

RESPONSES TO DANGEROUS JUNCTIONS SURVEY (11TH April – 9TH May 2016) – TOTAL RESPONSES 145

Falmouth Avenue and The Avenue [1. DO YOU AGREE THAT THE FOLLOWING JUNCTIONS/SECTION OF ROAD ARE DANGEROUS?]



The bend and hill in The Avenue by the dentists at the north end of Abbots Crescent [1. DO YOU AGREE THAT THE FOLLOWING JUNCTIONS/SECTION OF ROAD ARE DANGEROUS?]



Junction of Forest Glade and The Avenue [1. DO YOU AGREE THAT THE FOLLOWING JUNCTIONS/SECTION OF ROAD ARE DANGEROUS?]



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Mini Rounabout at Junction of the Avenue and Chingford Lane [1. DO YOU AGREE THAT THE FOLLOWING JUNCTIONS/SECTION OF ROAD ARE DANGEROUS?]



Forest crossing on Chingford Lane between Keynsham Avenue and The Avenue [1. DO YOU AGREE THAT THE FOLLOWING JUNCTIONS/SECTION OF ROAD ARE DANGEROUS?]



Larkshall Crescent (north) & Larkshall Rd [1. DO YOU AGREE THAT THE FOLLOWING JUNCTIONS/SECTION OF ROAD ARE DANGEROUS?]



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Handsworth Avenue/Hale End Road Junction [1. DO YOU AGREE THAT THE FOLLOWING JUNCTIONS/SECTION OF ROAD ARE DANGEROUS?]



Junction of Beverley Road and Hale End Road [1. DO YOU AGREE THAT THE FOLLOWING JUNCTIONS/SECTION OF ROAD ARE DANGEROUS?]



Hollywood Way. The bend in the middle. [1. DO YOU AGREE THAT THE FOLLOWING JUNCTIONS/SECTION OF ROAD ARE DANGEROUS?]



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Roundabout and Junction of Hollywood way and Oak Hill [1. DO YOU AGREE THAT THE FOLLOWING JUNCTIONS/SECTION OF ROAD ARE DANGEROUS?]



Zebra crossing by V&A books in The Avenue [1. DO YOU AGREE THAT THE FOLLOWING JUNCTIONS/SECTION OF ROAD ARE DANGEROUS?]



Zebra crossing in The Broadway by the level crossing [1. DO YOU AGREE THAT THE FOLLOWING JUNCTIONS/SECTION OF ROAD ARE DANGEROUS?]



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Please look at the map and list in the box below any other junctions in the Highams Park Area not included in the questionnaire but which you consider to be dangerous, giving your reasons why.

None

The crossing on Larkshall Road between Petrol station and Tesco. Drivers just don't stop when lights are red. Not sure if this is due to drivers driving too fast or poor visibility, but I saw a mother and child get knocked over there 2 years ago and in separate incidents, both myself and my father have nearly been knocked over at this crossing.

Cavendish road / Winchester road Wickham road/ Winchester road

Cars speed on Hale End Road - all feels dangerous, partic by Vincent Road Crossing from the top of Winchester road to the station Cars do not stop at the zebra crossings on Winchester Road near Haldan Road

The zebra crossing by County Arms - although the flower boxes look lovely they do obscure drivers' view a bit. Maybe the level crossing bit could be redesigned a bit - I do find it hard to get across in the car sometimes if the traffic is help up around the Winchester rd junction. I wouldn't want to do away with the level crossing but maybe something could be done to ease the traffic flow a bit round there.

The junction of Winchester road (the Broadway?) with Hale end road. At this junction you can only turn left, however some drivers ignore this and turn right - specifically driving around the road island. Can this island be made longer so drivers cannot do this? It's very dangerous. When I tried crossing here with a buggy I was caught out on numerous occasions. You simply aren't expecting a car to swing round from that direction.

Larkshall Road into Winchester Road at the level crossing-lots of cars and pedestrians all going different ways. It's safer now that there are islands in the road but lots of people cross here after getting off the train and also going to Tesco. You have to be careful both walking and driving around this junction.

