

## **LONDON BOROUGH OF WALTHAM FOREST**

### **ROAD TRAFFIC REGULATION ACT 1984 SECTION 9 EXPERIMENTAL TRAFFIC ORDERS AND SECTION 90 HIGHWAYS ACT 1980 NOTICE (scheme ref: T21ab(20))**

#### **MARKHOUSE REGION - WALKING AND CYCLING - E17 STREETS**

**BELGRAVE ROAD, CHELMSFORD ROAD, DEVONSHIRE ROAD, LANSDOWNE ROAD, ST BARNABAS ROAD, RUTLAND ROAD, SOMERSET ROAD, WELLESLEY ROAD - CLOSURES TO VEHICULAR TRAFFIC EXCEPT CYCLES (MODAL FILTERS), REMOVAL OF ONE-WAY AND NO ENTRY – REDUCTION OF PERMIT PARKING SPACE AND PROVISION OF WAITING RESTRICTIONS AND SPEED HUMPS**

#### **WOODRIFFE ROAD E11 – REVISED SPEED HUMP ARRANGEMENTS**

- (a) The Waltham Forest (Prescribed Routes) (Markhouse region No. 2) Experimental Traffic Order 2020,**
- (b) The Waltham Forest (Charged-For Parking Places) (Amendment No. 41) Experimental Order 2020**
- (c) The Waltham Forest (Free Parking Places, Loading Places and Waiting, Loading and Stopping Restrictions) (Amendment No. 41) Experimental Order 2020**

### **STATEMENT OF REASONS**

As part of the Borough's Walk Cycle Enjoy Programme the Council is introducing a number of measures aimed at improving safety and accessibility for pedestrians and cyclists and encouraging more people to use walking, cycling and public transport for short journeys.

The measures will improve permeability for cyclists, accessibility for pedestrians and aims to improve road safety by reducing traffic speeds and make it safer and more enjoyable for all road users by improving the look and feel of the area.

Also, the measures will address the anticipated increase in non-local traffic seeking routes away from the strategic network as vehicle volume increases as the C19 lockdown is eased. Therefore, removing the opportunity for traffic to divert to streets needed for outdoor space, with modal filtering reducing the potential for unsafe behaviours on residential streets and enabling their use for active modes without road danger.

In making these experimental orders consideration has been given to securing expeditious, convenient and safe movement of vehicular and other traffic.

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