

Results of Issues & Options Questionnaire Number 2: Traffic, Pedestrians & Public Realm

ISSUE 1: THE CENTRE OF HIGHAMS PARK IS OVERLY CONGESTED WITH CARS AND PEDESTRIANS AT PEAK TIMES.			
Agree	196	65.33%	
Disagree	46	15.33%	
Have no strong opinion	58	19.33%	
Total	300	100.00%	
OPTIONS FOR ISSUE 1:			
Option 1:	25	9.84%	No additional controls needed in the plan. Allow existing Council procedures to continue.
Option 2:	183	72.05%	The plan should seek to identify what improvements can be made through traffic calming measures and new developments should contribute to improvements
Option 3:	46	18.11%	Other (Please give details of your alternative suggestion in the box below):
Total	254	100.00%	

Respondents Comments on ISSUE 1: THE CENTRE OF HIGHAMS PARK IS OVERLY CONGESTED WITH CARS AND PEDESTRIANS AT PEAK TIMES.		
Response	Comments:	HPPG Remarks/Action
Agree	The main problem is the level crossing, I do not have any ideas how this could be mitigated.	Noted
Agree	20 mph zones one way for Handsworth Avenue and The Avenue. speed cameras on Hale End Road between Vincent Road and Oak Hill more ridged enforcement of the "no right turn" at the end of the Broadway and Larkshall road. and something has to be done about Winchester Road	Following a public consultation by the Council a 20 mph restriction and traffic calming measures will be implemented across nearly the whole of Highams Park. The request for speed cameras will be passed on to the Council. Winchester Road is now undergoing traffic calming measures.
Have no strong opinion	Dangerous to pedestrians and damaging to property situation in The Avenue and Castle Avenue, where there used to be a small turning area. This has been blocked and vehicles do 3 point turns, across the pavement and backing into residents' drives. e.g. A small saloon car backed into our gateway, chipping the brickwork and dislodging a wrought iron gate and bending the metal post. The motorist hit and ran. It is also difficult to see which is road and which pavement at bottom of Castle Avenue. 20 mph restriction needed in The Avenue. No more wretched humps!	Noted. Following a public consultation by the Council a 20 mph restriction and traffic calming measures will be implemented across nearly the whole of Highams Park.

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Agree	Close level crossing at peak times	Noted
Agree	<p>A no-drop zone of ½ mile round schools. Primary age children are allocated to schools within walking distance of home, while secondary pupils are old enough to take themselves on public transport if it is too far to walk. Walking is good for health.</p> <p>"Traffic calming" usually means even more speed bumps, chicanes etc which would do nothing to reduce congestion.</p> <p>Reducing commuter parking would free up road space for traffic flow. We need a station car park at an affordable daily rate instead of roadside parking.</p> <p>All new housing units should have at least 1 parking space off road per 2 adults likely to be accommodated in them, plus an area for extra cars and visitors.</p>	<p>This has been implemented in some parts of the country already.</p> <p>Following a public consultation by the Council a 20 mph restriction and traffic calming measures will be implemented across nearly the whole of Highams Park..</p> <p>The comments re. parking have been noted.</p>
Agree	Look into making Winchester road one way only buses would find it better and bin collection better	<p>Considerable work is being done in Winchester Road.</p> <p>We will review the effects later when it has settled in. A one-way scheme is likely to be impractical.</p>
Agree	In the plans, ensure the buses and bin wagons can readily get through, especially on the avenue. This may require removing some of the small parking spaces, or returning them to kerbside parking.	Noted
Agree	The bottom of Handsworth Avenue, from HP school to Hale end Road should be made one way. Definitely any new developments should contribute to improvements .	Noted
Have no strong opinion	Not sure what the best solution is but I think the zebra crossing outside Flicks by the level crossing is dangerous for all as cars turn left and some cars then get stuck on the crossing whilst cars are stopping at the zebra crossing. This crossing would be better further down the road I think	Consider reconfiguration of zebra crossings as a project.
Agree	Review routes to schools in the area to see if flow of traffic delivering or collecting children from school may be improved as this seems to create traffic problems at the start and end of the school day. Educate and encourage parents to take and collect children on foot. Improve parking in the vicinity of shops to include free interludes to stagger their use. No humps though and no Zone parking.	<p>Consider as a project.</p> <p>Following a public consultation by the Council a 20 mph restriction and traffic calming measures will be implemented across nearly the whole of Highams Park.</p> <p>CPZ rejected by residents.</p>
Agree	<p>a/ ask TFL to shorten the time that the crossing gates are closed.</p> <p>b/ ask TFL to synchronise the train times to reduce the number of times the crossing gates are closed.</p> <p>c/ install a mini roundabout in place of lights at the Tesco entrance and exit in Larkshall Road.</p> <p>d/ ditto at the next junction further north on Larkshall.</p> <p>e/ ban anyone driving to the various schools in the area unless they have a doctors certificate stating why it is necessary or they live more than 1 mile away.</p> <p>f/ do away with all the speed bumps, they damage cars and cause extra pollution.</p> <p>g/ reinstate pull-ins for buses to reduce congestion and extra pollution.</p>	Noted

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Have no strong opinion	The road outside the station is too narrow when there is a bus parked at the stop. could the bus stop be indented into the pavement and the kink where the pavement juts out into the road be removed?	Noted
Agree	More speed cameras were installed, esp on Hale End Road. Also the road running in front of the lake (despite the traffic calmer, until that point they roar down) and Oak Hill road. Perhaps even a few days of plain clothes traffic police being mobile. The speeding round here is unlike any I've seen anywhere else in London (we moved here a year ago and have lived South East London, West London and Walthamstow).	Noted
Have no strong opinion	Handsworth avenue, church ave and castle ave one way loop	Noted
Have no strong opinion	Traffic speeds down The Avenue, Hale End Road and Winchester Road - all need significant traffic calming measures	Following a public consultation by the Council a 20 mph restriction and traffic calming measures will be implemented across nearly the whole of Highams Park.
Agree	Replacing the zebra crossings near the station and post office with 'smart' pelican crossings, to regulate pedestrian flows at peak times. Improve the floor surface, drainage of and decoration of the underpass.	Consider reconfiguration of zebra crossings as a project.
Agree	Allow resident groups to push through for urgent issues with backing by the Plan but also have the plan address wider traffic congestion issues going forward.	Noted
Have no strong opinion	Issue 1 is not very well stated, Highams Park is I feel overly congested with traffic at peak times it is not overly congested with pedestrians. The issue does not make the distinction. Highams park is overly congested with traffic primarily due to the volume of commuters who drive to the area and park in nearby streets, controlled parking would reduce this problem, the congestion is compounded by the numbers of parents who drive their children to the schools in Highams Park.	Noted
Agree	Not sure you can do anything as it is rush hour traffic in mornings and evenings. More ramps will not improve the traffic.	Noted
Agree	Move pedestrian crossing away from the Winchester road side of the railway - this creates a potential hazard by preventing vehicles to clear the crossing	Consider reconfiguration of zebra crossings as a project.
Agree	There needs to be an alternative pedestrian crossing on Winchester road. The zebra crossing is exactly where the level crossing is and on a corner with two lanes of traffic moving in opposite directions. I think a bridge connecting the station platform to the end of Winchester road that bypasses the zebra crossing would reduce traffic as there would be less foot traffic on the zebra crossing allowing the cars to move more freely.	Consider as a project.
Have no strong opinion	Speed Warning Board (electronic) for cars coming into Highams Park using Hale End Road - outside number 455/465 for instance. Make the left turn lane at the junction of The Avenue and Hale End Road 1' 6" wider so that cars can turn left if the level crossing gates are shut and preventing cars from turning right. Traffic calming on Winchester Road is also needed.	Following a public consultation by the Council a 20 mph restriction and traffic calming measures will be implemented across nearly the whole of Highams Park. Winchester Road is now

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	A 20 mph zone in the whole of the shopping area Moving the Broadway zebra crossing so that it is in the middle of The Broadway.	undergoing traffic calming measures. Other points are also noted.
Agree	narrow lanes (the avenue, Larkswood road, Winchester road) can cause unnecessary blocking when traffic is waiting. road markings near level crossing not always useful at peak times. pedestrians crossing between traffic at peak times across hale end road at level crossing end cause havoc.	Noted
Agree	The zebra crossing next to the railway lines needs to be moved. It is a hazard and I have witnessed several accidents.	Consider reconfiguration of zebra crossings as a project
Agree	Do not leave it to the Council. However, I am not in favour of traffic calming measures that are introduced for peak times which then impact on all other times of the day when they are unnecessary. Please do not endorse putting in more humps and street signage which spoils the area and reinforces the urbanisation feel to the area.	Following a public consultation by the Council a 20 mph restriction and traffic calming measures will be implemented across nearly the whole of Highams Park.
Have no strong opinion	Pedestrians should be given much greater priority in the public realm. This would encourage more people to walk and although it could exacerbate congestion in the short term, it would improve the environment of Highams Park in the longer term. Access for those who need to use motor vehicles, such as those with disabilities, should be maintained.	Noted
Agree	It is not only the centre of Highams Park that should be considered here . The "feeder" roads like The Avenue, Hale End Road, Oak Hill and Hollywood Way must be included. These roads are very dangerous with casual parking but traffic speed should be taken into account. it is only a matter of time before a fatal accident will occur at the junction of Oak Hill and The Bridle Path and similarly by Oak Hill Court. There is also a need to keep larger vehicles off these roads; they are now being used as "cut throughs" to avoid the Water works and to get to the North Circular. I raised some of these matters with Ward Councillors at a recent public meeting but nothing has been done. Do we really have to wait for somebody - perhaps a child - to be killed before the Council takes these matters seriously?	Consider as a project.
Agree	Provide additional parking provision for the town centre	Noted
Agree	The problems appear to be worsened in peak times by people parking on the double lines outside the TFC, and on the single lines South of Cavendish Road during peak times. It causes chaos. Also given the catchment areas of the schools I would think that it was reasonable to assume that many people who drive their children to school could walk. Perhaps a health promotion around this topic might help a little. I don't see that traffic calming measures will assist given that the area is already at a standstill during these times.	Noted
Agree	Effort should be made to calm AND REDUCE through traffic. The number of cars travelling through Highams Park peaks time creates a dangerous, noisy and polluted environment for residents. Priority should be given to people travelling on foot, by bicycle and those using public transport.	Noted
Agree	Permanent closure of the level crossing alleviates the problem.	Noted

