	Negative	Specific issue	General comment	Total			
Public Space	2	4	3	1	10			
	Positive	Negative	Total					
Consultation	0	10	10					

Overall Comments

The overall feelings about the proposals were:

Supportive Comments

- Supportive respondents were pleased that a safe cycle route was being created for cyclists heading towards the Billet roundabout and using the local area.
- The comments outlined support for a scheme which will encourage families to cycle more.
- The proposals will improve cycling and safety and is moving in the right direction.
- Some comments felt that the Mini-Holland scheme was needed to reduce the reliance on cars in the Highams Park area.

General Issues

- Respondents felt that this proposal would inhibit mobility, cause congestion and increase pollution.
- Some respondents felt that the pedestrian crossing should not be moved from its existing location.
- Parking (53 comments)– concerns over commuters taking parking spaces near Highams Park station. Some respondents were worried that parking will be further restricted in the area. Other comments highlighted illegal parking on double yellow lines and better enforcement against illegal parking near the schools.
- Consultation (10 comments)– complaints about the consultation process, a feelings that people's comments will be ignored and concerns that the scheme is being designed by people who are not familiar with the area. Respondents also mentioned that they do not like the Mini-Holland changes which have happened in Walthamstow.
- Cycling (109 comments)– comments made about the speed of cyclists, that there are not enough cyclists to justify the changes, cycling on the pavement and against the implementation of cycle lanes.
- Cycling– some respondents were positive about the changes but felt that the measures should go further. Requests were made for fully segregated cycle lanes in the area.

Alignment of the cycle route

- Some respondents were pleased with the proposed cycle route whilst other respondents suggested alternative routes which would be less steep for people cycling.
- Suggested alternative route, which respondents felt more suitable for cycling on were:
 - ◇ Hale End Road
 - ◇ Forest Glade
 - ◇ The Avenue
- Some respondents were uncertain how this cycle route connected to the wider area such as Lea Bridge Road
- One respondent felt that there should be a more direct route for more experienced cyclists.
- Another respondent thought their needed to be a route to Woodford Green with a moderate gradient.

New cycle crossing at Wadham Road into Beech Hall Road

- Parking reductions– there were concerns about the proposed double yellow lines and reduction in parking on Beech Hall Road.
- Parking– respondents felt that this would make it even harder for residents to find a parking space.
- Road surface– there were also comments stating the road surface and lighting on Beech Hall Road needed to be improved if it is going to be made a cycle route.

New cycle crossing at Hale End Road, Beech Hall Road and Handsworth Avenue

The majority of comments were about this location. To summarise the comments this section has been broken down into the following sections:

- Overall feelings about the proposal
- Right turn ban from Beech Hall Road into Hale End Road
- No exit from Handsworth Avenue into Hale End Road

Overall feelings about the proposals

- Congestion– many respondents felt that the flow of traffic on Hale End Road would be greatly affected.
- Crossing design– concern that the existing crossing has an island which allows traffic to continue whilst the new proposed crossing does not include an island.
- Crossing location– some respondents felt this was not the right location for the crossing and is not where people want to cross. One respondent was disappointed that there was not a pedestrian crossing across the Avenue and Hale End Road.
- Crossing location– one respondent felt that when travelling from Selwyn Avenue, the new crossing location would become too far away.
- Cycling– one respondent stated that these proposals would not make the right hand turn from Larkshall Road into Beech Hall Road safer for cyclists.
- Buses– one respondent was worried that the proposals would cause delays for the 275 bus.

Right turn ban from Beech Hall Road into Hale End Road

- Congestion– the biggest concern raised by respondents was that this proposal would lead to more traffic and congestion and would impact residents of Beech Hall Road, Malvern Avenue, Morley Avenue, Studley Avenue, Beech Hall Crescent and Preston Avenue when coming from the north.
- Congestion– respondents felt that the proposal would lead to more traffic on Beech Hall Road, meaning more congestion.
- Extended journey times– there was concern that the banned right turn from Beech Hall Road will extend people's journey times as they will need to travel over the level crossing, which could mean a long delay. When the crossing is down cars will queue up onto Hale End Road and will cause more congestion.
- Road layout– many respondents felt that Beech Hall Road was too narrow to be two way.

Some respondents suggested amendments to this proposal such as:

- For Beech Hall Road to be made entry only
- For Beech Hall Road to be made one way from Morley Road
- For Beech Hall road to be made one way between Malvern Avenue and Hale End Road
- To make Preston Avenue one way into Studley Avenue
- Closing the level crossing to vehicular traffic.
- Banning the right turn from The Avenue into Hale End Road.

No exit from Handsworth Avenue into Hale End Road

- Access concerns– many respondents were concerned over the proposal to close access from Handsworth Avenue into Hale End Road and felt that it would impact on a range of people including elderly residents accessing the medical centre, school children, parents picking their children up, people who are self employed (driving vans or taxis).
- Access concerns– the majority of these comments highlighted concerns about how people would access the schools and medical centre. Respondents felt that respondents would still drive to both places and would be turning around at Handsworth Avenue. There was a feeling that these proposals would not encourage people to walk to school.
- Deliveries– respondents were concerned about larger vehicles accessing Handsworth Avenue. Some raised concerns about how big lorries, delivering to the Nisa and County Arms, would turn around. Others raised concerns about how delivery vans, coaches and larger vehicles at the school on a weekly basis would exit or turn around in Handsworth Avenue.
- Traffic volumes– respondents felt that this would lead to more traffic on the Avenue, Castle Avenue and Falmouth Avenue.
- Congestion– respondents stated that there were existing problems with congestion in this area, particularly at school times. This proposal would add to the congestion in the area and create a bottleneck, especially when the level crossing is down.
- Parking– existing problems with double parking on Handsworth Avenue were also raised.
- Refuse collection– some comments queried how refuse collectors on Church Avenue and Handsworth Avenue would reverse as these roads are very narrow. Smaller roads, such as Church Avenue and Falmouth Avenue, are also unsuitable for large lorries turning.
- Pedestrian safety– respondents felt that the amount of cars turning round on Handsworth Avenue would make it less safe for pedestrians as there is not sufficient space for turning.

Some respondents made suggestions for how to amend this proposal such as:

- Banning traffic from turning into Handsworth Avenue (the opposite way around to the proposals).
- Introducing a CPZ to stop parents from parking outside the school.
- One respondent suggested making this right turn only whilst another respondent suggested making this a left turn only.
- Several respondents suggested making Handsworth Avenue one-way, however some comments also stated that more monitoring needed to be done if such changes were going to be implemented. Some comments stated that if Handsworth Avenue was made one-way then Church Avenue
- Suggestion for the crossing to be moved to Studley Avenue and Vincent Road.
- A school crossing patrol officer to be placed on Handsworth Avenue.

Improved public space on Hale End Road, Beech Hall Road and Handsworth Road with more trees, plants, seating and cycle parking

- The flower beds next to the crossing near Barclays bank need to be removed as they restrict vision.

Falmouth Avenue, the junction of Nightingale Avenue and the Avenue

Create raised junctions at the above locations

- Supportive– some respondents were supportive of the proposed raised junctions, in particular on Falmouth Avenue.
- Education– one respondent thought that raised junctions are an issue for children as they do not have a clear beginning and end point.
- Safety– one comment stated that Nightingale Avenue junction will be less safe because of increased traffic on the Avenue.
- Traffic calming– another comment disagreed with the junction improvements but was disappointed there were not any proposed traffic calming measures on these roads.

Parking restrictions on Nightingale Avenue and Abbots Crescent during the hours of 7-10 am and 3-6 pm

- Parking– some respondents disagreed with the parking restrictions.

Advisory cycle road markings along the route

- Cycle safety– respondents who were overall supportive of this proposal sometimes felt that the measures did not go far enough to make the road safer for cyclists.
- Cycle route– some comments proposed segregated cycle lanes on Larkshall Road for an alternative cycle route.
- Cycle safety– other comments outlined that demarcating advisory cycle lanes with white paint is not safe enough for cyclists.

Other issues

- The library in Highams Park is closing and money should be spent on restoring it
- Money should be focused on repurposing the Regal Cinema
- The underpass at the crossing needs regenerating
- Money should be focused on improving the pavements in the Highams Park area
- TfL should contribute to the cost of parking for commuters

5. Western Cycle Route– A406 to Chingford

Summary of proposals:

- *Make the following improvements along River Walk (between Winchester Road and Beech Hall Road) to make it safer and easier to cycle:*
 - ◆ *Widen River Walk to create a shared cycle and pedestrian path*
 - ◆ *Improve the road surface to make cycling along the route more comfortable and safer– we will undertake an assessment of the sections that need improving*
 - ◆ *Remove unnecessary street furniture and clutter to make the route more attractive and pleasant to use.*
- *Install a new combined cycle and pedestrian zebra crossing on Winchester Road at the junction with River Walk. This will provide a safer connection to the cycle route on Beech Hall Road, whilst providing a safer crossing point on Winchester Road.*
- *Allow two way cycling (called contraflow cycling) on Halden Road and install an island for cycles at the junction with Winchester Road to provide a space for cycles to turn into the road safely.*
- *Allow two way cycling (contraflow cycling) on Selwyn Avenue with an island for cycles at the junction with The Broadway to provide space for cycles to turn into the road safely.*
- *Provide signage and cycle road markings on Halden Road, Cavendish Road and Selwyn Avenue to make vehicles aware that this is a cycle route while making it easier to navigate for people who cy-*

Respondents were asked to rate the Western Cycle Route proposals. **35% of respondents were positive towards the proposals, 41% were neutral and 24% were negative.**

Percentage of respondents that had positive feelings about the Western cycle route proposals

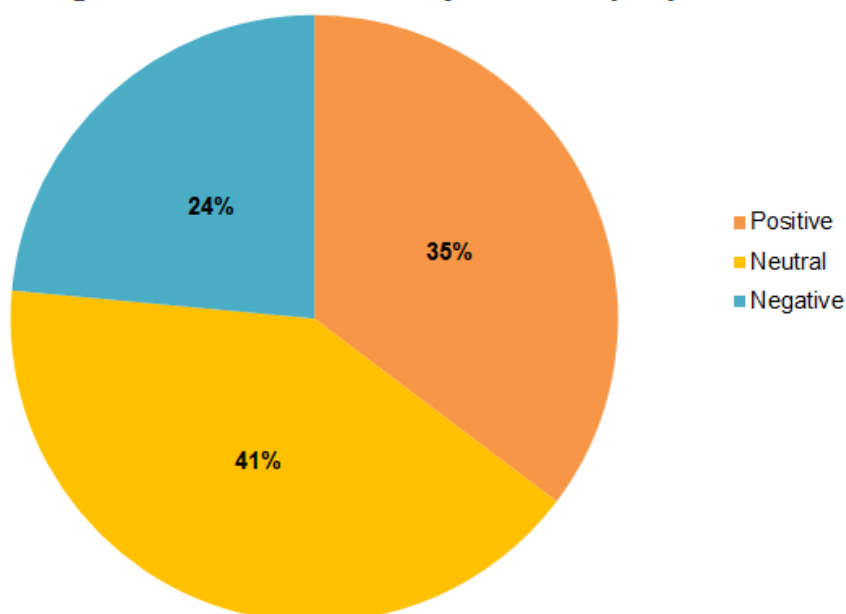


Figure 12 shows the responses to the Western Cycle Route proposals.

Western Cycle Route comments

In total there were 115 comments left about this proposal. The comments have been analysed and grouped into the type of issues listed below.

The main points were:

- The majority of comments in this section stated that the proposals would be a positive change which would make cycling safer.
- Respondents were particularly supportive of opening up and improving conditions on River Walk

The specific issues raised by respondents were:

- Concerns raised over safety of shared space on River Walk
- Concerns over safety of removing the street furniture on River Walk
- Concerns over safety of adding a traffic island at the top of Selwyn Avenue
- Concerns over safety of contraflow cycling near Selwyn Primary School
- Suggestions to introduce CPZ in the area
- Concerns over parked cars on Beech Hall Road being dangerous for cyclists

Appendix D- Reasons and benefits of the proposals

The final proposals have been developed based on the results of the perception survey, concept design, workshops, preliminary design and public consultation. At each stage of the process the proposals have been adapted and refined based on feedback from residents, businesses and key stakeholders.

This appendix provides a description of the proposed changes in the Highams Park Town Centre scheme, and the benefits each proposal will bring to the community. This is the final set of proposals recommended for implementation, incorporating changes and additional measures arising from the consultation process. Additional and alternative measures that have been considered but are not recommended for implementation are described in Appendix E.

The proposals are set out below, grouped in order of the series and themes they were presented in during the public consultation.

1. IMPROVING PUBLIC SPACES OUTSIDE SCHOOLS

Consultation Proposals

Assess the existing cycling and pedestrian facilities outside a selection of schools in the local area with a view to providing extra cycle parking, more trees and seating and generally improving the area to encourage sustainable journeys.

Reasons and Benefits

These measures will collectively enhance the public realm in the Highams Park area, improving the local amenity of streets and spaces.

Installing cycle stands outside local schools will make it more convenient and easier for parents and pupils to cycle to school. It will also reassure parents that they have a safe and secure space to lock their bikes.

Planting more trees and providing seating makes the area outside schools more of a public space and a more enjoyable place for parents to wait for their children. It will also create a safe space for children to enter and exit school. In addition, planting will offer benefits for local air quality.

Within the consultation responses, 24% were positive about the proposed measures, 34% were negative, and 43% were neutral or did not know.

This was the first question in the consultation and over 60% of the responses commented on other aspects of the proposals which may have influenced the results for this series.

Final measures

In light of the feedback received we plan to proceed with minor improvements outside schools such as installing cycle stands and trees. We will continue to engage with the schools about these plans.

These minor improvements will still help achieve the aims of the scheme, making it more convenient for parents and children to cycle to school.

We will also proceed with minor improvements such as tactile paving identified by Joseph Clarke School to assist visually impaired users in the area.

2. CREATING A SAFER ENVIRONMENT AND AREA UPKEEP

Consultation Proposals

Summary of the proposals:

- We will look at solutions to the reported high traffic volumes and speeds at the following locations:
 - Hollywood Way between Oak Hill and Hale End Road
 - Holly Crescent and Oak Hill

- We will look into upgrading crossing point to help pedestrians at Tamworth Avenue and Charter Road

- Subject to funding, upgrading the pavements and resurfacing the following roads:
 - Oak Hill (from Gascoigne Gardens to the Bridle Path)
 - Waterhall Avenue
 - Manor Way

Reasons and Benefits

Measures on Hollywood Way between Oak Hill and Hale End Road

- Improve safety for all road users and reduce traffic speeds and volumes

Measures on Holly Crescent

- Improve safety for all road users and reduce traffic speeds and volumes

Upgrading crossing point at Tamworth Avenue and Charter Road

- Improve safety for pedestrians at this location

Changes to crossing point on Hale End Road adjacent Vincent Road

- Improve accessibility for visually impaired users at this location adjacent to school for visually impaired

Carriageway resurfacing works on Oak Hill, Waterhall Avenue and Manor Way

- Improve accessibility for all road users

Within the consultation responses, 28% were positive about the proposed measures, 22% were negative, and 50% were neutral or did not know.
--

As summarised in Appendix C, the consultation responses presented a range of specific comments. There were a number of suggestions for additional roads to be resurfaced and requests for repairs to pavements in the area. These additional requests will be considered as part of the future programme prioritisation.

