

LONDON BOROUGH OF WALTHAM FOREST

ROAD TRAFFIC REGULATION ACT 1984 SECTION 9 EXPERIMENTAL TRAFFIC ORDERS HIGHWAYS ACT 1980 – SECTIONS 90A AND 90C (scheme ref: LBWF T32(23))

LLOYD PARK AND HIGHAM HILL AREA HIGHWAY IMPROVEMENTS (E17 STREETS)

(AREA 1) VARIOUS ROADS IN THE LLOYD PARK, WINNS AVENUE, NORTH/SOUTH COUNTESS ROAD AND PRIORY COURT REGION - CLOSURES TO VEHICULAR TRAFFIC EXCEPT CYCLES (MODAL FILTERS), CONTRAFLOW CYCLING, REDUCTION OF PERMIT PARKING SPACE, WAITING RESTRICTIONS, TRAFFIC CALMING CONVERSION OF SPEED CUSHIONS TO FULL ROAD WIDTH HUMPS AND NEW HUMPS, EXTENSION OF PEDESTRIAN AND CYCLE ZONE INTO FLEEMING CLOSE, CARR ROAD AND PENNANT TERRACE (SURROUNDING 'THE WINNS PRIMARY SCHOOL')

(AREA 2) BLENHEIM ROAD AND TAVISTOCK ROAD, NO MOTOR VEHICLE ACCESS FROM BLACKHORSE LANE

The Waltham Forest (Prescribed Routes) (Winns Avenue/Pennant Terrace region) (No. 1) Experimental Traffic Order 2023,

The Waltham Forest (Prescribed Routes) (Pedestrian and Cycle Zones) (No. 14) Experimental Traffic Order 2023

The Waltham Forest (Charged-For Parking Places) (Amendment No. 188) Experimental Order 2023

The Waltham Forest (Free Parking Places, Loading Places and Waiting, Loading and Stopping Restrictions) (Amendment No. 186) Experimental Order 2023

1. **NOTICE IS HEREBY GIVEN** that the Council of the London Borough of Waltham Forest on **25th September 2023** made the above-mentioned Orders under sections 9, 10 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984, as amended. The experimental Orders mentioned above will come into force from **23rd October 2023** and may continue in force for up to 18 months.
2. The general effect of the experimental Orders to coincide with cycle, pedestrian and general public realm improvements will be:
 - (a) to extend a 'pedestrian and cycle zone' in the vicinity of **The Winns Primary School E17**, into **Carr Road, Pennant Terrace** (between Carr Road and Rushbrook Crescent) and **Fleeming Close** (note: these roads will form an extension of the SC11 'pedestrian and cycle zone' currently in operation in various roads around the aforementioned school). The 'pedestrian and cycle zone' extension will operate between 8.30 a.m. and 9.30 a.m. and between 2.45 p.m. and 3.45 p.m. on Monday to Friday inclusive - although in practice it is anticipated that they will only operate during these hours in school term-time, when the traffic signs are showing.
 - a. All motor vehicles except permit holders, will be prohibited from entering the pedestrian and cycle zone during their hours of operation. Permits allowing vehicles to enter the pedestrian and cycle zone will be available to residents of and employees of businesses and organisations at premises located within or only accessible from the pedestrian and cycle zone, and to disabled person's badge holders who have a bona fide reason to enter or leave a vehicle in the pedestrian and cycle zone, by application to the Council. Any vehicle that is already within the pedestrian and cycle zone prior to its commencement of operation will be permitted to leave. Further exemptions will apply to: Emergency service vehicles; Council Waste Services; other key Council services (e.g. Social Services); Mobility Services vehicles; and Public service vehicles (e.g. Community Transport, Dial-a-Ride).
 - b. The extension is intended to create a pleasant environment that feels safer in the immediate vicinity of a school, discourage travelling to school by car in cases where alternative means of travel are available, and encourage walking, scooting and cycling to school, thereby achieving positive health outcomes for the school community. For more information about the scheme in general and how to apply for permits please visit for following Council website www.walthamforest.gov.uk/content/school-streets.
 - (b) in **Ardleigh Road (ARD)**
 - a. to close to vehicular traffic (including motorcycles) (except pedal cycles) the full width of the **highway opposite between the northern kerb line of Ardleigh Terrace northwards for 10 metres (all vehicular traffic will be prohibited from proceeding or entering) and provide double yellow line "at any time" waiting restrictions on both sides of closure perpendicular to the kerb lines; and

