

West Ham Park Area Low Traffic Neighbourhood Jan-Feb 2024



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 March 2023, we have been reviewing and identifying issues surrounding road safety, vehicle speeds and through traffic on residential streets in the West Ham Park 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 (LTN).**
- **Information about how to provide feedback on this proposal.**

Engagement carried out so far

Street Survey

In March 2023, we delivered postcards directing residents to a survey and found that people had concerns about road safety, vehicle speeds and through traffic on residential streets. People also provided recommendations to enhance wheeled accessibility, footpaths, and crossings, as well as to improve the infrastructure for walking and cycling.

We shared the results of this survey in a leaflet sent out in July 2023.

Door knocking

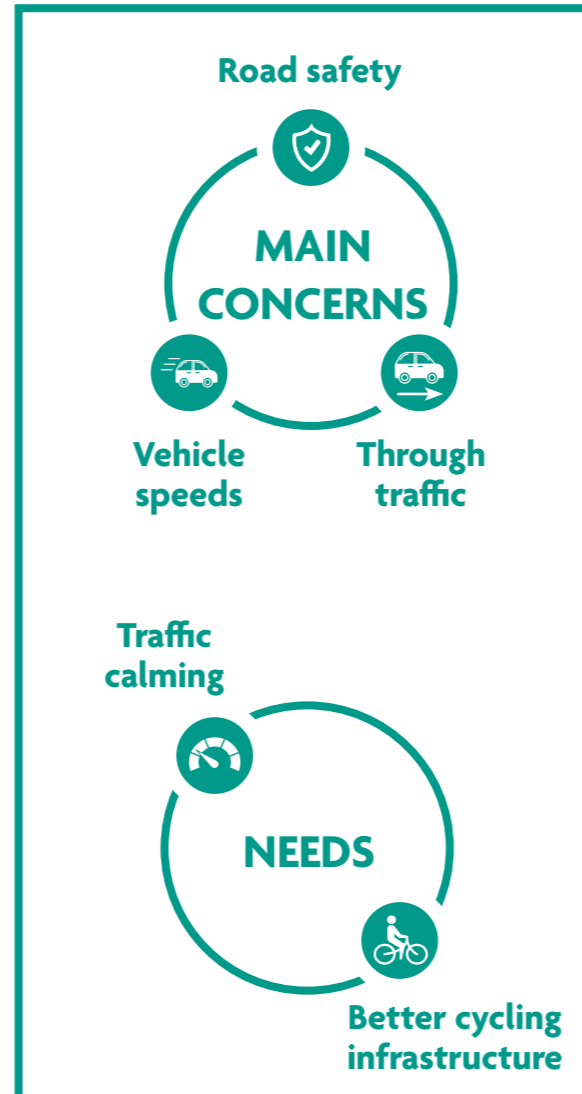
In April 2023 the council followed up the delivery of our Street Survey postcard with a week-long door knocking exercise. 2,180 addresses were visited and an additional 1,689 postcards were delivered. This resulted in over 650 responses in total.

Public workshops

The Council hosted five public workshops in July 2023, which provided an opportunity for local residents to discuss their ideas to improve local streets.



Consultation workshop with residents (July 2023)



Summary of perception survey.

Traffic survey update

Our analysis shows that the West Ham Park area would benefit from a low traffic neighbourhood. This is based on traffic surveys conducted in November 2022 and February, May, August and November 2023.

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

66% of the locations surveyed within the area carried more than 500 vehicles per day.

At 66% of locations  > 500 vehicles per day

Traffic speed

The Council monitored traffic speeds at over 50 locations in the West Ham Park area.

The following streets had significant volumes of people driving vehicles 20mph or faster:

- Ham Park Road
- Margery Park Road
- Warwick Road
- Vicarage Road to Tavistock Road
- Gower Road to Chaucer Road

 >20mph

Through traffic

47% of traffic was through traffic, meaning that these vehicles were driven through the West Ham Park area (as opposed to starting or ending their journeys in the neighbourhood).