Final Measures

Hollywood Way and Holly Crescent will be investigated further and we will go forward with a detailed design. Further local engagement will then be undertaken as appropriate.

Changes to the crossing point on Hale End Road adjacent Vincent Road will be progressed to improve accessibility for visually impaired users.

Carriageway surfacing works on Oak Hill, Waterhall Avenue and Manor Way have been completed as these form part of the Council's yearly priority maintenance programme.

We will not progress any changes to the Tamworth Road/Charter Avenue junction at this time as we need to ensure the available funding is prioritised on the provision of the two new walking and cycling routes being planned.

3. CHINGFORD LANE

Consultation Proposals

Summary of the proposals:

- Install a raised table which involves raising the road to pavement level to encourage vehicles to slow down, at the following locations:
 - At the junction with the Avenue (mini-roundabout)
 - At the junction with Montalt Road (south)
- Upgrade the existing zebra crossing, to the south of the junction with Montalt road, by raising the crossing to pavement level to encourage vehicles to slow down when approaching the crossing, improving safety for all road users.
- Provide an 'informal' non-signalised crossing point, south of the junction with the Avenue into Epping Forest to provide pedestrian, cycle and equine access to Epping Forest. We will liaise with the City of London (and land owners of Epping Forest) about the crossing to make this more attractive for visitors.

Reasons and Benefits

Install a raised table at the junction with the Avenue (mini-roundabout) and adjust junction geometry to reduce pedestrian crossing distance

- Reduce traffic speeds and improve safety for all road users

Install raised table at junction with Montait Road (South) and adjust junction geometry to reduce pedestrian crossing distance

- Reduce traffic speeds and improve safety for all users

Upgrading the existing zebra crossing to the south of the junction with Montait Road

- Reduce traffic speeds and improve safety for pedestrians.

Providing an 'informal' non-signalised crossing point, south of the junction with the Avenue into Epping Forest.

- Improve access to forest for pedestrians, cycles and equine users.

Within the consultation responses, 30% were positive about the proposed measures, 21% were negative, and 49% were neutral or did not know.

As summarised in Appendix C, the consultation responses presented a range of specific comments. Feedback primarily included additional traffic calming requests, concerns about vegetation and poor visibility near junctions, and concerns about the mini-roundabouts being ineffective.

Final Measures

We will install a raised table at the junction with the Avenue (mini-roundabout).

We will install raised table at junction with Montait Road (South) and adjust junction geometry to reduce pedestrian crossing distance.

We will upgrade the existing zebra crossing to the south of the junction with Montait Road.

In response to the consultation feedback we will install an additional raised table at the junction of Chingford Lane and Lichfield Road and remove the existing mini-roundabout.

In partnership with the Corporation of London we will proceed with improvements to create an 'informal' non-signalised crossing point on Chingford Lane south of the junction with the Avenue into Epping Forest.

4. EASTERN CYCLE ROUTE- A406 TO CHINGFORD

Consultation Proposals

Summary of proposals:

- Assess the cycle track condition and lighting along the route with the aim of improving the existing cycle track that connects Bridge End with Wadham Road via the road bridge. These improvements will make it more accessible and safer for people who to choose to cycle.
- Install a new combined cycle and pedestrian zebra crossing to provide a safer crossing for pedestrians and people who cycle at the following locations:
 - Wadham Road into Beech Hall Road
 - Hale End Road, Beech Hall Road and Handsworth Avenue junction
 - Hatch Lane into Waterhall Avenue

- For the combined crossing to be installed at Wadham Road into Beech Hall Road, some double yellow lines will be put in place at the bottom of Beech Hall Road to ensure that this area is clear of any parked vehicles. This will allow people who walk and cycle to cross this area more easily and provide a suitable space for vehicles to turn.
- For the combined crossing to be installed at the Hale End Road/ Beech Hall Road and Hale End Road/ Handsworth Avenue junctions the following road changes will be introduced to prevent vehicles turning out of the road onto the new crossing, helping to improve safety when crossing the road:
 - Right hand turn ban on Beech Hall Road (turning into Hale End Road)
 - No exit from Handsworth Avenue into Hale End Road

Some additional parking bays along Hale End Road will also be created by installing the crossing.

- Improve the public space around the junction of Hale End Road, Beech Hall Road and Handsworth Avenue with trees and cycle parking and possibly plants and seating.
- Create 'raised junction' at the following location, which involves raising the road to pavement level to encourage vehicles to slow down, improving safety for all road users:
 - The junction of Nightingale Avenue and The Avenue.
- Install protective 'cycle islands' on Nightingale Avenue and Abbots Crescent at the junctions with the Avenue to provide a safe space for cycles to stop when turning. Parking will be restricted between these roads during the peak hours of 7-10 am and 3-6 pm to ensure this area is clear of parked vehicles providing a safer layout for cycles and pedestrians to cross the road and improving traffic flow.
- Add advisory cycle road markings along the route to make vehicles aware that this is a cycle route.
- Provide signage for people cycling along the whole route to make it easier to navigate.

Reasons and Benefits

Assessment of a new cycle track connecting Bridge End and Beech Hall Road/ Wadham Road and possible resurfacing works

- This will provide a safe segregated cycle track connecting Bridge End and Beech Hall Road

Install a new combined cycle and pedestrian zebra crossings

- *Wadham Road into Beech Hall Road*
- *Hale End Road, Beech Hall Road and Handsworth Avenue junction*
- *Hatch Lane into Waterhall Avenue*

- These proposals address key barriers along the proposed walking and cycling route and will provide safety improvements for cyclists and pedestrians where they cross busy roads

Install double yellow lines at southern end of Beech Hall Road

- These will ensure that the access point for cyclists is kept free of parked vehicles and has suitable visibility. It will also provide unobstructed turning space for vehicles

Handsworth Avenue junction with Hale End Road pedestrian and cycle crossing

- This will provide a safe and effective crossing point for pedestrians and people who cycle. Changes will improve safety for all users at this location
- The proposed crossing location is on a key desire line. We conducted a pedestrian movement survey and found that almost half of pedestrians crossing Hale End Road cross at the proposed location while 60% of the pedestrians who cross at the existing zebra crossing would benefit by the crossing being moved to the new location.

Right turn ban from Beech Hall Road

- There will be less traffic movements at the junction so traffic will be able to flow better. We anticipate that there will be small additional journey lengths (500 metres) maximum for Beech Hall residents coming from the north.

Handsworth Avenue entry only

- This proposal will significantly reduce the amount of traffic in this area, simplifying and reducing movements at this junction, which should reduce congestion.

Improve the public space around the junction of Hale End Road, Beech Hall Road and Handsworth Avenue

- This will help improve the local streetscape and encourage sustainable journeys

Raised junction of The Avenue and Nightingale Avenue

- This will help reduce traffic speeds and provide a level crossing point for pedestrians.

Install protective 'cycle islands' on Nightingale Avenue and Abbotts Crescent at the junctions with the Avenue

- This will provide protection for cyclists and improve safety at a key junction

Add advisory cycle road markings along the route to make vehicles aware that this is a cycle route.

- This will help raise driver awareness that road is used as a cycle route and will assist in wayfinding/navigation for cyclists using the route

Provide signage for people cycling along the whole route to make it easier to navigate.

- This will help people navigate along the route

Within the consultation responses, 23% were positive about the proposed measures, 32% were negative, and 45% were neutral or did not know.

As summarised in Appendix C, the consultation responses presented a range of comments including the following:

Beech Hall/Wadham Road - people were concerned about the proposed double yellow lines and reduction of parking on Beech Hall Road. There were concerns about the footway and quality of carriageway on Beech Hall Road.

The Avenue/Nightingale Avenue - some respondents were supportive of the proposed raised junction; some respondents disagreed with the proposed peak time parking restrictions.

Handsworth Avenue junction - respondents felt that the new crossing would cause additional congestion and the proposed location is not where people want to cross.

Handsworth Avenue entry only- respondents were concerned about vehicles turning around causing safety problems and deliveries to the schools, nursery and medical centre. There were also comments about traffic displacement and congestion around the level crossing area.

Final measures

We will proceed with the assessment of a cycle track connecting Bridge End and Beech Hall Road/ Wadham Road and possible resurfacing works to provide a safe segregated cycle track.

We will proceed with the detailed design of the new combined cycle and pedestrian zebra crossings at the following locations

- Wadham Road into Beech Hall Road
- Hatch Lane into Waterhall Avenue

In response to consultation feedback the proposed double yellow lines in Beechall Road by Wadham Road will be reviewed and reduced where possible to provide a balance between pedestrian/cycle safety, vehicle turning space, and local parking demand. We anticipate the revised proposals will mean a net reduction in parking of three (3) spaces instead of six (6) as per the consultation proposals.

We will proceed with the detailed design of the raised junction at The Avenue/ Nightingale Avenue

We will proceed with the detailed design of peak hour parking restrictions (7-10 am and 3-6 pm) in the Avenue between Nightengale Avenue and Abbots Crescent

We will proceed with the detailed design of advisory cycle road markings along the route to make vehicles aware that this is a cycle route

We will proceed with the detailed design of signage along the route to make it easier to navigate.

Handsworth Avenue/Hale End Road junction pedestrian and cycle crossing and traffic direction changes

A large number of comments and suggestions were received on this proposal and the potential impact of the changes on the local area. We will undertake further option assessment and design development work taking into account the comments and suggestions made by the local community to identify what changes and additional works may be possible.

Once this further investigation work is complete we will undertake further local engagement on any revised proposals. Implementation will be deferred until such time as a way forward is agreed for this area.

5. WESTERN CYCLE ROUTE- A406 TO CHINGFORD

Consultation Proposals

Summary of proposals:

- Make the following improvements along River Walk (between Winchester Road and Beech Hall Road) to make it safer and easier to cycle:
 - Widen River Walk to create a shared cycle and pedestrian path
 - Improve the surface to make cycling along the route more comfortable and safer- we will undertake an assessment of the sections that need improving
 - Remove unnecessary street furniture and clutter to make the route more attractive and pleasant to use.
- Install a new combined cycle and pedestrian zebra crossing on Winchester Road at the junction with River Walk. This will provide a safer connection to the cycle route on Beech Hall Road, whilst providing a safer crossing point on Winchester Road.
- Allow two way cycling (called contraflow cycling) on Halden Road and install an island for cycles at this junction with Winchester Road to provide a space for cycles to turn into the road safely.
- Provide signage and cycle road markings on Halden Road, Cavendish Road and Selwyn Avenue to make vehicles aware that this is a cycle route while making it easier to navigate for people who cycle.

Reasons and Benefits

Improvements along River Walk

- Provide safe and attract link between Beech Hall Road and Winchester Road for pedestrians and cyclists

Install a new combined cycle and pedestrian zebra crossing on Winchester Road

- Provides safe passage for cyclists and pedestrians across this busy road.

Allow two way cycling (called contraflow cycling) on Halden Road and install an island for cycles

- Provide cycle permeability and local connections to the proposed western cycle route

Provide signage and cycle road markings on Halden Road, Cavendish Road and Selwyn Avenue

- Provide wayfinding and navigational information for people using the road

Within the consultation responses, 35% were positive about the proposed measures, 24% were negative, and 41% were neutral or did not know.

As summarised in Appendix C, the consultation responses presented a range of specific comments. Respondents were mainly concerned about pedestrian/ cyclist conflict on River Walk and the general safety of allowing two-way cycling and installing a new island in Selwyn Avenue.

Final Measures

We will proceed with the planned improvements along River Walk. We will investigate the concerns raised during the consultation in relation to River Walk as part of the detailed design phase to ensure pedestrian/ cyclist conflict is minimised.

We will install a new combined cycle and pedestrian zebra crossing on Winchester Road

We will implement two-way cycling on Halden Road and Cavendish Avenue but will not progress proposals in Selwyn Avenue due to technical constraints

Hollywood Way Petition

33 Hollywood Way
Woodford Green
IG8 9LG.

26/1/15

Dear MR. Valahan,

I am having to write this by hand as my computer has just "died".

We have collected names from the residents in this road to show our concern about the traffic in this street. We would appreciate your assistance in this matter.

Since the one-way system outside the Royal Oak Pub on the corner of Hale End Road / Oak Hill, has been introduced, the residents in Hollywood Way, have noticed an increase in traffic. Our road is being used as a "RAT RUN" because drivers are not willing to negotiate the "island". Also there is a sign outside the pub stating that the road there is "UNSUITABLE FOR VEHICLES OVER 7.5 TONNE WEIGHT," thus they are diverting through our road.

What is very worrying is the speeding. We are worried that vehicles mounting the pavements could result in a fatality. Several children use this route to walk to and from the local schools. The painting of "slow" signs in the road has made no difference.

Many of us are experiencing problems when of having to drive out from our driveways "BLIND" because of the parked vehicles, this, coupled with speeding vehicles is very dangerous and there have been many "near misses".

For some reasons, residents have complained about commercial vehicles being parked outside their homes for as long as 3 weeks without moving. One theory is that some of these vans belong to a railway company.

The residents whose homes are on the bend in Hollywood Way, complain that some

Drivers approaching the bend, instead of reducing their speed are "hooping" to announce their approach. This is not acceptable when they are trying to sleep.

(whilst

canvassing the residents, we were surprised at the number of people who had been burgled, or found intruders on their property. We, indeed, had our car stolen this month. However, I doubt this is your jurisdiction.)

We would like to propose the following measures be seriously considered.

- 1) Signs at each end of the road stating "ACCESS ONLY". (Similar to those on the other side of Woodford New Road.)
- 2) A speed limit of 20 m.p.h.

The above would, of course, only work if enforced.

- 3) As a last resort - a one way system.

Speed humps are not favoured, as those who have experienced them, find that the houses suffer vibration. Also, they are disliked by the emergency services. They do not necessarily prevent speeding and are, of course, expensive.

We would be very grateful if you would look into this situation, and advise of solutions.

With thanks for your attention.

