

# Woodgrange and Capel people-friendly streets

## Autumn 2025 engagement events report

Published December 2025



## **Executive summary**

In autumn 2025, Newham Council delivered three update events for the proposed Woodgrange and Capel people-friendly streets scheme (formerly known as low traffic neighbourhoods).

Over three evenings (24 September, 1 October and 2 October 2025) residents with a wide range of views came together at Forest Gate Youth Zone to hear the Council provide an update regarding the proposed Woodgrange and Capel people-friendly streets project.

The Council provided a recap of the reasons why the project was initially proposed in response to health and transport challenges faced in Newham. There was a recap of the previous rounds of consultation on this proposed project, including a summary of the most common views and ideas expressed by residents. The presentation concluded with a potential amended design to the proposed project. Following the presentation, residents worked around tables to ask questions and provide their feedback on the potential amended design, which were written down by Council representatives.

Some of the most common topics of discussion at the events included:

- Concern about potential traffic displacement from the implementation of a people-friendly streets scheme
- the potential benefits of reduced through traffic
- suggestions for resident exemptions
- feedback on modal filter locations following the amended design plans

This report will also provide answers to

- Questions raised at the events
- A summary of feedback received via email during this latest period of community engagement
- Comments left via an online form provided during the event.

## Background

Newham Council is committed to creating safer, people-friendly streets and promoting sustainable transport. People-friendly streets support this by reducing through traffic in residential areas and encouraging safer, greener travel.

Since April 2022, Newham Council has 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 views from members of the public.

Following previous engagement for the area starting in June 2022, as well as traffic monitoring data collected in April and September 2022, the proposals for Woodgrange and Capel were presented to the public. This included modal filters at four locations:

- Capel Road, designed to prevent general car traffic from travelling directly east-west between Woodford Road and Forest Drive.
- Balmoral Road bridge, designed to prevent general car traffic from travelling between Woodford Road and Romford Road via Tylney Road and Balmoral Road.
- The junctions of Romford Road with Balmoral Road and with Hampton Road, designed to prevent car traffic traveling between Romford Road and Woodgrange Road via either Windsor, Claremont, Osborne or Hampton Roads.

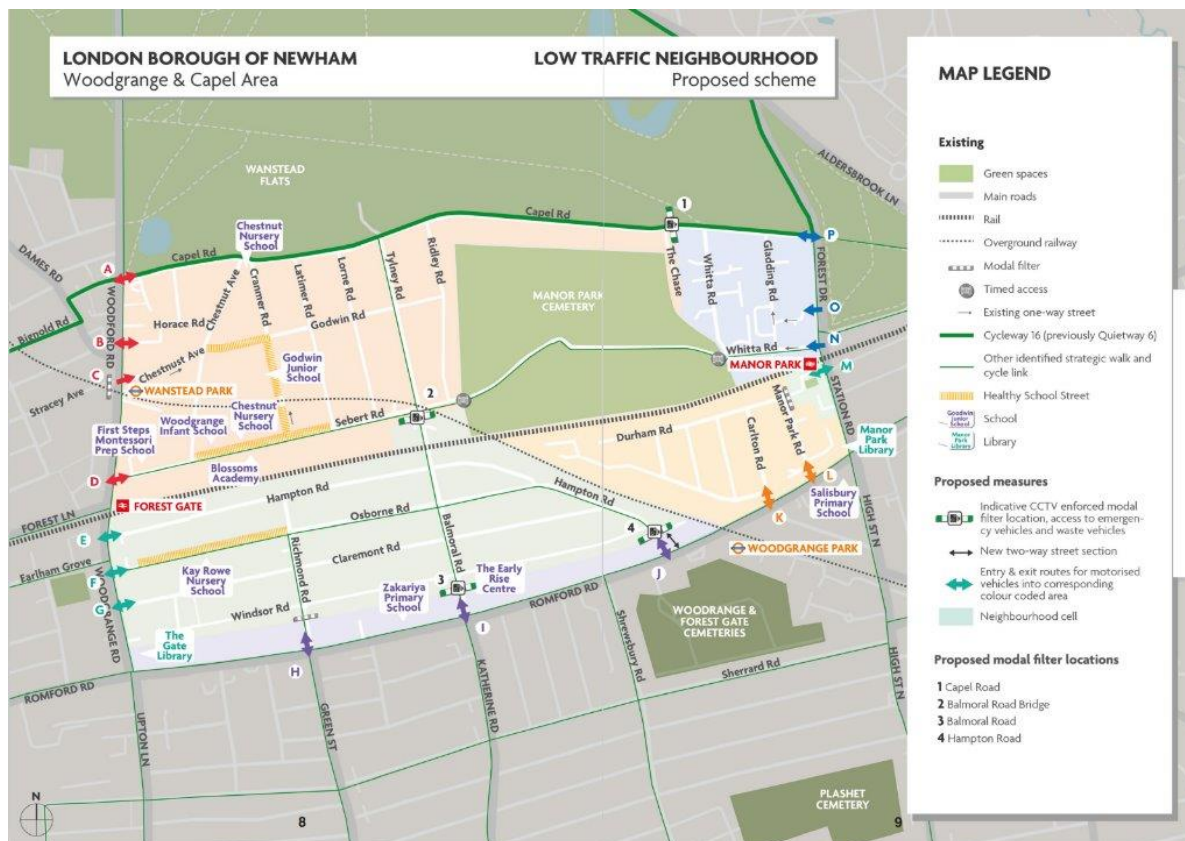


Figure 1. 2023 proposed design

Following the issue of the proposed plan in 2023, the Council reviewed all comments and summarised the most common themes from the feedback sources in the below table:

Source	Responses
Consultation survey	1,186
Map-based survey	297
E-mails	142
Petition: Objection to Woodgrange and Capel	1,775 signature + 25 letters
Petition: Sebert Road	151 signatures
Petition: Accelerate Newham Council's Plans for a Low Traffic Neighbourhood in the Woodgrange/Capel	667 signatures



The most common themes from this engagement were:

- Concern about risk of increase in journey times when travelling by car
- Concern about risk of congestion on boundary roads, and associated impacts on air and noise pollution
- Mobility impairment access for those for whom car travel is an essential need
- The potential benefits of reducing motor vehicle traffic in the area
- Suggestions for exemptions for residents and/or disabled people in the area.

## Autumn 2025 engagement events

Up to September 2025 the Council had been conducting a thorough review of feedback received, the overall design, and the wider impacts of the programme, noting that there had been a mix of views on the scheme, including petitions for and against it.

The Mayor of Newham invited residents to a series of engagement sessions which took place on 23 September, 1 October, and 2 October 2025, to present a revised scheme and to further inform a decision about whether or not to proceed with the scheme on an experimental basis.

To ensure all residents were invited to the events, 7,086 letters were delivered to all addresses within the project area, boundary roads, and the area slightly beyond the proposed project area. The Council used a third party distribution company which used a GPS tracking for letter delivery, as shown below in Figure 2.



Figure 2. GPS tracking of invitation letter.

Invitees were able to register their interest to attend the events via Eventbrite. A Council officer was also present at the Gate Library on 10 September 2025 to ensure that those without internet access could also register for the events.

Officers then reviewed the geographical location of registered parties to ensure that a good geographical representation from each street in the area would be present at the event and contacted all who registered via e-mail to confirm their invitation or to let them know that they had not been selected to attend the event due to a lack of space. Residents were initially invited to a single session, on 23 September 2025, however due to high the numbers of registrations of interest, the Council decided to host a further two sessions on 1 October 2025 and 2 October 2025 to ensure that all who registered interest would have the opportunity to attend a session.

At the events, Mayor Rokhsana Fiaz provided a short update on the proposed scheme, followed by a presentation from the Council to offer further context, data, and rationale for the proposed updates to the design of the Woodgrange and Capel people-friendly streets scheme.

A copy of the presentation is available here:

[www.newham.gov.uk/downloads/file/9803/20250930-w-c-presentation-web](http://www.newham.gov.uk/downloads/file/9803/20250930-w-c-presentation-web)



*Figure 3. presentation at one of the Autumn 2025 engagement events*

During the presentation, a revised design of the proposed people-friendly streets scheme was shown, which was intended to take into account previously received feedback.



