

WE ARE STREETS.



WOODGRANGE & CAPEL

LOW TRAFFIC NEIGHBOURHOOD | Jan 2023

We want to hear what you think

We now have a draft proposal for a low traffic neighbourhood that we would like to share with you to receive feedback.

Since April 2022, we have been exploring ways to remove through traffic and improve conditions for walking and cycling in the Woodgrange and Capel area. This has included analysing traffic data and gathering initial views from members of the public. We are now ready to share our draft proposal with you to find out what you think.

In this leaflet you will find:

- A draft design for an experimental low traffic neighbourhood
- Information about how to provide feedback on this proposal.

Engagement carried out so far

Public engagement

Newham Council has been working with members of the public to get initial views on ways to remove through traffic and make the Woodgrange and Capel area better for walking and cycling.

In June 2022, we delivered postcards directing residents to a survey and found that people had concerns about road safety, air quality and through traffic on residential streets. People also made suggestions for improved walking and cycling infrastructure. Details were shared in a first leaflet that we distributed in September 2022.



Engaging with parents in front of Woodgrange Chestnut Nursery School

Stakeholder engagement

Since then the Council has engaged with TfL and emergency services, and started discussions with businesses, schools, and other organisations representing the local community.

Next stage

Today we are asking for your views about a proposed low traffic neighbourhood in the area. This leaflet provides you with a draft proposal for a low traffic neighbourhood, along with contextual information so that you can provide considered feedback.



Traffic survey update

Our analysis shows that the Woodgrange and Capel area would benefit from a low traffic neighbourhood. This is based on traffic surveys conducted in April, July and September 2022.

Detailed survey results for April are shown in the map on next pages, with headline results below. The data from July and September are consistent with April data.

Traffic volumes

Two thirds of the locations surveyed within the area carried more than 500 vehicles per day, equivalent to approximately one vehicle per minute during the busiest periods.

At 2/3 locations  > 500 vehicles per day

Through traffic

37% of traffic was through traffic, meaning that these vehicles drove through the Woodgrange and Capel area (as opposed to starting or ending their journeys in the neighbourhood).

The following streets had significant volumes of through traffic:

- Balmoral Road
- Capel Road
- Sebert Road, and
- Hampton Road.

37% is through traffic



Traffic speed

The Council monitored traffic speeds at 33 locations in the Woodgrange and Capel area.

At 12 locations, at least a quarter of vehicles were driving at 20mph or faster.

The location where the highest percentage of vehicles (45%) were driving 20 mph or faster was on Sebert Road. There were only nine locations where less than 5% of vehicles were driving 20 mph or faster.

1/4 vehicles  >20mph

Ongoing monitoring

We will continue to monitor traffic for the whole duration of the project.

We have also installed sensors in the area to monitor air quality for the duration of the project.



Traffic



Air quality

LONDON BOROUGH OF NEWHAM

Woodgrange & Capel Area

BASELINE



THE TRAFFIC DATA



MAP LEGEND

Potential Low Traffic Neighbourhood area

Existing

- Green spaces
- Main roads
- Rail
- Overground railway
- Modal filter
- Timed access
- Existing one-way street

Traffic volume

- Daily average motorised volume (7-day average, 24h, two-way)
- Estimated busiest route (more than 500 vehicles per day are using the route as through route through the area, on one weekday)
- Percentage of through traffic (vehicles spend less than 5 min in the area)

Traffic speed

- Location where 25% or more vehicles are going at or faster than 20mph
- Location where 5-25% of vehicles are going at or faster than 20mph
- Location where less than 5% of vehicles are going at or faster than 20mph

Analysis based on a 7-day 24h motorised vehicle traffic survey (excluding pedal cycles), realised between 21-28 April 2022 (indicative with a +/- 5% error margin)

Why we are proposing a low traffic neighbourhood

Proposal

Following exploration of several potential scheme options, and based on the success of the other low traffic neighbourhoods in Newham, we are proposing a new low traffic neighbourhood in the Woodgrange and Capel area. We have concluded that this was **the best option to address the concerns and needs people shared during early engagement.**

A map of the proposed low traffic neighbourhood is shown on pages 8 and 9. If the proposal is supported, the scheme would be implemented **on an experimental basis.** This means that the Council would measure the impact of the scheme using both data collection (e.g. traffic, modal shift, air quality) and feedback from residents and stakeholders to make sure that the scheme meets the objectives.

Key objectives

The primary project objectives are in line with broader Newham Council policies.



OBJECTIVE 1 **Remove through traffic**

To create a safe environment that has low levels of motorised traffic, where the widest range of people feel comfortable walking and cycling.



OBJECTIVE 2 **Encourage modal shift**

To encourage people to walk and cycle for local trips, rather than drive.

Other options

In addition to a low traffic neighbourhood, we considered other options, including:

- 20mph zones
- one-way streets
- turn bans.