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Agree	One of the problems is the recent road alteration at junction of Larkwood and Ainslie. This has increased car congestion and made road crossing more dangerous for pedestrians. This change should be reversed and any future proposals should be properly consulted upon	Noted
Agree	Close the level cross may be one option for the future. Congestion caused by this will only get worse.	Noted
Have no strong opinion	Another zebra crossing by the library would be really, really useful for all the kids who need to cross at school times when it's at its busiest.	Consider reconfiguration of zebra crossings as a project
Agree	This is desperately needed particularly around school pick up/ drop offs and am/pm rush hours.	Noted
Agree	Shut the level crossing gates permanently thus directing traffic either to Winchester Road or Hale End Road.	Noted
Have no strong opinion	<p>The suggestion that HP is subject to pedestrian congestion is only really true for a short time when schools turn out in the afternoons..... traffic and pedestrians should not be jumbled together here but treated separately except where the one impinges upon the other.</p> <p>Certainly traffic should be under stricter speed controls throughout the area... 20mph limits would be a good start..... in addition I believe that cycle lanes on main routes should be physically separated from motor traffic (perhaps by kerbs?). Pavements should be better maintained.</p> <p>Borough schools, or ratheter schools in the borough should instill better road sense in students by a green X code type of programme..... this should be backed up by pamphlets to homes and new parents.... and so on..</p>	<p>This issue was targeted at peak times when pedestrians and traffic impede each other.</p> <p>Following a public consultation by the Council a 20 mph restriction and traffic calming measures will be implemented across nearly the whole of Highams Park.</p>
Have no strong opinion	Concerned about the phrase 'traffic calming'. From previous experience this usually results in more/longer traffic jams with the knock-on of increasing pollution levels from idling cars. Looking at traffic flow, ie the best way to keep it moving would be more positive for everyone	Noted
Agree	The area is already over developed so we do not want more development. Its too late to take measures re the traffic, which residents highlighted before the development of Tesco's took place.	Noted
Agree	<p>Option 2 most definitely, with the addition of more cameras at the railway crossing to reduce the number of cars illegal turning right from The Broadway, into Larkshall, and across the crossing. Install speed initiated light-controlled pedestrian crossings along The Avenue at the junctions with Richmond Ave and Falmouth Ave.</p> <p>Move the Zipcar van space to the other end of the bus stop outside Choice Cards, thus reducing the narrowness of the road outside the Function Room.</p>	<p>Noted.</p> <p>Consider reconfiguration of zebra crossings as a project. Suggestion to move the zipcar space to a less obtrusive position will be put to the Council.</p>
Agree	<p>I disagree that Highams Park gets congested with pedestrians at peak times.</p> <p>I agree that Highams Park gets congested with cars at peak times. But so be it - in a free world the only significant constraint on car use is congestion! Make Highams Park congestion free and it will simply attract more cars.</p> <p>I am not convinced on 'traffic calming' measures as our congestion is hardly high speed. Instead measures that constrain access to cars might persuade more able bodied local people to walk.</p>	Noted

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Agree	Elm Grove is used as a cut-through from Chingford Lane to Woodford High Road and should be made one way.	Noted
Agree	As Option 2, with the addition of 'developing other routes for drivers' (as not all drivers are able to use public transport and 'develop more varied public transportation (such as train line to Stratford)' for those that do not work in the City.	Noted
Agree	Please no more speed bumps..... I have no solutions but here in Falmouth Avenue they do not seem to help! The light up speed signs are just as effective.....	Noted
Agree	More crossings needed for the young and elderly in particular.	Consider reconfiguration of zebra crossings as a project.
Agree	CPZs urgently needed.	The Council's suggestion for a CPZ scheme was declined by local residents.
Have no strong opinion	Problem with speed of traffic in Hale End Road in both directions between County Arms and Royal Oak.	Noted
Agree	The biggest problem is the station car park is so expensive if this was reduced the people who park just for the station would be able to use this space for affordable prices. The congestion is enhanced during term time - this shows that parents need to walk their children to school, however today so many children come to local schools from outside the borough - why.... when local children cannot get places	Noted
Agree	Speed restrictions	Following a public consultation by the Council a 20 mph restriction and traffic calming measures will be implemented across nearly the whole of Highams Park
Agree	A mixed system of CPZs and restricted parking (with one hour no parking during the day, as in Chingford)	The Council's suggestion for a CPZ scheme was declined by local residents.
Have no strong opinion	I do not want CPZ's	Noted
Agree	The level crossing closure makes traffic conditions worse. Why can't the gates close for London-bound trains only just before the train is due to depart from the station rather than before it even arrives?	Noted
Agree	Schools traffic is the big problem. Encouraging a walk to school campaign would be good for parents and kids. The level crossing point is the key area. The siting of the zebra crossing immediately beyond the crossing in Winchester Road is downright dangerous. Traffic stopping for pedestrians on the crossing is often trapped on the box junction. That whole area, including the railway subways, needs a rethink.	Consider as a project. Consider reconfiguration of zebra crossings as a project
Agree	The parked cars in front of the row of shops opposite the station car park can create a very narrow gap for two cars to get through, and yet I find people still drive at speed and almost run you off the road, even when they obstruction is on their side. If something could be done about that stretch in particular that would be good.	Noted

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Agree	The more planning can involve residents, though, the more effective proposed solutions are likely to be. I would like to see the Council adopting a more advisory role, resourcing residents with research and information so that people can make informed decisions.	One of the aims of the Plan is to recommend better pre-consultation mechanisms with local residents.
Agree	The main part of Handsworth Ave and Castle Ave could be made one way to prevent the gridlock that often occurs due to parked cars	Noted
Agree	Close Highams Park Level Crossing to all transport apart from cyclists, pedestrians and mobility vehicles for the disabled. Seek out roads that can link into the Mini Holland plan. The Tesco Store, due to the traffic generated by its customers and delivery vehicles is a major polluter in Highams Park and should be regarded as such.	Noted
Have no strong opinion	We need SHOPS and short term parking to enable the area to be used. Beware of enforcing "penalty" parking. Rather, let's have a human being, appropriately dressed, (like the Olympic Marshalls?) to ENCOURAGE safer parking. Get the people "on board".	Shoppers can park in the car park at Tesco for up to 3 hours for free, without shopping in Tesco.
Agree	This is already being done in the Highams Park area- however I would like to know how these new are going to be policed. At present vehicles with a wide wheel base just straddle the road cushions where as smaller cars, such as my VW Polo, are being knocked to pieces.	Noted
Have no strong opinion	The main problem in the centre is congestion. No traffic calming is needed there. Speeding tends to occur as vehicles escape the central congestion and could use some traffic calming at specific points such as in Hale End Road near the Royal Oak.	Noted
Agree	The Industrial Estate at the side of Tescos further towards Inks Green part of that could be used for a pay and display car park, we have no car parks at all in Highams Park we have one car park in North Chingford which works fine if you just want to use it for an hour. I feel that where the pedestrian crossing is at Highams Park near the shops, it holds a lot of traffic up in peak times, also going over the level crossing and you turn left into Winchester road, it again holds all the traffic up as people cross. It should be traffic lights, that way instead of people crossing at random all the time ie, one will start crossing nearly get to the other side and then two other people decide to cross, this goes on holding all the traffic up. I think that all the crossings are on top of the level crossing, which is dangerous in peak times and traffic lights would be better. That way when people want to cross the road, they all cross at the same time, and don't hold the traffic up for long.	Shoppers can park in the car park at Tesco for up to 3 hours for free, without shopping in Tesco.
Have no strong opinion	road humps do not work, just ruin cars, as people that rent or have business vans still drive fast, damage to their cars or vans do not concern their pocket.	Noted
Agree	identify and implement traffic calming measures, particularly in one way streets used as high speed cut throughs, ie Newbury road. Stop parking on both sides of road on busy road junctions, ie Ropers Avenue, near junctions on Winchester road. Look at potential improvement of replacing dangerous zebra crossing near station with traffic lights and pedestrian crossing. Enforce 20 mph limit with speed camera on the downward hill on Winchester road. Possible traffic lights at Tesco onto Larkshall road.	A dangerous junction survey and reconfiguration of zebra crossings will be considered as projects.
Have no strong opinion	I think that the traffic calming plans already in motion should be adequate	Noted

