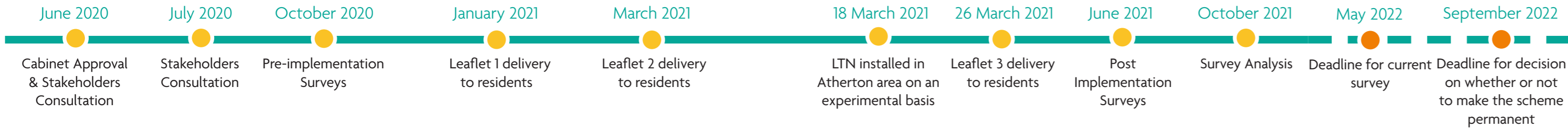


# CONSULTATION TO DATE



## CONSULTATION AND INTERACTIVE MAP SUMMARY FINDINGS

You shared your ideas on the Low Traffic Neighbourhood. You said:

We propose:

<p>“Great scheme. Much better for cyclists and pedestrians. (...) The more cycling and walking the better. Appreciate the improvement to air quality and reduction of noise.”</p>		<p>“We will continue monitoring the effects of the scheme and take this into account in the decision whether to make the scheme permanent”</p>
<p>“The eastern end of Keogh Road (...) is very narrow with parking either side.”</p>		<p>“Collision risk survey was carried out at this location. No issues were identified, but this will continue to be monitored”</p>
<p>“We cyclists need a safe crossing over Water Lane between Louise Road and Manbey Grove please.”</p>		<p>“We will investigate the best location to place a safe crossing”</p>
<p>“I think one major improvement could be to add some planters, or other street improvement in this space which would make it much more attractive”</p>		<p>“We will increase green infrastructure across the area, particularly where it may contribute to further speed reduction”</p>

## RECOMMENDATIONS

Based on feedback and data analysis, we will investigate...

- Improving footways to reduce motor vehicle turning speeds and reinforce pedestrian priority at side road junctions
- Providing a safe crossing for walking and cycling across Water Lane to connect Louise Road and Manbey Grove
- The possibility to move Earlham Grove modal filter closer to Sprowston Road to avoid large vehicles using residential streets
- Increasing green infrastructure across the area, particularly where it can contribute to speed reduction
- Further parking restrictions to avoid illegal parking along Sprowston Road and Earlham Grove
- Assessing and improving wheeled accessibility across the area (dropped kerbs)
- Creating a safer environment on Earlham Grove, outside the school, particularly during school drop-off and pick-up
- Introducing a 20mph speed limit including boundary roads and adjacent residential streets.

## NEXT STEPS

Please continue sharing your views by visiting: [newhamco-create.co.uk/en/projects/ltn4](https://newhamco-create.co.uk/en/projects/ltn4)



The deadline for feedback is 16 May 2022.

We will need to make a decision whether the LTN should become permanent or removed by September 2022. If the LTN is made permanent, further measures will be considered to minimise the impact of any possible displaced traffic and improve conditions for walking and cycling.

Find more information on the scheme on: [www.newham.gov.uk/liveableNeighbourhoods](https://www.newham.gov.uk/liveableNeighbourhoods)

# WE ARE CREATING SUSTAINABLE NEIGHBOURHOODS.



## LOW TRAFFIC NEIGHBOURHOOD AREA 4 | ATHERTON

This booklet highlights the results of the consultation, surveys and data analysis for the experimental Low Traffic Neighbourhood Area 4 ‘Atherton’, and the next steps.

The aim of the Atherton Low Traffic Neighbourhood (LTN) is to create an environment that is safer, healthier and more inviting for walking, cycling and enjoying streets, and to help people be active for as many local journeys as possible.

The LTN scheme was introduced on 18th

March 2021 on an experimental basis. The first six months were part of the statutory consultation, where residents could formally comment on the changes.

