

LONDON BOROUGH OF WALTHAM FOREST

ROAD TRAFFIC REGULATION ACT 1984 SECTION 9 EXPERIMENTAL TRAFFIC ORDERS AND SECTION 90 HIGHWAYS ACT 1980 NOTICE (scheme refs: T36ab(20))

COPPERMILL AREA SCHEME + QUIETWAY 2 (CYCLEWAY 27) SCHEME (E17 ROADS) (PHASE 2)- WALKING AND CYCLING - E17 STREETS (T36a(20))

PROPOSED SPEED TABLES – MARKHOUSE REGION – ROAD BETWEEN QUEENS ROAD AND BOUNDARY ROAD (E17 ROADS) (T36b(20))

BRUNEL ROAD, COPPERMILL LANE, EDWARD ROAD, LOW HALL LANE, MORLAND ROAD, SALOP ROAD, SOUTH ACCESS ROAD, STATION ROAD, VERULAM AVENUE - CLOSURES TO VEHICULAR TRAFFIC (EXCEPT CYCLES) (MODAL FILTERS), REDUCTION OR REMOVAL OF FREE SHORT STAY AND PERMIT PARKING SPACE, PROVISION OF "AT ANY TIME" WAITING RESTRICTIONS, PEDESTRIAN AND CYCLE ZONE (EXCEPT LOCAL BUSES) AND RE-OPENING OF SECTION OF ROAD

The Waltham Forest (Prescribed Routes) (Coppermill region No. 2) Experimental Traffic Order 2020,

The Waltham Forest (Prescribed Routes) (South Access Road Pedestrian and Cycle Zone) (No. 1) Experimental Traffic Order 2020

The Waltham Forest (Charged-For Parking Places) (Amendment No. 48) Experimental Order 2020

The Waltham Forest (Free Parking Places, Loading Places and Waiting, Loading and Stopping Restrictions) (Amendment No. 48) 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.