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Agree	More times parking bays enabling short term parking, pulling off the road would be useful. A one-way drop-off/pickup through the station might help.	Noted
Agree	In addition to option 2 ways to reduce the number of vehicle movements and need for parking should be sought.	Noted
Agree	The heaviest congestion begins just after 3pm when schools end their day. Parents/children should be encouraged to walk or use public transport. An official children's crossing officer may be needed Handsworth Ave/Hale End Road area. The level crossing gates are sometimes left closed for long periods at this peak time. i.e for more than 2 trains and traffic can back up in Hale End Road as far as the Royal Oak pub. Drivers are still turning right at the bottom of Winchester Road into Hale End Road, despite this being a NO RIGHT TURN. Hollywood Way is now used as a rat run. Several commercial vehicles are parked here day and night.	Noted Consider as a project. Noted Noted This will be to the attention of the Council's Highways Team. Noted
Have no strong opinion	Winchester Road could be made a one way road to help traffic flow	Noted
Have no strong opinion	The plan should seek to require engagement through the planning group BEFORE council proposals are put to the public through consultation	Noted
Agree	The question related to congestion, so not a traffic calming issue necessarily? Very actively engaging with the schools and parents re walking children to school should be a priority as much of the traffic relates to children being dropped off. Could there be restrictions on when the pub receives deliveries? - these often cause serious obstructions at the bottom of Handsworth.	Consider as a project. Noted

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ISSUE 2: THE NUMBER OF SAFE OR CONVENIENTLY PLACED PEDESTRIAN CROSSINGS IN HIGHAMS PARK IS INADEQUATE			
Agree	156	52.00%	
Disagree	97	32.33%	
No strong opinion	47	15.67%	
Total	300	100.00%	
OPTIONS FOR ISSUE 2:			
Option 1:	19	9.36%	No additional controls needed in the plan. Allow existing Council procedures to continue.
Option 2:	170	83.74%	The plan should identify dangerous crossing points and make policy recommendations that new development should contribute to improvements.
Option 3:	14	6.90%	Other (Please give details of your alternative suggestion in the box below):
Total	203	100.00%	

Respondents Comments on ISSUE 2: THE NUMBER OF SAFE OR CONVENIENTLY PLACED PEDESTRIAN CROSSINGS IN HIGHAMS PARK IS INADEQUATE		
Response	Comments:	HPPG Remarks/Action
Agree	There should be one at the Library	Noted
Agree	Better solution to junction of The Avenue and Castle Avenue. The flower boxes impede vision of motorists and pedestrians at exit into Hale End Road from The Avenue and at zebra crossing by The County Arms pub. At lunch time and afternoon when children come out of school, they swarm over the road at the top of Hale End Road and Handsworth Avenue and by the level crossing	Noted
Agree	See Amsterdam practices.	Noted
Agree	2 places spring to mind. Outside Nisa, few people use the crossing, cars come round from the Avenue turning left onto Hale End Road where there is risk of pedestrian strike. I would not want any more kerbside fencing, it ruins the area Also on the Tesco side of the crossing. A pedestrian island has been added which is excellent but cars come down from hale end road at speed.	Noted
Agree	See answer to q2	Noted
Agree	The pedestrian crossings either side of the level crossing are badly sited and are dangerous to both vehicle drivers and pedestrians. The turn out of the level crossing is too immediate. i.e. turning left into The Avenue or The Broadway.	Noted
No strong opinion	The pedestrian crossing hold up the traffic. Could they be on lights so that when the traffic stops a number of pedestrians cross the road in a group rather than one or two often crossing the road by the Regal.	Noted

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Agree	See previous answer re crossings in the centre. New zebra crossings required on The Avenue near the end of Falmouth Avenue and near the end of Waterhall.	Noted
Agree	More pedestrian crossings particularly on The Avenue nr the bottom of Falmouth Avenue, on Hale End Rd nr Royal Oak.	Noted
Agree	I agree with option 2, however I would add that the crossing at the bottom of the avenue by the station causes a ridiculous amount of congestion during the rush hour and is badly located.	Noted
No strong opinion	Some dangerous crossings have been already identified and improved. Some people act dangerously by crossing in inappropriate places or without looking correctly for incoming cars but that can't be improve other than public education unfortunately.	Noted
Agree	Broadway Crossing	Noted
Agree	The crossing at the beginning of Winchester Road by the station is really dangerous for cars coming down hale end road, meeting cars coming down Larkshall Road and having to hover on the yellow box on the train line. Not sure this crossing is necessary with a crossing near tesco/la trevi and one near TFC.	Noted
No strong opinion	I observe that a lot of crossings are made between the exit from the station to Larkshall Road (ie Wilson Place and Hickman Ave) and I think that these are relatively dangerous. I can understand that it may be difficult to have another pedestrian crossing so close to the one near Tesco I think this would definitely be something to look at	Noted
Agree	The pedestrian crossing by the level crossing turning into Winchester Road is too close. In some cases, if 1 car stops behind another, the car behind is basically sitting on the level crossing! Very dangerous.	Noted
Agree	Where new development is likely to increase pressure on the public realm through increased numbers of pedestrians, cyclists, private motor vehicles and delivery vehicles the public realm must be designed or altered to provide a safe environment particularly for pedestrians and cyclists. This could be through improved crossings, wider pavements, segregated cycle lanes or improved visibility and reduction in street clutter.	Noted
Agree	There are probably enough crossing points, but the safety of the crossings is not great. The crossings on Winchester rd should be improved by the works taking place this summer, but perhaps the crossing on larkshall road by tesco could be improved by making the traffic stop quicker, and a crossing would be good over Jubilee Road(?) - the access rd to tesco - especially due to the number of blind and partially sighted people on their way to work at the soap factory.	Noted
No strong opinion	I realise that this survey isn't about parking, but if the large volume of commuters arriving and departing from the area at peak times was controlled, this decrease alone would have to assist in alleviating the issue.	Noted
Agree	I'm not sure where the best place for pedestrian crossings are but having one at the top of Winchester Road (by the level crossing) and then another one 25 yards down (by TFC) doesn't help ease congestion. Shouldn't the pelican crossing on larks wood road, near the junction with Ropers Avenue also have a "beep" to indicate it is safe to cross? I know of one partially sighted person who regularly uses it, plus its useful when teaching children to safely cross there as it is another sign.	Noted

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Agree	Again, a crossing by the library is needed.	Noted
Agree	This needs to be looked at urgently - including the effectiveness of current crossings. The one near the junction of Hale End Rd & Handsworth Ave has lovely planters but they obscure the view of children to oncoming traffic.	Noted
Agree	Many children cross Hale End Road at Studley Road to Vincent road. A crossing is needed for the same reason for a crossing on Hale End Road/ Oak Hill.	Noted
Agree	The crossing outside the regal is a death trap. There are hundreds of kids crossing there every day and the cars come speeding around the corner and if you come down the from the Royal Oak way there is a big tree hiding the crossing light . I fear for my daughter crossing there.	Noted
No strong opinion	Increasing the number of crossings is not necessarily the solution. Upgrading the existing crossings to Pelican crossings could be better. However, do feel that the crossing on The Broadway going into Winchester Road (on the corner of Selwyn Ave) is badly placed. Bit of a blind spot going into it from direction of level crossing.	Noted
No strong opinion	The latest urban planning direction is to make anywhere along an urban centre road safely crossable, not to add dedicated crossings and street furniture junk. Instead the roads where they pass through the centre of Highams Park should be repaved as shared car/pedestrian surfaces, so drivers know that he have to negotiate pedestrians at any point.	Noted
Agree	Most definitely, this does not seem to have been considered probably in Highams Park for a very long time. Crossing by the level crossing with young children is very dangerous, the biggest problem is the large arrow sign on the small island is bigger than your average 3 year old and stops cars seeing them and vice versa.	Noted
Agree	In H/Park we have lovely flower displays on the railings near two crossings and the flowers when in bloom stop your view of the road when you look to the left or right depending on which way you are crossing. It appears the council with or without meaning to cause extra problems. Cars frequently have to break sharply as people have to step into the road to get a clear view of the on coming traffic.	Noted
Agree	The crossing at the junction of Winchester Road and Larkshall Road is badly placed. Traffic proceeding across the railway crossing often comes to a halt due to traffic turning right waiting for pedestrians. In peak times it is especially congested. In addition vehicles often do an illegal right turn at the bottom Winchester Road and both congestion and near collisions sometimes occur. Why can't a traffic camera be placed close to the no right turn sign to fine offending drivers.	Noted
Agree	The crossing outside Tesco's I feel is potentially dangerous. It causes a traffic jam which could result in cars stopping on the lines. I think the crossing should be further down nearer to the petrol station.	Noted
Agree	Option 2. Pay attention to desire lines, i.e. where people actually walk. There is no point adding crossings that will not be used because they are out of the direct path. Case in point would be the zebra crossing between the pub and snooker hall.	Noted
No strong opinion	Highams Park is a heavily polluted area as LBWF studies show, a mini Holland Plan needs to be implemented and traffic reduced to a level compatible to a healthy environment.	Noted
No strong opinion	I used to live in the Sewardstone Road. One year, a photograph was taken where there were no cars. We residents scoffed at the time that the photograph was taken.	Noted
Disagree	crossings should be replaced with pelican lights	Noted
Agree	The crossing at the bottom of Winchester Road is too near the level crossing. I am always afraid when I have to wait on the railway lines.	Noted