- b. **west side** – suspend permit parking space outside Nos. 23 to 27 ARD by 10 metres.
- (c) in **Blenheim Road (BLE)** prohibit vehicular traffic (including motorcycles) (except pedal cycles) entering Blenheim Road at its junction with Blackhorse Lane. All motor vehicles would be prohibited from entering into or proceeding past this point at all times.
- (d) prevent motor vehicles entering **Brettenham Road** (section east of point 2 metres west of the eastern flank wall of No. 29) where entry to that section of road is prohibited by a no-entry sign plate situated 2 metres west of the eastern flank wall of No. 29.
- (e) prevent motor vehicles entering **Elphinstone Road** where entry to that road is prohibited by a no-entry sign plate situated at its junction with Winns Avenue.
- (f) prevent motor vehicles entering **Fleeming Road** where entry to that road is prohibited by a no-entry sign plate situated at its junction with Pennant Terrace.
- (g) in **Keith Road (KEI)**
 - a. prohibit motor vehicles (except cyclists) from proceeding at any time in any direction other than from south-east to north-west; and
 - b. prevent motor vehicles entering **Keith Road** where entry to that road is prohibited by no-entry sign plate situated at its junction with North Countess Road.
- (h) in **Monoux Grove (MON)** to close to vehicular traffic (including motorcycles) (except pedal cycles) the full width of the **highway between its junction with Billet Road southwards for 3.5 metres (all vehicular traffic will be prohibited from proceeding or entering) and provide double yellow line "at any time" waiting restrictions on both sides of the closure perpendicular to the kerb lines (north side is Billet Road junction).
- (i) in **Pennant Terrace (PEN)**
 - a. to close to vehicular traffic (including motorcycles) (except pedal cycles) the full width of the **highway between the eastern kerb line of the Thorpe Crescent (its western arm) and the western kerb line of Elphinstone Road its width being 3.5 metres (all vehicular traffic will be prohibited from proceeding or entering) and provide double yellow line "at any time" waiting restrictions on both sides of the closure perpendicular to the kerb lines;
 - b. to close to vehicular traffic (including motorcycles) (except pedal cycles) the full width of the **highway between the western kerb line of Rushbrook Crescent and the eastern kerb line of Carr Road its length being 3.5 metres (all vehicular traffic will be prohibited from proceeding or entering) and provide double yellow line "at any time" waiting restrictions on both sides of the closure perpendicular to the kerb lines;
 - c. prohibit motor vehicles (except cyclists) from proceeding at any time in any direction other than from west to east between its junctions with North Countess Road and the **east** kerb line of Thorpe Crescent;
 - d. prohibit motor vehicles (except cyclists) from proceeding at any time in any direction other than from east to west between the eastern kerb line of Fleeming Close (its east arm) and the eastern kerb line of Elphinstone Road;
 - e. prohibit motor vehicles (except cyclists) from proceeding at any time in any direction other than from east to west between the eastern kerb line of Rushbrook Crescent and the **eastern** kerb line of Fleeming Close (its eastern arm); and
 - f. prevent motor vehicles entering **Pennant Terrace** (section immediately east of the easternmost kerb line of Fleeming Close) where entry to that section of road is prohibited by a no-entry sign plate situated at its junction with Fleeming Close (easternmost arm).
- (j) in **Rushbrook Crescent (RSB)** prohibit motor vehicles (except cyclists) from proceeding at any time in any direction other than from north to south between its junctions with Penrhyn Avenue and Brettenham Road.
- (k) in **Tavistock Road (TAV)** prohibit vehicular traffic (including motorcycles) (except pedal cycles) entering Tavistock Road at its junction with Blackhorse Lane. All motor vehicles would be prohibited from entering into or proceeding past this point at all times.

