

West Ham Park area

Experimental low traffic neighbourhood approved

June 2024



Newham council has approved the implementation of a low traffic neighbourhood (LTN) in the West Ham Park area on an experimental basis. LTNs use ‘modal filters’ (as pictured) to prevent motorised vehicles from using local streets as a cut-through, while allowing emergency service vehicles uninterrupted access. LTNs aim to improve street environments and local neighbourhoods for walking and cycling by reducing traffic volumes, improving the quality of life for local residents, and making it easier for residents to choose walking or cycling for local journeys.

In this leaflet you will find:

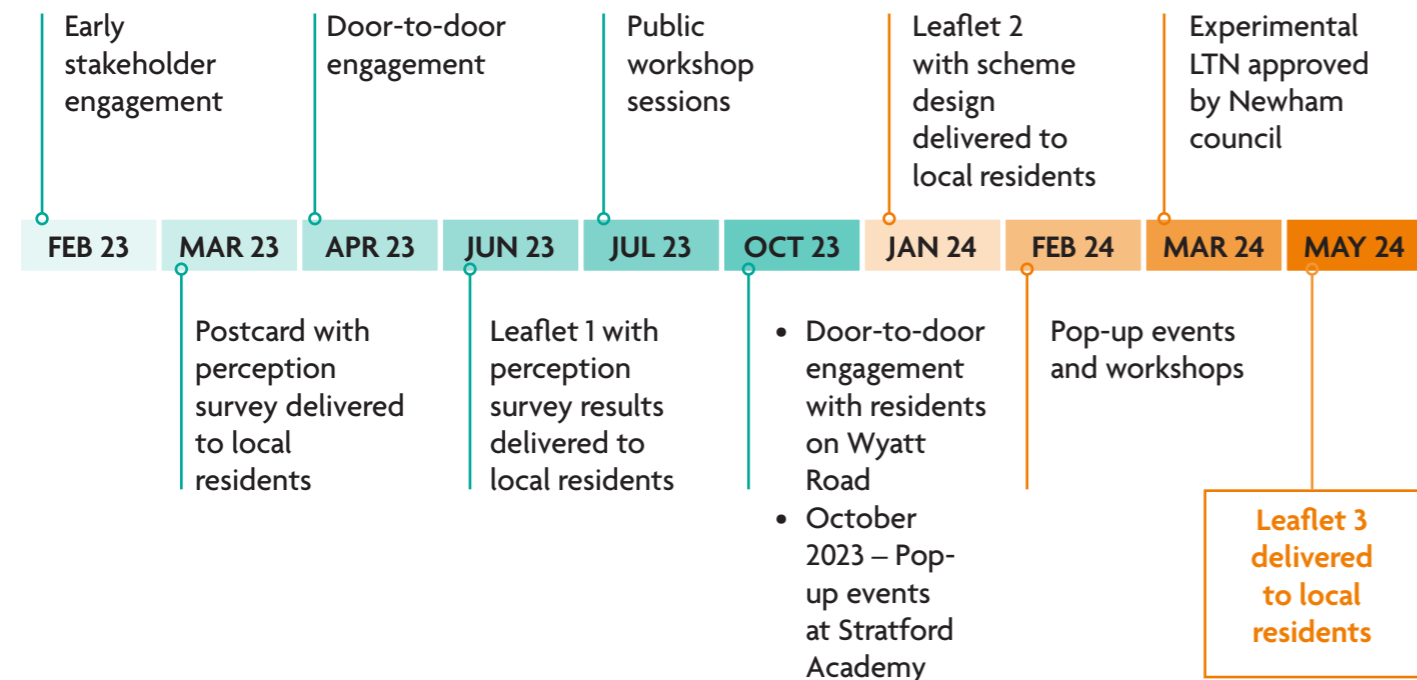
- A summary of the engagement carried out so far and our findings
- Details about the new low traffic neighbourhood
- Next steps

Engagement carried out so far

Between March 2023 and February 2024, the council engaged with residents, businesses, community groups, and stakeholders to find out how we can improve the West Ham Park area, particularly in relation to through traffic, pollution, and congestion. There was extensive engagement including:



Timeline of events:



Key findings from public engagement

Top 10 comments from perception survey

The perception survey (March 2023) asked people to provide their views on road safety, air quality, walking, cycling, and traffic on the street where they live. We received 421 comments. The word cloud below shows the top 10 types of responses, with the size of each 'cloud' relative to the number of responses.



