

**LONDON BOROUGH OF WALTHAM FOREST  
EXPERIMENTAL CONVERSION OF CERTAIN ROADS FROM THE LEYTONSTONE  
EAST (LSE) CPZ INTO A NEWLY FORMED CPZ NAMED LEYTONSTONE STATION  
(LS)**

**AMENDMENT OF PERMIT ELIGIBILITY OF CERTAIN LSE PERMIT HOLDERS TO  
LS PERMIT HOLDERS (BASED ON NEW CPZ BOUNDARIES), CONVERSION OF  
PERMIT PARKING SPACE OUTSIDE GEORGE TOMLINSON SCHOOL TO "AT ANY  
TIME" WAITING RESTRICTIONS TO ACCOMMODATE PARKLETS ON THE  
HIGHWAY (ALL E11 STREETS)**

**The Waltham Forest (Charged-For Parking Places) (Amendment No. 204)  
Experimental Order 2024; and The Waltham Forest (Free Parking Places, Loading  
Places and Waiting, Loading and Stopping Restrictions) (Amendment No. 200)  
Experimental Order 2024**

**STATEMENT OF REASONS**

To provide adequate on street parking facilities for residents, visitors, business' and essential users and to manage inter-zonal commuting in certain streets in and around Leytonstone underground station region the Council has considered it necessary to introduce the above experimental Orders to move certain roads from the LSE CPZ into the new LS CPZ

This is part of a review of operational times of specific zones in the region and to manage inter-zonal commuter and amenity parking around shopping areas and train stations. Also the Orders provide parking exclusively for Residents only in certain locations within the new zone.

A Parklet is a small green space, seating area or similar public amenity, typically located alongside the pavement on former road space. It is intended to improve the public realm through its appearance, its use, and its properties, and to highlight how a relatively small amount of carriageway or pavement space can be re-purposed to achieve a wide range of local benefits. Parklets have become much more widely used within the UK, particularly across a number of London Boroughs, with resident, business and council led initiatives. There is no fixed shape or form for a parklet, but the general principle is that it occupies one or two vehicle spaces (or potentially more) and provides increased scope for green infrastructure and planting, seating, cycle and micro mobility parking, and a range of other small-scale activations.

The Council will implement a parklet in Harrington Road E11 just south of the school which requires by traffic order the displacement of permit parking and a section of single yellow line. The area acquired for the parklets to be underpinned by waiting restrictions operating "at any time".

In proposing to make these orders consideration has been given to securing expeditious, convenient and safe movement of vehicular and other traffic and the provision of suitable and adequate parking facilities on the highway.

The Orders are being introduced on experimental basis in order to assess their effectiveness and in certain circumstances, changed quickly should it be deemed necessary.

In due course the Council intends to consider making permanent Orders which would continue in force indefinitely the provisions of the experimental Orders.