

People-friendly streets

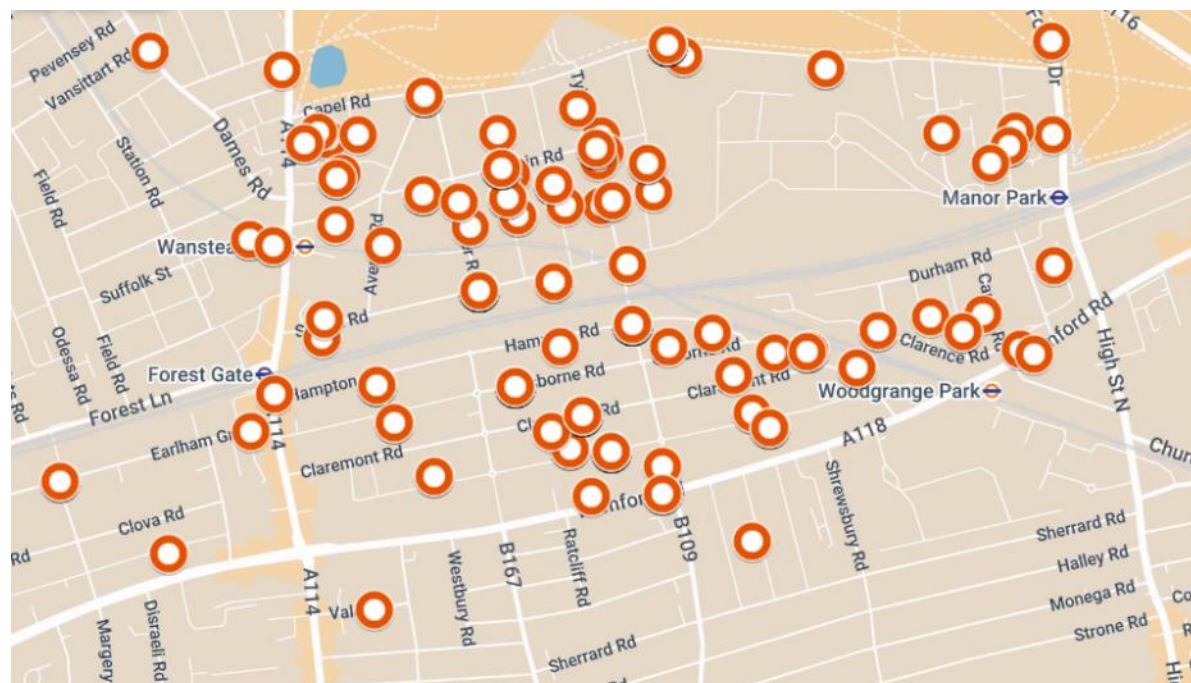
Woodgrange & Capel low traffic neighbourhood (LTN) project update

30 September 2025

Who is in the room today?



Invitation letter delivery GPS tracking



Registration of interest for event

Agenda

1. Welcome
2. Transport, health and environmental challenges in Newham
3. What are low traffic neighbourhoods?
4. Overview of low traffic neighbourhoods in Newham
5. Woodgrange & Capel
6. Other considerations and design response
7. Table questions and comments

