

LONDON BOROUGH OF WALTHAM FOREST

ROAD TRAFFIC REGULATION ACT 1984 SECTION 9 EXPERIMENTAL TRAFFIC ORDERS

HIGHWAYS ACT 1980 – SECTIONS 90A AND 90C (scheme ref: LBWF T32(23))

LLOYD PARK AND HIGHAM HILL AREA HIGHWAY IMPROVEMENTS (E17 STREETS)

(AREA 1) VARIOUS ROADS IN THE LLOYD PARK, WINNS AVENUE, NORTH/SOUTH COUNTESS ROAD AND PRIORY COURT REGION - CLOSURES TO VEHICULAR TRAFFIC EXCEPT CYCLES (MODAL FILTERS), CONTRAFLOW CYCLING, REDUCTION OF PERMIT PARKING SPACE, WAITING RESTRICTIONS, TRAFFIC CALMING CONVERSION OF SPEED CUSHIONS TO FULL ROAD WIDTH HUMPS AND NEW HUMPS, EXTENSION OF PEDESTRIAN AND CYCLE ZONE INTO FLEEMING CLOSE, CARR ROAD AND PENNANT TERRACE (SURROUNDING 'THE WINNS PRIMARY SCHOOL')

(AREA 2) BLENHEIM ROAD AND TAVISTOCK ROAD, NO MOTOR VEHICLE ACCESS FROM BLACKHORSE LANE

The Waltham Forest (Prescribed Routes) (Winns Avenue/Pennant Terrace region) (No. 1) Experimental Traffic Order 2023,

The Waltham Forest (Prescribed Routes) (Pedestrian and Cycle Zones) (No. 14) Experimental Traffic Order 2023

The Waltham Forest (Charged-For Parking Places) (Amendment No. 188) Experimental Order 2023

The Waltham Forest (Free Parking Places, Loading Places and Waiting, Loading and Stopping Restrictions) (Amendment No. 186) Experimental Order 2023

STATEMENT OF REASONS

School Streets are an initiative to improve local air quality, make it easier and safer for pupils and their parents to walk and cycle to school, and create a safer and more pleasant environment for everyone. Restricting traffic movements around the school should lead to an improvement in road safety, a reduction in anti-social behaviour from inconsiderate parking and dangerous manoeuvres, improved air quality around the school gates due to reduced vehicle engine idling, and subsequently, more active and healthier lifestyles for pupils, their parents, staff, and surrounding residents.

In order to balance the needs of local residents and businesses and minimise impact on local access, a number of road users will be exempt from the planned restriction (i.e. they will be able to use the road at all times unimpeded). The users that will be eligible for exemption are as follows:

- Businesses located within the pedestrian and cycle zones;
- Residents of streets located within the pedestrian and cycle zones with a valid parking permit for a controlled parking zone;
- School staff with a valid parking permit for a controlled parking zone located within a pedestrian and cycle zone or who are accessing the school car park;
- Emergency services;
- Any vehicle already parked within the pedestrian and cycle zones when the restriction commences will be able to leave without penalty;
- Blue badge holders;
- Taxis where use is associated with a resident with registered additional mobility needs;
- Other key Council services (e.g. Social Services);
- Mobility Services vehicles;

- Public service vehicles (e.g. Community Transport, Dial-a-Ride).

The following road users will not be eligible for an exemption:

- General through traffic;
- Registered vehicles of residents or businesses outside of the restricted roads;
- Parents of children attending Mayville Primary School E11 and Greenleaf Primary School E17, unless they qualify for exemption;
- Trades if they are working at a residency which is within the respective School Street zone;
- Taxis and private hire vehicles;
- Car club vehicles if they are being used by a resident whose place of abode is within the respective School Street zone,

Any other vehicles which may require access in the zone will be considered at the Council's discretion.

Exemptions will generally be managed via the grant of a permit for the School Streets scheme. Residents and businesses within a pedestrian and cycle zones who have vehicles with a valid, current parking permit will have their vehicles automatically migrated to the School Streets permit. Residents and businesses of pedestrian and cycle zones who have vehicles that do not have a valid, current parking permit (e.g. because they have off-street parking provision and do not require one) will need to apply for an exemption.

A full list of exempt users, whether users will have their details automatically migrated or they will need to apply for an exemption, and how to apply for an exemption, will be included on the Council's website and in future publicity about the scheme.