The following streets had significant volumes of through traffic:

- Ham Park Road
- Margery Park Road
- Warwick Road
- Vicarage Road to Tavistock Road
- Gower Road to Chaucer Road

47% is through traffic 

Ongoing monitoring

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

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



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WEST HAM PARK Exploratory phase

Baseline Traffic Data

KEY

Existing

- Green spaces
- Main roads
- Overground railway
- Timed access open: 7.30am - dusk
- Existing one-way street
- Existing Modal Filter
- Healthy School Streets
- Alleyway
- Scheme boundary

Traffic volume

- 348 Daily average motorised volume (7-day average, 24h, two-way)
- Existing vehicle through route
- 41% Percentage of through traffic (vehicles spend less than 5 mins in the area)
- High volume access route
- 41% Percentage of access route traffic (vehicles spend less than 5 mins in the area)

Traffic speed

- Survey location where 25% or more of vehicles were going 20mph or faster
- Survey location where 5-25% of vehicles were going 20mph or faster
- Survey location where less than 5% of vehicles were going 20mph or faster

Analysis based on a 7-day 24h motorised vehicle traffic survey, excluding pedal cycles, between 14-20 November 2022

This is a summary of the key surveys that have been carried out



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 to trial a new low traffic neighbourhood in the West Ham Park area. Evidence suggests that this is the best option to address the concerns and needs that people shared during the engagement carried out so far.

A map of the proposed low traffic neighbourhood is shown on pages 8 and 9. 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:



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.



Enable modal shift

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

Other options considered

As part of this project to achieve the above objectives, we considered alternatives to a low traffic neighbourhood including:

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

However, none of these other options on their own would fully address the above project objectives.

Newham Council is planning to convert most streets to 20mph, and if this goes ahead, the West Ham Park neighbourhood would be part of Phase 2.

For more information about the 20mph programme, visit [newham.gov.uk/20mph](https://www.newham.gov.uk/20mph).

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 and cyclists, and police, ambulance, fire brigade and waste collection vehicles. They prevent other motor vehicles from driving through using ANPR (Automatic Number Plate Recognition) technology to detect and deter vehicles from driving through modal filters.

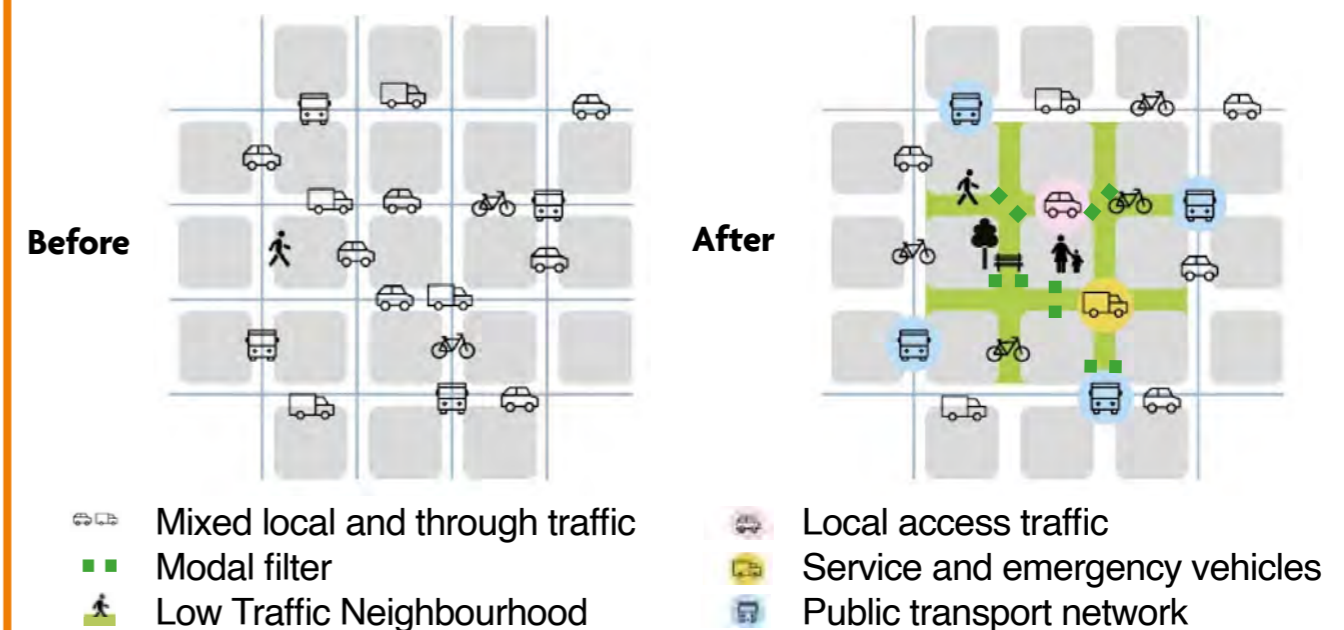
What are the benefits of a low traffic neighbourhood?