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ISSUE 3: STREET FURNITURE IN THE SHOPPING CENTRE (BT BOXES, RUBBISH BINS, DUMPSTERS, ETC) IS NOT ALWAYS WELL DESIGNED OR WELL PLACED			
Agree	157	52.33%	
Disagree	33	11.00%	
No strong opinion	110	36.67%	
Total	300	100.00%	
OPTIONS FOR ISSUE 3:			
Option 1:	33	12.36%	No additional controls needed in the plan. Allow existing Council procedures to continue.
Option 2:	213	79.78%	The plan should include policies to direct improvements in the streetscape and require new development in the area to contribute to improvements in the public realm.
Option 3:	21	7.87%	Other (Please give details of your alternative suggestion in the box below):
Total	267	100.00%	

Respondents Comments on ISSUE 3: STREET FURNITURE IN THE SHOPPING CENTRE (BT BOXES, RUBBISH BINS, DUMPSTERS, ETC) IS NOT ALWAYS WELL DESIGNED OR WELL PLACED		
Response	Comments:	HPPG Remarks/Action
Agree	more bins	Noted
Agree	The shop fronts and street decoration needs a cohesive plan and approach to making them more attractive and sustainable	This is being considered and a shop front design code is one of the issues being addressed in Survey 3 (Business, Employment & Community Facilities).
Agree	Consider fixing to buildings to remove posts/poles. See City of London policy and best practices	We will include this as part of our research.
Agree	Sadly, some of the lovely flower boxes on the railings at junc. The Avenue/ Hale End Rd are a hazard because of interfering with drivers' sight lines. It is vital that in improving one part of the environment does not damage another; inter-committee/departmental liaison needs improving.	Noted

Results of Issues & Options Questionnaire Number 2: Traffic, Pedestrians & Public Realm

Agree	i have not seen a masterplan, but I don't think the landscaping is attractive on the hale end road side. Passing by other areas, such as Wood street. - it used to be a right dump, but now looks nice. I think we could do with a conceptual design from an architect to look at street furniture and landscaping	We will look at the Wood Street Plan.
Agree	Rubbish bins often placed on corners so no room for children and prams to get round safely eg coolgardie/ Larkshall and coolgardie/ warboys	Noted
Agree	Whilst welcome the numerous flower boxes attached to the guard railings block the view of drivers turning out of The Avenue into Hale End Road or moving across to go over the level crossing. Resiting which does not obstruct the driver's view of the road. Likewise the grass/field areas at the top of The Avenue which obscure the view of drivers turning into Chingford Lane. at the mini roundabout. Regular "cut backs" are necessary to improve visibility.	Noted Consider as a project.
Agree	a/ reduce the number of signs and clutter. b/ use one post for more than one sign. c/ utilise lamp posts and bus stop posts rather than adding more. d/ allow parking up to zebra crossing on the side away from approaching traffic.	Noted
Agree	Bins located right by where the doors open at bus stops is a particular hazard especially for elderly, disabled or those with pushchairs. Last Friday some boys on bicycle dumped all their bikes outside the chicken shop next to Megs newsagents completely blocking the pavement while they were in the chicken shop. I asked them to move them and them and as I walked down hale end road I passed a woman with a pushchair and a girl with a white stick - I have no idea how either of them would have negotiated the bikes.	Noted Noted
No strong opinion	There is a lot of street furniture that is in a awful state - telephone boxes etc	Consider as a project.
Agree	I'd like to see the railway crossing fixed permanently to have both audible and visual warning of the barriers descending LBWF spent money having 6 Police and train people handing out leaflets on barrier safety yet without both sound and lights for every single barrier descent it's too dangerous. I's also like Network Rail to clear of rubbish the areas owned by them at the station and to also erect proper, sturdy fencing . This is often the first impression for visitors to the station and it lets the station down. Please deal with this and force Network Rail to act All else in Highams Park is very well maintained and looked after especially by the Highams Park Planning / Community groups. Street cleaners are very good and I have no suggestions to make as you seem to have it covered .	We will pass these comments on to LOROL and Network Rail (a lot of pedestrians with impaired vision use the town centre from Clarity and Joseph Clarke School).
No strong opinion	Leave well alone except to get tfl to not close the crossing for so long at times.	Noted
Agree	It would be nice if there were more outdoor areas to accommodate customers in cafes and shopfronts. Green outdoor seating at the front of shops would create a sociable atmosphere on the high road	Noted

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Agree	Remove the two non-BT phone boxes from the streets. Forbid shops from leaving out commercial bins or sacks. Islington Council has time limits 1-2 hours when these can be left out. Repaint the station car park railings	Consider as a project. Local community groups have been working with the Council's enforcement officers to try and resolve this problem. TfL have agreed to repaint them in black in 2016.
No strong opinion	Bins outside Londis and Nisa	Noted
No strong opinion	Having not seen 'The Plan' it is difficult to comment other than in broad terms. Working on the basis that existing Council policies and procedures do consider suitable improvements to the streetscape then I am happy to rely on the Council to make adequate provision. In the situation there are no considerations given to this matter then I agree that there should be consideration given to controls of traffic flow, positioning of sufficient crossing points, street 'furniture' and such like. I cannot believe the Council's policies and procedures are lacking in this area, or are of such a level of inadequacy that major changes would be required. Quite simply, it is not an area I have studied so would need more information before commenting.	There is no specific plan for Highams Park at the moment. This questionnaire is part of a process of gathering residents' views on what is important to them as a basis of <i>a plan for the area that will be approved by both local residents and the Council.</i>
Agree	I am unable to answer this question as I do not know what the councils existing procedures are in order to answer whether they are suitable and sufficient or require improvement	Noted
No strong opinion	There is some redundant furniture such as a phone boxes. Some more small trees would be good.	Tree planting will be considered as a project.
No strong opinion	Better provision for pedestrians needed. Pelican opposite Tesco has ridiculously long wait time. Junction of Jubilee Avenue and Larkshall needs lights and pedestrian crossing urgently. This should have been condition of Tesco development	These comments will be considered in the context of Issue 2 above.
No strong opinion	I strongly believe that the council should be looking at putting in pedestrian crossings.	These comments will be considered in the context of Issue 2 above.
Agree	Thought should always be given to good design and the need for street furniture as can impact greatly on the look of the centre.	Noted
Agree	Flower boxes at the junction of The Avenue and Hale End Road although are lovely to see, block the view when traveling in a car. Is there not another design of flower box that could sit between the railing and the kerb lower down, so that the view is not blocked?	Noted
No strong opinion	Placing rubbish bins immediately in front of bus stops is not a good idea. Disabled people and those with buggies have difficulty boarding. These should be moved. When placing such street furniture the needs of those with disabilities (particularly blind people) should be paramount. There is no reason for anything to be stuck in the middle of a pavement or for them to form a barrier	Noted
Agree	No new developments	Noted

Results of Issues & Options Questionnaire Number 2: Traffic, Pedestrians & Public Realm

Agree	Option 2 definitely, plus do something about the flower boxes on the railings outside Beaut - vision is restricted.	Noted
Agree	As Option 2, with addition of tree plantings and perhaps redesigning of curbs on Winchester Rd and elsewhere (esp. on west side of HP) to allow for on-street parking instead of 'half on / half off) parking. They did this in Leyton and it looks wonderful.	Noted
Agree	They should ask us before they off load yet more ugly street furniture on us. The textiles bin outside the library is just awful. it's such a lovely looking library and all the council do is put bins and more bins outside it. Alongside a really ugly phone box to cap it all off. What a shame.	Consider as a project. Removal of the textiles bin was requested and it has now been relocated at the entrance to Signal Walk where it is less dominant.
No strong opinion	Planted troughs need constant attention.	Noted
Agree	benches?	Noted
No strong opinion	A war on litter is desperately needed. Schools and local parents have a lot to answer for in this respect and campaigns need to be fought there. There's no point having extra litter bins if no one uses them.	Consider as a project.
Agree	I have to say that the zebra crossing as you turn from hale end into Winchester road is daft, totally bonkers.	Will be considered in the context of Issue 2.
No strong opinion	We do need some new development in the area, ie hopefully which will bring new jobs, but we must keep Highams Park a village area, don't spoil it, once it is altered there is no turning back. I must also say that some of the crossings are in a place which do hold up the traffic, especially the one over the level crossing just past the coffee shop on the corner, if traffic are coming over the level crossing and want to turn left, wham bang they immediately hit the crossing and all the traffic is held up on the Level Crossing.	Will be considered in the context of Issue 2.
No strong opinion	Move crossing in The Broadway as it is dangerous for traffic. Traffic turning right stops in front of vehicles passing over the level crossing (who have right of way).	Will be considered in the context of Issue 2.
No strong opinion	This sentence is too long and confusing.	Noted
No strong opinion	New signposts shouldn't be placed in pavement for temporary works eg Winchester rd	Noted

Results of Issues & Options Questionnaire Number 2: Traffic, Pedestrians & Public Realm

ISSUE 4: THERE ARE A NUMBER OF DANGEROUS JUNCTIONS IN THE HIGHAMS PARK AREA			
Agree	210	70.00%	
Disagree	27	9.00%	
No strong opinion	63	21.00%	
Total	300	100.00%	
OPTIONS FOR ISSUE 4:			
Option 1:	21	7.69%	No additional controls needed in the plan. Allow existing Council procedures to continue.
Option 2:	234	85.71%	The plan should identify dangerous junctions and make policy recommendations that new development should contribute to improvements in safety.
Option 3:	18	6.59%	Other (Please give details of your alternative suggestion in the box below):
Total	273	100.00%	

