

LONDON BOROUGH OF WALTHAM FOREST

ROAD TRAFFIC REGULATION ACT 1984 SECTION 9 EXPERIMENTAL TRAFFIC ORDERS HIGHWAYS ACT 1980 – SECTIONS 90A AND 90C TRAFFIC CALMING CONVERSION OF SPEED CUSHIONS TO FULL ROAD WIDTH HUMPS (scheme ref: LBWF T38(21))

VALLENTIN ROAD AREA LOW TRAFFIC NEIGHBOURHOOD IMPROVEMENTS (E17 STREETS)

WYATTS LANE, TURNER ROAD, HAVANT ROAD, VALLENTIN ROAD

CLOSURES TO VEHICULAR TRAFFIC EXCEPT CYCLES AND LOCAL BUSES (MODAL FILTER), CONTRAFLOW CYCLING, ONE WAY WORKING AND NO ENTRY PROHIBITION – REDUCTION OF PERMIT PARKING SPACE AND WAITING RESTRICTIONS

**The Waltham Forest (Prescribed Routes) (Valleantin Road region No. 1) Experimental Traffic Order
2021,**

**The Waltham Forest (Prescribed Routes) (Pedestrian and Cycle Zones) (No. 4) Experimental Traffic
Order 2021**

**The Waltham Forest (Charged-For Parking Places) (Amendment No. 100) Experimental Order 2021
The Waltham Forest (Free Parking Places, Loading Places and Waiting, Loading and Stopping
Restrictions) (Amendment No. 99) Experimental Order 2021**

STATEMENT OF REASONS

The Council made the commitment to encourage walking and cycling as part the Cycling Action Plan for Waltham Forest in April 2012 and remains committed to this by making the boroughs streets and public spaces accessible for everyone, making it a better place to live, work, and travel. Creating people-friendly streets and neighbourhoods that actively encourage walking, cycling, and using public transport is central to the principles of the 15-minute neighbourhood, a key priority in the Councils Public Service Strategy.

The scheme was developed in response to requests from residents in the area. The consultation results have shown that the majority of respondents from the area support the overall scheme as well as each element of the proposals.

BACKGROUND

The Council has received requests and complaints from residents regarding the impact of traffic across the area.

Vallentin Road residents expressed concerns regarding the speed and volume of traffic, and the congestion as a result of the two-way traffic causing conflicts. Turner Road residents have raised concerns relating to the speed of vehicles travelling along the road. Wyatt's Lane concerns relate to the safety of vulnerable road users, in particular school children travelling to and from Our Lady and St George's Catholic Primary School.

In response to resident's immediate concerns, interim parking and no waiting changes were introduced in Valleantin Road in March 2021 whilst a permanent scheme was developed. Parking restrictions were implemented to provide passing spaces for oncoming vehicles, which has helped reduce traffic congestion.

The previous orders were developed to reduce the volume and impact of traffic using roads in the area and improve road safety for all road users. The traffic reduction features are designed to help encourage more local trips to be made on foot, by bike and by public transport, which would improve air quality to create a more attractive neighbourhood for everyone to enjoy.

The scheme also supports the Council's aims to make the borough accessible to all for cycling, to support the growth of our local economy by encouraging people to walk and cycle to their local town centres, to substantially increase cycling in the borough and make it an attractive and mainstream method of transport.

NEW EXPERIMENTAL PROVISIONS

Details of the experimental traffic orders as part of this scheme are shown within the consultation documents previously sent to residents include modal filters on Wyatt's Lane and Havant Road, as well as a traffic restriction preventing vehicles (other than buses and cycles) from entering Vallentin Road from Shernhall Street.

There are also supplementary changes to traffic and parking restrictions to facilitate two-way traffic flow and to allow the construction of modal filters. The interim parking restrictions on Vallentin Road are also proposed for removal with permit parking to be reinstated.

The experimental orders also include a School Street in Wyatt's Lane, which aligns with the Council's aim to create safer streets for everyone by reducing traffic congestion and improving local air quality. School Streets involve temporarily closing one or more roads surrounding a school to most vehicles for a short period at the start and end of the school day. Restrictions should have the following benefits for the school community and residents:

- Improved road safety for all road users.
- A reduction in anti-social behaviour from inconsiderate parking and dangerous vehicle movements.
- Less vehicles during school pick up and drop off times, which will reduce traffic and make it easier for pupils, parents, carers, and staff to walk, scoot and cycle to school.
- Improved air quality around the school gates due to reduced vehicle idling.

All 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.