

# NEWHAM AND WALTHAM FOREST LOW TRAFFIC NEIGHBOURHOOD

## BACKGROUND

The London Boroughs of Newham and Waltham Forest are committed to creating people-friendly streets and neighbourhoods that actively encourage walking, cycling and using public transport. This is why we have been working together over the past 18 months, developing and submitting funding bids to the Transport for London Liveable Neighbourhoods programme for improvements in the Forest Gate, Maryland and South Leytonstone areas.

Due to the Covid-19 pandemic, there is an even more urgent need to improve London's streets for walking and cycling, to reduce pressure on our road and public transport networks, and to support social distancing. With London's public transport capacity currently significantly reduced, millions of journeys a day will need to be completed by other modes of transport. If even a small fraction of these are replaced by car journeys, roads will become heavily congested, air quality will worsen, and road danger will increase. To prevent this from happening in your area, the London Boroughs of Newham and Waltham Forest are creating an experimental Low Traffic Neighbourhood (LTN).

A proposed LTN was included in the 2018 and 2019 joint-borough TfL Liveable Neighbourhoods bids, however, due to the Covid-19 pandemic, TfL has suspended the Liveable Neighbourhoods programme and redirected funding towards emergency interventions to support social distancing and enable active travel.

Even though the Liveable Neighbourhoods funding is currently suspended, both boroughs have allocated funding towards the LTN as part of their commitment to delivering better streets for walking and cycling.

With many residents from both boroughs not owning a motorised vehicle and the current limited capacity on public transport, we need to ensure that walking and cycling is a safe and attractive option.

## WHAT IS A LOW TRAFFIC NEIGHBOURHOOD?

The LTN will mean that motorised vehicles will no longer be able to use the area as a cut through to avoid main roads, which is known as 'rat running'. (As an example, based on detailed traffic surveys completed during the original bid process we estimate that around 40-45% of vehicles use Odessa Road to cut through the area.) Local residents, businesses, visitors and services, such as waste collection and emergency services will still be able to access every address within the LTN boundary.

With less traffic, noise and pollution, local streets will be safe and more pleasant to use, especially for children to cross the road and walk and cycle to school. The LTN will reduce the level of harmful emissions from motorised vehicles driving through the area, help people stay physically active and healthy, and encourage a shift to more sustainable modes of transport.

## YOUR VIEWS

Normally we would consult with local people before building a scheme such as this. However, due to the Covid-19 pandemic, we need to act quickly to keep our roads safe and we will therefore start construction in mid-August 2020.

We have, however, been engaging with local people since 2018 to find out what they think about the area and any changes they would like to see. The feedback received highlighted that vehicle speeds, safety and lack of cycle routes were key barriers to people walking and cycling, which have helped us develop this experimental scheme.

To help us refine the LTN scheme and ensure we get it right, we will be running an online map-based survey for at least six months to get your views on the scheme. This will allow us to make potential short-term changes to improve the experimental scheme where needed and will also inform the design of a possible permanent scheme.



Indicative location of one of the modal filters on Odessa Rd, looking north towards Waltham Forest.

## LOW TRAFFIC NEIGHBOURHOOD SCHEME

The scheme will use modal filters (road closures to motorised vehicles) to create a Low Traffic Neighbourhood. The modal filters will be placed on an experimental basis, initially in two areas, which are called Area 1 and Area 2, and are shown on the map overleaf.

To begin with, the experimental modal filters will be installed for 6 to 18 months and during this time we will be gathering local feedback, consulting key stakeholders and collecting traffic data to help determine whether the scheme will be made permanent in the future.

**Area 1** falls mainly within the London Borough of Newham and is bounded by Crownfield Road, Leytonstone Road, Forest Lane and Leyton Road. Five modal filters are proposed for this area, all within Newham.

**Area 2** is bounded by Cann Hall Road, Dames Road, Woodgrange Road, Forest Lane and Leyton Road. A total of twelve modal filters are proposed, seven of these are in Newham and five in Waltham Forest.

The majority of modal filters will be created by using large planters placed in the streets at various locations to restrict access for motorised vehicles, but these will still allow enough space for pedestrians and cyclists to travel through them.

Some modal filters will be enforced via CCTV and there will not be a physical barrier in place. This is to allow access for emergency vehicles only. All other motorised vehicles will not be allowed to travel through these modal filters and will be issued with a Penalty Charge Notice (PCN) if they do.

However, while all addresses will be accessible via motorised vehicle, some drivers may need to use a slightly different route than before. Locations of these modal filters are shown on the plan overleaf. Further information about the scheme can be found by visiting [newhamwalthamforestltn.commonplace.is](http://newhamwalthamforestltn.commonplace.is)