Larkshall Road/Jubilee Avenue Winchester Road/Wadham Road roundabout when crossing to Fulbourne road The Broadway/Selwyn Avenue Crossing Hale End Road East-West to access Vincent road Crossing Winchester road from Swanage road to access southbound bus stop

The junction and bend by the royal Oak pub onto Hale End Road, this is due to the speed that some people are doing, I would say at times it is in excess of 50mph and you can not see round the bend when pulling out in either direction. The section of Hale End road between the bend by the pub and Vincent road is extremely dangerous pulling out from any side turning either side of the road due to speeding. The speeding issue has to really be addressed before there is a real serious accident as there have been so many near misses I have witnessed which could have had serious consequences.

Chingford Lane and The Charter Road - v.difficult to turn right at the top of The Charter Road given stationery traffic waiting at the traffic lights and traffic entering Chingford Lane. Chingford Lane and Montalt Road, both at the mini roundabout and at the zebra crossing. Many drivers seem not to know the rules of mini roundabouts, and at the crossing speeds are too high.

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The junction of Larksall Road and Kings Road is very bad and is a nightmare for all who use it simply for the fact you cannot see around the corner under the bridge before pulling out. Cars pulling out either guess if it's safe or rely on other drivers who can see. The installation of a mirror on the opposite site of Kings Road giving drivers a view would resolve all the issues.

Cavendish / Haldan junction

Alders avenue into Armstrong avenue .. Due to two new house and increased parking on bend. Incredibly dangerous

At particular times of the day the junction from The Avenue to Hale End road is dangerous, particularly when turning right. The visibility of cars coming from the left from Hale End is difficult due to the flower troughs.

Junction of The Avenue with Hale End Rd. The flower boxes although lovely to have, restricts the view of traffic coming from Hale End Rd.

Junction of Sunnysdene Ave and The Avenue. Similar to Falmouth Ave/The Avenue. Visibility is poor in both directions when pulling out of Sunnysdene. Also cars tend to swing pretty fast into Sunnysdene from The Avenue. At least one more zebra crossing on The Avenue is really needed. It is crazy that the only safe place to cross on such a long and, at times, busy road is at the Highams Park shops end, with no provision for safe crossing anywhere else. The junction of Falmouth Avenue and Handsworth Avenue is also unsafe. Again visibility is really restricted due to the number of parked cars.

Junction of Nesta Road and The Charter Road for pedestrians on the south side of Charter Road Junction of Nightingale Avenue and the Avenue, vehicles leaving Nightingale can't see traffic coming over the hill. Junction of Abbots Crescent (South) with the Avenue by the letterbox, vehicles leaving Abbots Crescent can't see traffic approaching round the bend from the right.

Junction of the Avenue and Larkshall Road by the level crossing

Ropers Avenue junction with Larkshall Road Traffic comes from every direction In addition this junction is particularly dangerous for pedestrians walking in Larkshall opposite Ropers - If a car is waiting to turn right into ropers I have experienced on a number of occasions cars wishing to do straight on can actually mount the pavement (this has only been since the humps have been put in) as the kerb is in line with the actual road !

Junction of Oak Hill and Hale End Road - dangerous on a bike if turning right into Oak Hill. Junction of the Avenue and Hale End Road - too many cars fling in different directions, Traffic on Oak Hill from roundabout up to Woodford New Road - traffic goes too fast.

Sunnysdene Ave and the Avenue because cars parked block the sight line especially turning right out of Sunnysdene Ave as the link in the road near the bus stop can be a blind spot if cars are parked between the bus stop and Sunnysdene Ave

The junction between Montalt Road and Chingford Lane (2nd toward Chingford Hatch). There are Give Way signs at this junction and at The Avenue, favouring the side roads, but drivers on Chingford Lane do not obey these signs and it is an accident waiting to happen. If nothing is done to enforce these signs, someone will definitely be killed. Motorists ignore these signs as they are contrary to the "give way to the right" rule. VERY dangerous BLACK SPOT.

