**LONDON BOROUGH OF WALTHAM FOREST**

**ROAD TRAFFIC REGULATION ACT 1984 SECTION 9**

**CHERRYDOWN AVENUE E4 – TRAFFIC AND ROAD SAFETY SCHEME – VARIOUS AMENDMENTS TO NO WAITING AND PARKING AND PROVISION OF A NEW MODAL FILTER (PROHIBITED ACCESS FOR MOTOR VEHICLES) (ET3(25))**

**The Waltham Forest (Charged-For Parking Places) (Amendment No. 253) Experimental Order 2025**
**The Waltham Forest (Free Parking Places, Loading Places and Waiting, Loading and Stopping Restrictions) (Amendment No. 250) Experimental Order 2025**
**The Waltham Forest (Prescribed Routes) (Cherrydown Avenue E4) (No. 1) Experimental Traffic Order 2025**

## STATEMENT OF REASONS

The next phase of highway, transport and climate proposals is for the Cherrydown Avenue E4 traffic and road safety scheme which aims to address some of the key ongoing concerns and 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.

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 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 such schemes 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 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 to 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.