However, none of these other options fully addressed the above project objectives.

About low traffic neighbourhoods

What is a low traffic neighbourhood?

A low traffic neighbourhood is a predominantly residential area surrounded by main roads in which **through traffic is restricted by use of modal filters**.

What is a modal filter?

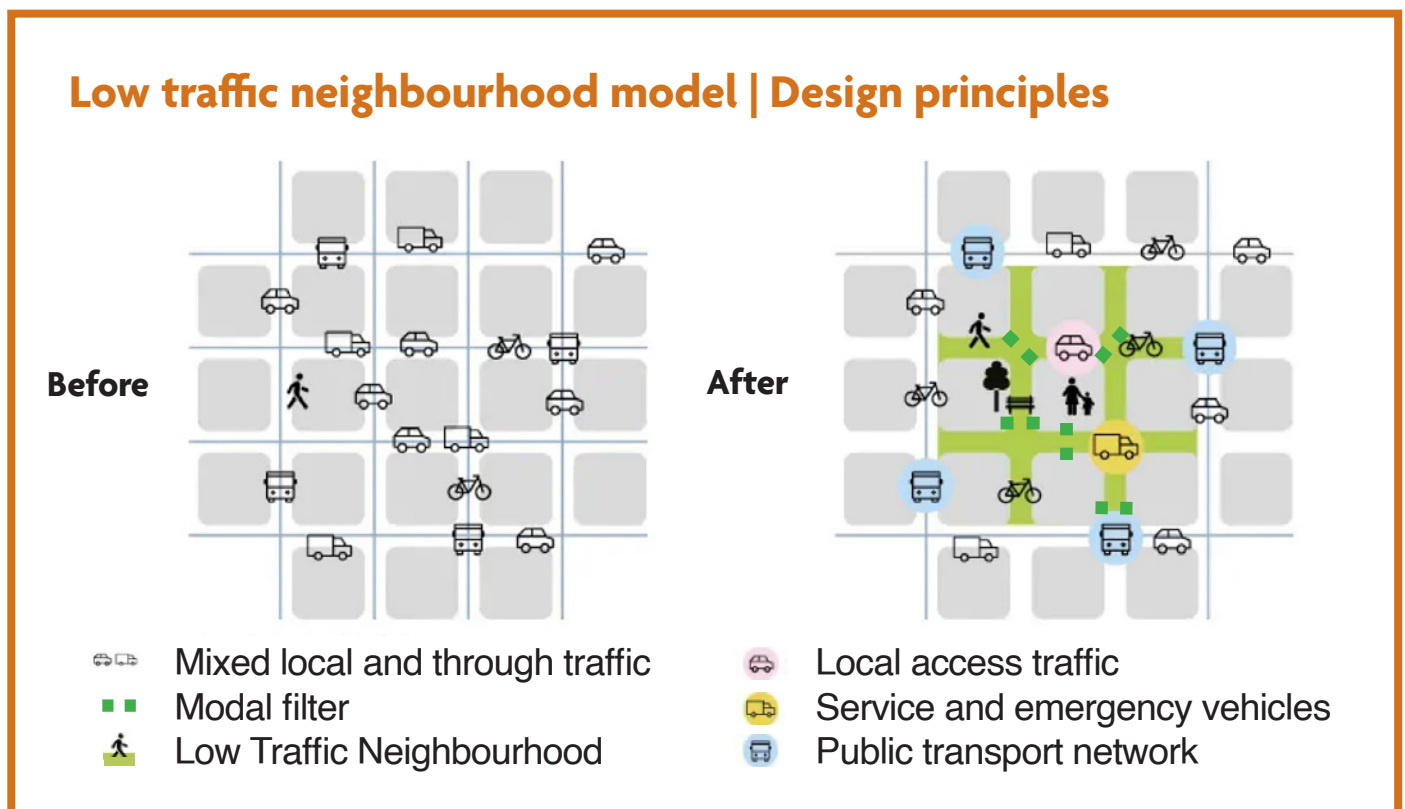
Modal filters allow access through residential streets for pedestrians, cyclists, emergency vehicles, and waste collection vehicles. They prevent other motor vehicles from driving through by use of signage, CCTV and penalty charges. This ensures that drivers cannot use residential areas as short cuts. See diagram below.

What are the benefits of a low traffic neighbourhood?

Low traffic neighbourhoods are designed to make walking and cycling easier by restricting through traffic. Other benefits typically include improved road safety and community feel, reduced noise and air pollution, and come with improvements to cycling infrastructure and greenery when schemes are made permanent.

Can residents still access their properties by car?

Yes, all properties remain accessible by car and other private motor vehicles. Motor vehicles may have to take a slightly different route to get from the main road to properties to avoid modal filters. More information about this on page 10.