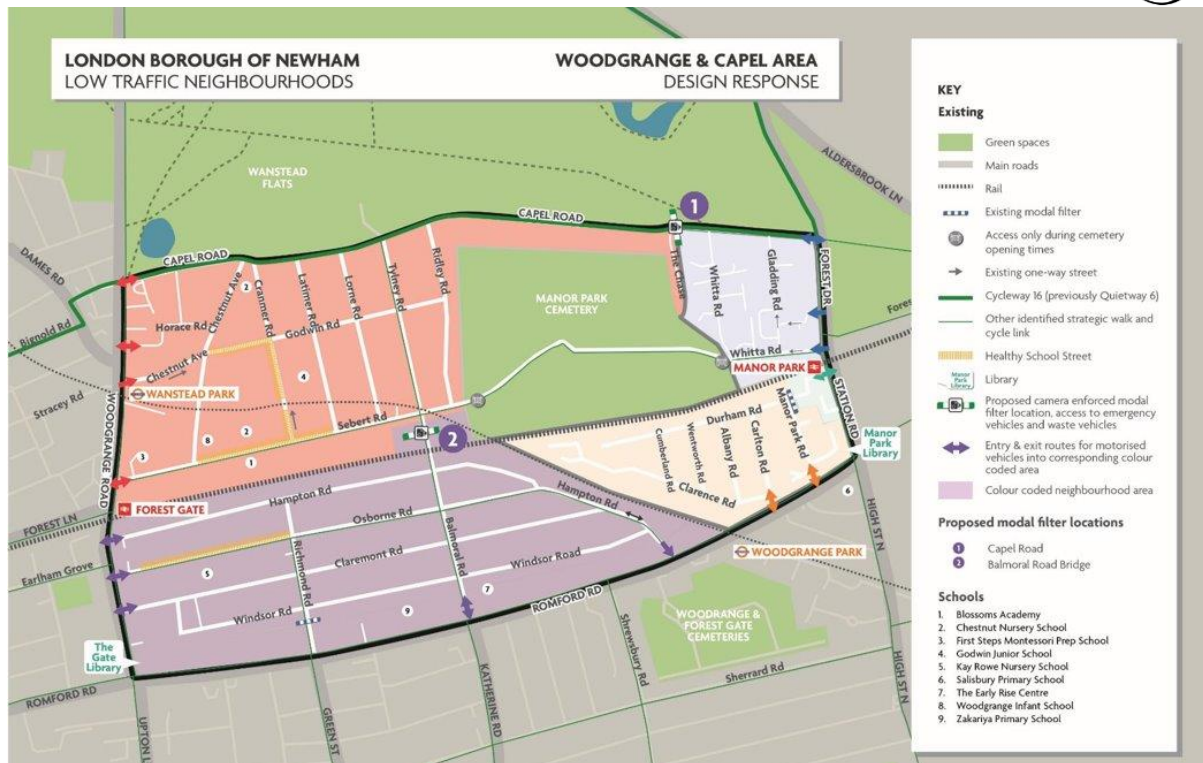


Figure 4. Revised 2025 design

Following the presentation, facilitators invited attendees to ask questions about the project before taking comments and feedback. Printed maps showing data collection and the updated 2025 design drawing were available on each table to aid discussion. Facilitators at each table kept conversations on-topic, productive and within the allotted time; recorded questions and comments; and ensured that all attendees had a fair chance to speak and to be heard.

All comments and questions were captured, collated, and then subjected to a thematic analysis. This involved systematically reviewing the feedback to identify recurring ideas, concerns, and observations. Similar points were grouped into overarching themes, allowing key patterns in participant sentiment to emerge. These themes then informed the findings and recommendations presented in this report.

At the sessions, attendees were invited to submit a short online survey via QR code to share any additional feedback either in private or at home, widening participation and allowing for direct feedback in their own words. The survey also offered the opportunity to feed back on the update events at Forest Gate Youth Zone, asking if attendees were happy with any answers to their questions, if they were satisfied with the presentation and the table conversation, and if they had changed their mind about the Woodgrange and Capel people-friendly streets project following the event.

This survey received a further 208 responses, and after duplicates were removed, there were 196 unique responses.

E-mails received by [liveable.neighbourhoods@newham.gov.uk](mailto:liveable.neighbourhoods@newham.gov.uk) in relation to the proposals and event were also subject to a thematic analysis, where every e-mail was read with common themes extracted and grouped together.

Source	Responses / Attendees
E-mails	124
Update event 1: 23 September 2025	83
Update event 2: 01 October 2025	47
Update event 3: 03 October 2025	36
Digital survey	208

The following sections of this report provide summaries of what people said about the proposed Woodgrange and Capel people-friendly streets scheme at the Autumn 2025 engagement events.

The sections are presented as follows:

- Questions raised and responses from the Council
- Current issues in the area
- Potential risks and concerns regarding the proposal
- Potential opportunities and benefits of the proposal
- Suggestions for improvements or other changes

## Questions raised and responses from the Council

This section covers questions raised by attendants of the Autumn 2025 engagement events, and responses provided by the Council following the events. All event participants had the opportunity to ask questions at the beginning of the table-based engagement sessions at each of the three events. All questions were recorded by the table facilitator.

The council reviewed all questions, merged similar questions, and edited the wording of questions for simplicity, clarity and consistency. The result is a set of unique questions about the proposed Woodgrange & Capel people-friendly streets scheme, and their corresponding answers provided by the Council, which are shown in the section below.

### Theme 1 – Traffic displacement

#### *How would this scheme impact traffic on boundary roads?*

All roads in the potential scheme area would be monitored on a quarterly basis to understand traffic volumes, speeds, direction, and type of vehicle. Traffic data collected from previous experimental people-friendly streets schemes in Newham found that 4 out of 5 schemes had a reduction in traffic on boundary roads.

#### *How would this scheme impact traffic on internal streets?*

All properties within the potential scheme area would still be accessible by motor vehicle. However, some (not all) routes used to access a given property would change. The aim of this is to prevent motor vehicles from cutting through the neighbourhood by using modal filters to restrict vehicle through-routes. This means that motor vehicles would need to enter and exit the neighbourhood via the same street(s) on the boundary of the neighbourhood, rather than entering the neighbourhood from one street and exiting via another on the opposite side.

#### *How would this scheme impact traffic on Chestnut Avenue / Capel Road / Hampton Road?*

Several streets within the proposed project area have been identified as key streets affected by non-residential through traffic. The idea of any experimental scheme is to reduce non-residential through traffic and support more walking, wheeling (for wheelchair users) and cycling in a quieter and safer residential area.