Respondents Comments on ISSUE 4: THERE ARE A NUMBER OF DANGEROUS JUNCTIONS IN THE HIGHAMS PARK AREA		
Response	Comments:	HPPG Remarks/Action
Agree	Education programme for motorists. Who should give way at a junction when vehicle is turning? Visit Toronto to experience best practices.	Noted
Agree	I think speed control should be considered	Following a public consultation by the Council a 20 mph restriction and traffic calming measures will be implemented across nearly the whole of Highams Park.
Agree	The mini roundabouts in Chingford Lane just don't work. Most of the traffic on Chingford Lane ignores them.	Noted
Agree	The Avenue is ridiculous for cars obstructing junctions and for cars speeding. I fear a fatality will happen.	Noted
No strong opinion	Don't know enough to comment	Noted
Agree	Mini roundabouts should have a solid centre that is at least 3.5 metres high. Car parking that obscures sight lines should be reduced by yellow lines. Particular attention needs to be given to the parking of larger, wider cars - some parking bays are too narrow for the so-called Chelsea Tractors that many families now use (perhaps larger cars could be made to park on one side of the road only?).	Noted

Results of Issues & Options Questionnaire Number 2: Traffic, Pedestrians & Public Realm

Agree	The dangerous places have been identified I think (i.e. the crossing between the petrol station and Tesco on Larkshall Road where the terrible accident with the lady and her baby happened a year ago already) and actions have been taken to improve safety.	Noted
No strong opinion	Enforce the regulations already in existence	Noted
Agree	Most roads connecting with Handsworth Avenue especially in schools areas. Suggest one way system between Hale End Road and Castle Avenue.	Noted
Agree	See notes about the level crossing.	Noted
Agree	Stop LBWF from putting large banners on the railings, especially the curved one round the clock-tower (this stops people turning left from Hale End Road to The Avenue from seeing people trying to cross the zebra crossing).	We will mention this to the Council.
Agree	Whilst no comments to Option 2 are necessarily sought by this survey it would seem common sense for any plan to identify risks and contain measures to mitigate them.	Noted
Agree	The "no right turn" at the top of the Broadway towards the level crossing is frequently abused, and is dangerous. The central reservation should be made longer and higher to stop cars doing a right turn. As a pedestrian crossing from the coffee shop towards the station, I have looked left, to see no traffic coming from Larkshall Road, then have been almost run down by a car turning towards me from the Broadway onto the crossing.	Noted
No strong opinion	New development in the vicinity of dangerous junctions should be expected to contribute to improving junction design. Note: Planning obligations must be related to the development see National Planning Policy Framework paragraphs 203-207 https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/6077/2116950.pdf	Consideration for policy drafting.
Agree	I don't believe the junctions themselves are dangerous but do believe that cars (especially 4x4 / SUVs) park too close to the corners of junctions and cause obstructions and should be prevented from doing so	Consider as a project
Agree	Getting noticeably worse on ropers avenue near larkshall	Noted
No strong opinion	Haven't experienced serious issues but with more people and cars road safety should be always be reviewed.	Noted
Agree	This needs serious attention before someone is fatally injured on our roads. Commuter and local traffic are very serious issues on Hale End Road, Winchester Road, Beech Hall Road and others, our roads are not safe	Noted
Agree	As per mine for issue 3	Noted
Agree	No new developments but improve the dangerous junctions	Noted
Agree	Option 2, and additionally, force residents to look after their overgrown shrubs.	Noted
Agree	The pedestrian crossing at the end of Winchester Road, next to the level crossing is particularly dangerous!	Will consider in the context of Issue 2.
Agree	The exit from Sunnydene into the Avenue is dangerous. Cars park right up to the junction leaving no line of sight. Traffic coming down the Avenue toward Highams Park tends to be very fast. Couple of near misses recently. The double yellow line needs to be extended further. The road surface on Falmouth Avenue between the Lake and the Avenue is atrocious and needs urgent attention.	Noted

Results of Issues & Options Questionnaire Number 2: Traffic, Pedestrians & Public Realm

Agree	Crossing on far side from signal box can be difficult	Will consider in the context of Issue 2.
Agree	Problems occur in the centre of Highams Park where vehicles park on footpaths and on roads at junctions so as to obstruct pedestrians when crossing. Perhaps more enforcement would help. Mini-roundabouts are often ignored by drivers or ignore the priorities of other drivers.	Noted
Agree	The mini-roundabout at The Avenue & Chingford Lane is really dangerous	Noted
Agree	No parking on junctions and road markings	Noted
Agree	The mini roundabouts in particular are not observed properly by everyone. Going from a side road onto a mini roundabout you cannot rely on traffic from the left stopping, it almost always carries straight through at speed. Clearer signage might help, or cameras.	Noted
Agree	Vehicles still park on double yellow lines near junctions. More policing is required.	Noted
Agree	The roundabout the Avenue / Chingford lane should either be a raised roundabout or there should be speed camera/bumps on Chingford lane.	Noted
Agree	I think tackling speed through Highams park and hale end is the real issue with dangerous junctions.	Following a public consultation by the Council a 20 mph restriction and traffic calming measures will be implemented across nearly the whole of Highams Park.

Results of Issues & Options Questionnaire Number 2: Traffic, Pedestrians & Public Realm

ISSUE 5: THERE IS INADEQUATE PROVISION FOR SAFE CYCLING IN HIGHAMS PARK			
Agree	206	68.67%	
Disagree	37	12.33%	
No strong opinion	57	19.00%	
Total	300	100.00%	
OPTIONS FOR ISSUE 5:			
Option 1:	31	11.79%	No additional controls needed in the plan. Allow existing Council procedures to continue.
Option 2:	204	77.57%	New development should contribute to the development of cycle paths and provide cycle storage facilities.
Option 3:	28	10.65%	Other (Please give details of your alternative suggestion in the box below):
Total	263	100.00%	

Respondents Comments on ISSUE 5: THERE IS INADEQUATE PROVISION FOR SAFE CYCLING IN HIGHAMS PARK		
Response	Comments:	HPPG Remarks/Action
Agree	Winchester road ?	Noted
Agree	Plans should make roads safer for cycles and pedestrians in a mixed zone. Segregation is a poor solution and will not resolve the danger of cars being driven fast and or inattentively	Noted
Agree	Separate bikes and motorised vehicles	Noted
No strong opinion	While cycle paths sound like a good idea, roads need to be wide to allow for safe cycle tracks. Cars need to be able to give 1 metre clearance to cyclists when passing them to minimise the risk of collision due to wobbles etc. Few roads in the area are wide enough for that; it is safer to leave them unmarked than give a false sense of security.	Noted
Agree	There is pretty much no provision for safe cycling in Highams Park. A network of safe quiet routes should be created by strategically shutting residential roads off to through motor traffic.	Consider as a project for a "Safer Cycling Route"
Agree	As previously indicated, cycle parking needs to be lit, under cover, and well signed (with signs at 2 metres height). A junction that would benefit from a cycle forward-stop is the end of The Avenue, turning right into Larkshall Road (in the direction of the Crossing).	Noted
No strong opinion	Secure storage facilities would be fantastic. I would not want to parking restricted for the sake of cycle lanes.	Noted
Agree	Something should be done to prevent cyclists from riding their bikes on the pavement. This is extremely dangerous to pedestrians.	This is an enforcement issue; we will bring this to the attention of the Council's Enforcement team.
No strong opinion	I'm really not a big fan of dedicated cycle lanes	Noted

Results of Issues & Options Questionnaire Number 2: Traffic, Pedestrians & Public Realm

Agree	but that's going to be difficult as Highams Park roads are quite narrow.	Noted
Agree	Although provision should be made to accommodate cyclists, there is a culture of cyclists of all ages riding on pavements. This needs to be stopped.	This is an enforcement issue; we will bring this to the attention of the Council's Enforcement team.
No strong opinion	Make cyclists take highway code test. Either cycling on pavements is permitted or should be clearly banned.	As above.
No strong opinion	A caveat here is that, where possible, cycle paths are a good idea. I am not a cyclist myself and perhaps someone with more experience could provide examples of where cycle paths could be introduced.	Noted
No strong opinion	I guess that I am one of the few in this survey who feels strongly that cyclists should make some financial contribution to all, the expensive changes that are necessarily being made to accommodate them on our roads. A flat annual fee might be appropriate. I also feel that they should be insured instead of relying on either the public purse or the motorist's arrangements when they have accidents. No form of training is required before they use our roads and this accounts for many of the accidents which have occurred recently.	This is a legal issue and the plan will not have the powers to do this.
No strong opinion	Depending on what the residents want, as some roads are far too narrow to accommodate cycle lanes. Storage facilities are a good idea.	Noted
Agree	I don't necessarily think just adding cycle paths to existing (main) roads is the safest or most appealing option. Would it be preferable to develop some 'cycle routes' through and around Highams Park that allow access to the shopping area (for example), schools and other amenities, for cycles (and perhaps pedestrians) without going on the main roads?	Consider as a project for a "Safer Cycling Route"
Agree	Yes but subject to proper consultation and not if it makes car traffic worse	Noted
Agree	Ideally more should be done to accommodate cyclists but practically could make things worse?	Noted
Agree	We need cycle links from road to surrounding open space & road cycle safety sessions for families to attend.	Noted
Agree	See my previous note.....	Noted
Agree	Separation of cyclists and pedestrians is a priority	Noted
No strong opinion	Yes provide cycle paths and storage facilities but not as a result of new development	Noted
Agree	Cyclists get a fairer deal if all road in the centre of Highams Park were changed to shared surfaces.	Consider as a project.
Agree	Option 2, ensuring that any narrowing is wide enough to fit through bike trailers!	Noted
Agree	much more safe cycle routes - mini Holland would be perfect for Highams Park	Consider as a project for a "Safer Cycling Route"
Agree	One of my particular concerns is that a line down the side of a road does NOT constitute a cycle lane. A way needs to be found to put in safe cycle routes for those who wish to use them.	Consider as a project for a "Safer Cycling Route"
Agree	There should be more cycle paths however it should not take precedence over other road users.	
Agree	Cycle lanes which double up as car parks are of no value. Please ban parking on cycle lanes 24 hours a day.	Noted
No strong opinion	While I was cyclist when a teenager in the 1960s, I had RESPECT for other road users. As this is not continued today, I do not have the same respect for cyclists. Jumping of red lights, and not stopping, does not endear me to cyclists today. I cannot tell the good ones from the bad, and so, until modern	Noted