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Studley avenue and beech hall rd. the cars race down the road to avoid on-coming traffic because if met one driver is forced to reverse back to a junction. There are many road rage incidents on beech hall because of this and there have been car accidents and a motorcycle accident in the last few years caused by drivers pulling out of studley on to beech hall and the on coming cars travelling too fast down the rd to see them in time and hitting them. Please check with police accident reports for exact number. Plus Malvern rd onto hale end rd. due to the curve in the rd you can't see on coming traffic easily and it is often traveling quiet fast.

Mini roundabout between monthly road and chingford lane. Many cars go too fast along chingford lane. Many drivers do not know when they should give way at the roundabout. This makes it a very dangerous junction Also junction of Henry's Avenue is dangerous due to parking of cars/vans at the junction.

Junction of The Avenue and Hale End Road as I was knocked off my bike whilst proceeding Southeast along Hale End Road by a motorist failing to observe the give way line at the end of The Avenue.

Although already identified as a dangerous junction being the bend and hill at Abbots Crescent. I feel most strongly that Nightingale Ave and Sunnysdene Ave should be turned into "one way" with Nightingale being one way IN and Sunnysdene being one way OUT from Sheredan Road.. Exiting out of Nightingale onto the Avenue is a very dangerous "Blind Spot" more so if one wants to turn Right into The Avenue.

Beech Hall Road & Hale End Road. Junction in area of high pedestrian population, school & commuter traffic, gridlock along Hale End Road. Use of white box inappropriately for oncoming drivers to jump level crossing queue to turn right into the avenue.

Beech hall Rd and Studely. Ave . Parked cars in Beech hall make it difficult to exit and enter at this junction .

As a bus user I often do not notice unsafe junctions.

The left turn from The Avenue into Hale End Road, due to obscured sight lines, i.e. railings with signs and planters. The left turn from the level crossing into The Avenue due to obscured sight lines, i.e. railings with signs. The first action taken to improve safety for cyclists and pedestrians should be to fill in the holes in the road surfaces and level the pavements..

I think that the traffic light pedestrian crossing at Tesco (Larkshall Road) is quite dangerous. I cannot even say exactly why, but I witnessed several near misses at that crossing, more than anywhere else in the Highams Park area, mostly by cars simply not stopping properly at the lights (or even overtaking) but also because of the the short amount of time allowed for crossing. I honestly found that the ordinary zebra crossing, that was there before Tesco opened, was much safer.

1.Castle Avenue/ The Avenue. Steep hill ending in junction. Cars etc. still need to turn round and some try to do it where there used to be enough room for a turning circle. Traffic in this part of The Avenue often disrupted by cars, vans etc trying to turn in the road, using gateways near the library. 2.Junction of the Avenue/Hale End Road by level crossing. Buses and cars turning into roads. When crossing closed, vehicles need to turn right into The Avenue but other

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vehicles also turning left from the Avenue into Hale End Rd. 3.Cars etc. still want to turn right from the Broadway, over the level crossing. Clear sign showing how to get into the Avenue needed.

Junction of The Charter Road and Chingford Lane. Accessing C Lane can be exceptionally hazardous because of traffic coming up from The Hatch area and at the same time from Woodford High Road.

The junction Castle Ave/The Avenue - the tendency for drivers not to stop before driving into The Avenue - this area, in particular, outside The Avenue Food and Wine could do with a Zebra crossing, as many families cross to use the alleyway/public footpath that shortcuts through to Handsworth Avenue. I have suggested this in the survey for the mini-Holland. I also suggested the installation of speed-initiated pedestrian controlled crossings along The Avenue - cheaper, and less disruptive than platforms.

All mini roundabouts along Chingford Lane are dangerous. People still do not give way to traffic on their right.

The Avenue, the whole stretch between Sunnysdene up to the HP station.

I think the pedestrian lights by Tesco and the Tesco entrance/exit is a pretty dangerous area, especially with the large HGV'S coming out of the Industrial area, and turning right to exit through Winchester Rd (which I am sure they are not meant to) they are also damaging the mini islands signs at both ends of Winchester Rd because they are too big to make the turn.

Done a pretty good job to me.

Evanston Avenue/Winchester Road - traffic turns off Winchester Road at Swanage Road to gain access to Winchester Road via Evanston Avenue to avoid traffic in Winchester Road. Malvern Avenue & Beech Hall Crescent/Beech Hall Road because of parking of large vehicles on the corner, inspite of double yellow lines, which makes it dangerous turning into Beech Hall Road.

