

LONDON BOROUGH OF WALTHAM FOREST

ROAD TRAFFIC REGULATION ACT 1984 SECTION 9 EXPERIMENTAL TRAFFIC ORDERS (scheme ref: LBWF T34(20))

SOUTH LEYTONSTONE REGION - WALKING AND CYCLING – E7 STREETS (except where otherwise stated)

ODESSA ROAD, THORPE ROAD, HESKETH ROAD, BROXBOURNE ROAD, RAMSAY ROAD, BLENHEIM ROAD, - CLOSURES TO VEHICULAR TRAFFIC EXCEPT CYCLES (MODAL FILTERS), REMOVAL AND PROVISION OF ONE-WAY AND NO ENTRY – REDUCTION OF PERMIT PARKING SPACE AND PROVISION OF WAITING RESTRICTIONS

The Waltham Forest (Prescribed Routes) (South Leytonstone region No. 1) Experimental Traffic Order 2020,

The Waltham Forest (Charged-For Parking Places) (Amendment No. 49) Experimental Order 2020

The Waltham Forest (Free Parking Places, Loading Places and Waiting, Loading and Stopping Restrictions) (Amendment No. 49) Experimental Order 2020

1. **NOTICE IS HEREBY GIVEN** that the Council of the London Borough of Waltham Forest on **20th August 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 **27th August 2020**; and may continue in force for up to 18 months.
2. The general effect of the experimental Orders in the **South Leytonstone region** (between Cann Hall Road south to borough boundary with Newham), to coincide with cycle, pedestrian and public realm improvements, will be:
 - (a) in **Odessa Road** (section north-west of Huddlestone Road) (**ODS**) -
 - (i) to close to vehicular traffic (including motorcycles) (except pedal cycles) the full width of the **highway which extends 4 metres in length in line with the south-west wall of No. 212 ODS (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-east facing ends** of the closure mentioned in item 2(a)(i) at 90 degrees to the north-east and south-west kerb lines;
 - (iii) **both sides** - suspend permit parking space for a combined total of 25 metres (18 metres - south-west side + 7 metres - north-east side) outside Nos. 214 and 216 ODS and between Nos. 209 and 215 ODS and replace with double yellow line "at any time" waiting restrictions;
 - (b) in **Hesketh Road** (**HSK**) -
 - (i) to close to vehicular traffic (including motorcycles) (except pedal cycles) the full width of the **highway as extends between the south-west kerb line of Thorpe Road south-eastwards for a distance of 4 metres (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-east facing 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 6 metres (3 metres on each side) outside and opposite the flank walls of Nos. 119 and 121 HSK and replace with double yellow line "at any time" waiting restrictions;
 - (c) in **Thorpe Road** (**THP**) (section between Broxbourne Road and Dames Road)-
 - (i) to close to vehicular traffic (including motorcycles) (except pedal cycles) the full width of the **highway as extends between the north-east kerb line of Broxbourne Road north-eastwards for a distance of 4 metres (all vehicular traffic will be prohibited from proceeding or entering);
 - (ii) to provide double yellow line "at any time" waiting restrictions across the **north-east** and **south-west facing ends** of the closure mentioned in item 2(c)(i) at 90 degrees to the north-west and south-east kerb lines;
 - (iii) **both sides** - suspend permit parking space for a combined total of 16.1 metres (3.3 metres on the north-west side + 12.8 metres on the south-east side) outside No. 116 THP and between Nos. 123 and 129 THP and replace with double yellow line "at any time" waiting restrictions;
 - (iv) **north-west side** – suspend the whole permit parking place outside the south-west facing flank wall of No. 171 Dames Road and the single yellow line immediately south replace all with double yellow line "at any time" waiting restrictions

- (v) suspend one-way working and no-entry to vehicular traffic to allow for two-way traffic flow between its junction with Broxbourne Road and Dames Road;
- (d) in **Broxbourne Road (BRX)** –
- (i) prevent vehicles from entering Broxbourne Road where entry to that road is prohibited by a no-entry sign plate at its junction with Ramsay Road; and
 - (ii) prohibit motor vehicles (except cycles) from proceeding at any time in any direction other than from south-east to north-west toward Ramsay Road
- (e) in **Ramsay Road (RAM)** (section between Broxbourne Road and Dames Road)--
- (i) to close to vehicular traffic (including motorcycles) (except pedal cycles) the full width of the **highway as extends between the north-east kerb line of Broxbourne Road north-eastwards for a distance of 4 metres (all vehicular traffic will be prohibited from proceeding or entering);
 - (ii) to provide double yellow line "at any time" waiting restrictions across the **north-east** and **south-west facing** ends of the closure mentioned in item 2(e)(i) at 90 degrees to the north-west and south-east kerb lines;
 - (iii) **both sides** - suspend permit parking space for a combined total of 18.6 metres (15 metres - north-west side + 3.6 metres - south-east side) outside No. 257 RAM and between Nos. 270 and 276 RAM and replace with double yellow line "at any time" waiting restrictions;
 - (iv) suspend one-way working to allow for two-way traffic flow between its junction with Broxbourne Road and Dames Road;
 - (v) to prevent motor vehicles from entering **Ramsay Road (RM)** - where entry to that road is prohibited by no-entry sign plates situated (1) outside No. 250 RM (2) parallel with the south-west edge of the rail bridge and (3) adjacent the south-east kerb line of Bourne Road E7
- (f) in **Blenheim Road (BLN) E15-**
- (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 north-west facing boundary of No. 1 RAM south-east for a distance of 9 metres (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-east facing** ends of the closure mentioned in item 2(f)(i) at 90 degrees to the north-west and south-east kerb lines;
 - (iii) **both sides** - suspend permit parking space for a combined total of 27.8 metres (13 metres - north-east side + 14.8 metres - south-west side) outside the south-west facing flank wall of No. 1 RAM and opposite RAM and replace with double yellow line "at any time" waiting restrictions;
 - (iv) **south-west side** – suspend the single yellow lines immediately south-east of the Sunday School and the rear of No. 69 Borthwick Road E15 and replace all with double yellow line "at any time" waiting restrictions
- (g) to prevent motor vehicles from entering:
- (i) **Trumpington Road (RM)** – (1) that section north-east of the north-east kerb line of Odessa Road E7 and (2) at its junction with Sheridan Road; and
 - (ii) **Thorpe Road – at its junction with Odessa Road**
where entry to those roads or section(s) of those roads are prohibited by no-entry sign plates;

*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 **20th August 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 **T34(20) – South Leytonstone 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 **20th August 2020**

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