A robust traffic monitoring programme can identify traffic trends, and the experimental traffic order process enables the scheme to be adapted for up to 12 months.

*How would traffic on school streets be impacted by a people-friendly streets scheme?*

Healthy School Streets are streets that have timed access restrictions for most motor vehicles at school start and finish times. This makes it safer and easier for children and their families to walk, cycle or scoot to school. People-friendly streets are streets with low levels of through traffic (or no through traffic at all). They are found mainly in residential areas in which a set of modal filters has been installed to prevent motor vehicles from using the residential area as a shortcut. It is common for both Healthy School Streets and people-friendly streets to co-exist in the same area without any issues.

## Theme 2 – Traffic data

*How is traffic measured?*

Traffic is measured via specialist data collection services designed specifically for the transport sector. These take a variety of forms:

- Automatic traffic counters (ATCs)
- CCTV camera surveys, monitoring pedestrian and cycling movement
- Junction analysis
- Queue lengths
- Complex origin and destination surveys
- Parking and kerbside activity studies
- Conflict analysis
- Automatic Number Plate Recognition (ANPR) surveys

The data is then analysed by independent experts to present a comprehensive view of movement throughout the proposed project area.



*How would this scheme affect journey times?*

Walking and cycling routes, along with routes for emergency services and blue badge holders would not be affected by a people-friendly streets scheme, since they can travel through the modal filters. Journeys made by walking and cycling would benefit from increased safety due to a reduction in motor vehicle traffic, as through trips by motor vehicles would be removed or significantly reduced from the area. All addresses would remain accessible by motor vehicle. However, some motor vehicle trips may be slightly longer as some routes would be affected by modal filters.

*Can you provide traffic data for Woodgrange Road?*

The traffic data for all boundary roads are on page 23 of the presentation used in the workshops, which is available here:

[www.newham.gov.uk/downloads/file/9803/20250930-w-c-presentation-web](http://www.newham.gov.uk/downloads/file/9803/20250930-w-c-presentation-web)

*What date is the data from in the drawing?*

The date for the traffic data which was used in the presentation and proposal is from April 2022, this is also on the presentation, which is available here:

[www.newham.gov.uk/downloads/file/9803/20250930-w-c-presentation-web](http://www.newham.gov.uk/downloads/file/9803/20250930-w-c-presentation-web)

*Do you consider the combined impact of multiple people-friendly streets schemes on journey times?*

The combined impact of multiple people-friendly streets schemes normally results in reduced overall motor traffic across an area in the medium to long-term, a phenomenon often described as 'traffic evaporation'. While journey times on specific residential streets within people-friendly streets areas tends to decrease, there may be some initial traffic displacement and minor journey time increases on adjacent boundary roads, which often lessens over time

*What does research say about impacts of people-friendly streets schemes?*

In 2023 Transport for London published a summary of the evidence on people-friendly streets / LTNs, which demonstrates how they are making streets safer by lowering traffic levels, reducing street crime and enabling people to walk and cycle more.

A copy of the report is available here:

<https://content.tfl.gov.uk/tfl-impacts-of-low-traffic-neighbourhoods-feb-2024-acc.pdf>

Included in this evidence is the significant contribution that LTNs can play in meeting the Mayor of London's Vision Zero ambition to eliminate all deaths and serious injuries on London's streets by 2041.

*Westminster University data is biased - will this scheme be using Westminster University for analysis?*

No evidence is supplied to support the assertion that the Westminster University data referred to is biased. However the Council performs due diligence to ensure that data collection for projects is robust and rigorous. There are currently no plans to use or participate in Westminster University research for any potential future project. However the Council reserves the right to commission professional services as per procurement rules.

*How will the Romford Road scheme impact bus journey times?*

A TfL traffic modelling audit is currently underway via an external supplier to assess the impact of the proposed scheme on bus journeys. TfL is leading the approval process and will determine whether the scheme is viable. The process is expected to conclude by February–March 2026.

For more information, please visit the scheme webpage or contact the team at: [STRomfordRoad@newham.gov.uk](mailto:STRomfordRoad@newham.gov.uk)

*How can you measure impact of this people-friendly streets scheme on Romford Road with works going on?*

If an experimental scheme goes ahead, an extensive traffic monitoring exercise would be undertaken, and coordination of works with data collection would be ensured to minimise any impact.

*Why are traffic levels showing as higher on Woodgrange than Forest Drive?*

The traffic data on the map used during the presentation reflects the traffic volumes recorded at the time of the study.

*What are the safety concerns based on?*

The Council's concerns about road safety in the Woodgrange and Capel area arose from feedback from the community that chose to participate in the initial perception survey. This survey was communicated by a postcard sent to addresses in and around the proposed scheme area in July 2022.