Yours sincerely,

Barbara Chapman

00

Petition for Traffic Calming

Campaign for traffic calming in Hollywood Way, Woodford Green IGB

- What you're hoping to get some kind of traffic calming in Hollywood Way
- The reason is a local Cllr has engaged the problem
- Would like name, address, signature if your in agreement

Name	Address - (Hollywood Way)	Signature	Email/contact
KENNISLEY	9	<i>[Signature]</i>	
MR & MRS MOODY	11	<i>[Signature]</i>	
MR & MRS MARZARI	15	<i>[Signature]</i>	
Mr & Mrs Drew	17	<i>[Signature]</i>	
MR & MRS SEABROOK	26	<i>[Signature]</i>	
MR & MRS ONISIFERU	29	<i>[Signature]</i>	
Mr & Mrs Pearce	19	<i>[Signature]</i>	
Mrs. MEUNIER	21	<i>[Signature]</i>	
Alan Bury	25	<i>[Signature]</i>	
Natasja Wolski	27	<i>[Signature]</i>	
T. SANI NA	31	<i>[Signature]</i>	
B.J. Chapman	33	<i>[Signature]</i>	
Anorew WEBB	35	<i>[Signature]</i>	
ANDY VANSTON	37	<i>[Signature]</i>	
Lorraine Howells	37	<i>[Signature]</i>	
Brenda Dear	39	<i>[Signature]</i>	
Susan Orwell	41	<i>[Signature]</i>	

Petition for Traffic Calming

Campaign for traffic calming in Hollywood Way, Woodford Green IG8

- What you're hoping to get some kind of traffic calming in Hollywood Way
- The reason is a local Cllr has engaged the problem
- Would like name, address, signature if your in agreement

Name	Address - (Hollywood Way)	Signature	Email/contact
THOMAS HEWINS	24 IG8 9LQ		tombhewins@mac.com
MJ WATKINS	22 " "		
ERIC BEW	20 148 9LQ		
DAVE LUCKEN	16 IG8 9LQ		
TRISH TUNN	14 HOLLYWOOD		
S. MURPHY	12 Hollywood		
G. HALEY	10 Hollywood		
T. MURPHY	8 HOLLYWOOD		
D. CRIFFIS	6 HOLLYWOOD		
A. ZHLE	4 HOLLYWOOD		
J. CR2	2 HOLLYWOOD		dsmith@smully@gmail.com
NICOLA SMITH	11		
JANIS FORD	2A		
PERRY LEWIN	1 HOLLYWOOD		
Sackie LEWIN	1 HOLLYWOOD		
S. MURPHY	1 HOLLYWOOD		
T. Petherbridge	5 HOLLYWOOD		

Petition for Traffic Calming

Campaign for traffic calming in Hollywood Way, Woodford Green IG8

- What you're hoping to get some kind of traffic calming in Hollywood Way
- The reason is a local Cllr has engaged the problem
- Would like name, address, signature if your in agreement


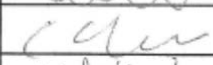



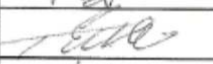
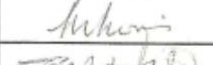

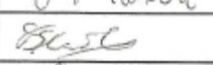
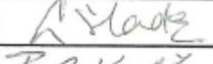

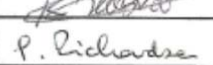

Name	Address - (Hollywood Way)	Signature	Email/contact
Sarah Lach	72		-
de Ves	70		
W. WILKINSON	66	W. Wilkinson	
Janet Roberts	68	J. Roberts	
Joy Wulton	64		
✓ Kavia Tomlinson	60		kavia.tomlinson@aol.com
TIM FINBOR	71		timfinbor@hotmail.com
ALINA HARCIS	71		alihar27@gmail.com
TEENY EDDY	54		
M.D. MORRIS	42		
Jackie Martin	40		madings@hotmail.com
Vera Kirdell	36	V. Kirdell	
D SLADE	34		
L. SLADE	34		
B. KILICIK	32		
P. SORRESON	26		
P. RICHARDSON	63	P. Richardson	

Woods Park Plan @ gmail.com - Committee (Gardens)

Petition for Traffic Calming

Campaign for traffic calming in Hollywood Way, Woodford Green IG8

- What you're hoping to get some kind of traffic calming in Hollywood Way
- The reason is a local Cllr has engaged the problem
- Would like name, address, signature if your in agreement

Name	Address - (Hollywood Way)	Signature	Email/contact
Sarah Lach	72		-
de Ves	70		
W. WILKINSON	66	W. Wilkinson	
Janet Roberts	68	J. Roberts	
Joy Wulton	64		
✓ Kavia Tomlinson	60		kavia.tomlinson@aol.com
TIM FINBOR	71		timfinbor@hotmail.com
ALINA HARCIS	71		alihar27@gmail.com
TEENY EDDY	54		
M.D. MORRIS	42		
Jackie Martin	40		madings@hotmail.com
Vera Kirdell	36	V. Kirdell	
D SLADE	34		
L. SLADE	34		
B. KILICIK	32		
P. Richardson	26		
P. RICHARDSON	63	P. Richardson	

Woods Park Plan @ gmail.com - Committee (Gardens)

----- Forwarded message -----

From: [REDACTED]

Date: 5 February 2016 at 12:21

To: [REDACTED]

Cc: [REDACTED]

Dear [REDACTED],

At our meeting last week we discussed the problem of Hollywood Way and Holly Crescent being used as cut throughs (rat runs) due to traffic congestion in Oak Hill between the junctions with Hale End Road and Brookfield Path/Alders Avenue.

To elaborate on the problem, here are a couple of comments from the Traffic Pedestrians and Public Realm Questionnaire that we conducted last year in preparation for our the Neighbourhood Development Plan for the Area.

First - "I live in Hollywood Way which is now a rat run throughout the day. Often drivers coming down Oak Hill are stopped some distance before the green in front of Holly Crescent because of oncoming vehicles and parked vehicles. They therefore turn right into Hollywood Way and turn right into Hale End Road instead of turning right at the Royal Oak pub. If Oak Hill were widened to ease two-way working by the green, fewer vehicles might then do this rat run."

Second - "Would like Hollywood Way to be stopped being used as a rat run, by displaying signs of either ACCESS ONLY or NO ENTRY at the Oak Hill junction."

We were subsequently contacted by some of the residents in Hollywood Way and Holly Crescent to ask if we could assist them with this problem.

We feel that both Hollywood Way and Holly Crescent should be addressed together, if measures are taken in only road it will make things worse in the other. It would be helpful if measures were also introduced to improve traffic flows in that part of Oak Hill through provision of some passing places.

You suggested that a petition from the residents of these roads would be helpful in as evidence for officers looking into this problem.

The residents have already prepared petitions. One of the residents of Hollywood Way, Barbara Chapman (cc'd in), sent you a letter explaining the problems in some detail on 26th January, 2015 together with a petition from local residents. This letter spells out their concerns in some detail, so rather than repeat them I have attached a copy of the letter and petition.

The residents of Holly Crescent prepared a petition in December 2015 requesting that their road be made access only. A copy of this petition is attached. This petition was arranged by Beryl Lough and I have also cc'd Beryl in this email.

We hope that the attached information is helpful and that Council Officers can take the necessary action to alleviate these problems.

We look forward to hearing from you at your earliest convenience.

Appendix E – Options, alternatives and additional measures considered

At each stage of the engagement process we have taken on board the feedback and views of residents, businesses and key stakeholders. The proposals have been developed to try and address as many of these comments and concerns as possible. This section of the report describes alternative proposals and additional measures that have been suggested and considered but are not being taken forward. These are grouped by relevant theme, for consistency with the consultation analysis. This appendix should be read in conjunction with Appendix D which describes the final measures proposed to be implemented.

1 IMPROVED PUBLIC SPACES

No items

2 CREATING A SAFER ENVIRONMENT AND AREA UP-KEEP

There were 45 comments with suggestions for additional roads to be resurfaced and requests for repairs to be made to the pavements (as outlined in Appendix C). Additional requests will be considered as part of the prioritisation of future maintenance programmes.

The Tamworth Avenue and Charter Road crossing proposals will not be progressed. This is based on budget, consultation responses and that this is not part of the main cycle route.

3 CHINGFORD LANE IMPROVEMENTS

No items

4 NEW CYCLE ROUTE A406 TO CHINGFORD (EAST) – BLUE ROUTE ON THE PLAN

As detailed in the Main Report and Appendix D a large number of comments were received to this section of the consultation. Comments were particularly focused on the Handsworth Avenue/Hale End Road/Beech Hall Road junction and a number of suggestions were put forward for an alternative junction layout/configuration and additional measures such as one-way working and traffic direction changes in the wider area. In response to consultation feedback the Hale End Road/Beech Hall Road/ Handsworth Avenue junction, and surrounding roads, will be subject to further development through further investigation and local engagement. Implementation will be deferred until such time as a way forward is agreed for this area.

5 NEW CYCLE ROUTE A406 TO CHINGFORD (WEST) – RED ROUTE ON THE PLAN

No Items

OTHER REPRESENTATIONS:

Throughout the project lifecycle we have received various suggestions and information from the **Highams Park Planning Group**, which have been considered and are shown below:

Chris Abbess, TRP group, 10th July 2014 modified 31st July

Action points on the Highams Park proposed Cycle Routes

1. Vincent Road: dropped kerb and ramp to pathway that needs to be enhanced to Church Ave/Gordon Road.
2. Cycle crossing over Hale End Road from Studley Ave to Vincent Road
3. Cycling access to path linking Beech Hall Road with Winchester Road underneath the railway line.
4. Cycle crossing of Winchester Road to Haldan Road
5. Improvements to signing of the cycle routes on Selwyn Avenue, Cavendish Avenue and Haldan Rd.
6. Path over North Circular Rd and Under Wadham Road at southern end of Beech Hall Road needs upgrading for cycle use.
7. Cycle path across Rolls Recreation Ground linking Ropers Avenue with Hickman Road.
8. Signing on Jubilee Ave. Leading to Tesco's store. Crossing over Larkshall Road needs consideration.
9. Path through Ainslie Wood linking Ropers Ave to Royston Ave upgraded to give a firm surface for cycling.
10. Path from Ropers Ave/Larkshall Rd through Larkswood to Larkswood Playing Fields upgrading for cyclists.
11. Cycling facilities in Larkshall Road between Ropers Avenue and Highams Park Station
12. Cycling provisions at HP Station level crossing.
13. Cycling provisions from HP Station level crossing to Studley Avenue along Hale End Rd.
14. Either: crossing the Avenue between Sunnydene Av and Abbots Cresc or Crossing the Avenue between Forest Glade and Brookhouse Gdns. The latter would need a well thought out cycling approach from Charter Rd/Falmouth Rd.
15. Cycle Crossing, at the Hatch RAB, of Chingford Lane New Road and Friday Hill to get to Chingdale Road.
16. Crossing New Road from Chadwick Ave.
17. Crossing Chingford Lane to Forest paths, between The Avenue and Lichfield Rd.
18. Firm Cycle path alongside Highams Park lake on the bridle way to the east side of the lake. The path could usefully be extended to circumnavigate the lake to provide a useful recreation walk during winter months.
19. Permission to use the firm paths in Highams Park for cycling.
20. Use of Montalt Road as a cycling alternative to Chingford lane.
21. Signing the following roads as cycle routes: Beechwood Drive, Crealock Grove and the upper section of the Charter Road from Crealock.
22. Cycling permission for use of footpath on south side of the Charter Rd from the Ching Crossing to Nesta Road. Extension from Nesta Road to Woodford New Road using strip of land owned by council adjacent to land used by Rugby Club.
23. Cycle signing in streets East of Station: The Avenue (station to Castle Ave), Castle Avenue, Sheredan Rd, top end Of Handsworth Ave, part of Cliveden Rd and Falmouth Ave (Handsworth to Ching crossing). Other signing dependent on outcome of item 14 discussion.
24. Promotion of Cycle park in Tesco's car park – very welcoming in winter!

25. Use of Epping Forest paths for completion of the connectivity of the cycle network. Adequate clearance would be necessary. Firm paths would need to be established, with adequate draining to cope with the wetter weather. Simple byway marking would be beneficial, but it is not envisaged that lighting would be required.
- a. From crossing of Chingford Lane, item 17, across Golf course to link with path running parallel to Sunset Avenue leading eventually up to Woodford High Road.
 - b. From Whipps Cross direction, crossing over the north circular road, passing between Oak Hill and Gascoigne Gardens and continuing to Chingford Lane turning.
 - c. Branching off item 25b at Mill Plain, close to the Gipsy Smith memorial, and descending through the forest to cross Oak Hill near the County Hotel and then on to the Ching bridge Falmouth Ave/The Charter Rd. (Does this follow the centenary route?)
 - d. The lake route subject of item 18.

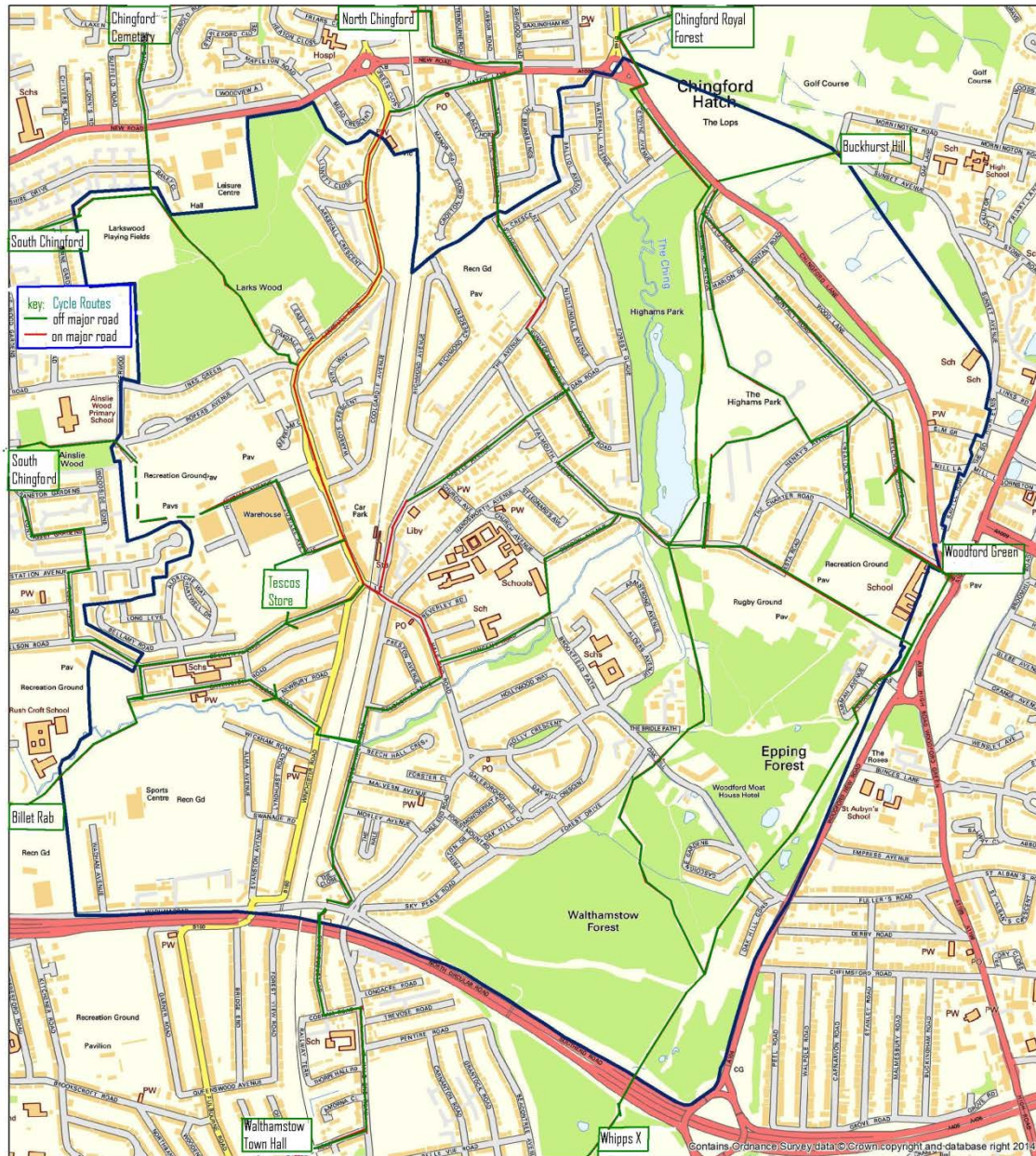
Following our meeting on 22nd July it has become desirable to include the possibility of adding a pedestrian/ cycle route to the network to allow easy access from the Aldriche estate and Higham station Avenue, since the current access routes necessitate using busy roads and are unreasonably indirect. A possible route has been pointed out using a path between commercial buildings fronting on to Hickman Avenue –

Officers Response

1. Existing dropped kerb in situ – existing dropped kerb provision (not part of route) is deemed to be acceptable for cycle use
2. Unable to install a pedestrian and cycle crossing at this location due to street geometry.
3. Proposal to be delivered as part of Highams Park Town Centre scheme.
4. Proposal to be delivered as part of Highams Park Town Centre scheme.
5. Proposal to be delivered as part of Highams Park Town Centre scheme.
6. Existing cycle access – Would require additional information on requested improvements to assess feasibility.
7. No plans to include this link through park within these proposals. Proposals are not part of proposed route and in light of available scheme budgets it is not possible to prioritise funding towards this location at the current time
8. Part 1 - Further details are required to understand signage improvements requested at these locations.
Part 2 – A crossing has been installed near to this location approximately three years ago
9. The suggested proposal does not form part of the planned cycle routes in this area. In light of available scheme budgets it is not possible to prioritise funding towards this location at the current time
10. The suggested proposal does not form part of the planned cycle routes in this area. In light of available scheme budgets it is not possible to prioritise funding towards this location at the current time
11. Suggested proposals will be assessed for inclusion as part of the planned Leyton to Chingford cycle route.

