

LONDON BOROUGH OF WALTHAM FOREST

**ROAD TRAFFIC REGULATION ACT 1984 SECTION 9 EXPERIMENTAL TRAFFIC ORDERS
(scheme ref: LBWF T42(20))**

SOUTH LEYTONSTONE LTN AREAS 3 AND 4 – E11 STREETS (except where otherwise stated)

**HOLLYDOWN WAY, LANGTHORNE ROAD, STEWART ROAD, ELLINGHAM ROAD, LANCASTER ROAD,
MONTAGUE ROAD; SELBY ROAD; WOODHOUSE ROAD; MATCHAM ROAD, RANELAGH ROAD; STEELE
ROAD**

**- CLOSURES TO VEHICULAR TRAFFIC EXCEPT CYCLES (MODAL FILTERS), – REDUCTION OF PERMIT
PARKING SPACE AND PROVISION OF WAITING RESTRICTIONS**

**The Waltham Forest (Prescribed Routes) (South Leytonstone region No. 2)
Experimental Traffic Order 2020,
The Waltham Forest (Charged-For Parking Places) (Amendment No. 56) Experimental
Order 2020
The Waltham Forest (Free Parking Places, Loading Places and Waiting, Loading and
Stopping Restrictions) (Amendment No. 56) 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 context of the COVID-19 pandemic has further added to the need to address unsustainable travel patterns, with the need to maximise physical distancing adding to the existing strong public health case for interventions. Therefore, as vehicle volume increases as the C19 lockdown is eased, 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.