

LLOYD PARK AND HIGHAM HILL IMPROVEMENT SCHEME



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BACKGROUND

Waltham Forest Council is committed to creating safe and attractive streets and neighbourhoods that encourage walking, cycling and the use of public transport. Walking and cycling can have significant benefits for our personal health and the environment, and are a means to help tackle key priorities for the Council including the public health, air quality and climate crises within the borough. Creating streets and spaces that support and enable active and sustainable travel, particularly for local journeys, is a fundamental part of the Council's 15-minute Neighbourhoods approach and Climate Action Plan.

Over the past few years we have delivered a number of highway improvements across what we refer to as the Lloyd Park and Higham Hill area, such as targeted road safety improvements and upgraded traffic calming measures. We know there's much more to be done across the wider area to help reduce the impact of traffic and create safer, more inviting, and accessible streets for local people. This is why in November 2022 we invited local people to share their thoughts on the next phase of highway and transport proposals for the area which aim to address some of the key ongoing concerns around the volume, speed and impact of traffic, while supporting more people to walk, cycle and use public transport whilst also improving the look and feel of the area.

The next stage of the Lloyd Park and Higham Hill improvement scheme includes the areas listed below and shown on the map within this leaflet:

Series 1 - bounded by Billet Road, Chingford Road, Forest Road, and is also bounded by and includes North Countess Road, Priory Court and South Countess Road.

Series 2 - bounded by Forest Road, Higham Hill Road and is also bounded by and includes Queen Elizabeth Road, Blenheim Road and Blackhorse Lane.

ENGAGEMENT AND SCHEME UPDATE

In November 2022, over 5000 leaflets were delivered to addresses within the scheme boundary asking the local community for input and feedback on the latest plans for the area. Thank you to everyone who provided feedback. The consultation formally ran between 30 November 2022 and 23 December 2022, but the Council continued to receive feedback and engage with stakeholders during the first three months of 2023. The consultation was primarily hosted online via the digital engagement platform Commonplace, and hard copies were available upon request. A copy of the consultation document can be accessed via the link below:

enjoywalthamforest.co.uk/work-in-your-area/higham-hill-and-lloyd-park-area

Posters were displayed within the scheme area to raise awareness of the consultation of the two drop-in events which took place on 7 December 2022 and 10 December 2022. A total of 86 people attended the two drop-in events where they were able to view the plans, discuss the scheme with council officers and provide feedback on the proposals.

As part of the consultation process we contacted key stakeholders including the emergency services, medical emergency services, medical practices and organisations, utility companies, businesses, religious institutions, councillors and schools; to make them aware of the consultation and gather feedback on the proposals, which have been worked into the final design.

We have now reviewed and analysed all of the feedback received during the consultation. As part of this we have investigated and assessed many of the key issues raised to help us shape a final set of proposals for the area.

CONSULTATION RESULTS AND UPDATED DESIGN PROPOSALS

A total of 550 verified people took part in the consultation. Thank you again for everyone who participated.

As part of the consultation, we asked a number of specific questions about the scheme and each series (group) of proposals. You can view the results of the consultation overall as well as the feedback to these questions about the series 1 and series 2 proposals in the following tables.

Respondents were also able to provide more detailed feedback on specific or individual measures through two map based surveys, one for series 1 and one for series 2. This provided significant additional insight into some of the main aspirations, concerns and issues raised by the local community and has been a key consideration in developing an updated scheme for the area. Some of the main areas of feedback were:

- the impact of the consultation proposals in series 1 on Brettenham Road and a number of other streets in the near vicinity
- aspirations for more to be done in some streets within Series 1 to reduce the impact of traffic and parking, and to enhance the look and feel of the area
- the impact of the consultation proposals in series 2 on Clifton Avenue and Pembar Avenue
- access for the emergency services and access to key services.

Overall, there is support for a scheme in the area, however some concerns were raised regarding the modal filters and environmental improvements for both series 1 and series 2.

In response to the key issues raised in series 1 we have made changes to the proposed modal filter locations across the area to help find a balance between addressing the impact of vehicles and access for residents, which also reduces the need for some existing one-way roads to be made two-way, particularly Brettenham Road.

In response to key issues raised in series 2, the modal filters are to be replaced with No Entry restrictions from Blackhorse Lane which will prevent Pembar Avenue and Clifton Road seeing an increase in vehicle numbers while addressing the impact of vehicles traveling through the area.

In the following tables we've provided more detail on the specific proposals which will be progressed, along with proposals which will be changed, those that require further investigation and development, and those that need further input from the community.