12. Will require more detail to assess feasibility of proposal. Changes to level crossing would require junction redesign in conjunction with Networks Rail and TfL. In light of available scheme funding it is not possible to prioritise funding towards this location at the current time.
 13. Would require major redesign of junctions and redesign of the entire corridor through Highams Park retail area. In light of available scheme funding it is not possible to prioritise funding towards this location at the current time.
 14. Crossing would not improve proposed cycle route therefore in light of this and the available scheme budgets it is not possible to prioritise funding towards this location at the current time.
 15. Crossings at proposed location to be provided to enable proposed cycle route.
 16. Existing crossing approximately 65m from this location which provides safe crossing point to retail area.
 17. Informal crossing point to be provided at this location as part of the Highams Park Town Centre scheme.
 18. Path would not improve proposed cycle route. In light of this and the available scheme funding it is not possible to prioritise funding towards this location at the current time.
 19. The "Enjoy" team are working on trials allowing cycling in parks overruling existing local restrictions with regards to cycling in parks.
 20. Not part of proposed route however proposed junction improvements on Chingford Lane should improve conditions for cyclists wanting to use Montalt Road
 21. Way finding signage will be provided along the whole route as part of the Highams Park Town Centre scheme.
 22. Not part of proposed route. Supportive of the proposal to increase east-west cycle permeability of this link however in light of available scheme funding it is not possible to prioritise funding towards this location at the current time. Proposal could be included as part of future cycle permeability works.
 23. Not part of proposed route. Supportive of the proposal to increase cycle permeability however in light of available scheme funding it is not possible to prioritise funding towards this location at the current time. Proposal could be included as part of future cycle permeability works.
 24. Further detail required.
 25. Locations do not have connectivity with proposed routes and will therefore not be included in this scheme. Proposal could be included as part of future cycle permeability works but would require Corporation of London agreement and approval.
-

HPPG – Cycle Route Proposals



Chris Abbess, TRP working group Highams Park Plan, 13th June 2014

Rationale for cycle routes in Highams Park

- Major Objective: to provide a safe alternative to walking and driving, cutting down the time used in travelling and finding parking spaces and providing the potential for healthy life style benefits.
- To provide a greater choice of transport modes. Taking pressure off parking will ease up interruptions to traffic flow.
- To avoid using busy roads wherever possible.
- Where necessary provide pleasant shared use pathways with pedestrians, where the obligation for cyclists is to be considerate and give way to more vulnerable users in the context of near collisions.
- Special attention will be needed to provide safety features where there is the inevitable use of major roads over short sections and at intersections with heavily trafficked roads

- Extra facilities will be needed for the safe parking of bicycles close to trip destinations and transport mode change points.

Cyclepath design features

- Where possible to use less trafficked roads, where cyclists can travel safely without major modification of street layout.
- Places where cyclists are permitted to use paths currently designated for pedestrians. At a minimum the paths should be signed 'Shared use'. Alternatively if there is space, or space can be increased, the paths should be segregated for better safety.
- Paths should incorporate dropped kerbs in crucial positions to speed up the movement of cyclists where this could be a hazard.
- Try to avoid the use of 'Cyclists Dismount' and replace with 'Cyclists Give Way'. The protocol devised by the now defunct British Waterways for use on canal towpaths, and with the catchphrase '2 tings' could be useful here.
- Try to avoid routes that have many challenging changes of gradient.
- Bring forest land into use for extending the connectivity of the cycle network. Clearly this will need permissions, but could increase general public use of the forest giving wider appreciation and greater safety for forest users. Clear avenues through the forest will need to be maintained and well designed firm cycle paths of sufficient width will need to be built, which could also provide all weather use for pedestrians. No lighting would be requested and only simple waymarking is envisaged. There are a number of well used tracks through the forest. Most users use mountain bikes on these tracks and in rainy periods the bikes create a lot of mess though perhaps not as much as that made by horses. Firm tracks would help all three modes, though separation of routes may be chosen by the users. The popularity of cycle use on forest tracks has led to recent requests for better crossings of busy roads separating sections of the forest.
- Standard of implementation of cycle routes. Sustrans likes to be specific about the most vulnerable type of user to enable a uniform quality of provision. It is suggested that the routes could be categorised as 'Quiet ways' and suitable for: 'unaccompanied 12 year old' or 'bikeability level 2'. The routes suggested are shown on the map accompanying this rationale (cycle routes proposals ver 2.jpg). Clearly the routes would have to be agreed in detail to promote safety and connectivity.

3 problems

- 'No cycling on pavements' is the default regime for cycling in urban areas. This seems sensible and the preferred option of many cyclists. However this can be daunting to those who venture out on high use roads where there are no convenient alternatives. Ideally it would be good to change the default to one based on consideration of more vulnerable users. However this is not likely to change the perception of risk in the short term and the practice of specifically identifying shared use pathways will be needed. There are many categories of vulnerable users not all of which would respond to an audible signal: deaf, elderly, toddler, distracted to name a few, and shared use poses problems which only consideration can compensate the loss of exclusive use. Sanctions may be needed to restrain the non considerate cyclists.
 - Use of busy roads where there is no acceptable alternative. (Getting off and walking is not a genuine alternative!) Cycle paths on such roads are currently advisable or optional and are often abused. It may be necessary to have genuinely segregated cycle paths, with a physical barrier, for short lengths of road, minimising the disruption to traffic flow.
 - Cycling options at intersections should be designed with options to allow the cyclists to clear quickly and safely and this should avoid the build up of cyclists at these places causing a hazard to motorists.
-

Highams Park Planning Group – Walk, Cycle and Enjoy Highams Park
Some Preliminary Suggestions for LBWF

Listed below are some of the issues and aspirations that local residents have raised during our consultations regarding Traffic, Pedestrians & Public Realm. Please note some ideas have a lot of support but for some there are mixed opinions so we may need to do more soundings of opinion on some issues before taking action.
The Town Centre (HPDC)
'Naked Streets' Like Amsterdam/Holland. Have shared space with vehicles and pedestrians. Raise the road surface and lay in a different colour and/or surface to the surrounding streets to demark it as an area being shared with pedestrians and cyclists. Extend this shared space area over entire HPDC shopping area in The Avenue, Hale End Road, The Broadway, Larkshall Road and the Level Crossing itself. This area would define "The Highams Park Shopping Area" and would integrate both sides of the crossing. Entry/welcoming signage at each entry point.
Car free day(s) in The Broadway. (i.e. close it to traffic for a day). Close The Broadway to cars on occasion. Large scale event in the space. Need to redirect 212 & W16 buses. Possibly synchronise with national car free day – if necessary buses could be allowed with a 10 mph restriction.
Remove Street Clutter. There are six phone boxes in HPDC in varying states of disrepair only one is necessary. There are also some disused and BT boxes.
Reinstate street trees in HPDC. Many have died and not been replaced in recent years and need to be reinstated. Some are dying and need to be replaced (in the Avenue adjacent to the station). Reinstate a large tree where the large elm tree used to be on the corner of the Broadway and Larkshall Road. The Tesco 106 monies of £120,000 for tree planting could be used for this.
Add a zebra crossing in Larkshall Road to improve pedestrian and traffic flows. Pedestrian flows to Tesco now disrupt traffic due to many people having to cross road twice to reach the store. If a crossing were installed across Larkshall Road by the entrance to Signal Walk by Tesco this would improve pedestrian safety and also be less disruptive to traffic flows through HPDC.
Better signage directing to parking locations. Indicate "system" of Long Stay (Tesco) and Short Stay on street. To "sell" the ease of shopping in Highams Park. To attract shoppers. Signs to advertise 3 hr free parking at Tesco without the need to shop (this is a planning condition).
Do not remove shoppers' car parking bays (there is space to add a few more). A lot of people stop and shop in Highams Park, so it is important for the small shops that parking bays in the town centre are not removed. <i>They also serve to slow traffic through the town centre.</i> There is room to extend the parking bays in the Avenue from in front of Number 3 The Avenue (The Function Room) along to the end of the shopping parade in front of number 7a (Meridian House – where illegal pavement parking takes place, so the addition of bollards would be helpful). Gracious Living in Larkshall Road have requested that the "shoppers only" parking times in the parking bays be extended to include all day on Saturdays , otherwise there is nowhere for shoppers to park for the shopping parade in Larkshall Road. Iain King in Highways Department is aware of these and other issues that have been raised by residents.
Signage – to encourage walking and cycling in and around the Highams Park Area. (especially to encourage people into the parks and Forest)
1. Signs from the station/town centre with waypoints indicating the location of: <i>Highams Park Lake, The Highams Park, Larkswold, Ainslie Wood, The Library, Long Stay Parking (at Tesco park),Rolls Park Sports Ground, Jubilee Sports Ground, Woodford Golf Course, The Railway Station, The Shopping Centre</i>
2. Important to Include signage on some waypoints reference to heritage names such as "The Sale" and Mallinson Wood, The Lopps, Hatch Plain, Woodford Golf Course and Walthamstow Forest.

Officers Response

Naked Streets:	Current funding is insufficient to investigate proposals of this
Car Free day:	Not part of Town Centre Scheme brief but will be considered as part of future Car Free Day programmes.
Remove street clutter:	Street clutter will be removed as part of any work in the area
Street trees:	Tree planting is being incorporated where possible within available budgets
Telephone boxes:	Not part of MH Town centre brief but will be kept on record for future consideration.
Larkshall Crossing:	A crossing has been installed adjacent to this location in the last 3 years.
Better car park signage:	Not part of MH Town centre brief and will not be progressed
Shopper parking bays:	Scheme will add 4+ parking places to the Highams Park area on Hale End Road.
Signage:	Signage will be provided as part of the Highams Park Town Centre Scheme.

Highams Park Planning Group – Walk, Cycle and Enjoy Highams Park
Some Preliminary Suggestions for LBWF

3. Welcome to Highams Park signs at the main gateways into Highams Park
4. Use legible London signage as a benchmark
Walking
Make sure that Highams Park is integrated with recognised national/regional walk systems (could this be merged as a project on accessing nature – include trails, apps, signage etc.). Signage for Hollow Ponds, The View, etc.
Improve access to the River Ching - construct Footpaths at various locations along its length
Add new Nature trails /heritage trails and upgrade any in poor condition- to engage people with the value of the space
Improve the crossing point over Chingford Lane used by walkers and cyclists to cross from the Forest to Woodford Golf Course (Hatch Plain). The existing crossing point is unsafe. The vegetation on the roadside obstructs visibility. The kerb needs to be dropped and the road surface changed/ made a different colour to alert drivers to the fact that there is a crossing point. This will also slow traffic in the approach to the nearby mini roundabout at the end of The Avenue where there are often accidents. This approach has worked well on the Epping New Road.
Cycling
The narrow roads and parked cars in Highams Park do not lend themselves to cycle lanes. We suggested that a “Safer Cycling Route” is established and clearly signposted to try and direct cyclists through quieter and safer streets. A map for a suggested safer cycling route with accompanying notes are appended with this note.
Cycling in The Highams Park – review present situation. i.e. some want ban and others want cycle restriction removed
Create Sign posts and publish cycle routes
Improve cycle access along Forest
Dangerous Junctions
There are a number of dangerous junctions in and around Highams Park due to cars parking too close to junctions. We have already been made aware of some such as the junction of Falmouth Avenue and The Avenue. We suggest that a survey of junctions is undertaken to ensure that parking is not allowed too close to certain junctions so that cyclists and motorists can see clearly when pulling out.
Oak Hill (in front of Holly Crescent) needs passing places Increased parking in Oak Hill which is a very narrow road for the volume of traffic has caused Hollywood Way and Holly Crescent to be used as cut through by motorists who are scared of meeting a car coming the other way. Small sections of double yellow lines staggered on different sides of the road to enable motorists to pass each other will alleviate this problem making it easier and safer for both motorists and cyclists. The possibility of installing access only signs in at the entrances of Hollywood Way and Holly Crescent should also be considered. Staggered passing places could also be used in other problematic places throughout Highams Park, such as the bend on the hill in The Avenue between Abbots Crescent and Nightingale Avenue.

Officers Response

Walking

- : Will aim to provide connectivity with national walking network.
- : Will not be taken forward as part of the Highams Park Town Centre Scheme but will be kept on record for future consideration
- : Will not be taken forward as part of the Highams Park Town Centre Scheme but will be kept on record for future consideration
- : Informal crossing into forest from Chingford Lane will be included as part of scheme.

Cycling

- : All roads in area have existing high levels of parking and removal of parking is unlikely to be supported.
- : The Council are working on trials allowing cycling in parks overruling existing local restrictions with regards to cycling in parks.
- : We will install signage for proposed routes.
- : Cycle access will be improved along forest as per last request under “Walking” heading.
- : Junctions will be assessed as per list provided below. It should however be understood that the scheme has limited budget and unless said junctions provide major improvements for walking and cycling they are unlikely to be included in the Highams Park Town Centre Scheme.
- : Traffic issues on Oak Hill, Holly Crescent and Hollywood Way will be investigated and options proposed to mitigate against existing issues.

Dangerous Junctions and Crossing Points in Highams Park

Dangerous Junctions Summary

145 responses were received to the survey of Dangerous Junctions. This listed 12 junctions, crossings and sections of road in Highams Park that were identified as potentially dangerous by members of HPPG. 6 of the sites were agreed to be dangerous by over 70% of those gave a view (i.e. not including those who answered 'Don't Know'):

1. Falmouth Avenue junction with The Avenue,
 2. Bend and hill in The Avenue at north end of Abbots Crescent (near Dentist),
 3. Mini-roundabout at junction of The Avenue and Chingford Lane,
 4. Chingford Lane crossing from the forest land to The Avenue/Keynsham Avenue,
 5. Handsworth Avenue junction with Hale End Road,
 6. Zebra crossing in The Broadway adjacent to the level crossing.
-

Officers Response

1. Will be improved as part of Highams Park Town Centre scheme
 2. Traffic calming to be installed as part of Highams Park 20mph scheme
 3. Junction improvements to take place as part of Highams Park Town Centre scheme
 4. Improvements to take place as part of Highams Park Town Centre scheme
 5. No changes planned
 6. No changes planned
-

A further 5 were agreed to be dangerous by between 50 and 69% of those who gave a view:

1. Junction of Forest Glade and The Avenue,
2. Junction at north end of Larkshall Crescent with Larkshall Road,
3. Junction of Beverley Road with Hale End Road
4. Bend in the middle of Hollywood Way.