Examples of comments from other engagement activities

You said	We propose
<p>"There is a significant problem of cars rapidly accelerating down the residential streets in the area. This poses a serious risk to pedestrians and cyclists as well as causing noise disturbance."</p> <p>"Cars travel too fast on the back [i.e. residential] roads."</p> <p>"A lot of cars speed and it would be great to have a way to make them slow down"</p>	<ul style="list-style-type: none"> We propose to introduce a 20mph speed limit across the West Ham Park area. We also propose traffic calming measures on key roads as part of the low traffic neighbourhood.
<p>"The area is a major rat run, very high level of traffic and speeding. Aggressive drivers make it difficult to cycle."</p> <p>"Lots of side roads are being used as rat runs."</p>	<p>We will introduce an experimental low traffic neighbourhood to prevent motorised vehicles from using residential streets as a cut through, while still enabling motor vehicle access to all properties.</p>
<p>"It would be great to see more infrastructure to encourage other people to cycle and walk more instead of getting in cars."</p> <p>"It would be great to have more crossings with lights."</p> <p>"We need more trees, bushes and plants on residential streets to improve air quality, which is very poor."</p>	<p>We are reviewing 'complementary measures' including:</p> <ul style="list-style-type: none"> Improving cycling infrastructure Providing safe crossings at junctions Adding dropped kerbs for improved wheeled accessibility Relocating pavement parking to on-street locations to improve footway accessibility Increasing green infrastructure across the area, particularly where it can contribute to speed reduction
<p>"I would like to see the School Street at Park Primary School extended."</p>	<p>We propose to extend the Park Primary School Street</p>

Key findings from traffic data collection

In 2022 and 2023 we collected traffic data in the West Ham Park area. The findings, as summarised below, show that the area would benefit from a low traffic neighbourhood.

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

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 

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 faster than 20 mph:

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

 >20mph

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.



Traffic



Air quality

Why we proposed 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 proposed 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 will be implemented on an **experimental basis**. This means that the council will 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 proposing to introduce 20mph speed limits to most streets in Newham. A third of Newham's streets already have a 20mph speed limit. The West Ham Park neighbourhood is part of Phase 2 of this programme and will be implemented shortly.

For more information about the 20mph programme, visit newham.gov.uk/20mph.

* The data above is based on traffic surveys conducted in November 2022. Further surveys conducted in February, May and August 2023 show that the November 2022 data is typical of how traffic moves in the area throughout the year.

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 are the wooden planter boxes that 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.

Example of temporary modal filter



Keogh Road modal filter, implemented as part of Atherton LTN during experimental stage

What happens next?

1

Programme of works letter

We will send a letter several weeks before the start of the experimental scheme to:

- provide adequate notice about installation of modal filters
- summarise programme of works and communications plan

2

Experimental scheme

During the first six months we will carry out a statutory consultation in which feedback from residents, businesses and other groups will help to shape the design. The experimental scheme can run up to 18 months, during which time we will continue to gather and analyse traffic and air quality data to measure the impact of the low traffic neighbourhood.

3

Decision

At the end of the experimental scheme, we will make a decision about whether or not to make the scheme permanent, based on the feedback and data collected.

Should the Council decide to make the scheme permanent, we will upgrade the modal filters from temporary to permanent designs. An example of a permanent modal filter is shown below.