OVERALL SCHEME (SERIES 1 + SERIES 2)		
SENTIMENT AVERAGED PER RESPONDENT		
POSITIVE	NEUTRAL	NEGATIVE
205 (48.7%)	28 (6.7%)	188 (44.7%)

SERIES 1 - HIGHWAY SAFETY AND PEDESTRIAN IMPROVEMENTS			
SENTIMENT AVERAGED PER RESPONDENT			
POSITIVE	NEUTRAL	NEGATIVE	
217 (55.1%)	49 (12.4%)	128 (32.5%)	
CONSULTATION PROPOSAL	LOCATION	ACTION	PROPOSED CHANGES (POST-CONSULTATION)
Remove traffic priority - Install raised table and an informal crossing	4 Priory Court Adjacent to Lisbon Close Outside Penrhyn Pre-School Adjacent to Priors Croft	To be progressed	None
Remove the speed cushions from the following locations and install cycle-friendly sinusoidal speed humps	38 North Countess Road 43 North Countess Road 78 North Countess Road 28 North Countess Road	To be progressed	None
Remove the speed cushions from the following locations and install cycle-friendly sinusoidal speed humps	Outside 236 South Countess Road Near William Morris Close Outside 229 South Countess Road	To be progressed	None

SERIES 1 - PUBLIC REALM AND ENVIRONMENTAL IMPROVEMENTS			
SENTIMENT AVERAGED PER RESPONDENT			
POSITIVE	NEUTRAL	NEGATIVE	
230 (58.4%)	49 (12.4%)	115 (29.2%)	
CONSULTATION PROPOSAL	LOCATION	ACTION	PROPOSED CHANGES (POST-CONSULTATION)
Install rain gardens and additional cycle parking	North Countess Road outside Higham Hill Library	To be progressed	None
Remove the mini roundabout at the North Countess Road / Ardleigh Road junction and upgrade the existing planters to a more comprehensive rain garden design. Access to all private driveways would be maintained	Ardleigh Road	To be progressed	None
Extend the pavement on Winns Avenue between Carr Road and the entrance to Lloyd Park to allow the installation of trees/ planting and cycle parking. This could also include upgrading and widening the pavement directly outside the entrance to Lloyd Park	Winns Avenue between Carr Road and the entrance to Lloyd Park	To be progressed	None
Install a rain garden	Elphinstone Road junction Pennant Terrace	To be reviewed	Subject to further engagement with local residents fronting the area
Install a rain garden	Rushbrook Crescent / Brettenham Road junction	To be reviewed and considered as part of future proposal	A new proposal for a diagonal modal filter will be implemented at this location. Initially, temporary wooden planters will be used in conjunction with an experimental traffic management order to implement the modal filter. This approach allows us to test and evaluate how effective it is before committing to permanent changes. The planned rain garden is currently on hold and will be evaluated alongside the new modal filter. If the modal filter proves successful, the rain garden will be included in a larger junction improvement scheme. However, if the modal filter is not made permanent, the rain garden will be pursued as a separate scheme.

SERIES 1 – MODAL FILTER AND ENVIRONMENTAL IMPROVEMENTS			
SENTIMENT AVERAGED PER RESPONDENT			
POSITIVE	NEUTRAL	NEGATIVE	
183 (46.9%)	28 (7.2%)	179 (45.9%)	
CONSULTATION PROPOSAL	LOCATION	ACTION	PROPOSED CHANGES (POST-CONSULTATION)
Modal Filter	Brettenham Road outside the entrance to Lloyd Park	New modal filter location proposed	Incorporate minor improvements to enhance the existing informal pedestrian crossing by the entrance to Lloyd Park. Install a diagonal modal filter at the junction of Brettenham Road / Carr Road to retain the one way traffic flow on Brettenham Road
Modal Filter	Winns Avenue at the junction with South Countess Road (eastern side)	To be progressed	None
Modal Filter	Penrhyn Avenue at the junction with Rushbrook Crescent	New modal filter location proposed	An alternative location is proposed at Penrhyn Avenue between Keith Road and Rushbrook Crescent
Modal Filter	Ardleigh Road at the junction with Rushbrook Crescent	New modal filter location proposed	An alternative location is proposed at Ardleigh Road just north of Ardleigh Terrace
Modal Filter	Penrhyn Avenue between Douglas Avenue and Mansel Grove	Not to be progressed	Access to Brettenham Road via Penrhyn Ave to be maintained
Modal Filter	Keith Road at the junction with Penrhyn Avenue	Not to be progressed	Access to Brettenham Road via Penrhyn Ave to be maintained
Modal Filter	Pennant Terrace at the junction with Elphinstone Road (west side)	New modal filter location proposed	Install a diagonal modal filter at the junction of Elphinstone Road / Pennant Terrace

SERIES 2 – MODAL FILTER AND ENVIRONMENTAL IMPROVEMENTS			
SENTIMENT AVERAGED PER RESPONDENT			
POSITIVE	NEUTRAL	NEGATIVE	
144 (44.6%)	38 (11.8%)	141 (43.7%)	
CONSULTATION PROPOSAL	LOCATION	ACTION	PROPOSED CHANGES (POST-CONSULTATION)
Modal Filter	Blenheim Road/Tavistock Avenue at the junction with Blackhorse Road	Not to be progressed	To address the concerns raised in Series 2, the proposed modal filters at Blenheim Road and Tavistock Avenue will be replaced with No Entry restrictions from Blackhorse Lane. This decision was made after careful consideration of the overall impact. While still addressing the main through traffic movements, this new approach aims to reduce the chances of increased traffic on Pembar Avenue and Clifton Avenue.