**Your opinion matters and consultation comments are being reviewed alongside traffic data in order to help identify how we can improve the area further.**

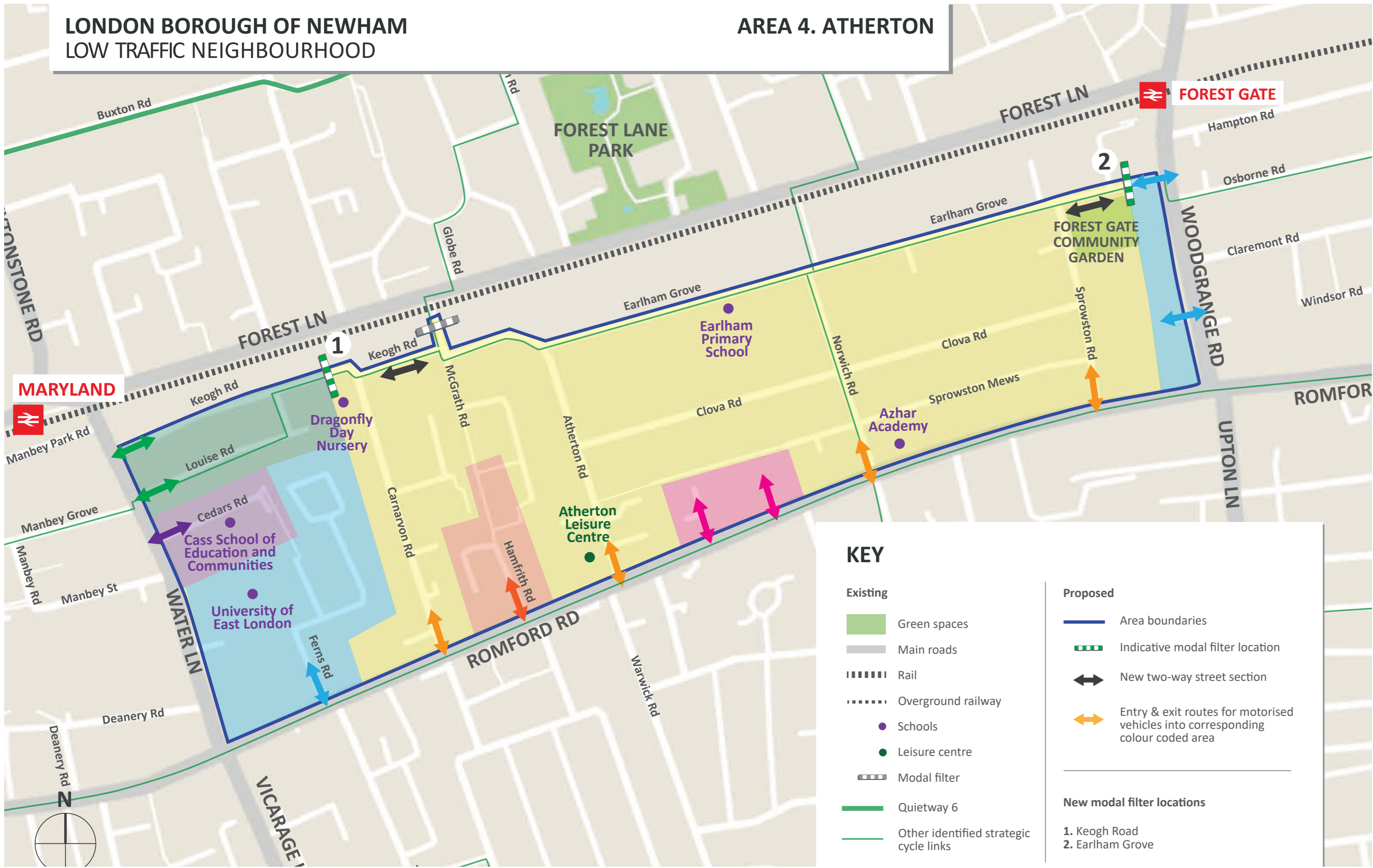
Over <b>1,661 properties</b> in the Atherton area received leaflets informing residents about the LTN	<b>64% respondents</b> identify themselves as living in the area	<b>88 comments</b> on the online interactive map

### CONTACT US

If you require information in another format or have any further questions, phone, email or write to us at:  
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# EXPERIMENTAL SCHEME IN PLACE



# DATA COLLECTION TO DATE