Example of permanent modal filter



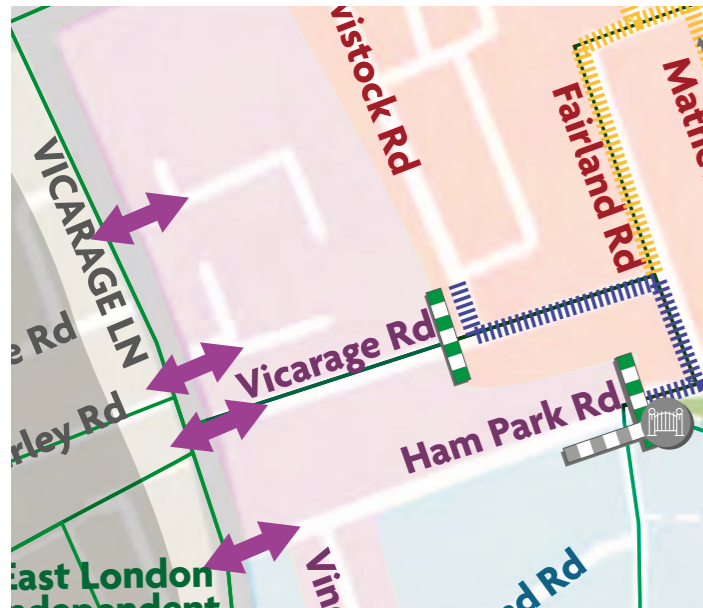
Keogh Road modal filter, implemented as part of Atherton LTN following decision to make the LTN permanent

Low traffic neighbourhood design update

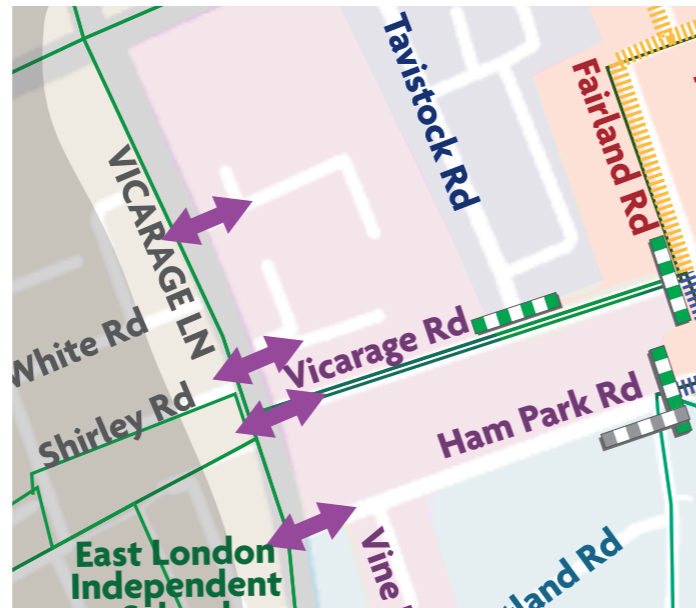
We have made a minor update to the design of the low traffic neighbourhood since it was first shared in early 2024. The original design proposed a modal filter in the middle of Vicarage Road at the junction with Tavistock Road. The new design proposes a modal filter at the east end of Vicarage Road at the junction with Fairland Road, and an additional modal filter on the south end of Tavistock Road at the junction with Vicarage Road.

These updates to the design are based on feedback that we received from local residents during the public engagement carried out so far. There were concerns that a modal filter in the middle of Vicarage Road would restrict the availability of on-street parking as those to the west of the modal filter would have a relatively small number of unallocated on-street parking spaces from which to choose. The updated design enables residents living on Vicarage Road to have the full extent of Vicarage Road for parking, whilst maintaining the prevention of motor vehicle through traffic.

Original design



Updated design



In the original design we proposed to extend the existing school street onto the eastern half of Vicarage Road and the south end of Tavistock Road. School streets are timed restrictions on motorised traffic at school drop-off and pick-up times. In the new design, this portion of the extension is no longer necessary as the repositioned modal filters would substantially reduce motor vehicle traffic on the eastern half of Vicarage Road and the south end of Tavistock Road.

We welcome your feedback on the proposed design update.

If you have any questions or comments, please send us an e-mail by Sunday 16 June 2024.

✉ liveableneighbourhoods@newham.gov.uk

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.

The map on pages 8-9 shows how motor vehicles will access the West Ham Park low traffic neighbourhood. Streets to the north of the neighbourhood will be accessible via Romford Road. Streets to the west of the neighbourhood will be accessible via Vicarage Lane (B164). Streets to the south will be accessed via Portway (B165).

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.

Information and contact

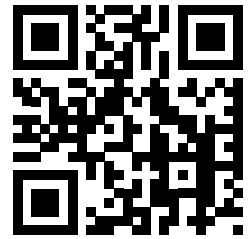
Information and contact

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

📞 020 8430 2000

✉️ LiveableNeighbourhoods@newham.gov.uk

🌐 www.newham.gov.uk/ltn



Accessible formats

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