

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

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

1. **NOTICE IS HEREBY GIVEN** that the Council of the London Borough of Waltham Forest on **18th June 2020** made the above-mentioned Order under sections 9, 10 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984, as amended. The experimental Orders mentioned above will come into force from **25th June 2020**; and may continue in force for up to 18 months.
2. The general effect of the experimental Orders in the **Markhouse region** (between Queens Road and Boundary Road), to coincide with cycle, pedestrian and public realm improvements, will be:
 - (a) in **Belgrave Road** (section north of Rutland Road) (**BEL**) -
 - (i) to close to vehicular traffic (including motorcycles) (except pedal cycles) the full width of the **highway which extends 12 metres in length between its junction with Rutland Road and a point outside the common boundary of Nos. 76 and 78 BEL (all vehicular traffic will be prohibited from proceeding or entering);
 - (ii) to provide double yellow line "at any time" waiting restrictions across the north-western and south-eastern ends of the closure mentioned in item 2(a)(i) at 90 degrees to the north-east and south-west kerb lines;
 - (iii) convert permit and pay by phone parking space, or as the case may be, a whole parking place to double yellow line "at any time" waiting restrictions:
 - (i) **on both sides** - for a combined total of 20 metres (10 metres on each side) outside Nos. 72 to 76 and Nos. 73 and 75 BEL; and
 - (ii) **north-east side** –
 - i. for a distance of 10 metres between Nos. 33 and 37 BEL;
 - ii. for a distance of 8 metres adjacent the flank wall of No. 27 Queens Road;
 - (iv) **north-east side** - convert single yellow line waiting restriction adjacent the flank wall of No. 27 Queens Road to double yellow line "at any time" waiting restrictions;
 - (v) **suspend one-way** working to allow for two-way traffic flow between Rutland Road and Queens Road only;
 - (vi) prevent vehicles from entering Belgrave Road where entry to that road is prohibited by a no-entry sign plate at its junction with Boundary Road
 - (b) in **Chelmsford Road** (**CHM**) -
 - (i) to close to vehicular traffic (including motorcycles) (except pedal cycles) the full width of the **highway as extends between the south-east kerb line of Collingwood Road south-eastwards to a point 1.5 metres north-west of the common boundary of Nos. 115/117 CHM (all vehicular traffic will be prohibited from proceeding or entering);
 - (ii) to provide double yellow line "at any time" waiting restrictions across the north and south-eastern ends of the closure mentioned in item 2(b)(i) at 90 degrees to the north-east and south-west kerb lines; and
 - (iii) **both sides** - suspend permit parking space for a combined total of 20 metres (10 metres on each side) outside and opposite Nos. 115 and 117 CHM and replace with double yellow line "at any time" waiting restrictions;
 - (iv) **suspend one-way** working to allow for two-way traffic flow between No. 115 CHM and its junction with Boundary Road only;
 - (v) prevent vehicles from entering that section of Chelmsford Road north-west its junction with Lennox Road where entry to that section of road is prohibited by a no-entry sign plate

- (c) in **Devonshire Road (DEV)** – prevent vehicles from entering Devonshire Road where entry to that road is prohibited by a no-entry sign plate at its junction with Rutland Road;
- (d) in **Lansdowne Road (LAN) – east side**
- (i) the section in line with Wellesley Road - convert to double yellow line "at any time" waiting restrictions:
 - a. 3 metres of permit parking space; and
 - b. 1 metre of single yellow line waiting restriction; and
 - (ii) prevent vehicles from entering Lansdowne Road where entry to that road is prohibited by a no-entry sign plate at its junction with Queens Road;
- (e) in **Rutland Road (RUT)** -
- (i) to close to vehicular traffic (including motorcycles) (except pedal cycles) the full width of the **highway for a distance of 3 metres in length between the south-east facing wall of Nos. 81 Somerset Road and the north-west facing wall of No. 75 Devonshire Road (all vehicular traffic will be prohibited from proceeding or entering);
 - (ii) to provide double yellow line "at any time" waiting restrictions across the north-eastern and south-western ends of the closure mentioned in item 2(e)(i) at 90 degrees to the north-east and south-west kerb lines;
 - (iii) **both sides** - convert all permit parking places to double yellow lines (at any time) waiting restrictions between Somerset Road and Devonshire Road and includes the road closure in item 2(e)(i);
 - (iv) to prohibit all motor vehicles (including motorcycles) (except pedal cycles) from entering into or proceeding in any that part of the highway boundary of Rutland Road which lies between the south-west kerb line of Somerset Road and a point 10 metres north-east of the north-east kerb line of Wellesley Road (north-west to south-east arm); and
 - (v) **suspend one-way** working to allow for two-way traffic flow between its junction with Somerset Road and the north-east kerb line of Devonshire Road;
- (f) in **Somerset Road (SOM)** – convert to double yellow line "at any time" waiting restrictions:
- (i) a pay by phone parking place and a single yellow line waiting restriction adjacent the flank wall of No. 47 Queens Road;
 - (ii) permit parking space for 10 metres outside Nos. 37 to 41 SOM; and
 - (iii) suspend one-way working to allow for two-way traffic flow;
- (g) in **St Barnabas Road (STB)** -
- (i) to close to vehicular traffic (including motorcycles) (except pedal cycles) the full width of the **highway as extends between a point in line with the common boundary of Nos. 1/3 and 5/7 St Barnabas Road (directly in line with Collingwood Road) south-eastwards to a point 1.5 metres north-west of the common boundary of Nos. 9/11 and 13/15 STB (all vehicular traffic will be prohibited from proceeding or entering);
 - (ii) to provide double yellow line "at any time" waiting restrictions across the north-west and south-eastern ends of the closure mentioned in item 2(g)(i) at 90 degrees to the north-east and south-west kerb lines; and
 - (iii) **both sides** - suspend permit parking space for a combined total of 20 metres (10 metres on each side) between the south-east end of the closure to the common boundary of Nos. 38 and 42 STB and replace with double yellow line "at any time" waiting restrictions;
 - (iv) **north-east side** - suspend permit parking space and replace with double yellow line "at any time" waiting restrictions:
 - a. for 7.5 metres outside the sub-station and No. 71 STB; and
 - b. for 10 metres outside Nos. 45 to 49 STB; and
 - (v) suspend one-way working to allow for two-way traffic flow between its junctions with Collingwood Road and Boundary Road only;
- (h) in **Wellesley Road (WEL)** –
- (i) **both sides** - convert permit parking space to double yellow line "at any time" waiting restrictions for a combined total of 20 metres (6 metres on the north-west side and 14 metres on the south-east side) adjacent the south-east facing wall of No. 83 Lansdowne Road and St Barnabas' Church;
 - (ii) to prohibit all motor vehicles (including motorcycles) (except pedal cycles) from entering into or proceeding in any that part of the whole width of the highway boundary of Wellesley Road which lies between the north-east kerb line of Lansdowne Road and a point 20 metres north-east of that said kerb line;