LONDON BOROUGH OF NEWHAM

LOW TR

Woodgrange & Capel Area

















AFFIC NEIGHBOURHOOD

Proposed scheme



MAP LEGEND

Existing

-  Green spaces
-  Main roads
-  Rail
-  Overground railway
-  Modal filter
-  Timed access
-  Existing one-way street
-  Cycleway 16 (previously Quietway 6)
-  Other identified strategic walk and cycle link
-  Healthy School Street
-  Goodwin Junior School
-  School
-  Manor Park Library
-  Library

Proposed measures

-  Indicative CCTV enforced modal filter location, access to emergency vehicles and waste vehicles
-  New two-way street section
-  Entry & exit routes for motorised vehicles into corresponding colour coded area
-  Neighbourhood cell

Proposed modal filter locations

- 1 Capel Road
- 2 Balmoral Road Bridge
- 3 Balmoral Road
- 4 Hampton Road

How a low traffic neighbourhood would affect journeys

Walking & cycling

Walking and cycling routes would not be affected by the proposed low traffic neighbourhood, since pedestrians and cyclists can travel through modal filters. Journeys made walking or cycling would benefit from a likely reduction in motor vehicle traffic, as through trips by motor vehicle would be removed from the area.

Driving

All properties can still be accessed by private motor vehicle. However, the routes used to access a given property may change. Low traffic neighbourhoods prevent motor vehicles from cutting through the neighbourhood by restricting vehicle routes at certain points. This means that motor vehicles will need to enter and exit the neighbourhood via the same road(s) on the boundary of the neighbourhood, rather than entering the neighbourhood from one road and exiting via another on the opposite side. Waste collection and emergency vehicles are exempt.

The table below shows which streets and neighbourhood entry/exit points would be used for motor vehicle access to properties.

Modal filters	Properties located	Private motor access in/out of the neighbourhood via
① Capel Road (near the Golden Fleece Pub)	East of modal filter	Forest Road (N, O & P*)
	West of modal filter	Woodgrange Road and Woodford Road (A, B, C & D*)
② Balmoral Road (on the bridge)	North of modal filter	Woodgrange Road and Woodford Road (A, B, C & D*)
	South of modal filter	Woodgrange Road (E, F & G*)
③ Balmoral Road (near Romford Road)	North of modal filter	Woodgrange Road (E, F & G*)
	South of modal filter	Romford Road (I*)
④ Hampton Road (near Romford Road)	North of modal filter	Woodgrange Road (E, F & G*)
	South of modal filter	Romford Road (J*)

* Neighbourhood entry/exit points - see map pages 8-9 for their location

What happens next

1. Exploratory stage

The Woodgrange and Capel area is currently in the exploratory stage. Following initial traffic surveys and feedback from residents and key stakeholders, we have produced a draft design for an experimental low traffic neighbourhood. **We are now looking forward to receiving your thoughts on the proposed design.**

2. Experimental scheme (up to 18 months)

If the Council decides to proceed with an experimental scheme, we will install **temporary modal filters in the form of wooden planter boxes**. During this stage, we will continue to gather traffic and air quality data to measure the impact of the low traffic neighbourhood. We will also collect feedback from residents, businesses and other groups to help us decide whether or not to make the scheme permanent.

3. Permanent scheme

Currently there are five permanent low traffic neighbourhoods in Newham. If the Council decides to make the Woodgrange and Capel scheme permanent, we will consider **improved design features** for the area. This could include:

- Upgrading the modal filters from temporary to permanent designs (see images below)
- Additional greenery, planting, and landscaping
- New pedestrian crossing points, dropped kerbs and improved footways
- New cycle parking and cycle routes.



Examples of permanent modal filters in Waltham Forest

We want to hear from you

Low traffic neighbourhood | Design survey

We would like to hear your feedback on our draft proposal for a low traffic neighbourhood in the Woodgrange and Capel area.

The survey is available using the URL below or QR code opposite. It should take about 10 mins and is **live until Sunday 19 February 2023**

 newhamco-create.co.uk/en/projects/ltn5and6



LET'S KEEP IN TOUCH.

Information and contact

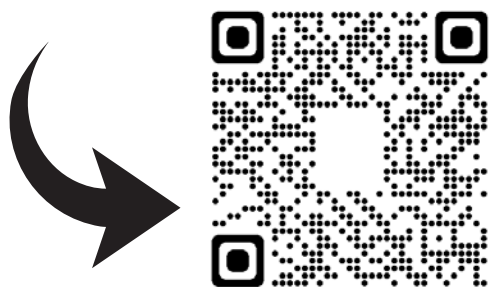
If you have any further questions, phone or email us at:

 **020 8430 2000**

 **LiveableNeighbourhoods
@newham.gov.uk**

For more information, please visit our website using the URL or scan our QR code below.

 www.newham.gov.uk/LTN



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- Plain text (Word)
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