

## LONDON BOROUGH OF WALTHAM FOREST

### HOE STREET E17 AREA (PHASE IV) – GROSVENOR ROAD TO LEA BRIDGE ROAD

### BUS PRIORITY, CYCLING AND WALKING IMPROVEMENTS (E17 ROADS) [T37(23)]

#### The Waltham Forest (Charged-For Parking Places) (Amendment No. \*) Order 202\*

#### The Waltham Forest (Free Parking Places, Loading Places and Waiting, Loading and Stopping Restrictions) (Amendment No. \*) Order 202\*

#### The Waltham Forest (Bus Lane) (Amendment No. \*) Traffic Order 202\*

1. **NOTICE IS HEREBY GIVEN** that the Council of the London Borough of Waltham Forest ('the Council') propose to make the above-mentioned Orders under sections 6, 45, 46, 49 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984, as amended.
2. The general effect of the Orders, to complement the provision of either new or extended cycle tracks in Hoe Street and the construction of Copenhagen style 'blended' carriageway/footway crossings in side roads off Hoe Street between Daventry Road and Lea Bridge Road would be, in:-
  - (a) **BAKERS AVENUE, south-east side**, from a point 11 metres south-west of its junction with Hoe Street in a south-westerly direction convert 6.6 metres of single yellow line no waiting restriction to a loading place operating Mondays to Saturdays "at all times" with a maximum stay of 30 minutes and no return within 1 hour;
  - (b) **BOUNDARY ROAD, north-west side**, outside the flank wall of No. 436 Hoe Street and 2a Boundary Road convert 6 metres of no waiting "at any time" restriction and 0.6 metres of Pay by Phone parking space to a loading place 6.6 metres in length operating Mondays to Saturdays "at all times" with a maximum stay of 30 minutes and no return within 1 hour;
  - (c) **CLARENDON ROAD**,
    - (i) **north-west side**,
      - a. convert the "at any time" no waiting restrictions and 7 metres of Pay by Phone parking space situated outside the flank wall of No. 349 Hoe Street to a 12-metre loading place operating Mondays to Saturdays "at all times" with a maximum stay of 30 minutes and no return within 1 hour; and
      - b. maintain 5 metres of the reduce Pay by Phone parking place situated outside the flank wall of No. 349 Hoe Street (operational times, days, period of stay and no return period remain unchanged).
    - (ii) **south-east side**, provide a double yellow line no waiting "at any time" restriction commencing from a point 11 metres north-east of its junction with Hoe Street, north-eastwards for 5.5 metres;
  - (d) **GRANVILLE ROAD, north-west side**, outside the south facing flank wall of No. 331 Hoe Street convert a section of "at any time" no waiting restriction and a whole Pay by Phone parking place to a loading place 11.5 metres in length operating Mondays to Saturdays "at all times" with a maximum stay of 30 minutes and no return within 1 hour.
  - (e) **HOE STREET**
    - (i) **both sides** – between Grove Road and Lea Bridge Road - convert all single yellow line waiting and loading restrictions to double yellow line "at any time" waiting and loading restrictions;
    - (ii) **west side** – amend the northbound carriageway bus lane (situated between Pendlestone Road and Orford Road) so that it commences at its southern-end entry point 1.9 metres south of the common boundary of Nos. 390 and 392 Hoe Street;
    - (iii) **south-west side** – remove all regulated footway Pay by Phone parking and loading places between Nos. 402 and 434 Hoe Street (to make way for new cycle track provision);
  - (f) **POPLARS ROAD, north-west side**, outside the south-east facing flank wall of No. 399 Hoe Street convert 6.6 metres of Pay by Phone parking space to a loading place operating Mondays to Saturdays "at all times" with a maximum stay of 30 minutes and no return within 1 hour; and
3. **FURTHER NOTICE IS HEREBY GIVEN** that the Council under sections 90A and 90C of the Highways Act 1980 and the Highways (Road Humps) Regulations 1999 proposes to:
  - (a) reduce the length of entry/exit speed tables in the following roads situated at their junction with Hoe Street and convert the surfacing of these speed tables to Copenhagen style blended crossings:
    - (i) **Granville Road** – reduce by 5.8 metres at its north-eastern end
    - (ii) **Clarendon Road** – reduce by 5.5 metres at its north-eastern end
    - (iii) **Poplars Road** – reduce by 4.1 metres at its north-eastern end

