

**LONDON BOROUGH OF WALTHAM FOREST
ROAD TRAFFIC ACT 1984 SECTION 9**

**HARROW ROAD E11 REGION (PHASE 2) - TRAFFIC AND ROAD SAFETY SCHEME -
VARIOUS AMENDMENTS TO NO WAITING AND PARKING AND PROVISION OF A NEW
MODAL FILTER (PROHIBITED ACCESS FOR MOTOR VEHICLES) (T2b(24))**

**The Waltham Forest (Charged-For Parking Places) (Amendment No. 200) Experimental
Order 2024**

**The Waltham Forest (Free Parking Places, Loading Places and Waiting, Loading and
Stopping Restrictions) (Amendment No. 195) Experimental Order 2024**

**The Waltham Forest (Prescribed Routes) (Cecil Road E11) Experimental Traffic Order
2024**

STATEMENT OF REASONS

In July 2020 and then October 2020 we installed a series of experimental Low Traffic Neighbourhood's (LTN's) in the South Leytonstone, Maryland and Forest Gate areas. The schemes aimed to remove through traffic across these areas to create safer, more inviting, and accessible streets for residents to walk, cycle and generally get around. The Council believes that changes like this are part of the wider package of measures needed to address long-term challenges our borough is facing and were included in the original 2018 and 2019 funding bids to TfL. In this case implementation was accelerated and changes introduced using an experimental approach to quickly improve our streets for walking and cycling in response to the pandemic. With many people displaced from public transport at the time, and more than half of residents not having access to motorised transport, creating a safe environment for active travel was essential.

During 2020 and 2021 we monitored the experimental schemes and sought feedback from the community through a number of surveys and engagement activities. Our monitoring data showed that the schemes generally performed well, achieving many of the original objectives such as an overall decrease in traffic volumes and speeds on roads within the scheme areas, fewer injuries caused by road traffic collisions, and an increase in cycling trips. However, alongside these benefits we recognised that there were still challenges relating to some roads within the area, and that there were some remaining concerns among residents over the operation of the scheme. As part of the decision to make the schemes permanent, we set out that we were committed to working with residents, businesses and TfL to identify further solutions to address these.

As part of our commitment to deliver further enhancements within the South Leytonstone area we have developed an initial corridor improvement scheme on Harrow Road, to help address a number of traffic related concerns and further support and enable walking and cycling in the area. These initial proposals aim to reduce traffic speeds along Harrow Road and create improved walking and cycling links at key locations across and along the Harrow Road corridor. The modal filter at Cecil Road is a key part of Harrow Road / Cecil Road junction and aims to improve connectivity for pedestrians and cyclists across Harrow Road.

All provisions are to secure the expeditious convenient and safe movement of vehicular and other traffic on and off the highway (as per Traffic Management Act 2004 Part II).

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