A small majority (59 against 56) consider the zebra crossing by V&A Books in The Avenue to be dangerous. One site, the junction with mini-roundabout between Hollywood Way and Oak Hill, was thought not to be dangerous by more than those who do think it is dangerous (52 to 40).

Officers Response

1. No changes planned
 2. No changes planned as this does not form part of route
 3. No changes planned as this does not form part of route
 4. Being investigated as part of the Highams Park Town Centre Scheme
-

As mentioned the other day TfL plans to make changes to the entrances to Highams Park station which will involve closing one of the entrances on the northbound platform which currently exits into the subway and into Larkshall Road and the Avenue (Station Approach). As this is a popular exit for commuters it will significantly change the pedestrian flows around the town centre at peak times, so we thought you should be made aware as part of your current planning process. I have attached a map of their plans for your information.

I have also attached a picture of the town centre showing the station exits and crossing points. There is already an existing problem several times a day with a continuous stream of schoolchildren and parents using crossing point **B** over the Broadway (by the level crossing) at either end of the school day and to some extent at lunchtimes also. The effect is that due to poor sight lines cars get trapped on the railway line. This happens frequently and causes panic when the sirens on the crossing become active warning of an oncoming train. A similar problem occurs with commuters during the morning and evening rush hours.

There is also a problem with schoolchildren (and others) crossing Hale End Road by the Nisa Store at point **A** (but there is not a zebra crossing here), so they are on the right side of the road to go over crossing **B** ; this is dangerous and impedes traffic in Hale End Road. They then cross in a continual stream over the Broadway at B which disrupts traffic as well as being quite dangerous. In our recent survey a lot of local residents cited this as a dangerous crossing. I will send you the survey in a separate email. We appreciate that you cannot remove crossing point B as it is a desire line and people will still try and cross there even without a crossing which would be even more dangerous.

Officers Response

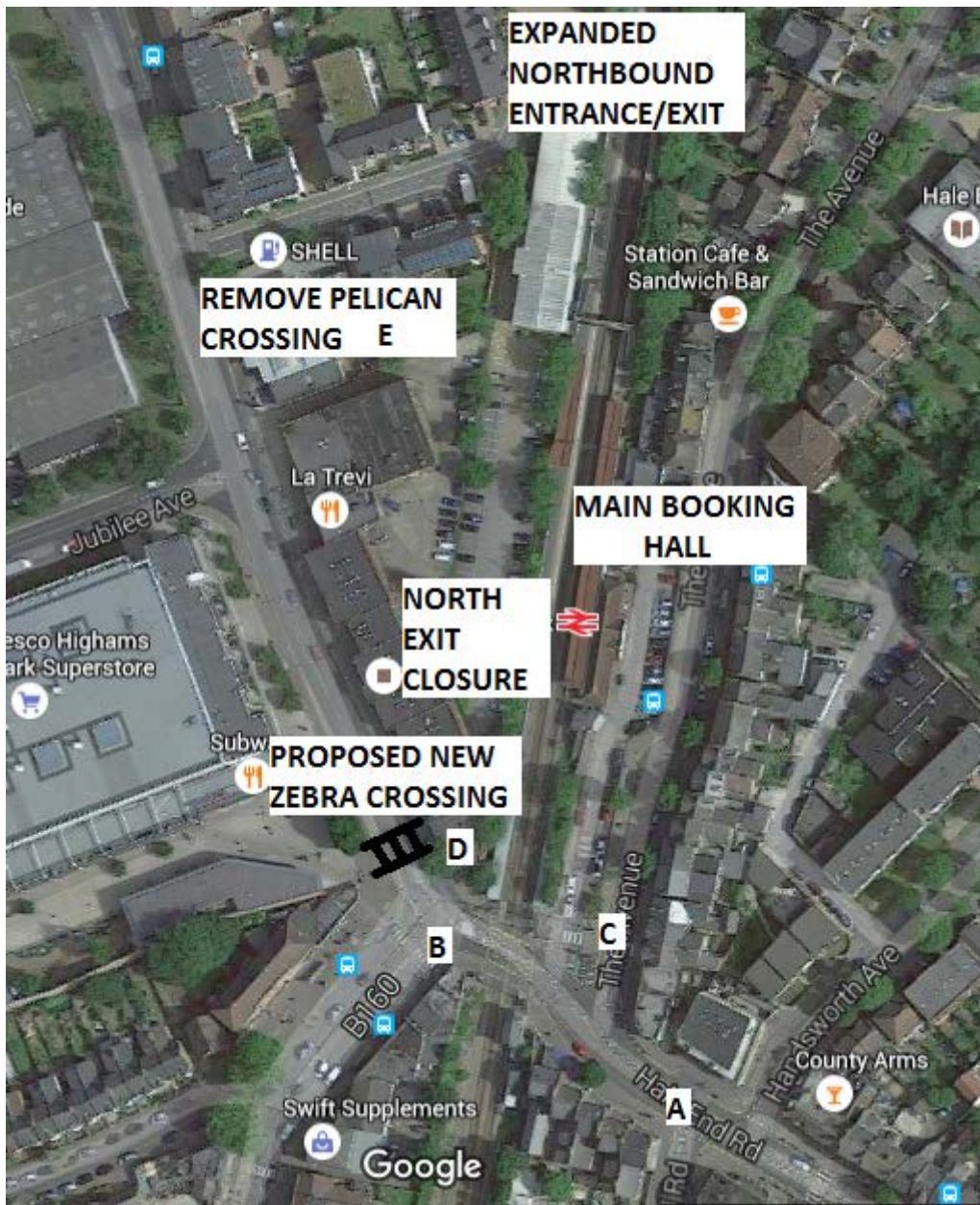
The Broadway: Any changes to this crossing would require a junction redesign for the level crossing which is not part of the town centre brief and is also not achievable on the budget available.

Handsworth Avenue and Hale End Road: This junction is to be redesigned to simplify traffic movements and provide an essential gateway for cyclists and pedestrians through this location.

We suggest that traffic and pedestrian flows would be improved and made safer by putting a new zebra crossing **D** across Larkshall Road near the entrance to Tesco. This will improve sight lines for drivers and hopefully stop so many children crossing Hale End Road as they will be able to stay on the same side of the road and cross at zebra crossing in The Avenue. The existing Pelican crossing further down Larkshall Road (crossing Point **E**) could be removed as it is in the wrong place and not heavily used. This will help improve pedestrian flows for commuters when the new gating system is introduced.

Officers Response

A new crossing was installed in 2012 close to this location, no further action is planned.



We spoke at one of the open evenings on Mini Holland in Highams Park, as did Gordon Turpin, and Graham Reeve has sent you the drawing of our alternative cycle route for your comments.

I am attaching a note in support of this route drawn up by the Highams Park Planning Group and also discussed by the Highams Park Forum.

We acknowledge an issue about using the path between Vincent Road and Gordon Avenue but feel this could be improved by widening the path, lighting, and cutting back undergrowth.

Otherwise, the route is more level and gives an improved cycle route for school children. It also avoids the problems of restricting the Handsworth Avenue/Hale End junction.

Officers Response

This route is not preferred due to the personal safety issues of vegetation that provides hiding places and thus opportunities for crime. Also this proposed route has links which have a steeper gradient than Handsworth Avenue (ie Falmouth Avenue).

Proposed route has an additional 11ft elevation compared to HPPG proposal however gradients on proposed routes have a lower and more consistent.

Therefore the route proposed by HPPG will not be used.

Highams Park Planning Group – Transport Group

Proposed north-south cycle route through Highams Park

The Council's Mini Holland proposals for Highams Park include a proposed north-south cycle route linking Chingford with Walthamstow. This includes a new Tiger Crossing across Hale End Road to link Handsworth Avenue with Beech Hall Road, together with restrictions on traffic movements at that junction.

We are particularly concerned about the plan to make Handsworth Avenue entry only from Hale End Road. The consequences of this will include:

- Access from the north side of Highams Park to the town centre, Walthamstow, A406 and M11 will only be via The Avenue, which is already heavily congested at peak times.
- Parents dropping children at the schools in Handsworth Avenue will have to use Church Avenue or turn in Handsworth Avenue, which will add to congestion there.
- Doctors needing to leave the Health Centre southwards will be delayed and may be on urgent business.
- Lorries unloading at Nisa and The County Arms will have to exit via Handsworth Avenue and other unsuitable roads, either Church and Castle Avenues, or Falmouth Avenue. Parking bays planned for them will reduce existing parking spaces.
- The planned 'Tiger Crossing' will lead more pedestrians onto the south side of Hale End Road and the crossing over the Broadway at its junction with Larkshall Road. It would be better for these pedestrians to continue on the north side of Hale End Road and cross at a new crossing opposite Tesco.
- The proposed restrictions on traffic into Beech Hall Road will also cause inconvenience to residents there.

We propose a better cycle route from Beech Hall Road using Studley Avenue, Vincent Road and the footpath through to Gordon Avenue, continuing to Falmouth Avenue and then as in the Council's proposal. This is shown on the attached map and will:

- avoid the changes to the junction of Hale End Road with Handsworth Avenue and Beech Hall Road,
- give a more level route for cyclists avoiding the hill up and down in Handsworth Avenue,
- separate the cycle route from Handsworth Avenue which is very congested with school traffic, and
- give a direct cycle route into the rear entrance of Highams Park School.

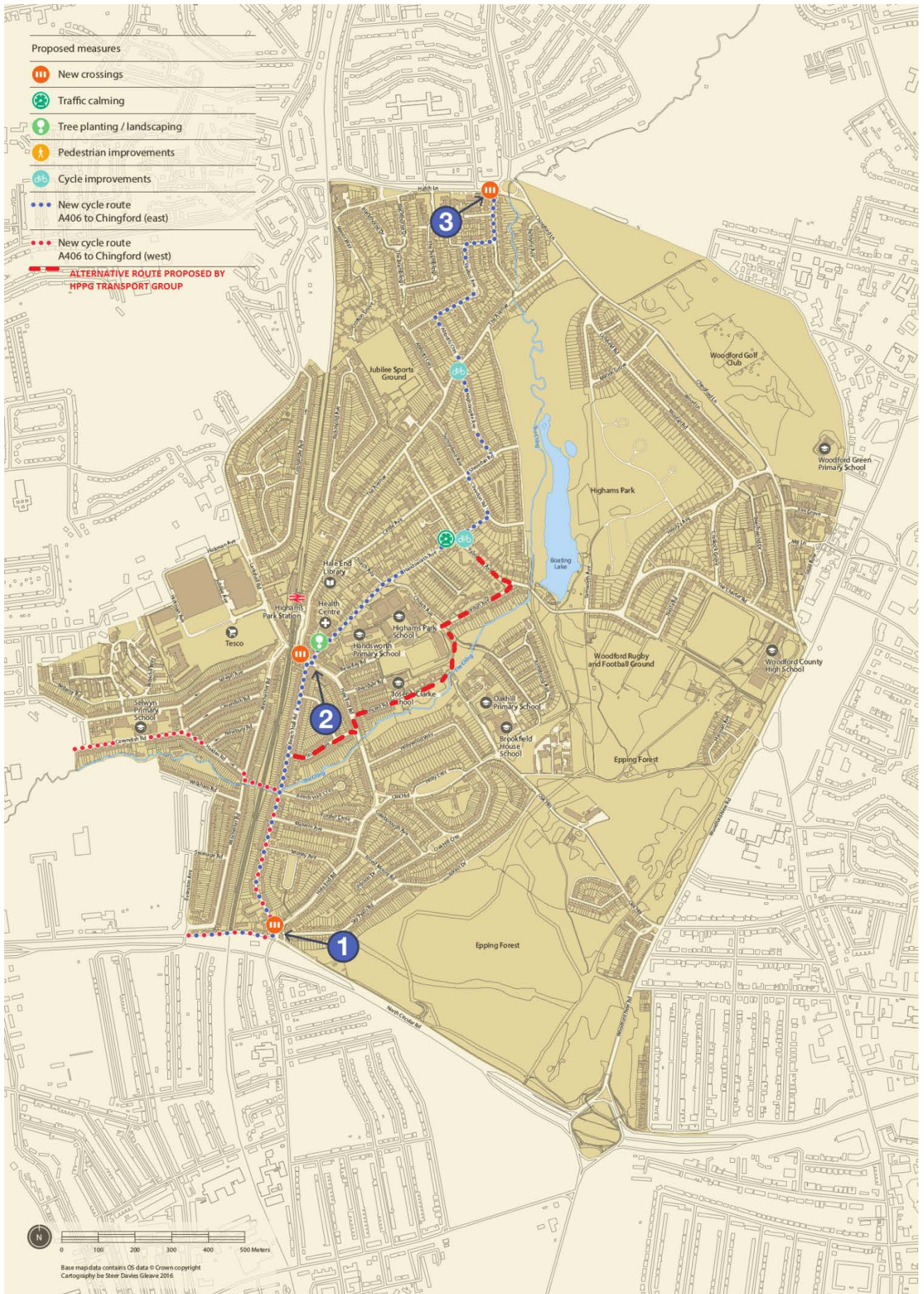
Council Officers have suggested that the footpath from Vincent Road to Gordon Avenue is unsuitable as it is not overlooked and women cyclists might be endangered. However, it is used as a footpath now at all times of day without problems. If the undergrowth is cut back, the lighting improved, and the path widened – all of which are desirable in any case - then it should be a suitable route.

RT 20 July 2016 Attached: Map of proposed routes.

Officers Response

Further engagement will be carried out with local schools, businesses and services in the area and additional changes will be considered to reduce any issues highlighted by HPPG.

Any proposal will take into consideration and mitigate against any perceived issues the new design makes apparent.





WALTHAM FOREST COUNCIL FULL EQUALITY ANALYSIS (EA) TEMPLATE

Decision

Date

What is an Equality Analysis (EA) for? [Double click here for more information / Hide](#)

The Council must have due regard to its Public Sector Equality Duty (PSED) when making decisions at member and officer level. An EA is the best method by which the Council can provide the evidential analysis to comply with the equality duty, particularly for major decisions. However, the level of analysis required should only be proportionate to the relevance of the duty to the service or decision. Some decisions will require detailed equalities consideration, e.g. a decision on adult

social care provision or reduction of grants to voluntary organisations, whereas the performance of other functions will have less of an equalities impact, e.g. the appointment of committees where only a limited assessment is required. In rare cases, the Courts have said there may be no impact. If you think this may be the case, then you should undertake the EA screening process first to determine if you need to complete this full EA and have a rational basis for this conclusion.