A copy of the postcard is available here:

[www.newham.gov.uk/downloads/file/4918/street-survey-postcard](http://www.newham.gov.uk/downloads/file/4918/street-survey-postcard)

*What are the collision stats for the area?*

In the proposed Woodgrange and Capel scheme area, from 2017 to 2024 there were 424 collisions, consisting of one fatal, 62 serious, and 361 slight collisions.

To view collision data, visit the [London Collisions Web Map](#), which shows collision data for 2017-2024. To view all types of collisions, select all three types of collision: fatal, serious and slight.

Road danger is a concern for all communities that live and work in Newham, who can be affected by poor, inconsiderate or dangerous driving. London is at the forefront of this approach and the Mayor's Transport Strategy sets out the goal that, by 2041, all deaths and serious injuries will be eliminated from London's transport network. Reducing speeds and encouraging safe driving behaviours are key elements in this process. If this scheme goes ahead, collision data would be monitored as part of this scheme.

*What are the highest traffic speeds in the area?*

For traffic speeds in the proposed scheme area, please see the [presentation](#) (page 23) from the Autumn 2025 engagement event, in which we present the baseline traffic data map (with data from April 2022). In terms of traffic speeds, this map shows the streets in which a) 25% or more of the vehicles were going at or faster than 20mph, b) 5%-25% of the vehicles were going at or faster than 20mph, and c) less than 5% of the vehicles were going at or faster than 20mph.

*A recent TfL LTN report was suppressed - has this been taken into account?*

It is understood that a research project commissioned by Transport for London investigating the impacts of low traffic neighbourhoods was ended part-way through the study as it did not offer any new insights beyond existing findings.

### Theme 3 – modal filters and exemptions

*Would modal filters enable emergency vehicles through?*

Yes, modal filters would be designed so that emergency vehicles can pass through.

*How would a people-friendly streets scheme affect emergency vehicle journey times?*

If an experimental scheme went ahead, modal filters would be designed so that emergency vehicles could pass through. Newham Council works closely with emergency services as part of any people-friendly streets project.

*How will council address cloned plates and uninsured drivers?*

If this scheme were to go ahead, the Council would continue to work in partnership with the police to address any potential issues of cloned plates and uninsured drivers as they may affect a people-friendly streets scheme.



*Would you consider resident exemptions?*

Resident exemptions are always considered during the evaluation of a project. Whilst providing resident exemption would provide some journey time benefits by car for some residents within the area, it would also result in smaller reductions in traffic within the area, and it would not provide as much incentive for local residents to consider walking and cycling for local trips where they are able.

*Would you consider exemptions for disabled people?*

We have implemented a trial for disability exemptions in other Newham people-friendly street schemes. This allows blue badge holders who live within the area to apply to exempt one vehicle, which once approved would allow the nominated vehicle to pass through a modal filter.

*Would you consider exemptions for carers / taxis / delivery vehicles?*

We would consider these types of exemptions as part of the design of any scheme. If the scheme went ahead as an experiment scheme, even without these exemptions, motor vehicles would still be able to access all addresses inside the people-friendly streets area, although routes might be different. During an experimental scheme, if it were to go ahead, we would continue to collect traffic data and stakeholder feedback which would inform potential changes to an experimental scheme.

*Could you have exemptions like in school streets?*

Healthy school streets work differently from people-friendly streets. As part of a healthy school streets scheme, exemptions are offered to residents who live inside the restricted area. Exemptions are in place to avoid a situation in which people cannot access their property by motor vehicle during restricted times. With people-friendly streets, access is never an issue as all addresses remain accessible to motor vehicle, although routes might be different.

*How do vehicles access all properties?*

Vehicles would have access to all properties inside a people-friendly streets scheme, although individual routes may be different.

*If road safety is the issue why are we focusing on cars? Bikes are an issue too.*

People-friendly streets schemes are designed to remove through traffic from neighbourhoods in order to improve road safety, amongst other benefits. By having streets with less traffic, roads become safer for all road users. Other measures can be implemented inside a scheme area to further improve road safety for all road users.

#### Theme 4 – Air quality

*What else is being done about air quality?*

For information about air quality in Newham, including the Council's plans visit:  
[www.newham.gov.uk/public-health-safety/air-quality-newham](http://www.newham.gov.uk/public-health-safety/air-quality-newham)

#### Theme 5 – Complementary and mitigating measures

*Will traffic calming be included as part of this implementation?*

If a scheme were to go ahead, complementary and mitigating measures would be considered, including traffic calming.

*Could you install more cycle hangars?*

To request cycle parking in Newham, visit:  
[www.newham.gov.uk/transport-streets/sustainable-travel/4](http://www.newham.gov.uk/transport-streets/sustainable-travel/4)

*Could you do more to promote cycling education?*

For information about cycle training in Newham, visit:  
[www.newham.gov.uk/transport-streets/sustainable-travel/3](http://www.newham.gov.uk/transport-streets/sustainable-travel/3)

For further enquiries, contact: [cycle.training@newham.gov.uk](mailto:cycle.training@newham.gov.uk)

### *Why aren't there trees on Woodgrange Road?*

There are trees on Woodgrange Road. However we acknowledge that more trees could enhance the street environment. Woodgrange Road is a busy high street with limited space and competing demands for space.