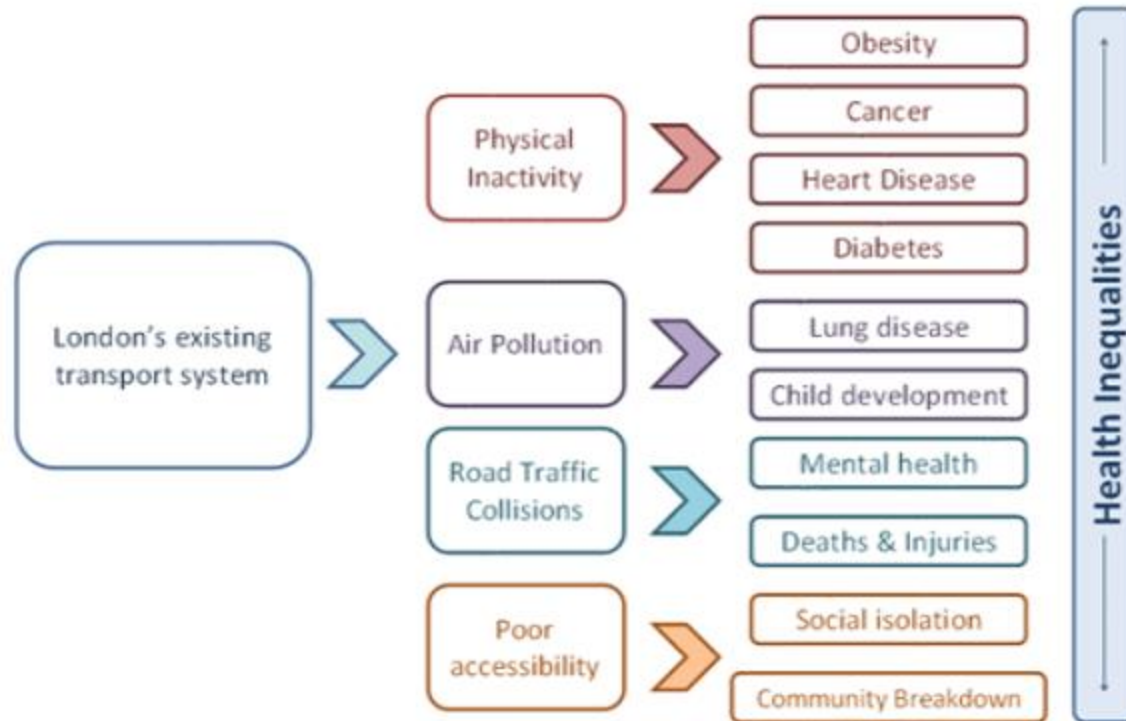


Transport, health and environmental challenges in Newham

Health impacts of transport

Figure 1

Health Impacts of the road network in London.



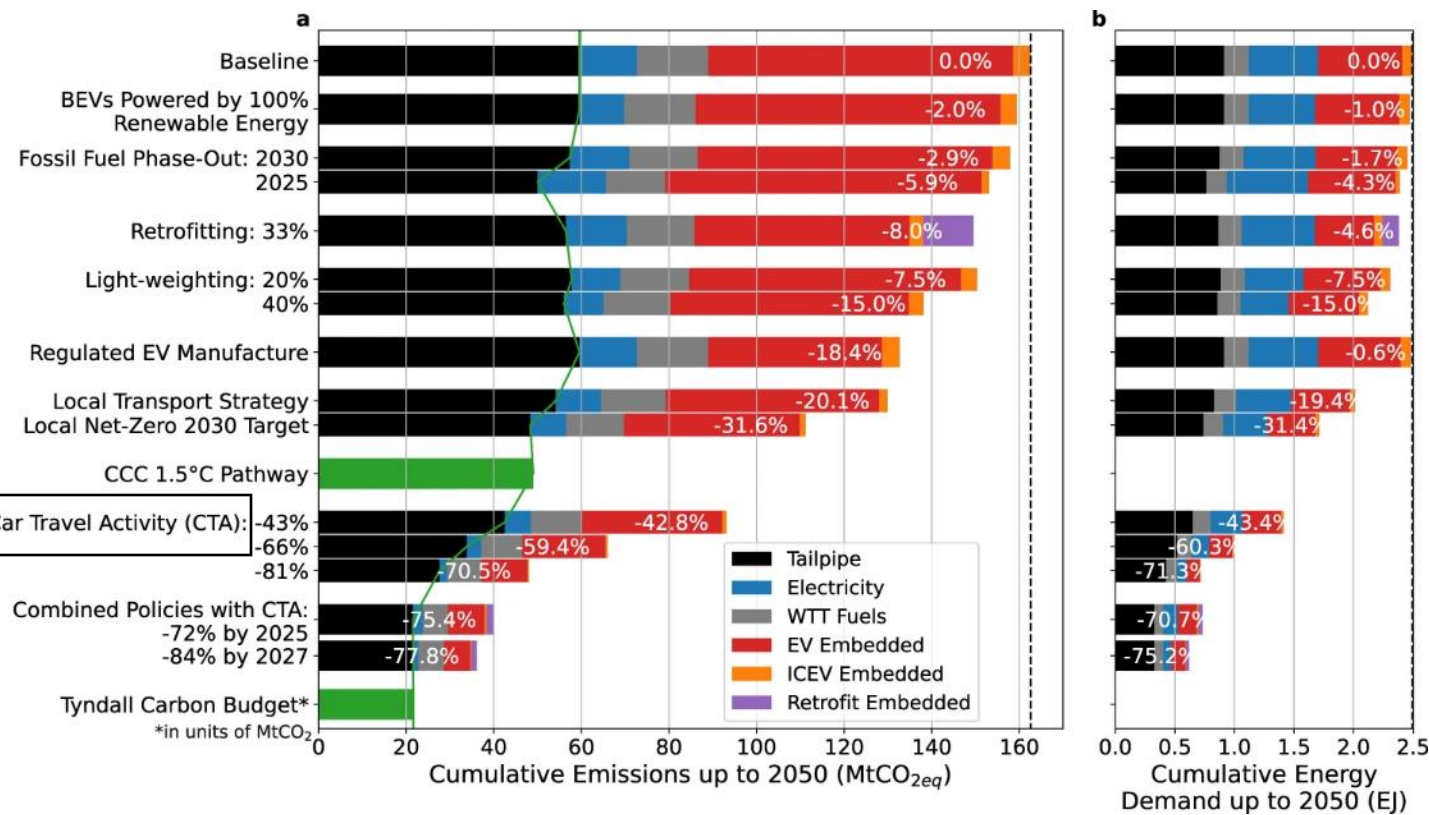
Source: L Saunders, 2012.



