

## **LONDON BOROUGH OF WALTHAM FOREST**

### **HIGHWAYS ACT 1980 – SECTIONS 90A AND 90C AND ROAD TRAFFIC ACT 1984 SECTION 23 AND 84**

#### **HALL LANE E4 (NORTH TO SOUTH ARM) AND CHINGFORD MOUNT ROAD AND CHINGFORD ROAD (ALL SECTIONS BETWEEN HALL LANE AND THE CROOKED BILLET)**

#### **20 M.P.H. SPEED LIMIT AND VARIOUS TRAFFIC CALMING MEASURES – (T33(23))**

**The Waltham Forest (20 m.p.h.) (Hall Lane E4 (north/south)) (No. \*) Speed Limit Order 202\***  
**The Waltham Forest (20 m.p.h.) (Chingford Mount Road/Chingford Road E4) (No. \*) Speed  
Limit Order 202\***

### **STATEMENT OF REASONS**

The Council made a commitment to “Roll out a 20mph default speed limit across the borough in our residential streets” as part the Cycling Action Plan for Waltham Forest in April 2012, and remains committed to reducing the speed limit on residential roads to 20 mph and reducing the speed limit on main roads where appropriate. The scheme contributes towards the Council’s ambition for reduced speed limits across the borough and supports London’s Vision Zero Strategy to help reduce fatal and serious injury collisions on London’s roads.

The 20mph programme also supports London’s Vision Zero Strategy. The “Safe Speeds” approach is one of five key actions from the Vision Zero Action Plan to eliminate all fatalities or serious injuries involving road traffic through encouraging speeds appropriate to the streets of a busy and populated city through the widespread introduction of new lower speed limits.

As part of the Council’s commitment and ambitions to improve road safety and reduce road danger, the Council has already implemented 20 mph zones in over 85% of the borough.

The 20mph programme for Chingford was prioritised as part of the borough’s latest three-year Local Implementation Plan (LIP), to progressively achieve coverage across the remaining roads in the borough.

Between 2019 and 2022, **58** collisions were recorded on Chingford Mount Road/Chingford Road which resulted in **66** casualties. On Hall Lane **10** collisions were recorded which resulted in **13** casualties.

There is strong evidence of the correlation between vehicle speeds and reduction in personal injury collisions thus the above Order and other measures are considered necessary to improve safety and reduce personal injury and road accidents in the roads mentioned in the notice of proposals.

In proposing the above-mentioned Order, the Council in exercise of its duty under the Road Traffic Regulation Act 1984 has sought to secure expeditious, convenient and safe movement of vehicular and other traffic on the highway.