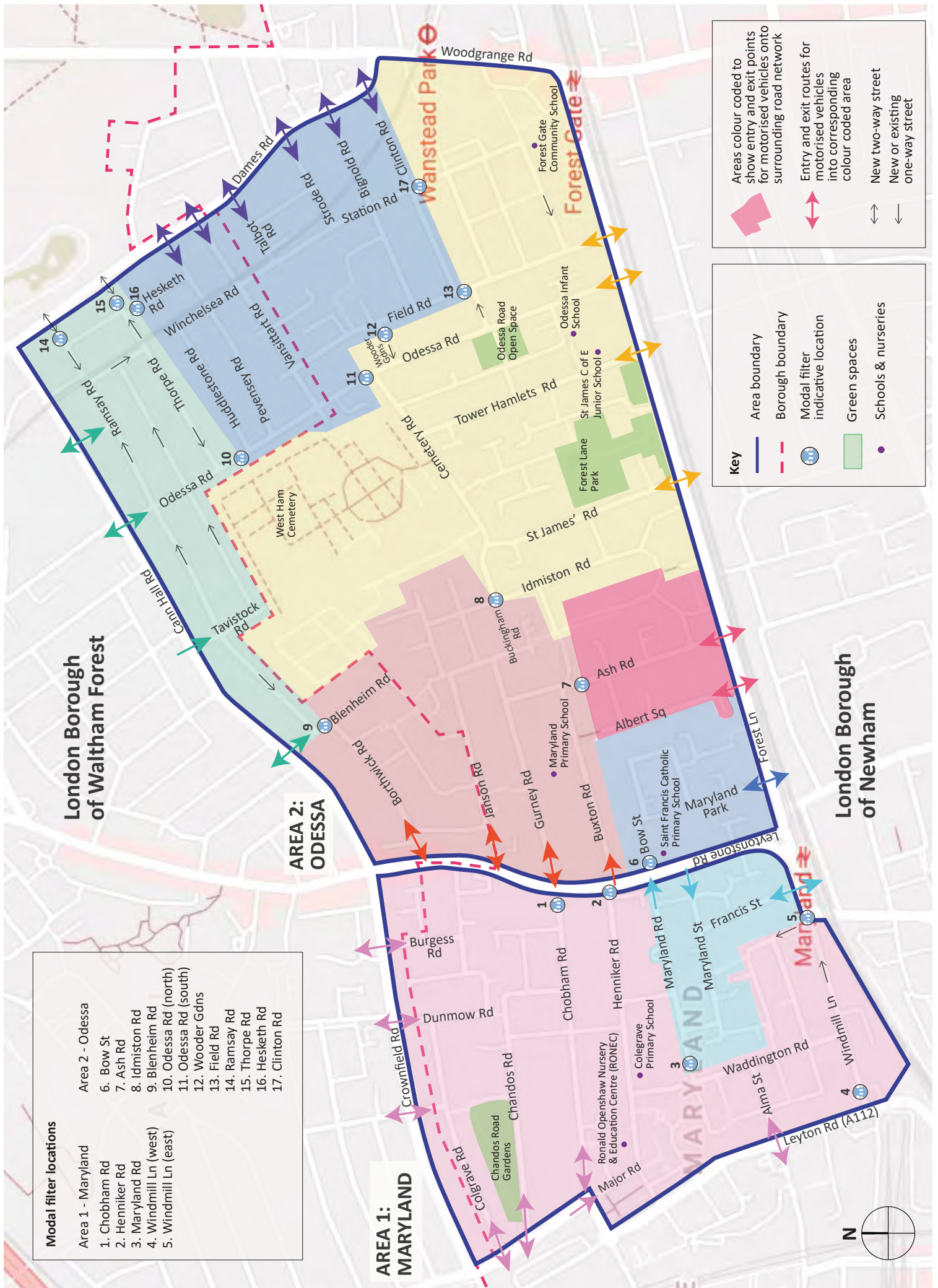
## HOW TO GET INVOLVED

The views of local people are important to the success of this scheme. All feedback received will help us develop the scheme as it progresses as well as understand if improvements need to be made.

Over the next six months local people will be able to give feedback by visiting [newhamwalthamforestltn.commonplace.is](http://newhamwalthamforestltn.commonplace.is). Here you will be able to leave comments on specific locations and sign up to receive scheme updates.

At key milestones in the project, we will invite local people to complete a series of questions to give us more detailed feedback on how well the scheme is working which will help us develop a permanent scheme. This will be done through the Commonplace website, so please sign up to updates if you would like to be notified.

If you do not have internet access, please write to us at the contact details on this leaflet and we will send you a printed copy of the map.



Illustrative map of the LTN scheme, showing the locations of modal filters.



Indicative location of the modal filter on Maryland Rd, next to Colegrave Primary School.

## WHAT HAPPENS NEXT?

Due to the urgent requirement to implement this scheme, construction works will start in mid-August 2020, and each area is scheduled to be completed within a two-week period. During this time, our construction teams will aim to minimise disruption and will be adhering to guidelines around Covid-19 safe working standards.

Traffic restrictions for the modal filters will be implemented via Experimental Traffic Orders (ETOs). The first six months form part of the statutory consultation, where residents can formally comment on the ETOs. The London Boroughs of Waltham Forest and Newham will be advertising the necessary ETOs and publicising these in accordance with legal requirements.

For more information on the LTN scheme please visit [newhamwalthamforestltn.commonplace.is](https://newhamwalthamforestltn.commonplace.is)

You can also write to your respective local authority at:

**Enjoy Waltham Forest**  
**Low Hall Depot**  
**Argall Avenue London**  
**E10 7AS**

[enjoy@walthamforest.gov.uk](mailto:enjoy@walthamforest.gov.uk)

**Highways & Sustainable Transport**  
**Newham Dockside**  
**1000 Dockside Road**  
**London**  
**E16 2QU**

[LiveableNeighbourhoods@newham.gov.uk](mailto:LiveableNeighbourhoods@newham.gov.uk)