*Note: **the designation of all closures to vehicular traffic (modal filters) mentioned in item 2 above will operate across the full width of the highway boundary including the footways/pavements.*

3. **FURTHER NOTICE IS HEREBY GIVEN** that the Council, in accordance with Sections 90A and 90C of the Highways Act 1980, the Highways (Road Humps) Regulations 1999, proposes to:
- (a) convert speed cushions to sinusoidal humps known as “speed humps” or, as the case may be remove speed cushions in their entirety (*due to the proposed location of new speed humps (see 3(b) below) in: **Belgrave Road E17, Collingwood Road E17, Devonshire Road E17, Lansdowne Road E17, Rutland Road E17, Somerset Road E17, Wellesley Road E17, Woodriffe Road E11 (Leytonstone)**
 - (b) introduce new speed humps in:
 - i. **Belgrave Road E17** outside/opposite Nos. 9/11 and 12/14 BEL (Markhouse region)
 - ii. **Chelmsford Road:** outside No.111 CHM
 - iii. **Somerset Road E17** outside/opposite Nos. 51 and 52 SOM
 - iv. **Woodriffe Road E11 (WOD)** outside/opposite Nos. 6/8 and No. 24 WOD (Leytonstone region)
 - (c) introduce raised speed tables/junction entry treatments:
 - i. **in all roads adjoining the south-east side of Queens Road E17** (between Chelmsford Road and Belgrave Road (including those roads) (inclusive) between their respective junction with Queens Road up to a distance of 8 metres in length (including the gradients);
 - ii. **in all roads adjoining the north-west side of Boundary Road E17** (between Chelmsford Road and Belgrave Road (including those roads) (inclusive) (excluding St Barnabas Road) between their respective junction with Boundary Road up to a distance of 8 metres (including the gradients)

The road humps would be elevated sections of carriageway, between 75 and 100 millimetres (+/-5mm) higher at their highest point than the surrounding carriageway, extending across the full width of the carriageway.

4. Any person desiring to object to or to make any other representation with regards to **the measures set out in item 3 above** 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: enjoy@walthamforest.gov.uk quoting reference **T21b(20) – Markhouse & Leytonstone region - road humps** 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. Documents giving more detailed particulars of the measures can be inspected on request also by either emailing enjoy@walthamforest.gov.uk during normal office hours on Mondays to Fridays inclusive, or online at: <https://www.walthamforest.gov.uk/content/road-traffic-schemes-and-consultations>.
5. Documents giving more detailed particulars of the experimental Traffic Orders can be inspected on request by emailing enjoy@walthamforest.gov.uk during normal office hours on Mondays to Fridays inclusive, from **18th June 2020** until the Orders cease to have effect, or online at: <https://www.walthamforest.gov.uk/content/road-traffic-schemes-and-consultations>.
6. Where it appears necessary for certain purposes, an authorised officer of the Council may, in pursuance of section 10(2) of the Road Traffic Regulation Act 1984, modify or suspend any provision of the experimental Traffic Orders while they are in force.
7. The Council will be considering in due course whether the provisions of the experimental Traffic Orders should be continued in force indefinitely by means of permanent Traffic Orders made under sections 6, 45, 46 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984. *Any person may object to the making of the permanent Orders for the purpose of such indefinite continuation within a period of six months beginning with the day on which the experimental Orders come into force or, if the Orders are varied by another Order or modified pursuant to section 10(2) of the 1984 Act, beginning with the day on which the variation or modification or the latest variation or modification came into force.* Any such objection must be made in writing and must state the grounds on which it is made and be sent to: **Traffic Orders, Highways, Low Hall, Argall Avenue, London, E10 7AS**, or by emailing: enjoy@walthamforest.gov.uk quoting reference **T21a(20) – Markhouse Series 4 region – Modal filters - Walking and Cycling**. Any objection may be communicated to, or be seen by, other persons who may be affected.
8. If any person wishes to question the validity of any the Orders or of any of their provisions on the grounds that they are not within the powers conferred by the Road Traffic Regulation Act 1984, or that any requirement of that Act or any instrument made under that Act has not been complied with, that person may, within 6 weeks from the date on which the Orders are made, apply for the purpose to the High Court.

Dated **18th June 2020**

Mr. K. Valavan, Director of Highways and Traffic Management, Resident Services, Low Hall, Argall Avenue, London, E10 7AS