What is the Public Sector Equality Duty (PSED)? [Double click here for more information / Hide](#)

The public sector equality duty (s.149, Equality Act 2010) requires the Council, when exercising its functions, to have “due regard” to the need to:

1. eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited under the Act,
2. advance equality of opportunity between those who share a “protected characteristic” and those who do not share that protected characteristic and
3. foster good relations between persons who share a relevant protected characteristic and persons who do not share it (this involves having due regard, in particular, to the need to (a) tackle prejudice, and (b) promote understanding).

These are collectively referred to in this EA as the equality aims. Advancing equality (the second equality aim) involves having due regard, in particular, to the

need to:

- Removing or minimising disadvantages suffered by people due to their protected characteristic
- Taking steps to meet the needs of people from protected groups where these are different from the needs of other people including steps to take account of disabled people’s disabilities *and*
- Encouraging people from protected groups to participate in public life or in other activities where their participation is disproportionately low

NB Please note that, for disabled persons, the Council must have regard to the possible need for steps that amount to positive discrimination, to “level the playing field” with non-disabled persons, e.g. in accessing services through dedicated car parking spaces.

IMPORTANT NOTES:

1. **THIS FRONT SHEET IS AN ESSENTIAL PART OF THE EA – COMPLETE THE TEMPLATE AND SUBMIT IT AS A SINGLE DOCUMENT.**
2. **IN RARE CASES, WHEN COMPLETING THE ASSESSMENT IT MAY BECOME APPARENT THAT THE RECOMMENDATIONS WOULD LEAD TO UNLAWFUL DISCRIMINATION E.G. A PROPOSAL TO PAY MEN MORE THAN WOMEN. IF SO, STOP, RECONSIDER YOUR PROPOSAL AND SEEK ADVICE.**

THE HEAD OF SERVICE OR DIRECTOR WHO IS RESPONSIBLE FOR MEMBER LEVEL REPORTS MUST BE SATISFIED WITH THE FINALISED EQUALITY ANALYSIS AND FOR MAJOR PROPOSALS, IT IS SENSIBLE TO ENSURE YOUR LEAD MEMBER HAS BEEN CONSULTED.



Fostering good relations [Double click here for more information / Hide](#)

Fostering good relations involves having due regard, in particular, to the need to tackle prejudice and promote understanding.

Protected Characteristics [Double click here for more information / Hide](#)

Guidance on compliance with the PSED for officers and decision makers [Double click here for more information / Hide](#)

What to do if your proposal is scheduled for Cabinet/Committee? [Double click here for more information / Hide](#)

The Proposals: Mini Holland Programme and Highams Park Town Centre Area improvement Scheme

1. What is the Proposal?

The Highams Park Town Centre scheme forms part of the Enjoy Waltham Forest Programme.

Waltham Forest was one of the three Councils in London to be awarded £27 million from Transport for London (TfL) as part of the Mini Holland Programme to establish a number of integrated schemes designed to deliver dramatic improvements in safety and convenience for cyclists, coupled with imaginative public realm enhancements to improve residential and local shopping areas. The rationale of this programme is to encourage more people to cycle rather than use cars, particularly for short local journeys and the primary outcome will be an improved cycle network based on improving safety for all road users by providing a safer environment for all.

This programme will aim to promote the following:

- reduction in traffic congestion in residential streets and improve air quality;
- remove barriers to travel for all, particularly those living in deprived communities;
- improve health outcomes due to increased exercise by active travel patterns;
- create a more sustainable community with an attractive environment, new and improved public spaces and improved walking and cycling links; and encourage cycling as a viable mode of transport.

Within the wider Mini Holland Programme we are delivering four town centre schemes, one of which is the Highams Park Town Centre scheme (Hatch Lane, Hale End and Highams Park and Larkswood). The town centre schemes aim to better connect Chingford, Leyton, Leytonstone and Highams Park through key walking and cycling routes, making areas of the borough easier to get to for people who want to walk and cycle for local journeys. The town centre schemes also aim to improve the look and feel of these four key areas whilst linking in with the four village schemes in Walthamstow and increase footfall in the area, to give the local economy a boost and give residents a sense of pride in their borough.

The specific objectives of the Highams Park Town Centre include:

- Creating a Safer Environment and Area Up keep – We are looking to upgrade the pavements and resurface the following roads: Oak Hill (from Gascoigne Gardens to The Bridle Path), Waterhall Avenue, Manor Way). We will look at solutions to the reported high traffic volumes and speeds in Hollywood Way and Holly Crescent. We will look into upgrading crossing point to help pedestrians at Tamworth Avenue and Charter Road
- Improve public spaces – We are proposing to assess the existing cycling and pedestrian facilities outside a selection of schools in the local area with a view to providing extra cycle parking, more trees and seating and generally improving the environment to encourage sustainable journeys.
- Chingford Lane improvements – We are proposing the following road changes to Chingford Lane to help reduce traffic speeds, improve safety and make the area more attractive for people wishing to visit Epping Forest:

1. What is the Proposal?

- Install a raised table to encourage vehicles to slow down at the following locations: At the junction with The Avenue (mini-roundabout), At the junction Montalt Road (south).
- Upgrade the existing zebra crossing, to the south of the junction on Montalt Road, by raising the crossing to pavement level to encourage vehicles to slow down.
- Provide an informal non signalised crossing point, south of the junction with The Avenue into Epping Forest.
- Cycle routes – We are proposing two local cycle routes that run from the A406 (North Circular Road) through the Highams Park area.
 - One of the routes will run from the A406 (North Circular Road) to Hatch Lane via Friday Lane.
 - We are proposing to assess the road surface condition and lighting along the route with the aim of improving the existing cycle track that connects Bridge End with Wadham Road via the road bridge.
 - We also plan to install a new combined cycle and pedestrian zebra crossing to provide a safer crossing for pedestrians and people who cycle at the following locations: Wadham Road into Beech Hall Road, Hale End Road, Beech Hall Road and Handsworth Avenue junction, Hatch Lane into Waterhall Avenue.
 - For the combined crossing to be installed at Wadham Road into Beech Hall Road, some double yellow lines will be put in place at the bottom of Beech Hall Road to ensure this area is clear of any parked vehicles.
 - For the combined crossing to be installed at the Hale End Road/Beech Hall Road and the Hale End Road/Beech Hall Road junctions the following road changes will be introduced to prevent vehicles turning out of the road onto the new crossing, helping to improve safety when crossing the road: Right hand turn ban on Beech Hall Road and no exit from Handsworth Avenue into Hale End Road. Some additional parking bays along Halen End Road will be created by installing the crossing.
 - Improvements to the public space around the junction of Hale End Road, Beech Hall Road and Handsworth Road with more trees, plants, seating and cycle parking.
 - Creation of ‘raised junctions’ at the following locations: Falmouth Avenue and the junction of Nightingale Avenue and The Avenue.
 - Installation of protective ‘cycle island’ on Nightingale Avenue and Abbotts Crescent at the junctions with the Avenue to provide a safe space for cycles to stop when turning. Parking will be restricted between these roads during the peak hours of 7-10am and 3-6pm to ensure this area is clear of parked vehicles providing a safer layout for cycles and pedestrians to cross the road and improving traffic flow.
 - Advisory cycle road markings along the route will be added to make vehicles aware that this is a cycle route.
 - Signage will be provided along the whole route to make it easier to navigate.

1. What is the Proposal?

- New cycle route A406 to Chingford (west) via Halden Road.
 - Make the following improvements along River Walk (between Winchester Road and Beech Hall Road) to make it safer and easier to cycle.
 - Widen River Walk to create a shared cycle and pedestrian path
 - Improve the road surface to make cycling along the route more comfortable and safer
 - Improve the lighting along the route so people feel safer cycling all year round.
 - Remove unnecessary street furniture and clutter to make the route more attractive and pleasant to use.
 - Installation of a new combined cycle and pedestrian crossing on Winchester Road at the junction with River Walk. This will provide a safer connection to the cycle route on Beech Hall Road, whilst providing a safer crossing point on Winchester Road.
 - Allow contraflow cycling on Halden Road and on Selwyn Avenue and install islands for cycles at the junction with Winchester Road and at the junction with The Broadway to provide a space for cycles to turn into the road safely.
 - Provide signage and cycle road marking on Halden Road, Cavendish Road and Selwyn Avenue.

2. What are the recommendations?

Approval is being sought for the implementation of the final scheme.

3. Who is affected by the Proposal? *Identify the main groups most likely to be affected by the recommendations, directly and indirectly.*

The Highams Park Town Centre proposal is likely to impact all those who live, work and use Highams Park Town Centre. For the purpose of this assessment, the Highams Park ward is most directly affected by the proposals. Main groups specifically include:

All businesses and organisations located within the Highams Park ward

Schools

Selwyn Primary School
Brookfield House School

Oakhill Primary School
Joseph Clarke School
Handsworth Primary School
Highams Park School
Woodford Green Primary School
Woodford County High School

Residents in the Highams Park Town Centre area

There are over 6,500 residential properties in the scheme area.

Emergency services

The Police and emergency services. Please note we have engaged directly with all emergency services on the scheme proposals.

Road users

The proposals will have an impact on all road users, including people who cycle, motorists, bus and rail passengers and pedestrians.

One of the purposes of the scheme is to address the balance and equality of road users in Highams Park Town Centre and improve conditions for walking and cycling, which are considered to be healthy, sustainable and inclusive modes of travel. As such, the scheme impacts those who are limited in the transport options open to them (e.g. due to transport costs) and as such will impact those on low incomes or living in deprived households. Access to transport and take up of various modes also is implicated by issues of culture and race. Cycle training that the Council carried out between April to October 2015 showed that 51% of participants were from a BAEM background.

The scheme will also impact those road users that may be considered vulnerable, such as elderly, young people and children, those with mobility related disabilities, and other mental or physical health conditions and disabilities.

Age [Double click here to add impact / Hide](#)

Check box if NOT applicable

Key borough statistics: The 2011 census shows that Waltham Forest has a population of 258,249. Broken down by broad age group, some 26.1% of the population (67,303) were aged 0-19, 35.8% (92,392) 20-39, 28.2% (72,988) 40-64 and 10% (25,566) were aged 65+. Compared to London and England and Wales Waltham Forest has a younger age profile with 8.1% of its population aged 0-4 and 26.1% 0-19 compared to 7.2% and 24.5% across London and 6.2% and 24% across England and Wales respectively. Those aged 20-39 (35.8%) constitute the same percentage of the population in Waltham Forest as across London as a whole (also 35.8%) compared to only 26.9% across England and Wales. Smaller proportions of the borough population are found in the 40-64 and 65+ age groups which constitute 28.2% and 10%

compared to 32.7% and 16.4% across England and Wales. (Source: 2011 Census, Office for National Statistics). **Children in Care:** As at December 2012, we had 289 children in our care. 56% were male and 44% female. Most are in the 12-16 age bracket (35%) followed by 6-11 age group (24%). Ethnic breakdown - White: 42%; Black or Black British: 28%; Mixed race: 19%; Asian or Asian British: 6%; Other: 4%. **NB: These statistics provide general data for this protected characteristic. You need to ensure you have sufficient data about those affected by the proposals – see below under “additional equalities data”. Ward based data is available here: <http://www.walthamforest.gov.uk/Pages/Services/statistics-economic-information-and-analysis.aspx?l1=100004&l2=200088>**

[Double click here to show borough wide statistics / hide statistics](#)

Age *Click and hover over the questions to find more details on what is required*

Additional Equalities Data (Service level or Corporate) *Include data analysis of the impact of the proposals*

- Hale End and Highams Park ward has 12,200 people of which 2650 are children aged 0-15. Hatch Lane ward has 11,400 people of which 2250 are children. Larkswood has 12,050 people of which 2350 are children aged 0-15.
- 6.9% of Hale End and Highams Park ward children in reception year and 19.8% children in year 6 are obese. 8.1% of children in reception year in Hatch Lane ward and 18.1% of children in year 6 are obese. 11.2% of children in reception year in Larkswood ward and 20.4% of children in year 6 are obese.
- 14.3% of dependent children in the Hale End and Highams Park ward, 18.1% in the Hatch Lane ward and 17.5% in the Larkswood ward are considered to living in out of work households.
- 12.2% of Hale End and Highams Park ward, 16.2% of Hatch Lane ward and 15.4% of Larkswood ward are over 65; this is lower than the Borough and London average.
- The life expectancy age for males in the Hale End and Highams Park ward is 79.1, 79.8 in the Hatch Lane ward and 79.5 in Larkswood ward compared to the average of 79.7 in the borough and 79.7 in London. The life expectancy age for women in the Hale End and Highams Park ward is 87, it is 81.3 in Hatch Lane and 84.9 in Larkswood. This compares to the average of 83.7 in the borough and 84.1 in London.
- 65.9% of the population of the Hale End and Highams Park is of working age (between 16 and 64). 64.3% of the population of the Hatch Lane ward is of working age. 65.1% of the population in Larkswood ward are of workings age. This is the compared to the Borough average of 67.7% and the London average of 68.6% (GLA SHLAA Trend -2015).
- The Hale End and Highams Park ward has an employment rate of 71.1%, the Larkswood ward has an employment rate of 69.6% and the Hatch Lane ward has an employment rate of 69.9%; the London average of 69.2%. 28.9% of the eligible population in the Hale End and Highams Park ward have Level 4 qualifications or above, 24.1% in the Larkswood ward and 34.8% in the Grove Green ward have Level 4 qualifications or above compared to the Borough average of 30.0%. 20% of the population in the Hale End and Highams Park ward have no qualifications compared to 26.2% in the Hatch Lane ward and 26.2% in the Larkswood ward. An average of 20.8% have no qualifications in the Borough. Young people and elderly are often more dependent on modes other than the private car. According to Projecting Older People Population Information (POPPI), it has been projected that 4,857 people in Waltham Forest aged 65+ will have restricted mobility and they often need access to a car, dial-a-ride and other emergency services.
- Fear of crime affects both older and younger people, as evidenced in the resident's panel report 2009. This found that elderly people would avoid going out after dark, whilst younger people found teenagers hanging around shops a problem.
- The proposed scheme does not limit or restrict access for the older people. The scheme has been heavily influenced by the comments received from residents of the local almshouses, care homes and dial-a-ride. This took place during stage 2, 3 and 4 of the engagement.

What is the proposal's impact on the equalities aims? *Look for **direct impact** but also evidence of **disproportionate impact** i.e. where a decision affects a protected group more than the general population, including **indirect impact***

This programme is expected to make a positive impact on all age groups.

Public realm and street improvements

Improvements to the street network within the scheme area will improve the pedestrian environment generally; legibility (e.g. way finding) and sense of place

What actions can be taken to avoid or mitigate any negative impact or to better advance equality and foster good relations?

The reduction in parking along some areas of the road, could compromise the ability of elderly people with mobility difficulties to access shops and services.

Despite a decrease in parking supply, the proposed parking facilities should improve parking turnover, increasing the availability of spaces. The provision of disabled

Age *Click and hover over the questions to find more details on what is required*

will benefit older people as it will be easier to travel around the borough and town centre.

Improved lighting should help the area to feel safer which will have a particular positive impact on older people and young people, who may currently feel intimidated in the evening.

Cycle improvements

In addition, the proposals will have the potential for the following positive impacts:

- Improved safety for young people, who historically make up a high proportion of cycling collisions
- Increased independence for young people who aren't able to drive
- Improved safety for older people, who are more likely to be deterred from cycling by safety concerns
- Young people from low income families will benefit from an allocated fund to subsidise cycle training.

