

RESPONSES TO COMMENTS

WALTHAMSTOW WEST MEETING 16 JANUARY 2006.

Vehicular access to the High Street on Mondays

1) Adrian Stannard stated that since the market had stopped trading on a Monday, pedestrians who usually associated the street with being a pedestrianised zone were in danger from permitted traffic, often proceeding at high speed. He would like to see all traffic banned from the High Street on Mondays.

Response: Peter Findlay, Walthamstow Town Centre Manager

I write further to our conversation at Walthamstow West Community Council meeting last Monday.

The problems of vehicle -v- pedestrian conflict in the High Street have been recognised. A council bid to TfL (Transport for London) for funding for a comprehensive traffic control / pedestrianisation scheme for High Street E17 has unfortunately, unexpectedly failed.

A meeting has now been scheduled with officers from various disciplines to identify what practical measures we can take, within financial constraints, to address the problem. These measures may include new traffic orders, contra flows, partially or fully restricted access to certain sections of the High St, and traffic calming.

As was also stated at the meeting during 2006 the enforcement of moving traffic offences will pass from the police to the council. I have no doubt that the means of implementing effective enforcement will be high on the agenda.

I regret that this isn't quite the positive news I would have liked to convey but I can assure you that we are very conscious of the problem you highlighted and will make every effort to remedy it.

Blackhorse Road Redevelopment

2) L J Miller stated that residents in 63 to 95 and 6 to 106 Blackhorse Lane, Clifton Avenue, Tavistock Avenue and Blenheim Road had not received details of the proposed Blackhorse Lane regeneration scheme. He further noted that it was no good handing out details of the scheme to people accessing the Underground Station, as few of them were local residents.

Response: Matthew Nimmo, Senior Consultant, RegenFirst Ltd.

We can be pretty sure that these addresses did receive the options leaflet because:

1. The distribution company we used claims to have delivered to all of

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those letterboxes.

2. We received quite a few completed postcards from these streets. We have had the following number of responses from the addresses mentioned:

Blenheim Road: 14 responses
Tavistock Road/Avenue: 6 responses
Clifton Road: 5 responses
63-95 and 6-106 Blackhorse Lane: 4 responses

To be 100% sure of receiving any future consultation materials, residents can register their interest in the regeneration programme by emailing their name and postal address to blackhorselane@walthamforest.gov.uk or visiting www.walthamforest.gov.uk/blackhorselane.

3) A Resident asked what levels of compensation were planned for individuals and businesses affected by the Blackhorse Lane regeneration scheme.

Response: Matthew Nimmo, Senior Consultant RegenFirst Ltd.

Compensation would be paid when required by law, usually only in the event of an individual or company's property or premises being acquired through a Compulsory Purchase Order. There are no plans for development on the site of existing homes and no Compulsory Purchase Orders have been issued on business premises.

Traffic Issues

4) B Palmer stated that residents of Clifton Avenue are suffering from underground users parking their cars there during the day to avoid the Blackhorse Lane parking zone restrictions.

Response: Tony Martin, Group Manager Engineering Design

Only residents with valid parking permits for the (Controlled Parking Zone) CPZ can park in Clifton Avenue during the day. It may be that residents who live within the zone are choosing to park in Clifton Road to commute but that's entirely legitimate. If and when the Blackhorse Lane CPZ is enlarged and sub zones created this will be prevented.

5) Motorists continually turn left out of Blackhorse Lane into Forest Road, despite clear signage to the contrary. Vehicles then frequently pass through the pedestrian crossing even though the crossing lights are at red, causing a very high potential for injuries to pedestrians.

Response: Tony Martin, Group Manager Engineering Design

At present the Police carry out the enforcement of moving traffic offences but the Council has applied to take over this enforcement as of April 2006.

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However our first priority will be to target enforcement where we know have road safety issues. In the longer term we are looking to improve pedestrian facilities at this junction as part of the regeneration of the Blackhorse Lane Area Action Plan and we have secured £2.3M funding from ODPM to start the improved access to the industrial area

Willowfield School

6) When will the future of Willowfield School finally be decided? Currently it is included in Option 1 of related consultation but seems a 'central plank' of the Building Schools for the Future and Private Finance Initiative schemes.

Response: Simon Newland, Head of Building School for the Future.

Replacing the existing Willowfield School Buildings with new buildings on a new site is one of the Council's priorities for investment within the Building Schools for the Future programme. However, this depends on the acquisition of a suitable site. Such an acquisition is not something that the Council can control with certainty and thus we cannot be sure when the future of Willowfield will be finally decided.

The Council had previously been seeking to acquire a new site in the Sutherland road area. However, use of the area for a school raised some problems in relation to alternative industrial and housing developments in the vicinity.

The Council has recently identified a new possibility for a future site for Willowfield School. This offers a number of advantages relative to the other sites that have been investigated in the Sutherland road industrial estate area.

The site is made up of an area of land at the end of Hawarden Road that is currently owned by Circle Anglia Housing Association, together with a part of the Douglas Eyre playing field.

The site offers the advantages that the school would be able easily to use part of the current playing fields for external play and sports use, and is very close to the existing Willowfield School site.

There are a range of issues that need to be overcome before the Council can be confident that this is a suitable site and one that it can be confident of acquiring. However, negotiations with the owners of Douglas Eyre - the London Playing Fields Association - with Circle Anglia and with the Greater London Authority are now underway so as to try to achieve an agreement which would provide space for a school, improve existing facilities and increase the amount of useable playing field space on Douglas Eyre field, and provide for the long term maintenance and upkeep of the facilities provided.

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