

Reference: Written Representation to Waltham Forest Local Plan Examination Stage 2

Roger Gillham (and I believe Mike Chrimes also CLUA will support my points here.)

Reference Matter 2: VISION, STRATEGIC OBJECTIVES, SUSTAINABLE DEVELOPMENT AND SCALE OF GROWTH

Comments on LBWF paper Waltham Forest Local Plan Part 1

Examination Stage 2 Topic Paper LPE30. I wish to speak on these matters.

On page 243 (of 245pages) of this document in paragraph 7.6.3.1 WF officers state

'..... For details for infrastructure priorities outside Strategic Locations please refer to the LPE47 Infrastructure Delivery Plan and Infrastructure Delivery Schedule.'

and this 'Physical Infrastructure' document (LPE47.3_IDP_Part 2_Physical infrastructure 2020.pdf) has not been updated and is still the only paper quoted by WF to set out how the 5 Priority schemes for Transport Projects which were listed in the original LP1 document were decided.

This paper is dated 2020 and was only available to the public in spring 2020, that is after the public consultation on LP1 had closed in December 2019, so we could not comment in our original submission at that stage.

See paragraph 3.25 and 3.26 (page 10 of 99) of the Physical Infrastructure report, which state:

The Waltham Forest Strategic Transport Strategy 2018 identifies five priority projects and two complementary workstreams that support the proposed regeneration and growth in the Borough, the five priority projects are outlined below:

- 1) Walthamstow Central: Transport Interchange for a Major Centre in London
- 2) Redeveloping Leyton Underground Station: Meeting Growing Demand
- 3) A new Ruckholt Road Station: Unlocking the Leyton Growth Area
- 4) Station Gateways: Investment in Place-Making and Access for All
- 5) Planning a Smarter, Greener Bus Network

3.26 The two work streams are included below:

- Making Liveable Neighbourhoods for Everyone
- Culture Change: Shift to Sustainable Travel and Green Vehicles

At the first LP1 hearings, I made significant requests for correcting errors and misunderstandings in this document and the additional supporting Infrastructure Delivery

Plan documents (LPE47, LPE47.1, LPE47.2, LPE47.3, LPE47.6 and particularly 47.7 and asked you, as Inspectors, recommend adding a 'Sixth Priority Scheme' to the LBWF priority schemes list (Physical Infrastructure clause 3.25 (page 10 of 99):

Namely: Priority number 6) The Hall Farm Curve Project, now renamed 'The Meridian Line', to reopen the Rail Link from Chingford, Walthamstow and Stratford,

to comply with what is stated in paragraph 3.26 :

- Culture Change: Shift to Sustainable Travel and Green Vehicles

The errors in the table of Infrastructure Projects in the WF 'Infrastructure Delivery Schedule 2020-2035' document LPE47.7 Infrastructure delivery schedule (also Key Submission Document KD12.7) prepared Autumn 2020 are in the wording for Project 8, Hall Farm Curve (page 4 of 49) as follows:

In column Delivery/responsible Agencies and/or partners: to the list of TfL, DfT, LBWF there should be added LB of Newham, as they support this proposal. I have a copy of the Hansard report to that effect for over 4 Millions pounds from the Stratford City Section 106 funds.

In the column Local Plan Area and/or Site Allocation: It is incorrect to state 'Central'. That is the physical location of the reinstatement of the Rail Tracks.

It should state 'North, Central and South' in this column. The reinstatement of the Meridian Line Rail Link between Chingford and Stratford will provide a way of achieving a modal shift from motor cars (and long route buses) to the hugely less congesting and less polluting rail transport for existing residents and all the additional residents in the housing at and around 6 rail stations which are shown on the map of Growth Areas, figure 3.23 on page 45 of 99.

The 6 stations are: Chingford, Highams Park, Wood Street, Walthamstow Central, St James Street, Lea Bridge. WF officers and Members are in discussion with Network Rail and TfL for a 40,000 pounds feasibility study of the Meridian Line proposal to be undertaken this Spring.

This will provide real meaning to the '15 Minute City', though in most cases more like 20 minutes from Chingford to Stratford, instead of anything from 40 minutes to an hour and a half, to make the modal shift urged on all outer London Boroughs by TfL in the London Plan.

I am an active member of the Highams Park Planning Group and founder member of its predecessor, the Highams Park Forum in 1999. I fully agree with the comments in the submission by Gordon Turpin, Chair of HPPG, in his submission letter dated 17th January 2023, and wish to speak on all these matters.

Matter 2/Issue 2 Question 29 and Item 2.1 Scale of Housing Growth

I fully support submissions reference 1222600 by David Matson and wish to speak on these housing matters.

Matter 1: Duty to Cooperate and other Legal Requirements/Sustainability Appraisal

In the WF Air Quality Action Plan 2018 to 2023 (document FINAL Appendix 1 Air Quality Action Plan 2018-2023) in the table Action Item 9 page 23 of 119, WF officers say:

Action 9a: Improve the council website with air quality information including the “Living Streets” map, developed as part of the “Enjoy Waltham Forest” project. The map suggests alternative, better AQ walking and cycling routes.

And Action 9b: Improve local communication with at least one post annually in Waltham Forest News, all projects being tweeted, and all major projects show cased on Council TV screens.

I suggest add in with suitable wording: The Council Leader has recently welcomed a reminder of the proposal from me and others (Roger Gillham email to Grace Williams 7th November 2022) that many pedestrians would be saved from breathing polluted air when walking on our polluted streets if they could find out where all the footpaths and other paths were in the borough, and use them, if they were shown and therefore available to all on the Council’s website.

There is also a requirement in law on Councils that the Definitive Map of the paths should be completed, which WF have not yet completed, though the date of completion required has been relaxed from the previous 2026 deadline.

This proposal should be included in the next version of the WF Air Quality Action Plan.

Your Sincerely

Roger Gillham for Chingford Line Users’ Association and Highams Park Planning Group