Many studies show the potential health benefits of cycling for older people far outweigh the risks, and high levels of cycling among older people in the Netherlands and Denmark demonstrate the potential.

Road safety improvements

To make the area safer for all road users we want to improve crossing points and junctions and introduce elements which slow down vehicles. This will include new pedestrian and cycle crossings, raise and narrow junctions to reduce traffic speeds and improve pedestrian access and cycle friendly speed humps.

bays will also be retained in key locations, and opportunities to provide new disabled parking will also be considered wherever practically possible.

During the engagement process concerns were raised around potential adverse impacts on access for the elderly as a result of any road closures. No closures are being proposed as part of the scheme and all areas are still accessible by car, although different routes may need to be taken to access them where restricted movements are being proposed. This may require a longer distance to travel when doing so by car however all road closures will be permeable and allow for pedestrians, cyclists and mobility scooters to go through.

Providing information about road changes is key for all those requiring access the area. There may be barriers to accessing information among some older people who are less likely to have Internet access and therefore may be excluded from the benefits of an online website e.g. alternative route, partial road closures (certain parts of the day).

New and upgraded crossing facilities will help both older and younger people to cross the road both easily and safely. The removal of the informal crossings will therefore reduce the potential for unsafe conditions.

The Mini-Holland Delivery Team will continue to monitor the impact of schemes introduced and mitigate against any potential adverse impacts on the protected characteristics.

Disability [Double click here to add impact / Hide](#)

Check box if NOT applicable

Key borough statistics: Look for update from latest APS / also see Borough profile update Recent data from the 2011/2012 Annual Population survey suggests there are 31,000 disabled people of working age (16-64) living in Waltham Forest of which around 16,000 are female and 15,000 male. This represents around 1 in 5 (20%) of the working age population, a higher rate than found across London (16.9%) though lower than that found in England (20.5%). 2012 data finds that across the borough some 10,350 residents claim disability living allowance with rates tending to be higher in the southern and middle wards of the borough though this data should only

be treated as a rough indicator of the prevalence of disability. As at January 2012, some 1,299 children and young people had a statement of Special Educational Needs in Waltham Forest.

(Source: 2011 Census, 2011/12 Annual Population survey, Office for National Statistics, Department for Work and Pensions, Department for Education) **Notes: These statistics provide general data for this protected characteristic. You need to ensure you have sufficient data about those affected by the proposals – see below under “additional equalities data”.**

[Double click here to show borough wide statistics / hide statistics](#)

Disability *Click and hover over the questions to find more details on what is required*

Additional Equalities Data (Service level or Corporate) *Include data analysis of the impact of the proposals*

Walthamstow is within the top 5% most deprived areas, in terms of crime, in London. Fear of crime is higher amongst those with disabilities as evidenced in the resident’s panel report 2009.

According to the HNMA (2007) 24.2% of households in the borough include a member with a disability. 44.1% of those with a disability suffer from mobility difficulties and 6.2% contained a member who is a wheel chair user.

Sensory disability

In 2011, Waltham Forest had 875 older people registered as blind or partially sighted and 65 as deaf or hard of hearing. The rates were significantly lower for those who were deaf or hard of hearing compared to national rates, however, those that were registered as blind were significantly higher than the national rates.

Long-term conditions

The association between physical inactivity (including overweight and obesity) and the following long term illnesses in London (particularly in residents of Waltham Forest) remains strong:

Diabetes ((both Type 1 and Type 2) remains a significant problem for the community and accounted as 13,214 in 2011/12. The estimated number of all deaths attributable to diabetes for those aged 20 to 79 in Waltham Forest is 14.6%, similar to other boroughs in outer and inner north east London but much higher than in England.

Cardiovascular disease remains the biggest killer of those aged 75 and under, and there are significantly higher rates in the poorer wards compared to more affluent areas. The increase in older Black, Asian and Minority Ethnic (BAME) populations in the borough is important to plan for because these groups are more at risk of Cardiovascular disease. It is also the main contributor for health inequalities between Waltham Forest and England.

Representatives of disabled people (London-wide) have expressed opposition to shared use pavements, due to concerns about being passed too close and fear of collisions. Walthamstow is within the top 5% most deprived, in terms of crime, in London. Fear of crime is higher amongst those with disabilities as evidenced in the

Disability *Click and hover over the questions to find more details on what is required*
resident's panel report 2009.

The requirement that homes, shops and other facilities should be accessible to all members of the community and meet the needs of residents throughout their changing life cycle will benefit this group.

What is the proposal's impact on the equalities aims? *Look for **direct impact** but also evidence of **disproportionate impact** i.e. where a decision affects a protected group more than the general population, including **indirect impact***

The delivery of the Mini Holland programme is likely to have a positive impact on the equalities aim and bring about specific benefits to disabled people by adding more direct routes, widening footways, creating level surfaces, drop kerbs and tactile paving.

Public realm and street improvements

The proposed improvements to new and existing public spaces and the routes between them will have a positive impact on **all equalities groups** but will need to be done so in a way that does not encourage anti-social behaviour as this would have a negative impact on all equalities groups and particularly disabled people.

Cycle improvements

Cycling is the third most popular sport among disabled people with just under 10% of cycling participants having a disability. Therefore action to enable more and safer cycling will have positive impacts for this group.

Structural improvements for cyclists using shared use of the footway will also benefit wheelchair users and buggy users.

Increased participation in physical activity such as cycling would have benefits in preventing and addressing many health problems that can result in disability along with the overall health and well-being of the individual.

The proposal of this scheme is to promote cycling through the development of better places and liveable environment, although cycling itself may not be accessible to some people for instance people with visual or physical impairment, the liveable environment will be improved to benefit these groups.

What actions can be taken to avoid or mitigate any negative impact or to better advance equality and foster good relations?

There may be perceived issues of conflicts between certain road users particularly for people with mobility or sensory impairment. The final design will also take into consideration the need to maximise space to ensure that areas designated for shared use between pedestrians, buggy users, wheelchair users and cyclists are not restricted. The final design will adhere to shared space guidelines and subject to safety audits that takes into consideration the needs of disabled people, in particular, those with visual impairment.

New and upgraded crossing facilities will help disabled people to cross the road both easily and safely.

The reduction in parking along some areas of the road, could compromise the ability of elderly people with mobility difficulties to access shops and services.

Despite a decrease in parking supply, the proposed parking facilities should improve parking turnover, increasing the availability of spaces. The provision of disabled bays will also be retained in key locations, and opportunities to provide new disabled parking will also be considered wherever practically possible.

As part of this scheme and throughout the Mini Holland Programme, there will be a targeted communications campaign including the enjoy website with clear sign postings and updates to residents on both progress and the scheme proposals. Information will also be sent directly to all households and businesses.

Disability *Click and hover over the questions to find more details on what is required*

Road safety improvements

To make the area safer for all road users we want to improve crossing points and junctions and introduce elements which slow down vehicles. This will include new pedestrian and cycle crossings, raise and narrow junctions to reduce traffic speeds and improve pedestrian access and cycle friendly speed humps.

Pregnancy and Maternity [Double click here to add impact / Hide](#)

Check box if NOT applicable

Key borough statistics: According to the 2011 census, 8.1% (20,839) of the Waltham Forest population is aged 0-4 compared to 7.2% across London and 6.2% across England and Wales. For those aged 0-1 these percentages are respectively 3.3% (Waltham Forest), 3% (London) and 2.5% (England & Wales). The Total Fertility rate for Waltham Forest in 2011 is 2.69 (3rd highest across London) compared to a London and England figure of 1.99. The teenage pregnancy rate in Waltham Forest (2010) is 45.7 per 1,000 of the female population aged 15-17

compared with 37.1 across London and 35.5 across England and Wales. Source: 2011 Census, Conception statistics and Birth Summary Tables, Office for National Statistics. **NB: The total fertility rate measures the projected number of births born to a woman over her lifetime. These statistics provide general data for this protected characteristic. You need to ensure you have sufficient data about those affected by the proposals – see below under “additional equalities data**

[Double click here to show borough wide statistics / hide statistics](#)

Pregnancy and Maternity *Click and hover over the questions to find more details on what is required*

Additional Equalities Data (Service level or Corporate) *Include data analysis of the impact of the proposals.*

Highams Park ward has a fertility rate of 83.8 and Grove Green ward has a fertility rate of 73.3 compared to the borough average of 77.5 and the London average 67.0 (Census 2011).

What is the proposal's impact on the equalities aims? *Look for **direct impact** but also evidence of **disproportionate impact** i.e. where a decision affects a protected group more than the general population, including **indirect impact***

Pregnant women and parents with young children on bike seats may have particular safety concerns. Therefore enabling safer cycling will be of benefit of this group.

Public realm improvements, will improve the pedestrian environment generally, but also be of specific benefit to pregnant women and women with your children.

Safety of pedestrians will also be improved by reduced vehicle traffic, safer road

What actions can be taken to avoid or mitigate any negative impact or to better advance equality and foster good relations?

The final design also took into consideration the need to maximise footway space to ensure that areas designated for shared use (pedestrians, buggy users, wheelchair users and cyclists) are not restricted.

Air pollution largely is caused by vehicle emissions and is worse on roads with high levels of vehicle traffic, lack of trees and greenery and enclosed roads. Air pollution is associated with harm to pregnant women and their unborn and new born

Pregnancy and Maternity *Click and hover over the questions to find more details on what is required*

crossings and junctions. Women who are pregnant and parents/carers with young children will benefit from this as will others – as above.

children. The Highams Park Town Centre scheme will encourage more people to cycle and walk, rather than using motor vehicles, as well as introducing a programme of urban greening. The scheme will therefore reduce pollution levels from vehicle traffic, and reduce the associated health risks to this equality group. The scheme will better enable pregnant women to live a healthy pregnancy and maternity period, and provide their children with the best and healthiest start in life.

New and upgraded crossing facilities will help women who are pregnant and parents/carers with young children to cross the road both easily and safely. The removal of the informal crossings will therefore reduce potential for unsafe conditions.

Race [Double click here to add impact / Hide](#)

Check box if NOT applicable

Key Borough Statistics: According to 2011 census data Waltham Forest's White British population is 92,999, 36% of the total borough population. All other ethnic groups constitute 64% of the population (165,250). Broken down by specified ethnicity: White Other (37,472/14.5%), Pakistani (26,347/10.2%), Black Caribbean (18,841/7.3%), Black African (18,815/7.3%), Indian (9,134/3.5%), Other Black (7,135/2.8%), Any other ethnic group (6,728/2.6%), Bangladeshi (4,632/1.8%) and Chinese (2,579/1%). Note: The more detailed ethnicity breakdown goes into more detail and data for more recent arrivals includes: Polish (6,944/2.7%), Other Eastern

Europe (6,020/2.3%) and Baltic states (3,011/1.2%). Data on arrivals from other countries over the last 8 years show that Poland, Pakistan and Lithuania have supplied the greatest number of migrants. (Source: 2011 Census, Office for National Statistics, Department for Work and Pensions)

NB: These statistics provide general data for this protected characteristic. You need to ensure you have sufficient data about those affected by the proposals – see below under “additional equalities data”.

[Double click here to show borough wide statistics / hide statistics](#)

Race *Click and hover over the questions to find more details on what is required*

Additional Equalities Data (Service level or Corporate) *Include data analysis of the impact of the proposals*

- The Hale End and Highams Park ward is less ethnically diverse than the rest of Waltham Forest with 33.1% BAME residents. This compares to 22.2% in Hatch Lane and 31.2% in Larkwood. Which compares to 47.8% in Waltham Forest.
- Walthamstow has a high proportion of households which are classified as overcrowded (22.4%). Many of these homes are occupied by BME groups. (Walthamstow Socio-Economic Master plan 2007).
- 77.4% of BME households, who wished to move but stated an inability to do so, specified this was due to being unable to afford to buy a home.

Race *Click and hover over the questions to find more details on what is required*

- Walthamstow includes a significant number of local community areas which are amongst the top 5% most deprived areas in London (Walthamstow Socio-Economic Master plan 2007). BME groups are disproportionately more likely to be living in poverty.
- The 2006 AESOP study of ethnicity and psychosis (Department of Health, 2010) found inequalities in terms of incidence of mental illness amongst BME groups.

What is the proposal's impact on the equalities aims? *Look for **direct impact** but also evidence of **disproportionate impact** i.e. where a decision affects a protected group more than the general population, including **indirect impact***

In some cultures, particularly women from some ethnic groups may be less likely to cycle. Measures to promote and encourage cycling could be of benefit to this group.

BME groups are disproportionately more likely to be living in poverty and in overcrowded homes. Increasing facilities for cycling and storage for bicycles will benefit BME groups as cycling would be the cheaper mode of travel for this group.

Travel patterns of BME groups show a high share of public transport trips. The proposals will make the walking and cycling routes to and from the access points for public transport in a better and safer environment.

Evidence suggests BME groups are less likely to drive cars. Improvements to cycling, public transport and public transport accessibility will benefit BME groups.

Language could be a barrier with information materials, including cycling promotion and notification of events.

What actions can be taken to avoid or mitigate any negative impact or to better advance equality and foster good relations?

One of the Mini-Holland strategic aims to encourage higher proportions of BME groups to take up cycling. However, as BME groups perceive the most barriers to taking up cycling and walking, the proposal is likely to be more impactful and meaningful to those from white groups.

In order to fully address issues surrounding race, particularly BME groups, wider engagement is needed to break social and cultural barriers to cycling. The Council is targeting these groups, particularly through cycle training and between April to October 2015 training showed that 51% of participants were from a BME background.

The Borough Cycling Officer is currently developing a cycle training programme that actively targets BME groups.

Religion or Belief *Double click here to add impact / Hide*

Check box if NOT applicable

Key borough statistics: According to the 2011 Census the borough has 48.4% of its population stating their religion to be Christian, Muslim 21.9%, Hindu 2.3%, Jewish 0.5%, Sikh 0.5%, Buddhist 0.8% and other 0.4%. Some 18% of residents claimed no religion whilst 7.3% did not state an answer. The multi-faith nature of Waltham Forest is evidenced by more recent data which shows that Waltham Forest has

around 150 Christian Churches, 16 Muslim Mosques, 4 Hindu Temples, 3 Jewish Synagogues, 1 Sikh Gurdwara and 1 Tao Temple. **NB: These statistics provide general data for this protected characteristic. You need to ensure you have sufficient data about those affected by the proposals – see below under “additional equalities data”.**

[Double click here to show borough wide statistics / hide statistics](#)

Religion or Belief *Click and hover over the questions to find more details on what is required*

Additional Equalities Data (Service level or Corporate) *Include data analysis of the impact of the proposals*

What is the proposal's impact on the equalities aims? *Look for **direct impact** but also evidence of **disproportionate impact** i.e. where a decision affects a protected group more than the general population, including **indirect impact***

The proposal is expected to have a positive impact on the various religious groups.

The key impacts of the scheme are concerned with access to travel mode options, and enabling access to places of worship. The scheme does not challenge or oppose any religious beliefs or values, or prevent or discourage members of any religion from continuing to practice, worship and follow their religion.

The proposal impacts a large stretch of highway, which contains several places of worship- namely Christian and Muslim in faith. The proposal while not affecting the physical buildings, does impact the surrounding street environment, and affects accessibility by various modes of travel through reconfiguration of car parking, removal of bus lanes, and installation of segregated cycle tracks.