ADDITIONAL CHANGES

In response to local feedback and to support some of the proposals outlined above, the following additional changes have been included:

- As part of the revised scheme, there is a provision for an additional modal filter in Monoux Grove, at its junction with Billet Road. However, it is important to note that this filter will not be implemented initially. Instead, this will be reviewed after an initial monitoring period. The purpose of this review is to assess the impact of the revised scheme on traffic flow and determine whether the additional filter is necessary. Whilst the revised scheme is expected to result in a significant reduction in traffic within the area, it is acknowledged that the number of access points for vehicles has increased compared to the original consultation proposals. The monitoring period, typically lasting four to eight weeks following the implementation of the revised scheme, will closely observe the traffic patterns and assess the effectiveness of the measures. If it is determined that further reduction of traffic in the area is necessary, the additional filter at Monoux Grove may be implemented.
- As part of the revised scheme, there is a provision to convert Fleeming Road to a two-way flow. However, this change will not be implemented initially and will be subject to a review after an initial monitoring period. The purpose of this review is to assess the impact of the scheme on traffic flow and determine whether the conversion of Fleeming Road is necessary. Whilst the expectation is that this change will not be required, the area will be closely monitored during the first few months following the implementation of the scheme and if necessary this change will be made to provide an additional route for residents to exit the area.
- To ensure that motorised access can be maintained during the operating hours of The Winns School Street, residents in Carr Road, Fleeming Close and a section of Pennant Terrace (between Elphinstone Road and Carr Road) will all be eligible for free SC11 School Street permits. Further information will be provided to residents on how to obtain School Street permits ahead of the expansion of the School Street zone. Details of our School Streets programme can be found here: www.walthamforest.gov.uk/parking-roads-and-travel/parking-permits-and-suspensions/school-streets
- In response to local feedback received in 2022, before the public consultation, we have decided to include additional pedestrian crossing improvements on Brettenham Road, specifically outside the entrance to Lloyd Park. This decision is aimed at enhancing safety for children traveling to and from school and the park. These improvements will be incorporated into the scheme to ensure a safer crossing experience for pedestrians in the area.
















- To assist emergency service vehicles passing through the area, cameras will be used to enforce the modal filters instead of physical bollards. This means that any motorised vehicles traveling through the modal filter other than emergency service vehicles will receive a penalty charge notice (PCN).
- At present, the project team are in the process of developing a comprehensive improvement scheme along the Penrhyn Avenue corridor. This will look at the potential for further speed reduction measures, junction improvements, tree planting and green infrastructure/rain gardens. Following initial conceptual design development, we will engage with the local community regarding the initial plans in advance of implementation.
- An investigation will take place to identify further improvements at Winns Avenue / Elphinstone Road junction. The focus will be on enhancing the public realm and increasing green spaces. The delivery of these improvements is subject to securing additional funding.
- An investigation will take place to identify further improvements in the Queen Elizabeth Road and Tavistock Avenue area. The focus will be on enhancing the public realm and increasing green spaces. As above, the delivery of these improvements is subject to securing additional funding.
- A separate consultation will take place with residents of Brettenham Road and Rushbrook Crescent on potential Controlled Parking Zone changes. The consultation may include an option to redefine the parking zone boundaries to better reflect the access changes, ensuring residents have access to the most accessible parking spaces.

