

LONDON BOROUGH OF WALTHAM FOREST

ROAD TRAFFIC REGULATION ACT 1984 SECTION 9 EXPERIMENTAL TRAFFIC ORDERS (scheme ref: T4(22))

STATION ROAD E17

NO-ENTRY, WAITING AND LOADING RESTRICTIONS AMENDMENTS, ONE-WAY TO VEHICULAR TRAFFIC (EXCEPT CYCLES), CONTRAFLOW CYCLING, SUSPENSION OF SHORT STAY PARKING

**The Waltham Forest (Prescribed Routes) (Station Road E17) (No.1) Experimental Traffic Order 2022,
The Waltham Forest (Charged-For Parking Places) (Amendment No. 112) Experimental Order 2022
The Waltham Forest (Free Parking Places, Loading Places and Waiting, Loading and Stopping Restrictions) (Amendment No. 112) Experimental Order 2022**

STATEMENT OF REASONS

- In in the 2018/19, the Council initiated the Coppermill Area Liveable Neighbourhoods Scheme, with funding from Transport for London
- The Coppermill scheme aimed to build upon the success of adjacent Enjoy Waltham Forest village and town centre schemes. This would be achieved by encouraging and enabling more walking, cycling and the use of public transport through a reduction in the volume, speed and impact of motorised traffic in the area, through new walking, cycling and public transport priority infrastructure, and through enhancements to the public realm.
- During 2018 and Spring 2019 the Council completed a wide range of early engagement activities within the community including, but not limited to.
 - Online Perception survey
 - “Community Signs” at key locations identified from the perception survey asking for more specific feedback on ideas on how these areas could be improved.
 - Pop up events at a number of locations across the area to raise awareness and gather feedback on how the area could be improved.
 - Led community walks and rides.
 - Dedicated regular Business and Accessibility forums to try and engage with traditionally hard-to-reach audiences.
 - On 23 April and 24 April 2019, the concept design was presented at a series of two community workshops
- Following further development of the scheme design, taking into consideration feedback from the early engagement above, full public consultation was initiated in June 2019 with over 5000 flyers sent to the local community
- The consultation was positively received and on 12 September 2019 was approved for detailed design and implementation at Environment PLM

- In summer 2020, the Council secured funding from Transport for London's (TfL's) London Streetspace Plan (LSP) to deliver certain elements of the overall Coppermill Area scheme, where they aligned with the objectives of the LSP programme and London's wider pandemic response. This primarily included the planned traffic reduction measures at the following locations:
 - Low Hall Lane by Markhouse Avenue – Modal Filter
 - Edward Road by Coppermill Lane – Modal Filter
 - Station Road by St James Street – Modal Filter
 - South Access Road – Bus Gate
- Works in the Coppermill area commenced in August 2020. The traffic reduction measures were introduced using Experimental Traffic Management Orders, as per the Council's standard process for this type of intervention. And despite the significant amount of -pre-engagement that had taken place.
- The Experimental Orders came into effect on 27 August 2020. The statutory consultation period associated with the Orders is deemed to have finished on 02 May 2021, six months from when all the changes were substantively in place.
- A significant monitoring programme has been in place over the past 12 months.
- A number of people provided feedback during the statutory consultation period. Key concerns are focused specifically around Markhouse Avenue and Station Road, and the local impact of the Station Road modal filter on Road safety, congestion, local access and potential Emergency Service response. These concerns have been considered in developing the recommendations below.
- A large amount of highway, traffic and environmental data has been collected and assessed the last 12 months. Overall, the scheme appears to have had a significant positive impact.
- However, the data does support concerns that the eastern end of Markhouse Avenue has seen some increase in traffic as a result of the changes. It is also acknowledged that the number of access routes in and out of the Station Road area has reduced, and while this has not caused any issues to date, it is perceived as a concern by some respondents
- Considering the above, the recommendation is to make the Low Hall Lane, Edward Road and South Access Road (Bus Gate) closures permanent, but to change the Station Road closure to a one-way restriction using a new Experimental Traffic Order.

Station Road One Way - New Experimental Order

- The measures are intended to improve safety and address local concerns regarding through traffic using residential roads, reduce the impact of traffic on Markhouse Avenue and to enhance the look and feel of the area. **Measures that are being introduced as part of this phase of highway improvements include; point of no entry (except cycles) in Station Road near its junction with Lynmouth Avenue (the additional removal of parking and provision of**

no waiting restrictions included that were introduced as part of the Station Road modal filter will remain), one way operation for all motorised vehicles entering Station Road from St James Street.

In proposing to make this order 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 and off the highway.

These measure above is initially being introduced experimentally in order to assess their effectiveness with a view to making them permanent.