

## Place Directorate

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Date: 04 January 2024  
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Dear Resident / Business,

## Harrow Road Improvement Scheme

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

### What has happened so far?

In 2018 and then 2019 we worked extensively with London Borough of Newham (LBN) to develop and submit several funding bids to Transport for London (TfL) for a comprehensive set of transport and highway improvements across the South Leytonstone area. The bids were developed and shaped using early feedback from the local community around key local transport issues and concerns, and the types of improvement local people would like to see.

Unfortunately, TfL was unable to fund our original plans due to the pandemic and instead emergency funding was provided to deliver rapid changes that would help address some of the key transport, mobility and safety issues created by the pandemic.

In July 2020 and then October 2020 we installed a series of experimental Low Traffic Neighbourhoods (LTNs) in the South Leytonstone, Maryland and Forest Gate areas. The schemes aimed to remove through traffic across these areas to create safer, more inviting, and accessible streets for residents to walk, cycle and generally get around.

During 2020 and 2021 we monitored the experimental schemes and sought feedback from the community through a number of surveys and engagement activities. Our monitoring data showed that the schemes generally performed well, achieving many of the original objectives such as an overall decrease in traffic volumes and speeds on roads within the scheme areas, fewer injuries caused by road traffic collisions, and an increase in cycling trips. However, alongside these benefits we recognised that there were still challenges relating to some roads within the area, and that there were some remaining concerns among residents over the operation of the scheme. As part of the decision to make the schemes permanent, we set out that we were committed to working with residents, businesses and TfL to identify further solutions to address these.

As part of our commitment to deliver further enhancements within the South Leytonstone area we subsequently developed an initial corridor improvement scheme on Harrow Road, to help address a number of traffic related concerns and further support and enable walking and cycling in the area.

### Harrow Road Consultation

Between 29 September and 7 November 2022, we carried out a public consultation with the local community on our plans for Harrow Road. These plans can be viewed at:

A total of 51 'verified' responses were received during the consultation and the key results are summarised below.

Questions – Overall	Positive	Neutral	Negative
How do you feel about the Phase 1 proposals overall?	47.7%	21.3%	34%
How do you feel about the Phase 2 proposals overall?	47.5%	22.5%	30.0%
How do you feel about the all the Phase 1 and Phase 2 proposals overall?	56.1%	9.8%	34.1%

The overall response has been positive, therefore the scheme has now been approved to proceed to the detailed design and construction stages.

## Phase 1 Construction

Between March 2023 and December 2023, we completed construction of the Phase 1 Proposals listed below.

### Phase 1 proposals included:

- A raised table entry treatment and a kerb build-out at Harrow Road near its junction of High Road Leytonstone
- Remove the speed cushions and kerb build-out from outside 31 Harrow Road and install a kerb build-out near 31 Harrow Road. Also install a sinusoidal cycle friendly speed hump outside 27 Harrow Road
- Remove the speed cushions from outside 67 Harrow Road and install a sinusoidal cycle friendly speed hump outside 87 Harrow Road
- Remove the kerb buildout from outside 145/147 Harrow Road and install a sinusoidal cycle friendly speed hump
- Remove the speed cushion from outside 207 Harrow Road, install a sinusoidal cycle friendly speed hump, remove the northern build-out, and plant a new tree in an upgraded kerb build-out on the southern side
- Remove the existing speed cushions at the railway bridge near 185 Harrow Road
- A raised table with tactile paving, and a kerb buildout outside 237/239 Harrow Road
- A sinusoidal cycle friendly speed hump at 277 – 279 Harrow Road
- Rain gardens and new footway paving at the existing modal filter at Matcham Road junction with Harrow Road, near Montague Road, and near Courtenay Road
- A raised table with tactile paving, and a kerb buildout outside 193 Harrow Road (brought forward from Phase 2)
- Blended crossings at the following junctions:
  - Newcomen Road with Harrow Road
  - Montague Road with Harrow Road
  - Harrow Road just north of Montague Road
  - Courtenay Road junction with Harrow Road (brought forward from Phase 2)
- A shared pedestrian and cyclist zebra crossing on a new raised table at Harrow Road just north of Montague Road

- A raised table with tactile paving, and a kerb buildout outside 57 to 61 Harrow Road
- A bended crossing at Howard Road junction with Harrow Road

## What happens next?

Construction of the Phase 2 proposals listed below will commence in January 2024

### Phase 2 proposals include:

- Upgrading the zebra crossing to a pedestrian and cyclist shared zebra crossing on a raised table at Harrow Road near the junctions of Cecil Road and Woodhouse Road
- A raised table entry treatment at Beachcroft Road junction with Harrow Road
- A modal filter at Cecil Road near its junction with Harrow Road (the road will be closed to motor vehicles, except cyclists and emergency vehicles)
- A blended crossing at Woodhouse Road junction with Harrow Road
- A sinusoidal cycle friendly speed hump outside 103 Harrow Road
- Remove the speed cushions from outside 90 Harrow Road and install a sinusoidal cycle friendly speed hump
- Vehicle-actuated signs positioned at either end of Harrow Road – these smart signs can sense speeding cars and illuminate with a message to improve safety

## What proposal is not being progressed?

In our last update letter, we informed residents that construction of the Phase 2 proposals was subject to further design review and consultation feedback. This has now been completed, and the proposal for a segregated cycle track along Harrow Road, between Woodhouse Road and Newcomen Road will no longer proceed, due to site constraints and the inability to retain sufficient footway space for pedestrians.

The overall scheme offers a well-balanced approach to improvements for all road users.

## When will construction continue?

Construction of Phase 2 is due to commence in January 2024. Further detailed construction information will be provided to all properties in the vicinity of the works prior to commencement, and at key construction stages.

Updates about the scheme will also be provided at the following link:

<https://enjoywalthamforest.co.uk/harrow-road-improvements/>

If you have any questions relating to the scheme, please contact us via the details shown below:

**Email:**

[enjoy@walthamforest.gov.uk](mailto:enjoy@walthamforest.gov.uk)

**Write to:**

Enjoy Waltham Forest Team, Waltham Forest Council, Low Hall Argall Avenue, London, E10 7AS

**Phone:**

020 8496 3000 (Monday to Friday, 9am–5pm)

Best regards,

**Enjoy Waltham Forest Team**