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 wheeled and walking accessibility along with improvements to cycling conditions, and additional greenery if schemes are made permanent.

Can residents still access their properties by car?

Yes, all properties remain accessible by car and other private motor vehicles. People driving motor vehicles may have to take a slightly different route to get between the main road and properties in the area. More information about this is on page 10.

Low traffic neighbourhood design principles



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West Ham Park Area

LOW TRAFFIC NEIGHBOURHOOD

Proposed scheme

Baseline

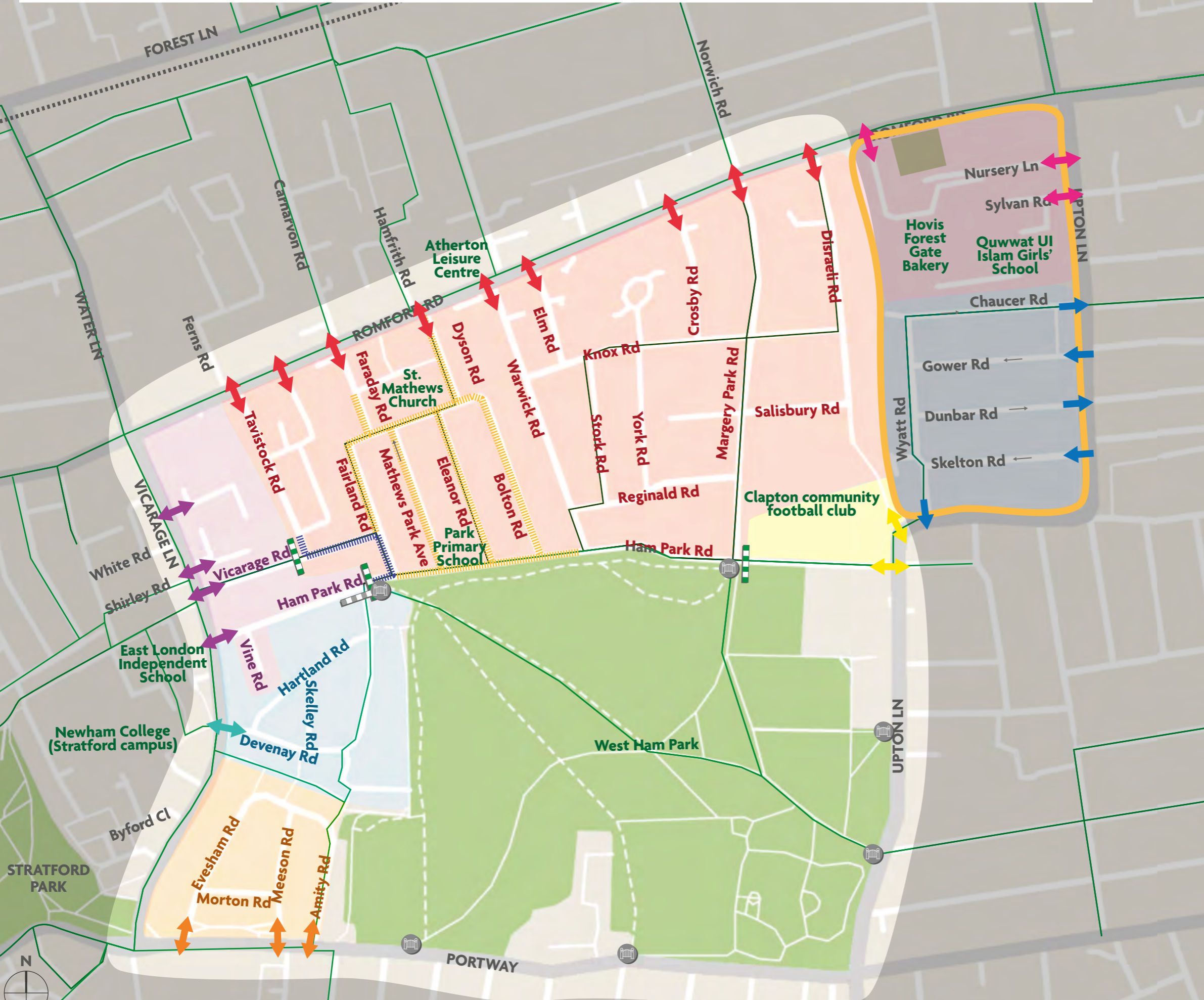
Proposed Traffic Management

Existing

- Green spaces
- Main roads
- Rail
- Overground railway
- Timed access open: 7.30am - dusk
- Existing one-way street
- Healthy School Streets
- Modal Filter
- Identified strategic walk and cycle link

Proposed

- Modal Filter
- Entry & exit routes for motorised vehicles into corresponding colour coded area.
- Area accessible by same main road
- Area to be delivered separately at a later date
- School Street extension



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 from penalty charges, and can pass through modal filters.

Streets to the north of the West Ham Park neighbourhood will mainly be accessible via Romford Road, streets to the west of the neighbourhood will be accessible via Vicarage Lane (B164), and streets to the south will be accessed via Portway (B165). Streets to the south-west, which already prevent through traffic, will be accessed via Portway (B165), the same as existing.

Wyatt Road area – additional engagement

Through our traffic data analysis and discussions with local residents, we have identified that Chaucer Road, Wyatt Road and Gower Road are currently experiencing significant volumes of daily vehicle traffic.

Despite thorough analysis of our traffic data, we were unable to determine the specific reasons behind this high volume of vehicle traffic. Therefore, we have decided to hold off on implementing any measures to address the traffic until we engage further with local stakeholders, businesses, and residents. This additional engagement will allow us to investigate this matter more comprehensively and ensure that any actions taken are well-informed and effective.

What happens next

1. Exploratory stage

The West Ham Park 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.

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

There are currently around thirty low traffic neighbourhoods in Newham, representing over 40% of all streets. These include five schemes installed since 2020 which were made permanent and we are now designing and installing permanent improved design features for these areas. If the Council decides to make the West Ham Park scheme permanent, we will consider **improved design features** for the area. This could include, for example:

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

What the modal filters would look like

Temporary modal filters

During the experimental stage of the scheme, which is up to 18 months, we would install wooden planter boxes with CCTV cameras.

The images below are visualisations showing approximately how the temporary modal filters would appear.



Vicarage Road



Ham Park Road / Margery Road



Ham Park Road / Fairland Road

What the modal filters would look like

Permanent modal filters

If we decide to make the scheme permanent, we would upgrade the modal filters. The images below from Waltham Forest are examples of permanent modal filters. Should modal filters in the West Ham Park area be made permanent, we would intend to deliver something similar.



