

LONDON BOROUGH OF WALTHAM FOREST

ROAD TRAFFIC REGULATION ACT 1984 SECTION 9 EXPERIMENTAL TRAFFIC ORDERS

HILLTOP REGION - WALKING AND CYCLING - E17 STREETS (T26(20))

HOWARD ROAD, RECTORY ROAD, THE DRIVE - CLOSURES TO VEHICULAR TRAFFIC EXCEPT CYCLES (MODAL FILTERS), FORMALISATION OF NO-ENTRY EXCEPT CYCLES BY ORDER, REDUCTION OF PERMIT PARKING SPACE AND PROVISION OF WAITING RESTRICTIONS,

**The Waltham Forest (Prescribed Routes) (Hilltop region No. 1) Experimental Traffic Order 2020,
The Waltham Forest (Charged-For Parking Places) (Amendment No. 43) Experimental Order 2020
The Waltham Forest (Free Parking Places, Loading Places and Waiting, Loading and Stopping
Restrictions) (Amendment No. 43) Experimental Order 2020**

1. **NOTICE IS HEREBY GIVEN** that the Council of the London Borough of Waltham Forest on **2nd July 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 **9th July 2020**; and may continue in force for up to 18 months.
2. The general effect of the experimental Orders, in the **Hilltop region** (situated between Forest Road and Church Hill, to coincide with cycle, pedestrian, public realm and traffic reduction improvements will be in:
 - (a) **Church Hill (CHH)** – provide double yellow line "at any time" waiting restrictions across its junctions with Howard Road and Rectory Road where those roads are closed to vehicular traffic;
 - (b) in **Howard Road (HWD)** -
 - (i) to close to vehicular traffic (including motorcycles) (except pedal cycles) that part of the *highway as extends between its junction with Church Hill northwards for a distance of 10.5 metres;
 - (ii) to provide double yellow line "at any time" waiting restrictions across the northern end of the closure mentioned in item 2(b)(i) at 90 degrees to its east and west kerb lines; and
 - (iii) **both sides** – suspend permit parking space for a combined total of 16 metres (8 metres on each side) outside and opposite the flank walls of Nos. 73 and 77 Church Hill and replace with double yellow line "at any time" waiting restrictions;
 - (c) in **Rectory Road (REC)** -
 - (i) to close to vehicular traffic (including motorcycles) (except pedal cycles) that part of the *highway as extends between its junction with Church Hill northwards for up to a distance of 12 metres at its longest section;
 - (ii) to provide double yellow line "at any time" waiting restrictions across the northern end of the closure mentioned in item 2(c)(i) at 90 degrees to the eastern and western kerb lines; and
 - (iii) **both sides** - suspend permit parking space for a combined total of 13 metres (3 metres on the western side and 10 metres on the eastern side) outside and opposite the flank walls of Nos. 93 and 97 Church Hill and replace with double yellow line "at any time" waiting restrictions.
 - (d) in **The Drive (DRV)** (east to west arm) -
 - (i) to close to vehicular traffic (including motorcycles) (except pedal cycles) that part of the *highway as extends between its junction with the north to south arm of The Drive (its south-west kerb line) and the eastern kerb line of Hurst Road;
 - (ii) to provide double yellow line "at any time" waiting restrictions across the eastern and western ends of the closure mentioned in item 2(d)(i) at 90 degrees to its northern and southern kerb lines;
 - (e) in **The Drive (DRV)** (north to south arm) – **west side** – opposite No. 8 to 8a - 8f DRV
 - (i) suspend the whole part-footway permit parking place and replace with double yellow line "at any time" waiting restrictions;
 - (ii) convert the whole single yellow line waiting restriction (approx. 44 metres in length alongside the keep clear markings) to double yellow line "at any time" waiting restrictions;(these new experimental Order items in 2(e) suspend and supersedes an experimental Order made on 23rd March 2020 which reduced the hours of operation for a parking place and single yellow line at this location under the ME CPZ to HT CPZ conversion scheme).

*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. 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 **2nd July 2020** until the Orders cease to have effect, or online at: <https://www.walthamforest.gov.uk/content/road-traffic-schemes-and-consultations>.
4. 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.
5. 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 **T26(20) – Hilltop region – Modal filters - Walking and Cycling**. Any objection may be communicated to, or be seen by, other persons who may be affected.
6. 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 **2nd July 2020**

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