Modal Filters and other measures

The next phase of highway, transport and climate proposals is for the Lloyd Park & Higham Hill Improvement scheme which aims to address some of the key ongoing concerns around the volume, speed and impact of traffic; help further support and enable walking and cycling and public transport usage in the area; and enhance the look and feel of the area.

This phase focuses on the following areas:

Series 1 - bounded by Billet Road, Chingford Road, Forest Road, and is also bounded by but includes North Countess Road, Priory Court and South Countess Road.

Series 2 - bounded by Forest Road, Higham Hill Road and is also bounded by but includes Queen Elizabeth Road, Blenheim Road and Blackhorse Lane.

Reasons for the proposals

The Council is committed to creating streets and neighbourhoods that are safe, attractive and actively encourage and help prioritise walking, cycling and the use of public transport for those who are able. Walking and cycling in particular can have significant benefits for health and the environment and are a means to help tackle key priorities for the Council including improved public health, social mobility, air quality and helps address the climate emergency within the borough.

Creating streets and spaces that support and enable active and sustainable travel, particularly for local journeys, is an integral part of key strategies and policies including the Council's 2020 Cycle Vision, Local Implementation Plan 3, 15-minute Neighbourhoods approach as set out in the Public Service Strategy, and emerging Local and Air Quality Action Plans

The Council has successfully introduced a number of area wide improvement schemes since 2013, helping to build our nationally acknowledged reputation as leaders in delivering active, sustainable travel and air quality schemes. The Council understands that there are concerns regarding schemes that seek to change how motorised traffic moves around parts of the borough. These include the perception that traffic may displace, resulting in longer journeys and an increase in traffic volume, congestion and pollution in surrounding areas and on the main road network, and a negative impact on key services and stakeholders as well as more vulnerable members of the community who may be more reliant on motorised vehicle.

Monitoring undertaken by the Council and independent external third parties has shown that schemes such as the proposed Lloyd Park and Higham Hill improvements scheme can have significant benefits in terms of reducing motor vehicle numbers, speeds and associated road danger; increasing the number of people walking and cycling and the amount of time they spend doing these activities; improving air quality, and supporting residents to reduce levels of car ownership and use. Monitoring and research has also shown that in general schemes do not have a negative impact on emergency service response times or levels of crime and anti-social behaviour, with reductions in both being more common than not.

The Council's monitoring has shown that the impact of schemes of this type on the surrounding road network can be very nuanced, with some roads experiencing increases and others decreases. However, the cumulative impact across all roads within and around scheme areas tends to be an overall reduction in the volume of motorised traffic. The impact on bus journey times outside of scheme areas often varies by route, road and time of day but schemes monitored to date tend to show an overall neutral impact on public transport when considering all routes on the surrounding road network

In general, the Council follows a comprehensive multi-stage community engagement process when developing schemes of this type. In the first instance early engagement is used to help demonstrate the local case and appetite for change and improvement from within the community, with subsequent stages providing opportunity for the community to comment and provide feedback on proposals as they are developed. Based on community and key stakeholder feedback, consideration is then given to adapting, adjusting and rethinking proposals to respond to and mitigate some of the key general concerns raised around changes of this nature, as well as localised scheme or site specific concerns and issues.

The Lloyd Park and Higham Hill improvements scheme has been through a comprehensive engagement process, starting with the 2019 perception survey which demonstrated appetite and support with the community for measures to reduce the volume, speed and impact of traffic and improve the environment for active travel. Following the development of more detailed proposals for Series 1 and Series 2, these were publicly consulted on during December 2022, with key stakeholder engagement taking place in parallel and continuing into early spring 2023.

In response to the feedback received a number of changes have been made to the scheme to address and mitigate some of the concerns raised, both general and site specific.

The proposals will be delivered using ETMOs initially, effectively adopting a trial approach that will give further opportunity for monitoring and community feedback under 'live' conditions. ETMOs are valid for up to 18 months, the first 6 of which (once the changes have been substantively introduced) form a statutory consultation period. Following a similar process to area-based schemes introduced over the last 3 years, the Council will evaluate the experimental scheme during the 18 month window, and will use this to make a further decision on whether the changes should be made permanent or not.

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 and off the highway.

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