Results of Issues & Options Questionnaire Number 2: Traffic, Pedestrians & Public Realm

	day cyclists comply with the Highway Code, I see no reason to encourage bad behaviour by them by granting them more latitude	
Agree	I cant see lots of cycle paths in Highams Park as the roads are too narrow, are we now going to widen roads to accommodate cyclists and what is the expense going to be. I would love to see cycle routes in Highams Park but what are we going to have to give up to have them.	Consider as a project for a "Safer Cycling Route"
Agree	Not just new developments, the safe routes need to be joined up. I've been cycling to work for 30 years and cycle to Hackney every day but I do not cycle in HP and esp not in Winchester rd where I live. Motorists drive fast around here and I have been tooted out of the way in my own road as well as a see a cyclist knocked off outside my own house. The traffic needs to slow down. It worries me that man printing the leaflets to say no speed bumps.	Consider as a project for a "Safer Cycling Route" Following a public consultation by the Council a 20 mph restriction and traffic calming measures will be implemented across nearly the whole of Highams Park.
Agree	No way I'd let my kids on bikes anyway near these busy roads. Gutter cycle lanes even when present would not reassure me. Until there are separate, wide cycle lanes, bikes are not for us.	Noted
Agree	In addition to option 2 the suggested HP cycling network should be adopted as a whole to make it viable. This means that cycle routes should be connected within HP and connected to routes in a adjacent wards and borough. This allows cycling to be a viable option for medium length journeys.	Consider as a project for a "Safer Cycling Route"
No strong opinion	I have seen cyclists riding on the pavement even when lanes are provided. They are not always the innocent party.	This is an enforcement issue; we will bring this to the attention of the Council's Enforcement team.
Agree	Cycle parking should be provided more generally	Consider as a project.
Agree	I agree with the option 2, and I also think more needs to be done to improve the carriage ways and pavements, I use a pushchair around the shopping centre and its almost unusable as the pavements are broken up with roots and previous service repair work. More needs to be done to re-surface these and provide adequate crossing facilities. As well as resurfacing the roads, Vincent road is shocking, three burst water mains in 6 months!	Noted

Results of Issues & Options Questionnaire Number 2: Traffic, Pedestrians & Public Realm

Respondents Comments on Other issues and suggestions relating to traffic, pedestrians and public realm.	
Comments:	HPPG Remarks/Action
Do not introduce a CPZ around the station - the main problem in terms of parking is that too many households have cars rather than commuters.	The Council's suggestion for a CPZ scheme was declined by local residents.
A CPZ will only benefit whatever private company wins to run it whilst costing residents in permits, fines and visitor permits.	
Speed bumps on Winchester rd. Raise the zebra crossing on Winchester rd make it more visible as cars do not stop for that crossing	Following a public consultation by the Council a 20 mph restriction and traffic calming measures will be implemented across nearly the whole of Highams Park.
I would like to see measures in place to stop people from using side roads as cut-throughs to avoid traffic jams. Two roads come to mind, Hollywood Way and Beech Hall Road. If Hollywood Way became one-way going from Hale End Road to Oak Hill and Beech Hall Road just made the bottom section one-way going from Hale End Road to Preston Avenue (and preferably further) then this would deter people using these as cut-throughs and thus reduce the amount of traffic in these roads. I would be particularly keen for this to happen along Beech Hall Road as there are frequent arguments along there with people coming head-to-head and refusing to move, making at least some of it one-way would greatly reduce some of these problems.	Noted
Re. pedestrian crossings: the crossing at the top of Winchester Road (directly after turning left into Winchester Road after crossing the railway line) is in a dangerous spot, causing traffic behind to jam, sometimes while on the railway line itself. There is already one pedestrian crossing a little further down Winchester Road. Could the top one not be relocated a little further down the road, and the other one removed?	Will be considered in the context of Issue 2.
the Pedestrian crossing at the end of the Broadway is too close to the major junction.	Will be considered in the context of Issue 2.
Tackle pollution both in Highams Park and around North Circular.	Noted
Lots of overhanging trees - dangerous to buses	Noted
I don't find traffic or parking a problem in Highams Park and I travel in peak times and live in one of the busiest roads.	Noted
Cyclists should dismount at Hale End Library until the left turn into the path behind the clinic and not ask for trouble at the top of Hale End Road and around the level crossing. (I used to do so - it's just too narrow and congested for cyclists to weave in and out of traffic.)	Noted
Be radical.	
Remember a balance needs to be struck; all road and pavement users have equal call on the facilities to get around and to use the local facilities. Safety and convenience for one can spell danger/ inconvenience for another so a mix/compromise of solutions is likely to be needed. Even a solution for one special need can be a danger for others (think tactile paving by crossings - great for visually impaired walkers, dangerous for many with walking weakness, shuffling gait etc.)	Noted
Winchester road has new flower beds on pavement now need new plants just looking like bins for bottles and paper	Noted
With the new development at Tesco and the level crossing we need to look at an integrated approach to allow growth and identity. I think a facelift would help, getting rid of the ugly kebab style backlit shop signage, add hanging signs. The place has come a long way in the last few years, the regular market is excellent, the arts festival will be superb. I think the parking should be reviewed and drop the need to pay for parking, just avoid commuter parking outside the shops.	Noted

Results of Issues & Options Questionnaire Number 2: Traffic, Pedestrians & Public Realm

<p>The traffic calming measure already in place in Highams Park are already over the top. The traffic islands in Hale End Road are unnecessary. The no right turn at the top of Winchester Road makes some sense but after turning left there is little chance of doing a U turn. (I do not support breaking the law on turning right at the intersection of Winchester Road and Larkshall Road). The raised sections in Larkshall Road perform no useful function except to make driving over them a little uncomfortable. The 20mph speed limit in Hale End Road is reasonable during school hours but not otherwise. Even the buses don't stick to it outside school hours.</p> <p>The parking on the kerb (where marked) is a good idea. I do not support the Mini Holland idea for Highams Park.</p>	Noted
<p>Speeding is a major concern. This is particularly the case on The Avenue where the speed indicators are ignored by the majority of cars and there are no other traffic calming measures. There is NO PEDESTRIAN CROSSING for the whole length of The Avenue in spite of the fact that many children cross get to Highams Park School and dog walkers to get to the woods leading to the park. Near Falmouth Avenue, a main route to the school, I frequently see kids walking out from parked cars in front of cars going at 40 MPH. The speed of traffic makes it very unsafe for cyclists. It is only a matter of time before someone is seriously hurt or killed. Please make this a clear residential street rather than main run into Walthamstow.</p>	Following a public consultation by the Council a 20 mph restriction and traffic calming measures will be implemented across nearly the whole of Highams Park.
<p>The state of the grass verges outside some of the houses on Larkshall Road are a disgrace. Some residents who do not want to go to the expense of paying for a drop down kerbs, drive straight across the grass verges causing them to be come rutted and pot holed, these have then been filled in with concrete and other materials. The council should either provide better drop down kerb access or deal with those residents that are deliberately destroying the last few verges we have along this road.</p>	We will bring this to the attention of the Council's enforcement team.
<p>Creating a "one-way" traffic flow with Nightingale Ave and Sunnydene Ave. Between The Avenue and junctions with Sheredan Road. Suggest "out flow" thru Sunnydene into The Ave. and conversely "in flow" thru Nightingale.</p> <p>Also the need of a hazard road sign of a hidden junction into Nightingale off The Avenue at the brow of the rising road.. I consider this to be quite a dangerous point all the more so as of the bend in the road at the top of Nightingale.</p>	Noted Consider as part of a dangerous junctions project.
<p>a/ the planters on the railing at the corner of The Avenue and Hale End Road usually look nice (when maintained!) but do obstruct sight lines for drivers wishing to turn left from The Avenue. b/ the large concrete planters outside The Turkish Food Centre in Winchester Road looked awful the last time I looked which was when they should have been good - the shop local day!!</p>	Noted
<p>Traffic speed needs to be dealt with along Hale End Road as it bends round past Oak Hill, poor/blind pedestrian crossing. This is an area of poor driving in terms of speed, especially as it is not usually snarled up with traffic, so an opportunity for the cars to put their foot down a bit more than they might otherwise. Consideration that all of Hale end road should be 20mph.</p>	Consider as part of a dangerous junctions project.
<p>I think the whole area should be made a 20mph zone. I feel cars are driving too fast Especially on Hale end road around the royal oak pub, oak hill, and Winchester road.</p>	Following a public consultation by the Council a 20 mph restriction and traffic calming measures will be implemented across nearly the whole of Highams Park.
<p>Answered in an earlier box so please insert that here</p>	Noted
<p>We need a CPZ in Highams Park.</p>	The Council's suggestion for a CPZ scheme was declined by local residents.
<p>Boxes for flowers fixed to railings are lovely but need to be watered, and pruned back from time to time. Bench seats should be cleaned regularly.</p>	Noted