The mini-roundabout in Chingford Lane at the foot of Elm Grove. The 'Give Way' signs in Chingford Lane are ignored by most traffic making pulling out of Elm Grove dangerous. The junction of Elm Grove with High Elms. There are no road markings or road signs.

Junction between Handsworth Avenue and Church Ave particularly at school drop off and pick up times as there is a density of two way traffic and casual parking which obscures visibility in this narrow junction. Junction between Church Ave and Castle Ave - road is narrow and parking on both sides obscures full visibility specially for cars pulling out of Church Ave. Further down Handsworth Ave, by Health Clinic, there is small side road leading to public footpath.

Cars use this as a turning round area even at busy times and this affects visibility for cars coming up and down Handsworth Ave, especially at school drop off and pick up times. It is also an additional hazard for children coming out of the schools, nursery and clinic who have to account for reversing cars etc.

Top of Coolgardie Avenue (one way system) - with the increased flow of traffic along Larkshall Road exiting to the right has become more hazardous.

Not a junction but speed humps are required on Newbury Road. All surrounding roads have them and cars and trucks accelerate down the road when leaving Winchester. Newbury Road is a small road and children play outside the houses , traffic needs to be calmed down this road to avoid accidents.

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Preston Ave/Beech Hall Road. Cars park right up to both corners as you exit Preston Ave to turn into Beech Hall, left or right, its completely blind in both directions & cars are still at speed particularly those heading towards Hale End Rd. The small blind bend at top of Preston is also dangerous. Both have been the site of several collisions.

Junction / Mini Roundabout of Winchester Road / Evanston Avenue Crossing on Wadham Avenue flyover (end of Beech Hall Road)

none

Single file traffic management half way up Oak Hill - Traffic driving to the top of Oak Hill seem to be under the impression they have right of way to the top.

When descending the Hill, traffic tends to speed up on the approach to the single file part in order to 'beat' traffic which may come in the opposite direction.

Wickham Road/Winchester Road and Swanage Road/Winchester Road - the sight-lines for turning right out of the side roads onto Winchester Road are poor.

Evanston Avenue/Winchester Road at the top near the mini-roundabout turning right out of Evanston onto Winchester and the roundabout.

The Avenue and Sunnysdene Avenue. This is pretty much a blind turn due to the traffic that parks close to the corners.

All junctions on The Avenue as there are no pedestrian crossings at all and the traffic is very fast.

Abbots Crescent on to the avenue first abbots Crescent entrance coming from train station

Winchester Road is too narrow for cars and cyclists Preston Avenue/Beech Hall Road

zebra crossing left of level crossing

All of the mini roundabouts in Chingford Lane, not just the junction of The Avenue. Try turning right on a bike many of the cars dont recognise the mini roundabouts and won't stop. You then have to stop the bike and wait for a gap.

Junction of Mapperley Drive and Oakhill. Heavy lorries are allowed to turn into Mapperley drive, using it as a shortcut, and the road is too narrow to make the turn in one movement. Consequently lorries go up on to the forest land on the corner of Mapperley. In addition, as you make the turn from Mapperley on to Oakhill visibility is affected by forest foliage not being cut back regularly. Heavy lorries should be prevented from using Mapperley and Forest Drive.

At the North Circular end of Winchester Road there is no safe place to cross. There are parked cars either end with limited visibility and no crossing point.

Junc. Falmouth Ave/ CastleAve& Sheredan Rd.- crest of hill in Falmouth, with parking close to junc obscuring sight lines for oncoming traffic in all directions.

Very concerned at pedestrian crossings both sides of level crossing, combined with complex turning traffic, causing vehicles to stop unexpectedly while in the level crossing area. Usually they get away with it but there is a real risk of the barrier coming down if the blockage does not clear in time. Box junc is not clearly enough signed before the crossing. It happens when traffic is flowing normally, not just when crawling due to congestion. Could traffic lights be installed and linked with pedestrian crossings and/or turning be regulated?

top of Oak Hill and Woodford New Road. Fast Road. Cars pulling out of the petrol stations and, in effect a crossroads.

map is too small to read

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junction of church ave by new flats & Handsworth ave due to poor parking. junction of Charter rd & Chingford lane difficult turn right, traffic from both directions

Nightingale Ave and Sunnysdene Ave can also be quite dangerous to pull out of into The Avenue because of cars coming fast down the hill. The bend of Church Avenue into Gordon Avenue is dangerous if cars turn through it too fast. You cannot see anything approaching on the other arm until you are already on the turn.