For more information about how Newham Council manages trees on public streets, visit:

[www.newham.gov.uk/public-health-safety/tree-management](http://www.newham.gov.uk/public-health-safety/tree-management)

## Theme 6 – Public consultation

### *Were schools consulted?*

Schools in and around the proposed people-friendly streets area were sent a postcard and two sets of leaflets with information about the proposed scheme. Schools were consulted directly by the Council, as well as the Council doing in-person engagement with parents and guardians in front of school gates on several occasions. Schools were invited to attend the in-person engagement events which took place in September and October 2025.

### *Were businesses consulted?*

Businesses in and around the proposed people-friendly streets area were sent a postcard and two sets of leaflets with information about the proposed scheme. Businesses were visited in-person on multiple occasions and were invited to attend the in-person engagement events which took place in September and October 2025.

*Were addresses on boundary roads consulted?*

The delivery area for the postcard and two leaflets extended beyond the proposed people-friendly streets area, including addresses on boundary roads adjacent to the proposed scheme area. The postcard and leaflets contained information about providing feedback on the scheme. Key stakeholders on boundary roads were engaged directly by the Council in including business door knocking. Addresses on boundary roads adjacent to the proposed scheme also received an invitation to the in-person engagement sessions which took place in September and October 2025 (see Figure 2 for a GPS tracking of letter distribution).

Theme 7 – Finances, process and policy

*How is this project funded and how would money be spent on this project?*

Any potential scheme would be funded by Transport for London via the Local Implementation Plan (LIP) process, with the exception of enforcement cameras which are required to be funded from Council sources as they generate enforcement income to offset costs.

*How does this project fit into the council's priorities?*

If this project were to go ahead it would be in line with Newham's Corporate Plan 2022-2026, which references low traffic neighbourhoods.

From the Corporate Plan:

Priority 3 – Your Neighbourhood

'Air pollution in Newham is worse than anywhere else in London. Less than half of Newham residents have access to a car. Our borough is a through route for commuter traffic. We will work with residents across Newham to make their residential roads and neighbourhoods quieter, safer and cleaner.



This is why we have introduced several people-friendly schemes to improve our streets including managing parking based on emissions, introducing electric vehicle charging points, healthy school streets and people friendly streets with low traffic neighbourhoods.'

Newham's Corporate Plan 2022-2026 can be viewed here:

[https://mgov.newham.gov.uk/documents/s158737/Addendum%209050\\_CORPORATE\\_PLAN\\_BOOKLET\\_v18.pdf](https://mgov.newham.gov.uk/documents/s158737/Addendum%209050_CORPORATE_PLAN_BOOKLET_v18.pdf)

*When will a decision be made?*

A decision on whether or not to implement the Woodgrange and Capel people-friendly streets project on an experimental basis is expected to be announced on Monday 8 December 2025 at the full Council meeting.

*What is the Council doing to reduce traffic besides people-friendly streets schemes?*

Newham's Sustainable Transport Strategy (2024) outlines strategy actions for active travel including:

- Improved cycle routes and footways
- Improving bus services and rail connectivity
- Reduce heavy goods vehicles (HGV) traffic

You can view Newham's Sustainable Transport Strategy here:

[www.newham.gov.uk/downloads/file/7772/newham-sustainable-transport-strategy-2024-](http://www.newham.gov.uk/downloads/file/7772/newham-sustainable-transport-strategy-2024-)

*Why was the scheme reviewed despite objections?*

As a proposed project, the Woodgrange and Capel people-friendly streets scheme is reviewed based on data collected and feedback from members of the public and other stakeholders (including objections). A decision on whether or not to implement the project on an experimental basis is expected to be announced on Monday 8 December 2025 at the full Council meeting.

*If implemented, would it be a trial or a permanent scheme?*

People-friendly streets schemes operate on an experimental basis for up to 18 months in which data and feedback is gathered, and the scheme can be adjusted. During this period the Council makes a decision as to whether to make the scheme permanent, or to remove it.

#### Theme 8 - Parking

*How does this scheme affect parking?*

If the scheme goes ahead there would be very little if any impact on parking availability.

*Would emissions-based parking be removed if a people-friendly streets scheme were implemented?*

Parking changes are borough-wide and are not affected by local schemes.

#### Theme 9 - Suggestions

*Instead of a people-friendly streets scheme could you expand healthy school streets?*

People-friendly streets and school streets, while complementary interventions, tackle different issues. People-friendly streets remove vehicle through traffic from a neighbourhood in order to improve road safety, reduce noise and pollution, and encourage walking and cycling. School streets remove vehicles driving on streets adjacent to schools during peak travel times in order to improve safety in front of the school gate, and to encourage walking and cycling to school.