(b) **Bakers Avenue** – create a Copenhagen style blended crossing between its junction with Hoe Street and a point 7.3 metres south-west of that said junction;  
and convert all other raised speed tables situated at junctions of side roads off Hoe Street (between Grove Road and Lea Bridge Road) to Copenhagen style blended crossings.

4. **FURTHER NOTICE IS HEREBY GIVEN** that the Council under section 23 of the Road Traffic Regulation Act 1984, sections 90A and 90C of the Highways Act 1980 and the Highways (Road Humps) Regulations 1999 proposes to:

- (a) \*\*convert a raised zebra crossing situated outside Nos. 361 Hoe Street to a dual use (parallel pedestrian with cyclists crossing) zebra crossing so that the crossing for cyclists is immediately outside No. 359 and 361 and adjacent the crossing for pedestrians. Zig zags on the southern end of the crossing where vehicles will be prohibited from stopping will extend to a point 1.5 north of the common boundary of Nos. 363 and 365 Hoe Street. The northern end of the raised table situated in this location will be extended slightly northwards to a point outside No. 434 Hoe Street.
- (b) \*\*convert a signalised crossing situated outside Nos. 319 Hoe Street to a raised dual use (parallel pedestrian with cyclists crossing) signalised crossing so that the crossing for cyclists is immediately north No. 319 and adjacent the crossing for pedestrians (total length of new dual crossing is approximately 42.4 metres). Zig zags on the southern end of the crossing where vehicles will be prohibited from stopping will extend to a point outside No. 323 Hoe Street on both directions of the carriageway.

*NB/ The Copenhagen style blended crossings mentioned in this Notice would be an elevated section of carriageway, between 75 and 100 millimetres higher at its highest point than the surrounding carriageway, or at an equal level with the surrounding pavement and extending across the full width of the carriageway, including the gradients.*

5. **FURTHER NOTICE IS HEREBY GIVEN** that the Council, in accordance with section 65 and 66 of the Highways Act 1980, intends to convert/ modify or re-create certain lengths of the footway and carriageway space of **Hoe Street** into segregated cycle tracks for use by cyclists at the locations between Granville Road and Lea Bridge Road.

The cycle tracks are proposed to aid cyclists to link with existing and new cycle links and networks along key routes, and to avoid fast moving traffic on the carriageways. Priority is maintained for pedestrians when entering or crossing segregated cycle tracks from the footways. The cycle tracks will be constructed predominantly from carriageway space with minimal reductions in effective footway widths.

6. A copy of the Orders, the Council's statement of reasons for proposing to make the Orders and plans showing the locations and effect of the Orders and other associated non-order measures **can be inspected** until the end of a period of 6 weeks from the date on which the Orders are made or, as the case may be, the Council decides not to make the Orders, on request by emailing [traffic.scheme@walthamforest.gov.uk](mailto:traffic.scheme@walthamforest.gov.uk) or visiting (\*by appointment) the Highways and Traffic Management office, Low Hall, Argall Avenue E10 7AS during normal office hours on Mondays to Fridays inclusive; or alternatively documents can be viewed online at: [www.walthamforest.gov.uk/content/road-traffic-schemes-and-consultations](http://www.walthamforest.gov.uk/content/road-traffic-schemes-and-consultations).

7. Any person desiring to object to the proposals or to make any other representation 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](mailto:traffic.scheme@walthamforest.gov.uk) quoting scheme reference **T37(23) - Hoe Street Phase IV** 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.

\*For more information please telephone 020 8496 3000 quoting reference Traffic Orders – **T38(23) - Hoe Street Phase IV**

Dated: **3<sup>rd</sup> August 2023**

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