Charter Road/Chingford Lane (if just within HPPG boundary) - cars forcing way out of Charter Road at busy times creating danger and also causing blocking back at traffic lights on Woodford New Road

Junction of Larkshall Crescent (south end) and Larkshall Road where it bends - this is a horrible place to come out into Larkshall Road as it is difficult to see traffic coming both ways.

The bend by the lake used to be dangerous but it a lot better with the new precautions that have been put in place

Montalt Rd and Chingford Lane Keynsham Ave Chingford Lane These mini roundabouts are the cause of many minor collisions

I do not know why you are asking this question as Mr Hastings LBWF can supply a map showing the accident statistics for the last 5 years. The collection of roads which converge at the level crossing presents a problem. Seven roads meeting with a level crossing slicing through the middle of this junction gives much opportunity for accidents and near misses. This is (arguably) the most dangerous junction in Highams Park. Yet if you have that many roads meeting together with the presence of a level crossing you will have a higher than average risk of accidents. I am not convinced that the 'No right turn' at the top (North end) of Winchester Road makes a significant difference but I am willing to listen to arguments on this.

All roads can be considered camels if not used properly. To say a bend in a road down a residential street can be dangerous is ridiculous. Cyclists (and I am one by the way) should be careful, aware and more considerate of the dangers around them and treat the roads with respect.

Highams Park inn general is a quiet area for car traffic. Understandably, rush hour gets busy, but with the right zebra crossings, there should be no immediate danger to pedestrians.

Larkshall Road near Railway Why is there no zebra crossing when so many people coming from the train or going to the train via foot tunnel cannot cross Larkshall Road easily?

The junction near Morrison Avenue leading to Bannatynes Gym

The added bike lane' increased pavement and reduced road for traffic to flow at the coolgardie Larkshall road junction is the worst so called improvement that I've experienced in chingford for 40 years! I am a predominantly a pedestrian with children on bikes and a Larkshall road resident. That I'm afraid is adding to danger as cars are trying to overtake and it's also causing major tailbacks nearly every morning.

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Bend on Hale end road by the royal oak. Cars take the bend too fast and there are lots of junctions on the bend. Cars parking too close to junction with Galeborough Ave. obscure visibility. Zebra crossing on Hale end road by Malvern Ave. Cars speeding coming from the south, don't see crossing till late because of bend in road.

1. Width restriction between Falmouth Ave and The Charter Road. Possibly due to the bends in the road but cars approaching the width restriction from Falmouth Ave towards The Charter Road either don't see the priority order or have committed their road position and speed to pass the restriction when traffic coming the other way has priority. I have had to take action to avoid collision on a number of occasions when I should have had priority to drive through. There wasn't a problem here before the restriction was introduced. 2. Junction between top of Charter Road exiting into Chingford Lane. When it's busy and Chingford Lane is congested you can only move out of Charter Road right into Chingford Lane when the lights turn green and the traffic in Chingford Lane moves through the junction creating a space to move into. Traffic turning from the A104 into Chingford Lane has just started to build up speed as it turns into Chingford Lane and you have to look left and right, manage the hill start, move quickly across a gap in traffic coming from the right then slow immediately to feed into the queue of traffic from the left. 3. Studley Avenue junction with Beech Hall Road. Turning either left or right from Studley Avenue into Beech Hall Road is dangerous because of the lack of visibility and speed of traffic on Beech Hall Road. As you move to make the turn it is difficult to see if vehicles are coming down Beech Hall Road and some of those vehicles drive like a bobsleigh on the Cresta Run, because the double parking and the clear view down Beech Hall Road makes it seem like they have a clear run.
Chingford Hatch end - Friday Hill roundabout - all crossing points.