### *What about timed modal filters?*

The Council considered a variety of options, including timed modal filters. However these options did not fully meet the project objectives which were 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; and 2) Enable modal shift – to enable people to walk and cycle for local trips, rather than drive.

## Theme 10 – Other questions

### *Do schools still teach the green cross code?*

Newham Council engages with schools regarding road safety via their school travel plans. Schools are made aware of road safety activities that they can teach including the green cross code.

### *What can be done to encourage the church to encourage people not to drive?*

Newham Council engages with places of worship and how their congregants travel via a project called Travel for Worship. This is a voluntary scheme for all places of worship in Newham.

For more information visit the project web page:

[www.newham.gov.uk/transport-streets/travel-worship](http://www.newham.gov.uk/transport-streets/travel-worship)

### *What are the benefits of people-friendly streets?*

A report by TfL entitled 'The impacts of Low Traffic Neighbourhoods in London' notes:

- a 50% reduction in road casualties
- their streets are less dominated by traffic
- no change in median motor vehicles on boundary roads
- they have lower crime levels
- they benefit deprived areas and under-represented groups
- they have no adverse impact on fire service response times
- they are supported by the public, with 58% of respondents in a representative poll of Londoners supporting LTNs

Link to report:

<https://content.tfl.gov.uk/tfl-impacts-of-low-traffic-neighbourhoods-feb-2024-acc.pdf>

*How much through traffic uses the local shops? This could affect their trade.*

A TfL report entitled 'Walking & Cycling: the economic benefits' found that walking and cycling improvements can increase retail spend by up to 30%.

Link to report:

<https://content.tfl.gov.uk/walking-cycling-economic-benefits-summary-pack.pdf>

*How will vehicles turn around on Capel Road?*

The design enables an adequate turning radius on Capel Road.

*Did Atherton LTN coincide with ULEZ implementation?*

The Ultra Low Emission Zone (ULEZ) was launched by the Mayor of London in April 2019 and expanded in October 2021.

The Atherton LTN was launched by Newham Council in March 2021 as an experimental scheme following public consultation. The scheme was made permanent in September 2022.

*What is the use of this scheme?*

The Chief Medical Officers Annual Report for 2022 outlines that interventions to increase active transport, thereby reducing motorised transport, are most successful when they make active travel safer but also place some limits on motorised vehicles. This report explicitly mentioned low traffic neighbourhoods / people-friendly streets as a method of improving active travel conditions and reducing the convenience of driving short journeys (Public Health England, 2022). Therefore, to reduce motorised transport, mode shift to active transport is also required, consistent with the objectives of the scheme.

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/1124738/chief-medical-officers-annual-report-air-pollution-dec-2022.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1124738/chief-medical-officers-annual-report-air-pollution-dec-2022.pdf)

## Current issues in the area

This section provides a summary of current issues in the proposed Woodgrange and Capel people-friendly streets area that were raised by people who attended the Autumn 2025 engagement events.



By far the most common themes of current issues were

1. Speeding
2. Road safety

Discussions about road safety typically related to the volume of through traffic and dangerous driving and risks to children and those walking and cycling in the area.

As part of the online feedback survey, one resident of Osbourne Road stated that ***“The volume and particularly the speed of traffic on these roads is alarming. It does not feel safe as a pedestrian needing to cross roads with a small child to get to and from school”.***

The key areas identified in the feedback surrounding issues were:

- Hampton Road
- Sebert Road
- Balmoral Road

Throughout the various channels, the feedback clearly underscores the community's significant concern about the high traffic volumes and dangerous driving behaviour, especially when considering the impact that this has on people seeking to choose sustainable, active modes of transport.



## Potential risks and concerns regarding the proposal

This section provides a summary of risks and concerns regarding the proposed Woodgrange and Capel people-friendly streets scheme that were raised by people who attended the Autumn 2025 engagement events.



When discussing the updated 2025 plan for the Woodgrange and Capel people-friendly streets scheme, residents often cited concerns about the risk of motor vehicle traffic journeys being diverted onto new routes. It was common for boundary roads to be brought up in feedback, with concern over displacement onto Woodgrange Road and Romford Road.

One e-mail received stated that ***“evidence from other LTNs shows they do not reduce traffic overall but simply push it onto boundary and main roads, creating longer journeys, more congestion, and higher emissions in those areas. These risks worsening air quality and road safety on already busy routes.”*** Some residents who expressed concern about traffic displacement onto boundary roads stated how this could negatively impact access to businesses or local amenities on these roads: ***“I support the local businesses near me which I fear will now all close as they won’t have the passing trade that they have now.”*** Similarly, residents showed concern that a potential increase in vehicular journey times could restrict vehicular access to properties, which could negatively impact emergency response times, tradespeople, carers, or people visiting family.