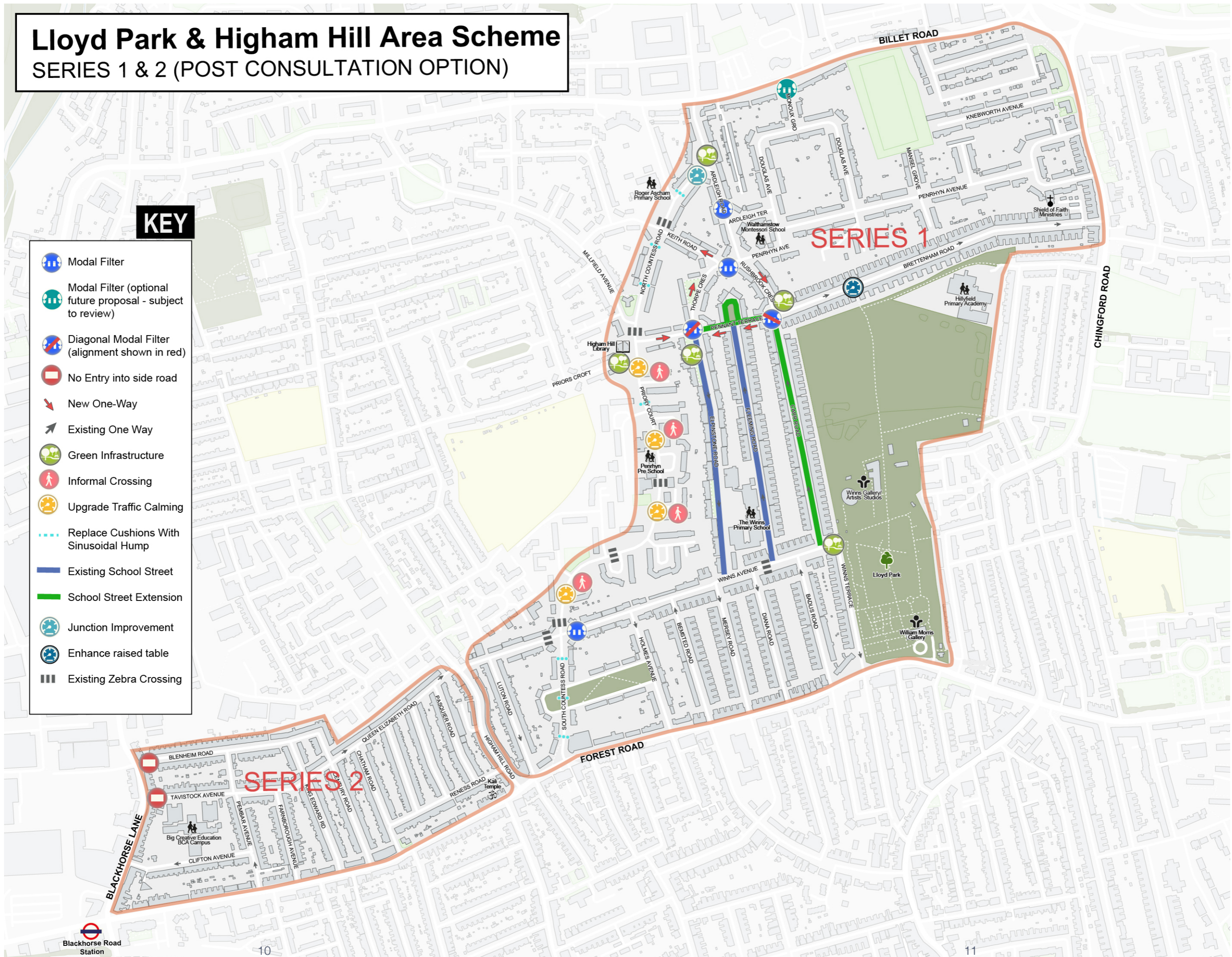
The final scheme proposals to be progressed are shown on the following scheme plan.

Lloyd Park & Higham Hill Area Scheme

SERIES 1 & 2 (POST CONSULTATION OPTION)

KEY

-  Modal Filter
-  Modal Filter (optional future proposal - subject to review)
-  Diagonal Modal Filter (alignment shown in red)
-  No Entry into side road
-  New One-Way
-  Existing One Way
-  Green Infrastructure
-  Informal Crossing
-  Upgrade Traffic Calming
-  Replace Cushions With Sinusoidal Hump
-  Existing School Street
-  School Street Extension
-  Junction Improvement
-  Enhance raised table
-  Existing Zebra Crossing



NEXT STEPS

We are now progressing to the detailed design stage of the project. This will include finalising the technical design for each element of the scheme as well as starting to plan the construction process. This will also include further liaison with key stakeholders where needed to help finalise the scheme designs.

Once the detailed design stage is complete and we are in a position to start implementing the scheme, we will advertise the necessary Experimental Traffic Management Orders (ETMOs) to legally enable the traffic management and any parking changes to take place. ETMOs last for a maximum period of 18 months and the first six months form a further Statutory Consultation period during which comments can be provided by the community on the changes under 'live' conditions. Before the 18 month period has finished we must make a decision on whether to make the changes permanent or not, considering any feedback received alongside the traffic monitoring we intend to undertake regularly during the experimental period.

At this stage we intend to advertise the ETMOs and implement the scheme during late summer, but we will write to everyone again closer to the time with more detailed information on both the planned construction dates, the ETMO process and statutory consultation period, including how to provide further feedback.

CONTACT

In the meantime, for further information please visit the Enjoy Waltham Forest website, which includes the consultation document, scheme plans and other project information:

enjoywalthamforest.co.uk/work-in-your-area/higham-hill-and-lloyd-park-area
or contact: enjoy@walthamforest.gov.uk