Results of Issues & Options Questionnaire Number 2: Traffic, Pedestrians & Public Realm

<p>The level of dangerous driving on Hale End Road has reached a critical point. The current islands for crossing meant to calm traffic, are actually increasing the number of accidents. Vehicles of all sorts are speeding up down the hills (in both directions) and then swerving in and around the islands at top speed. Motorists can be heard revving their engines to increase their speed around them day and night. I have witnessed many cars overtaking around the island as well as parked cars being hit (without stopping). It is just a matter of time before a person is hit. My elderly neighbours have become frightened by the speed at which vehicles are moving and their dangerous maneuvers. I strongly believe that full width speed humps should be implemented as well as traffic cameras before someone is seriously injured. Furthermore, the congestion caused by the Joseph Clark school drop and pick up is increasingly bad. Often there are arguments between drivers and lots of parking on double yellow lines to collect children. Daily, I have to walk (with my children) through a thick cloud of smoke from the drivers waiting for their passengers. Possibly most worrying is that there would be no possible way for an emergency vehicle to reach anyone on Vincent Road between 3 and 4 during school times due to the chaos of the J. Clark school taxis and buses.</p>	<p>Consider as part of a dangerous junctions project.</p>
<p>I think there should be a review of where zebra crossings are placed. The one at the top of Winchester road close to the level crossing is particularly dangerous.</p>	<p>Will be considered as part of issue 2.</p>
<p>Reduce speed limit</p>	<p>Following a public consultation by the Council a 20 mph restriction and traffic calming measures will be implemented across nearly the whole of Highams Park.</p>
<p>Only what I've stated previously. Thank you for asking for our opinions, that means a lot to residents like myself who really care about the area and maintaining our unique village quality of life.</p>	<p>Noted</p>
<p>The station car park entrance and level crossing are very dangerous for pedestrians. This needs to be completely redesigned.</p>	<p>Will be considered as part of issue 4.</p>
<p>I am concerned about the build up of traffic near the railway crossing at busy times. I have witnessed congestion in this area when cars stop at the pedestrian crossing in Winchester road and cars are stuck in a traffic jam actually on the railway crossing. This strikes me as very dangerous.</p>	<p>Will be considered as part of issue 2.</p>
<p>- A lack of adequate parking in HP - Poorly positioned pedestrian crossings - A one way system is a must around Selwyn School, as are speed humps. Poor car parking on The Avenue narrows the road and causes congestion, especially when badly driven buses are on the road as the road becomes congested to the point of a stand-still</p>	<p>Noted</p>
<p>All covered in previous questions.</p>	<p>Noted</p>
<p>A local byelaw that no bikes with rider on pavement in town centre - only under 5's with adult supervision. What about provision for mobility scooters? Parking and speed limit. Some are driven very fast! I may well be one in the future! And I can foresee more and more of them.</p>	<p>Noted</p>
<p>The current situation with the level crossing is really dangerous. The new zebra crossing is misplaced and causes major issues to cars crossing and to the pedestrians using it. Also the zebra crossing outside the bookshop (that crosses to the station car park) has cars overtaking each other, which is dangerous to pedestrians and is not something that is not marked! Also the flower baskets on the railings, whilst pretty, obscure pedestrians (especially children) from the view of the drivers! Speeding is a major issue down Hale End Road and Oak Hill (calming measure is ineffective). I have seen cars travelling at speeds in excess of 40 miles per hour almost every day! As there are many vulnerable persons and children in the area this is unacceptable and needs to be addressed URGENTLY. I have emailed LBWF Traffic previously regarding this issue.</p>	<p>Will be considered as part of Issues 2 & 4.</p>

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Perhaps some consideration should be put in for one way systems in the area. More speed control of cars, also in 20 zones would be helpful.	Noted Following a public consultation by the Council a 20 mph restriction and traffic calming measures will be implemented across nearly the whole of Highams Park.
There are far too many obstructions for pedestrians on The Avenue from number 4-18 - bins, signs, a motor-bike, an old telephone box.	Will be considered as part of Issue 3.
Outside 1 The Avenue the number of cars turning in the road is dangerous	Noted
It would serve the community better if, at key bus stops such as at Highams Park station, the arrival times of buses was displayed showing the next bus (or buses). Where employed these displays provide very useful information to bus passengers, many of which rely on buses to and from Walthamstow Central, and onwards to Whipps Cross and other places, for important hospital appointments and such like. Adding a couple of these displays should not be too expensive for TfL and would help encourage the use of buses over other forms of transport, hence reducing congestion at these sensitive bottlenecks.	We will pass this request on.
I think that the biggest problem is the level crossing in Highams Park. In particular, I wonder if the train timetable could not be rationalised so that trains in both directions arrive at the crossing at the same time. I understand that this is not easy as timetables are complex but I'd say that this would be a fairly significant improvement and worth investigating. Also, I feel that the time that the crossing goes down before a train comes often seems excessively long	Noted
Winchester Road needs to be a one way road it is so dangerous and the speeding is out of control.	Traffic calming measures are being implemented.
Just to confirm that unsightly street signage/road humps etc should be limited to essential areas only. That there should be some testing of any new initiatives with only temporary arrangements in force so that comments from residents can be received on the effectiveness or safety aspects before making permanent. Many thanks for asking.	Following a public consultation by the Council a 20 mph restriction and traffic calming measures will be implemented across nearly the whole of Highams Park.
More emphasis should be put on public transport improvements to contribute to reducing congestion associated with new development.	Noted
Some of the zebra crossings are really badly placed - for example the one at the top of Winchester Road. The 'public realm' in Highams Park is neglected and tatty. It would be really nice to have the shopping centre/main area of Highams Park 'highlighted' in some way with unique or distinctive street furniture and/or decoration/shop fronts etc that brings the area together.	Both of these items will be considered as projects.
I feel like the council have done a good job in the public consultation for improvements to Winchester Rd (although a long time coming) - is it possible to piggy back onto these improvements for other roads in highams park, or wait to see what they look like, learn lessons and apply to other roads?	Noted
The increase in traffic also has affected the air quality and contributes to greater noise pollution in the area.	Noted
The pedestrian crossing at the top of the Broadway, adjacent to the railway crossing, is particularly dangerous.	Will be considered as part of issue 2.

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Some more planting of small trees would improve the area, especially outside of cafe indulgence - but not so it impairs drivers visibility. The flower boxes on the barriers at the top of Hale End Road in particular impairs drivers' visibility when pulling out of Handsworth Avenue.	Noted
Some very long vehicles are struggling to negotiate the right turn from Larkshall Road into The Broadway causing delays for other road users.	Noted
Parking was not covered in previous questionnaire. Station drop offs and pick ups by car are causing problems on Tesco side of level crossing because council sold off car park. Why?!	The Council sold off the car park for housing development. Three hours free parking is available at Tesco.
Those that live near the station should have their driveways marked out on the road so commuters do not partially block our drives	Noted
More effort to control speeding.	Noted
Cars driving on the wrong side of the traffic islands and zebra crossing when barriers are down. This is very dangerous to pedestrians when trying to cross the road.	Noted
I feel another pedestrian crossing needs to be added between the pedestrian lights at Ropers Avenue and St. Anne's Church as the traffic speeds along here, the recently installed traffic calming measures doing little to address this and it is very difficult to cross the road between these points.	Will be considered as part of issue 2.
Resident parking controls for Silverdale road	Noted
Commuter parking creates a lot of unnecessary and dangerous extra parking and traffic and needs to be controlled as a matter of urgency - we need parking permits to protect local residents and businesses. Parking on corner yellow lines & parking for school runs also needs to be controlled more vigorously so our local children can get to and from school safely. Can we have a lollipop lady? Zero motor vehicle access to roads with schools? We have no traffic protection and are currently the commuter car park for all surrounding areas - the ONLY community with a station/supermarket in this borough AND Redbridge without parking controls - why are we SO far behind?	The Council's suggestion for a CPZ scheme was declined by local residents.
Just the issue of parking particularly near to the doctors, I had a real problem a short time ago when my 12 year old son needed picking up from Highams Park school with severe stomach pains and could hardly walk. I had to leave my car up near the school and half carry him to the doctors in agony. Totally unacceptable.	Noted
Find a way to stop traffic racing down the Avenue at excessive speeds when the T junction at the bottom of Falmouth Avenue is dangerous enough due to poor sight lines each way due to parked cars.	Will be considered as part of issue 2.
I have concerns that the level crossing signal appears to have quietened in the past few weeks. Elderly and less mobile pedestrians may not hear the bells as well as before and may be trapped between the gates	We will notify LOROL/Network Rail.
It is on a blind bend, especially for traffic coming from the North Circular junction.	Noted
Speed awareness signs approaching shops and station end of The Avenue	Noted
Please could we have a lollipop person outside the regal at school times before it's too late! It's even worse with all of the big lorries going to tesco.	Noted
20 mph zones should be implemented throughout the Town centre	Following a public consultation by the Council a 20 mph restriction and traffic calming measures will be