Across all channels, there were views expressed that the removal of modal filters on the junctions of Romford Road with Hampton and Balmoral would not serve to benefit the Woodgrange area, ***“There is no LTN regarding the Woodgrange estate, I live on the rat run called Hampton Road, the so called plan does nothing for the Woodgrange estate”***. Residents were concerned that traffic could be diverted from the Capel area and use Hampton Road as a new through-route, exacerbating current issues by increasing through traffic: ***“I am opposed to traffic being diverted from streets on the north of the railway to the woodgrange estate. I am in favour of ltn , but this proposal will increase traffic in Hampton road.”***

Many residents disagreed with the proposed placement of a modal filter on the Balmoral Road bridge, with concern expressed that this could potentially segregate the area into two distinct regions, creating a ***“north south divide”***. This concern was exacerbated by the perception that residents of the Capel area would be subject to a greater change than those residing in Woodgrange.

## Potential opportunities and benefits of the proposal

This section provides a summary of potential opportunities and benefits of the proposed Woodgrange and Capel people-friendly streets scheme that were identified by people who attended the Autumn 2025 engagement events.



Some residents discussed how the proposed design would offer benefits and opportunities to mitigate the current issues in the area. The most common reason cited was the potential to reduce through traffic in the area, especially how this could improve safety for those who travel actively in the area, encouraging more to shift to walking, wheeling or cycling. ***“I hope the LTN is approved and agree with the proposal. Reducing through traffic I’ll mean my children can walk to the park without fear”.*** Residents noted that the reduction in through traffic could serve to improve issues such as poor air quality and antisocial behaviour.

It should also be noted that whilst many residents did recognise the potential benefits of the revised plans, many did state that this would primarily benefit the Capel area and not the Woodgrange area. An e-mail received made the point that: ***“Fundamentally, it is not as ambitious as the original version, which is disappointing... As your new proposal document notes, there are 9 schools within the proposal area, all of whom will benefit from these proposals, and reduce the damage to little lungs from pollution on these roads.”***

## Suggestions for improvements or other changes

This section provides a summary of suggestions for improvements or changes to the proposed Woodgrange and Capel people-friendly streets scheme that were made by people who attended the Autumn 2025 engagement events.



Much of the discussion and feedback received was focused on suggestions to alter the implementation of the people-friendly streets scheme or other mechanisms to improve the existing issues in the Woodgrange and Capel area.

At table discussions, the most common suggested amendment to the updated designs was to offer a resident exemption. Many attendees felt that this would suffice to restrict through traffic from out-of-area motorists whilst limiting the potential negative impacts on journey time and access for residents. An e-mail from a resident of Hampton road proposed the use of camera-enforced modal filters to allow selective vehicular access, ***“The solution my neighbours and I support is cameras where Balmoral rd and Hampton rd meet Romford rd, these cameras would allow residents/service and emergency vehicles to pass but stop the through traffic which makes up most of the traffic on our street/Sebert.”*** Other feedback received requested an exemption scheme for disabled residents, whom may be more reliant on motor vehicles.

Other feedback exploring additional measures either in place of or as a complementary measure to the updated design proposal. A popular theme was that of implementing measures to reduce speeding inside the project area. It was felt by some that this could be a viable alternative to people-friendly streets. One resident who emailed stated ***“Better alternatives exist. Instead of road closures, investment should go into: ... Introducing smarter traffic calming and speed reduction measures”***.

## Conclusion

The feedback received through the table discussions, online survey, and e-mail correspondence reflects a community that is highly engaged and deeply invested in shaping the future of the Woodgrange and Capel area. Across all channels, residents recognised risks currently posed by high traffic volumes, speeding, and unsafe driving behaviours.

While there is some support for the aims of reducing through traffic and improving conditions for walking and cycling, residents raised concerns that the updated 2025 proposals do not adequately address the issues faced by those living in the Woodgrange area. A consistent theme across the feedback was the perception that the revised designs focus primarily on the Capel area, leaving the Woodgrange area largely unaffected by any significant interventions. Some residents felt that this imbalance risks worsening traffic and safety issues on roads in the southern portion of the area, especially Hampton Road.

Concerns about traffic displacement, increased congestion on boundary roads, and equitable access for residents, businesses, and emergency services were also recurring points of discussion. While residents recognised potential benefits such as improved air quality and safer active travel routes, many emphasised that these benefits would be unevenly distributed unless Woodgrange was meaningfully included in the final design.

Suggestions for improvement centred on refining the scheme to ensure fairness and effectiveness. Most notably with ideas such as camera-enforced modal filters with resident or service exemptions, and additional measures to address speeding both within and surrounding the area.

In summary, the consultation period has demonstrated strong awareness and constructive engagement with the people-friendly streets proposal. The feedback highlights not only the widespread desire for safer, lower-traffic neighbourhoods but also the desire for a balanced approach that includes both Capel and Woodgrange. Moving forward, continued dialogue and transparent consultation will be essential to build trust, ensure inclusivity, and deliver a scheme that effectively enhances safety, accessibility, and quality of life for all residents across the project area.