(l) in Thorpe Crescent (THP)

- a. to close to vehicular traffic (including motorcycles) (except pedal cycles) the full width of the **highway between its junction with Keith Road eastwards for 3.5 metres in length (all vehicular traffic will be prohibited from proceeding or entering) and provide double yellow line "at any time" waiting restrictions on both sides of the closure perpendicular to the kerb lines;
- b. prohibit motor vehicles (except cyclists) from proceeding at any time in any direction other than from south to north and then generally in a north-westerly direction; and
- c. south side - suspend 7.5 metres of permit parking space outside Nos. 38 to 40.

(m) in Winns Avenue (WIN) to close to vehicular traffic (including motorcycles) (except pedal cycles) the full width of the **highway between the eastern kerb line of South Countess Road its length being 16.5 metres (all vehicular traffic will be prohibited from proceeding or entering) and provide double yellow line "at any time" waiting restrictions on both sides of the closure perpendicular to the kerb lines;

***Note: the designation of all closures to vehicular traffic (modal filters) mentioned in item 2 above will operate across the full width of the highway boundary including the footways/pavements.*

3. FURTHER NOTICE IS HEREBY GIVEN that the Council, in accordance with Sections 90A and 90C of the Highways Act 1980, the Highways (Road Humps) Regulations 1999, as amended, proposes to:

- (a) convert all speed cushions (concrete, asphalt, plastic, or rubber), to sinusoidal humps (known as "speed humps") in: **South Countess Road, Priory Court** (between Xavier House and No. 154 only) and **North Countess Road** (all up to 4 metres in length including the gradients); and
- (b) convert all speed cushions (concrete, asphalt, plastic, or rubber) to speed tables (up to 9 metres in length including the gradients) in: **Priory Court** (except the cushion between Xavier House and No. 154).

NB/ The sinusoidal road humps would be elevated sections of carriageway, between 75 and 100 millimetres higher at their highest point than the surrounding carriageway, extending across the full width of the carriageway.

4. Documents giving more detailed particulars of the experimental Traffic Orders and other measures can be inspected on request by either emailing traffic.scheme@walthamforest.gov.uk, or visiting the Highways and Traffic Management office, Low Hall, Argall Avenue E10 7AS during normal office hours on Mondays to Fridays inclusive (*by appointment); from **25th September 2023**; or alternatively documents can be viewed online at: www.walthamforest.gov.uk/content/road-traffic-schemes-and-consultations.
5. Any person desiring to object to or to make any other representation with regards to **the hump measures mentioned** should send a statement in writing of either their objection and the grounds thereof or of their representation to Traffic Orders, Highways and Traffic Management, Low Hall, Argall Avenue, London, E10 7AS or by emailing: traffic.scheme@walthamforest.gov.uk quoting reference by the end of a period of 21 days from the date on which this Notice is published. All objections must specify the grounds on which they are made.
6. Where it appears necessary for certain purposes, an authorised officer of the Council may, in pursuance of section 10(2) of the Road Traffic Regulation Act 1984, modify or suspend any provision of the experimental Traffic Orders while they are in force.
7. The Council will be considering in due course whether the provisions of the experimental Traffic Orders should be continued in force indefinitely by means of permanent Traffic Orders made under sections 6, 45, 46 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984. *Any person may object to the making of the permanent Orders for the purpose of such indefinite continuation within a period of six months beginning with the day on which the experimental Orders come into force or, if the Orders are varied by another Order or modified pursuant to section 10(2) of the 1984 Act, beginning with the day on which the variation or modification or the latest variation or modification came into force.* Any such objection must be made in writing and must state the grounds on which it is made and be sent to: **Traffic Orders, Highways, Low Hall, Argall Avenue, London, E10 7AS**, or by emailing: traffic.scheme@walthamforest.gov.uk quoting reference **T32(23) – Lloyds Park regional traffic improvements**. Any objection may be communicated to, or be seen by, other persons who may be affected.

8. If any person wishes to question the validity of any the Orders or of any of their provisions on the grounds that they are not within the powers conferred by the Road Traffic Regulation Act 1984, or that any requirement of that Act or any instrument made under that Act has not been complied with, that person may, within 6 weeks from the date on which the Orders are made, apply for the purpose to the High Court.

*For more information please telephone 020 8496 3000, quoting reference Traffic Orders **T32(23) – Lloyds Park regional traffic improvements**

Dated **25th September 2023**

Mr. J. Griffin, Director of Neighbourhoods, Traffic Orders, Low Hall, Argall Avenue, London E10 7AS.