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	implemented across nearly the whole of Highams Park.
Pedestrian crossing needed on The Avenue at the end of Castle Avenue near the Library. Better provision for turning right out of the Tesco complex on to Larkshall Road	Will be considered as part of issue 2.
The Zebra crossing immediately after the railway lines on the Tesco side is very dangerous and could cause less cautious drivers to be caught in between the railway line gates when cars are backed up trying to turn right across the crossing. It should have been sited on the main Hale end Rd and further down.	Will be considered as part of issue 2.
The centre of Highams Park is too car dominated. How about making the area in from of the Station a green public space. Station Approach is ineffective as a parking area, is inefficient given so much of the area is for car circulation, gets clogged because any drop-off has to do a three point turn to get back out again, and is a pedestrian hazard given the volume of pedestrians a backing cars. Instead close off Station Approach entirely, create a small formal roundabout around the clock with a drop off kerb area alongside the railway fence, create more attractive footpaths to the station entrance, remove the railings to the Avenue and create a formal garden setting.	Noted
Please note the dangers around Elm Grove.	Noted
Improve cycling routes - roundabout at Chingford Hatch / New Rd needs to be cycling safe	Will be considered as part of Issue 5.
I feel that the SPEED-TABLES in Larkshall road are not working as intended to be, as Traffic is NOT slowing to the required speed (20mph). Buses and Lorries are once again Shaking our Property. Put pressure on council to consult properly over cpz	Noted
One way systems need looking at roads to small for traffic	Noted
We need to make it is easier and safer for pedestrians and cyclists here.	Will be considered as part of Issue 5.
As stated previously traffic speed in Hale End Road, also in Winchester Road (but this already appears to be being dealt with).	Noted
Any Controlled Parking Zones that are being considered by the council, should fully address the impact that it places on local business and trade. Parking is adequate in the centre of Higham Park and is routinely covered by traffic wardens and cameras. There are a few pedestrian crossings that are too near turnings and creat4 traffic chaos especially after the train barriers go up. These need to be moved further along (Winchester & The Avenue).	Crossings will be considered as part of issue 2.
I think a speed camera placed in the middle of The Avenue by the dentist surgery is very much needed and the only way to stop some serious speeding. As with Hall Lane cars speed full power and then miss the roundabout at the junction at both ends of Montalt Road and The Avenue. Over the last year we have had a lot of incidents due to this and I have witnessed people actual fighting when they get out of their cars.	Noted
Speed limit reduced to 20 mph. Very dangerous around level crossing, box junction can become congested due to zebra crossings, not sure how this can be solved. One way road Handsworth Avenue? Very difficult to negotiate at present.	Following a public consultation by the Council a 20 mph restriction and traffic calming measures will be implemented across nearly the whole of Highams Park.

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	Crossings will be considered as part of issue 2.
dangerous pavement & trip hazards. parents collection children from Handsworth school, park on yellow lines and road humps so difficult to cross. Schools should discourage parents & 6th formers from driving to school.	Will be considered as a project.
The council are allowing building on every site possible. This congestion of houses is causing a problem with parking. I have noticed where I live that the streets are becoming a car park for commuters since the station car park went. That was such a bad move to the general well being of the people who live in this area. We are so lucky to have transport links but now we are having to pay thrice.	Noted
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.	Will be considered as a project.
Regarding parking, I think CPZ parking in HP will be a waste of time and money as I believe it is not necessary to bring this into force.	The Council's suggestion for a CPZ scheme was declined by local residents.
Don't make it a controlled parking area	As above.
There should be more double yellow lines in The Avenue from Sunnysdene ave towards the bus stop going towards the hill and bend. The hill and the bend in the road plus parking in the area described makes it very dangerous to turn out of Sunnysdene ave as the sight line can be nil when cars park in the avenue outside the bungalow.	Will be considered as part of Issue 4.
Introduce a 20 mph speed limit throughout the area. If necessary make roads narrower to create safe cycle paths. I was in Holland and north Germany recently. It seems to work there.	Noted
The pedestrian subway at HP station needs upgrading for safety including better lighting at night maybe the HPPG can influence TFL in this respect?	We are already in discussions with TfL and LOROL.
Winchester Road is too narrow for the amount of traffic it serves/private residences along it. This may be addressed through traffic calming measures although I wonder if double decker buses are too large for the road and whether there is a case for the 212 to have its route changed so as to go along Hale End Road. Similarly, clear sign posting for large lorries to choose other routes? I'd like to see the Plan developing the consciousness of residents for observing/monitoring traffic flow in order to be gathering information that might support future planning towards improved road design. Also, when motorists are waiting at the level crossing, is there a place for a few signs inviting them to consider switching their engines off?	Traffic calming measures are being implemented in Winchester Road. Noted
The flower boxes on the corner of The Avenue and Hale End Road are beautiful but obstruct vision to the left when exiting The Avenue and trying to turn right. This is already a difficult exit due to the station exit and the level crossing. I would not want to reduce the number of boxes but the positioning of them needs rethinking	Noted
The pedestrian crossing on the North side of the Railway Station, (the 212 route), is often "blocked" by vehicles which are ultimately trying to follow the road round to the left into Larkshall Road. Since when did vehicles which stop over a pedestrian crossing have precedence over a pedestrian attempting to cross. I always thought that this was in the Highway Code	Crossings will be considered as part of issue 2.
The existing infrastructure is generally fit for purpose. Problems tend to occur when road users ignore the Highway Code.	Noted
Junction of Hale End Road and Vincent + Silverdale road are dangerous as cars speed up to high speeds as they drive away from shops of Highams Park.	Will be considered as part of Issue 4.

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<p>Cycle lanes should be considered - we are very close to Epping Forest but better cycle lanes could encourage families and children to cycle to the forest / Highams Park lake?</p>	<p>Will be considered as part of the "Safer Cycle Route" project.</p>
<p>Parking in Tesco's car park. Arranging a day parking pass for commuters at £5 for 8-10 hrs? Too many cars parking for the day, making roads dangerous to cross at certain junctions.</p>	<p>Noted</p>
<p>get rid of mini roundabouts in Chingford lane, put lights there and crossing from forest lichfield to golf course, dog walkers and walkers safety cross the road.</p>	<p>Will be considered as part of Issue 4.</p>
<p>I don't think we need any more speed humps as they damage the cars suspension and scrape the underneath of my v w beetle</p>	<p>Following a public consultation by the Council a 20 mph restriction and traffic calming measures will be implemented across nearly the whole of Highams Park. Crossings will be considered as part of issue 2.</p>
<p>The fact that we no longer have a person in the signal box makes a huge difference to traffic. On many occasions I gave been stuck in traffic because the gates are not working properly.</p>	<p>Noted</p>
<p>The zebra crossing at junction of lark shall and Winchester road needs to be controlled by traffic lights at peak times.</p>	<p>Crossings will be considered as part of Issue 2.</p>
<p>I think the proposed 20mph speed limit should go some way to help in addition to the traffic calming plans already in place</p>	<p>Noted</p>
<p>Make some roads stopping only on one side? At busy times weaving in and out of a single width between parked cars is dangerous.</p>	<p>Noted</p>
<p>The level crossing is dangerous and it needs to be clearer where to stand to avoid being hit by the barrier.</p>	<p>We will mention this to TfL/LOROL.</p>
<p>Would like to see the issue of congestion in Oak Hill addressed. 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. Thank you. Whilst accepting that people have a right to cycle, I consider Highams Park roads are too dangerous and that cycling is best left to enjoy around our wonderful forest. I would like to see something done about adult cyclists riding on the pavement. This is very frightening for the elderly. Perhaps something Traffic Wardens could tackle?</p> <p>Our street cleaning and refuse collecting is very good. Our flowers and green spaces look great. Dog owners are better at cleaning up after their animals. Thank you for all you do. Well done!</p>	<p>Consider as a project.</p> <p>A "Safer Cycle Route" is being considered as a project. We will alert the Council's enforcement team to the concerns of cyclists on the pavement.</p>
<p>Don't understand why speed bumps are needed in smaller rds - bramblings/Richmond ave etc. All for anything that slows down the Avenue / Hale End rd</p>	<p>Noted</p>

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20mph zones where necessary but no speed bumps	Noted
I believe a camera should be erected at the the top bend of Winchester Rd (near the Wadham end) and at the bottom by (the shops) and more signs to stop all the large HGV vehicles continuously using the road as a cut through at all times of the day and the evening.	Noted
The zebra crossing at the junction of Hale End Road and Forest Mount Drive is dangerous.	Crossings will be considered as part of Issue 2.
Some zebra crossings are located too close to junctions. This contributes to the build up of traffic at junctions. E.g. Near Highams Park Station.	Crossings will be considered as part of Issue 2.
I don't think parking was addressed, the only option given was CPZ rather than looking at potential for some kind of affordable station car park. The shopping centre at Highams Park is looking worn and needs some more decent shops / traders and businesses.	Noted
Ensure data received by the council is an accurate depiction. The recent proposal to introduce a 20mph limit and speed bumps was based on data which was misinterpreted by the council - a misrepresentation which was not made public through their channels.	Noted
the condition of some pavements and roadways is inadequate, and inadequately maintained - e.g. pot hole repairs, tree roots etc. I do not believe existing council procedures are adequate in this area.	Noted
Routes for pedestrians also need to be considered and improved. Any cycle-ways off the road should also be for pedestrians with the latter having priority, as there is rarely space for two paths.	Noted