These measures will widen the transport mode options for worshipers to visit their local place of worship, encouraging and enabling those from deprived households or on low incomes to worship and practice their religion.

LBWF staff met with religious institutions within the scheme catchment area to elicit their views and concerns. The main concern raised was from Waltham Forest Counsel of Mosques in relation to parking during times of worship.

What actions can be taken to avoid or mitigate any negative impact or to better advance equality and foster good relations?

There are no negative impacts on this equality group to mitigate.

We will continue to engage with religious groups as part of the future scheme development proposals to ensure any concerns raised are addresses as part of the final scheme design. All concerns raised have been taken into consideration.

Sex [Double click here to add impact / Hide](#)

Check box if NOT applicable

Key borough statistics: The 2011 census put the gender split of Waltham Forest as Male: 128,970 (49.94%) and Female 129,279 (50.06%). (Source: 2011 Census, Office for National Statistics).

NB: These statistics provide general data for this protected characteristic. You need to ensure you have sufficient data about those affected by the proposals – see below under “additional equalities data”.

Sex *Click and hover over the questions to find more details on what is required*

Additional Equalities Data (Service level or Corporate) *Include data analysis of the impact of the proposals*

- In the UK 1% of all transport trips by women are by bike, whilst for men it is 2% (DfT, 2008). Women in the UK currently cycle much less than their male counterparts, whereas this is not the case in countries which have high levels of cycling generally, such as Holland, Denmark and Germany (Garrard, 2003).
- DfT statistics for 2007 showed that only 29% of cycle trips were made by women. However statistics from The Netherlands, Germany and Denmark demonstrates the potential for more women to cycle, with 55%, 49% and 45% of trips respectively. An Australian study showed that female commuter cyclists preferred to use routes with maximum separation from motorised traffic.
- In London, where levels of cycling have been increasing significantly over recent years, the gender gap is most evident in the youngest age group; 2% of females aged under 25 cycle, whilst 11% of males in the same age group do. In the 25 – 44 age group, 40% of males and 21% of females cycle, whilst in the 45 and above age group levels are similar at 12% for women and 14% for men (TfL, 2008). This shows that although women of all ages cycle less than men, there may be peaks of disparity in cycling levels at different stages of people's lives.

What is the proposal's impact on the equalities aims? *Look for **direct impact** but also evidence of **disproportionate impact** i.e. where a decision affects a protected group more than the general population, including **indirect impact***

Fewer women than men cycle and women tend to be less confident cycling on the road. National research shows that safety issues are of a particular concern in relation to cycling for women. Women prefer separate cycling facilities, either partially or totally segregated from motor traffic. Therefore enabling more and safer cycling will be of benefit.

It is not foreseen that there will be a differential impact for individuals in the community if the proposed changes are adopted and implemented.

The proposed improvements to new and existing public spaces and the routes between them will have a positive impact on all equalities groups but will need to be done so in a way that does not encourage anti-social behaviour as this would have a negative impact on all equalities groups and particularly women, young and old people and LGBT communities..

What actions can be taken to avoid or mitigate any negative impact or to better advance equality and foster good relations?

A key aspect of the Mini Holland Programme is to encourage cycling proficiency and awareness in schools. This will increase participation from females

In addition to this local cycle training groups will be providing free cycle training and cycle maintenance for residents. It is also anticipated that this will increase participation.

According to TfL research, cyclists in London are more likely to be male, indicating that females experience or perceive greater barriers to cycling, or lack interest and propensity to cycle. Research has shown women have greater concerns for road safety than men when deciding to cycle, and are consequently are more likely to be discouraged from taking up cycling by perceptions of poor safety.

Improvements to cycling infrastructure to enhance the safety and usability of the network will therefore positively impacts both males and females, although is likely to benefit females the most. The scheme will therefore enhance gender equality by widening and enhancing the availability of safe and appropriate transport

Sex *Click and hover over the questions to find more details on what is required*

options.

Sexual Orientation and Gender Reassignment *Double click here to add impact / Hide*

Check box if NOT applicable

Key borough statistics: National estimates of LGBT population range from 0.3% to 10% using different measures. A study commissioned by Waltham Forest Council suggested the population to be somewhere between 7,000 to 10,000 people in 2007 (this is 4-6% of the adult population). The study also suggested that there may be at least 35 transgender individuals in the borough (Source: Measuring Sexual Identity –

Office for National Statistics, Waltham Forest LGBT Matters). **NB: These statistics provide general data for these protected characteristics. You need to ensure you have sufficient data about those affected by the proposals – see below under “additional equalities data”.**

Double click here to show borough wide statistics / hide statistics

Sexual Orientation and Gender Reassignment *Click and hover over the questions to find more details on what is required*

Additional Equalities Data (Service level or Corporate) *Include data analysis of the impact of the proposals*

Type response here

What is the proposal’s impact on the equalities aims? *Look for **direct impact** but also evidence of **disproportionate impact** i.e. where a decision affects a protected group more than the general population, including **indirect impact***

Members of the LGBT community may often feel vulnerable in certain situations, in particular relating to public transport and walking around the area. This proposal can help to reduce this vulnerability by making the area more pedestrian friendly to walk around, creating community hubs and increasing natural surveillance through design.

The proposed improvements to new and existing public spaces and the routes between them will have a positive impact on all equalities groups but will need to be done so in a way that does not encourage anti-social behaviour as this would have a negative impact on all equalities groups and particularly women, young and old people, and LGBT.

What actions can be taken to avoid or mitigate any negative impact or to better advance equality and foster good relations?

There are no negative impacts on this equality group to mitigate.

Marriage and Civil Partnership [Double click here to add impact / Hide](#)

Check box if NOT applicable

Key borough statistics:

2009 - 2010	670 marriages registered in the borough and 32 Civil Partnerships
2010 - 2011	725 marriages registered in the borough and 27 Civil Partnerships
2011 - 2012	812 marriages registered in the borough and 25 Civil Partnerships

NB: These statistics provide general data for these protected characteristics. You need to ensure you have sufficient data about those affected by the proposals – see below under “additional equalities data”.

[Double click here to show borough wide statistics / hide statistics](#)

Marriage and Civil Partnership [Click and hover over the questions to find more details on what is required](#)

Additional Equalities Data (Service level or Corporate) *Include data analysis of the impact of the proposals*

What is the proposal’s impact on the equalities aims? *Look for **direct impact** but also evidence of **disproportionate impact** i.e. where a decision affects a protected group more than the general population, including **indirect impact***

What actions can be taken to avoid or mitigate any negative impact or to better advance equality and foster good relations?

The proposed improvements to new and existing public spaces and the routes between them will have a positive impact on all equalities groups but will need to be done so in a way that does not encourage anti-social behaviour as this would have a negative impact on all equalities groups and particularly women, young and old people, and LGBT.

There are no negative impacts on this equality group to mitigate.

Additional Impacts on Advancing Equality & Fostering Good Relations [Double click here to add impact / Hide](#)

Check box if NOT applicable

See pages 1 and 2 for full details of these two aims. This section seeks to identify what additional steps can be taken to promote these aims or to mitigate any adverse impact. Analysis should be based on the data you have collected above for the 8 protected characteristics covered by these aims. Remember, marriage and civil partnership is not covered.

Key borough data: From our 2011 Cohesion Survey, a third of our respondents believe that differences are ‘definitely respected’. A further 46% believe this is the case most of the time, and just 6% feels this is not the case. By age group, a higher

proportion of older residents feel differences are respected ‘definitely/most of the time’ (86% aged 66+ years). Residents with a disability are less likely to feel differences are respected (74%) than those without a disability (80%). The survey also shows that participation in community activity is 75% for Asian residents and residents in North Chingford (72%). Participation is lowest amongst South Chingford residents (63%).

NB: These statistics provide general data for these protected characteristics. You need to ensure you have sufficient data about those affected by the proposals – see below under “additional equalities data”.

[Double click here to show borough wide statistics / hide statistics](#)

Additional Impacts on Advancing Equality & Fostering Good Relations [Click and hover over the questions to find more details on what is required](#)

Additional Equalities Data (Service level or Corporate)

Additional Impacts on Advancing Equality & Fostering Good Relations *Click and hover over the questions to find more details on what is required*

According to the GLA SHLAA Trend based population projection data of 2015, the Hale End and Highams Park ward has a population density of 5,196 persons per square kilometre, Hatch Lane has a population density of 4,729 and Larkswood has a population density of 5,619. This compares to the borough average of 6,897 per square kilometre. The Hale End and Highams Park ward has a fertility rate of 66.3%, Hatch Lane has a fertility rate of 60.8% and Larkswood has a fertility rate of 61.7%. This compares to the borough average of 75.4% and the London average of 64.0 (Office for National Statistics).

Census data also indicates that Hale End and Highams Park ward has 2.3%, Hatch Lane has 1.8% and Larkswood has 1.6% of people travelling by bicycle to work compared to the 2.8% of average for the borough and 4% for average of Londoners. Residents in Hale End and Highams Park, Hatch Lane and Larkswood wards have more cars (1.1 per household in each) than the borough average of 0.8 cars per household and the London average of 0.8. Hale End and Highams Park and Hatchlane have a public transport accessibility score of 2.5 and Larkswood has a slightly higher score of 2.8, which is lower than the borough average of 3.6 and the London average of 3.8.

25.3% of the properties in the Hale End and Highams Park ward, 30.4 in the Hatch Lane ward and 25.4% in Larkswood ward are flat/maisonette or apartment, compared to the borough average of 41.2% and 52.2% in London.

Are there any additional benefits or risks of the proposals on advancing equality and fostering good relations not considered above?

The extensive amount of community engagement work carried out before/during and after the trial helped to gauge the potential impact of the programme proposals on different equality groups and results of the consultation on the trial closures shaped and informed the final scheme design. .

What actions can be taken to avoid or mitigate any negative impact on advancing equality or fostering good relations not considered above? Provide details of how effective the mitigation will be and how it will be monitored.

The Mini Holland Programme contains a number of complementary measures which include the provision of secure cycle sheds and cycle stands on the highway. This will make cycling far more accessible for those individuals that live in premises that cannot be used to store a bike.

Conclusion

Consider the Guidance below and set out your conclusions from the equalities analysis of the 8 protected characteristics. If there are negative equalities impacts, but you think that the proposals should still proceed in the current or amended form, explain what the objective justification for this is, providing evidence as

appropriate. If it is helpful, refer to other documents e.g. the Cabinet report. You may find it helpful to identify one of the 4 outcomes below as being closest to your current proposals. (Use your conclusions as a basis for the "Equalities Implications" in the Cabinet report.)

This analysis has concluded that...

In terms of summarising the responses received, 23% of respondents were in favour of the proposed measures to be introduced by the scheme, 43% were neutral and 34% were against.

The scheme has developed through consultation with a number of stakeholders including: cycling and access groups, religious groups, local Councillors, local businesses, residents groups and the Council staff. Elements of the scheme have received a lot of support and we are taking these elements forward. There has been some concern about the potential conflict between cyclists and pedestrians and the final scheme design addresses these concerns. Continuous dialogue with stakeholders will form the basis of the final design of all Mini Holland.

Outcome of Analysis *Check one that applies*

No major change required when the assessment has not identified any potential for discrimination or adverse impact and all opportunities to advance equality have been taken.

Outcome 3

Continue despite having identified some potential for adverse impacts or missed opportunities to advance equality. In this case, the justification should be included in the assessment and should be in line with the duty to have 'due regard'. For the most important relevant policies, compelling reasons will be needed. You should consider whether there are sufficient plans to reduce the negative impact and/or plans to monitor the actual impact.

Outcome 2

Adjustments to remove barriers identified by the assessment or to better advance equality. Are you satisfied that the proposed adjustments will remove the barriers identified?

Outcome 4

Stop and rethink when an assessment shows actual or potential unlawful discrimination.

Signed off by Head of Service:

Name:

Date:

Appendix G - Matrix to Assess Climate Change Impacts

Aim is to reduce Carbon Emissions (CO ₂) by 80% by 2050	Positive impact	Negative impact	Mitigation measure	Effect on CO ₂ emissions (+ or - tonnes of CO ₂)	Opportunity to promote
Water Water Use and Flooding		Use of impermeable material for cycling infrastructure could increase potential flooding	Use permeable paving, SUD systems.		Flooding exacerbated by climate change can be mitigated by using permeable materials and adhering to SUD guidance. Their use will be encouraged.
Energy Energy efficiency and energy saving in buildings, including opportunities for installation of renewable energy generation	Mini Holland will endeavour to use renewable energy as far as possible, e.g. to power automatic cycle counters, lighting				
Air Air quality, pollution	Mini Holland seeks to increase journeys made by bike (10% by 2020), and reduce trips by car (-5% by 2020). This will have obvious air quality benefits (e.g. reduction in NO _x , PMs).			An annual reduction of 5% in CO ₂ emissions would equate to approximately 3,700 Tonnes per year.	
Waste – reducing, reusing and recycling waste	Contractors working on MH will be required to re-use and recycle materials wherever feasible.	Waste disposed of in landfill	Recycling and Re-use of materials. Term contracts include a performance indicator which measures the amount of construction and demolition waste reused or recycled.		

Aim is to reduce Carbon Emissions (CO2) by 80% by 2050	Positive impact	Negative impact	Mitigation measure	Effect on CO2 emissions (+ or - tonnes of CO2)	Opportunity to promote
Land Use of brown-field and green-field sites	N/A				
Bio-diversity Effects on bio-diversity including green space, trees, rivers and streams	Mini Holland aims to reduce motor traffic, which will have a positive impact on biodiversity by reducing land take for roads/parking, reducing road kill, noise and other disturbance, and a reduction in harmful emissions (NOx, PMs) which negatively impact on flora, fauna, air and water quality.				
Transport Travelling to deliver service.	Reduction in carbon emissions through cycling, walking and the use of low emission vehicles	Transport and the type of vehicles used produce substantial carbon emissions.	Staff and contractors will be encouraged to walk, cycle and use public transport in the course of work to deliver the MH programme. Where the use of motor vehicles is necessary, fuel-efficient, low emission vehicles will be preferred.	100 miles reduced lorry mileage [HGV 3.5 – 7.5 tonne] (161 kms) saves 0.106 tonnes of CO2. So for every mile of reduced lorry travel saves 1.06kgs of CO2. (Source: Defra)	Transport and the type of vehicles used produce substantial carbon emissions. The term contracts include a performance indicator to measure conformity with Euro standards.

Aim is to reduce Carbon Emissions (CO2) by 80% by 2050	Positive impact	Negative impact	Mitigation measure	Effect on CO2 emissions (+ or - tonnes of CO2)	Opportunity to promote
Buildings Adaptability of buildings to heat or flooding. Use of green roofs, rainwater harvesting etc.	N/A				

Commentary on any differences in financial costings for climate change mitigation / adaptation measures including energy efficiency and potential external grant sources
Potential “whole life costing” savings ie: increased installation costs will achieve running cost savings over lifetime; including reduced use of resources eg: water saving devices
Explanation of Proposal chosen in context of results matrix assessment, including what mitigating steps can and have been taken
<u>Total Tonnes of CO2 & DEC rating of building to be occupied</u>
An annual reduction of 5% in CO ₂ emissions would equate to approximately 3,700 Tonnes per year.