Examples of permanent modal filters in Waltham Forest

Accessible formats

This document is available as a PDF on the project web page.

Other formats can be provided upon request, including:

- Plain text (word)
- Easy Read (simplified text)
- Audio recording
- British Sign Language summary

Other languages

For a **translation** of this document:

Visit shorturl.at/bJMV2 or scan the QR code, and enter code **1879796**,
or Call **0203 373 4000**



Bengali	আপনি যদি এই লিফলেটে থাকা সমস্ত তথ্যের অনুবাদ অন্য ভাষায় পেতে চান, তাহলে নিচের কোডটি স্ক্যান করুন এবং রেফারেন্স নম্বরটি উল্লেখ করুন। 1879796	Romanian	Dacă doriți ca informațiile conținute în această broșură să fie traduse într-o altă limbă, scanați codul de mai jos și menționați numărul de referință. 1879796
Gujarati	જો તમે આ પત્રિકામાં રહેલી માહિતી અન્ય ભાષામાં અનુવાદ કરવામાં આવે તેમ ઇચ્છતા હો, તો નીચેની કોડ સ્કેન કરો અને રેફરન્સ નંબર રજૂ કરો. 1879796	Spanish	Si desea que la información contenida en este folleto sea traducida a otro idioma, escanee el siguiente código y cite el número de referencia. 1879796
Lithuanian	Jei norite, kad šiąme lapelyje pateikta informacija būtų išversta į kitą kalbą, nuskaitykite toliau pateiktą kodą ir įveskite nuorodos numerį. 1879796	Tamil	இந்த சிறுபிரசுரத்தில் இடம்பெற்றுள்ள தகவல்களை நீங்கள் வேறொரு மொழியில் மொழிபெயர்க்க விரும்பினால், குறியீட்டை எண்னைக் குறிப்பிடவும். 1879796
Portuguese	Se desejar que as informações contidas neste folheto sejam traduzidas para outra língua, digitalize o código abaixo e indique o número de referência. 1879796	Urdu	اگر آپ اس دستی پرچے میں شامل معلومات کا ترجمہ کسی اور زبان میں چاہتے ہیں، تو نیچے دیا گیا کوڈ سکین کریں اور حوالہ نمبر نقل کریں۔ 1879796

We want to hear from you

Pop up events

Come and speak with us about the LTN proposal

- **Atherton Leisure Centre, foyer**
189 Romford Road E15 4JF
Tue 6 February
12:00pm-4:00pm
- **Park Primary School, playground**
45 Mathews Park Avenue E15 4AE
Wed 7 February 2:00pm-4:00pm
- **The Vicarage Lane Surgery, footway outside**
10 Vicarage Lane E15 4ES
Thu 8 February 10:00am-2:00pm

Workshops

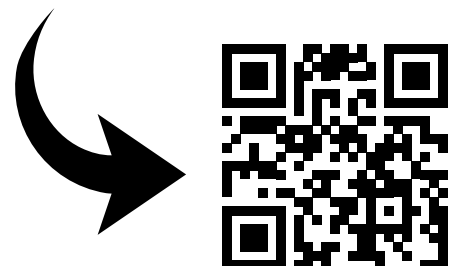
A choice of three workshops to discuss the proposed LTN in detail.

The Gate Library, room 1
Woodgrange Road E7 0QH

- Tue 20 February
any time between 4:00pm and 7:30pm
- Thu 22 February
any time between 10:00am and 5:00pm
- Sat 24 February
any time between 10:00am and 2:00pm

You will need to register for a workshop.

Please visit shorturl.at/jtx36 or use the QR code



Information and contact

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

- 📞 020 8430 2000
- ✉ LiveableNeighbourhoods@newham.gov.uk
- 🌐 www.newham.gov.uk/ltn