London transport and the climate emergency

Fig. 1: London car cumulative CO_{2eq} emissions and energy demand under different policies.

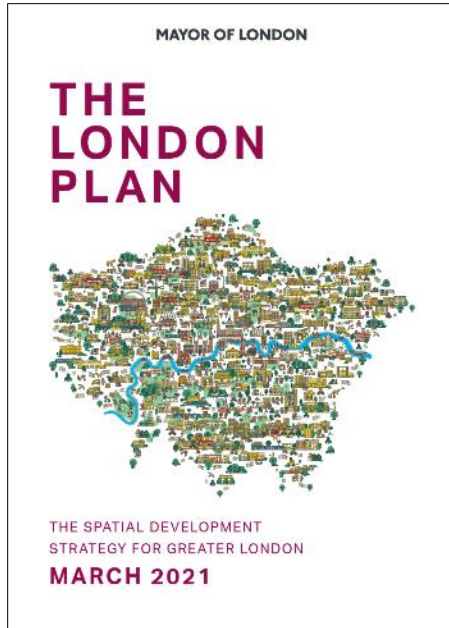
From: [The effect of sustainable mobility transition policies on cumulative urban transport emissions and energy demand](#)



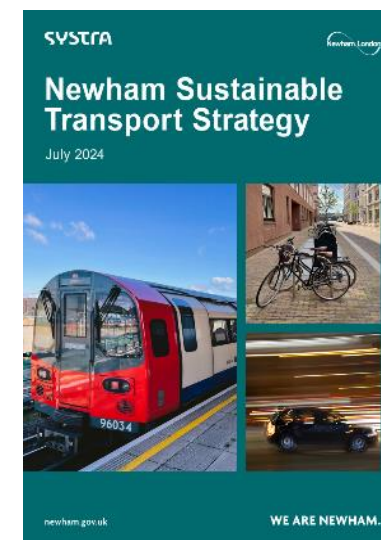
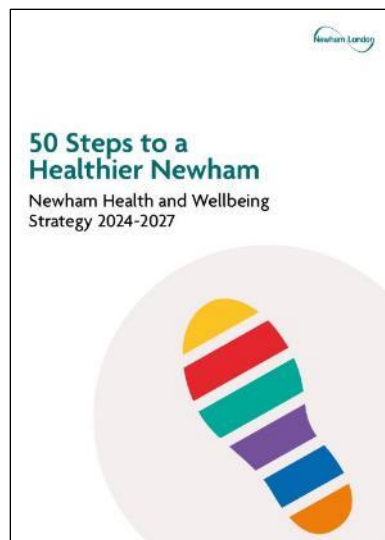
Reducing demand for car travel and modal shift is the lowest risk (and necessary in any credible) route to the transport carbon reductions needed.

‘...a combination of aggressive policies is necessary so that future emissions reach levels comparable to the carbon budget. Of these policies, the most important is reducing car travel activity.’ (Winkler et al, 2023)

London's response



Newham's response



Newham's response

Effective sustainable transport projects



20mph speed limit



School streets



Protected cycleways



Bus lanes



Low traffic neighbourhoods

What are low traffic neighbourhoods?

What are low traffic neighbourhoods?

“An area-wide traffic management scheme aimed at reducing or removing through traffic from residential areas, put in place using traffic signed restrictions or physical measures such as planters or bollards.”

Department for Transport, Statutory Guidance ‘Implementing Low Traffic Neighbourhoods’, March 2024



What are Low Traffic Neighbourhoods?



Objectives

Experimental scheme

- ✓ Remove through motor traffic to supply an ultra-low traffic volume environment, cyclable and walkable by the widest possible demographic, at the lowest possible risk.
- ✓ Reduce demand for short private car trips by improving the competitive advantage for walking and cycling.



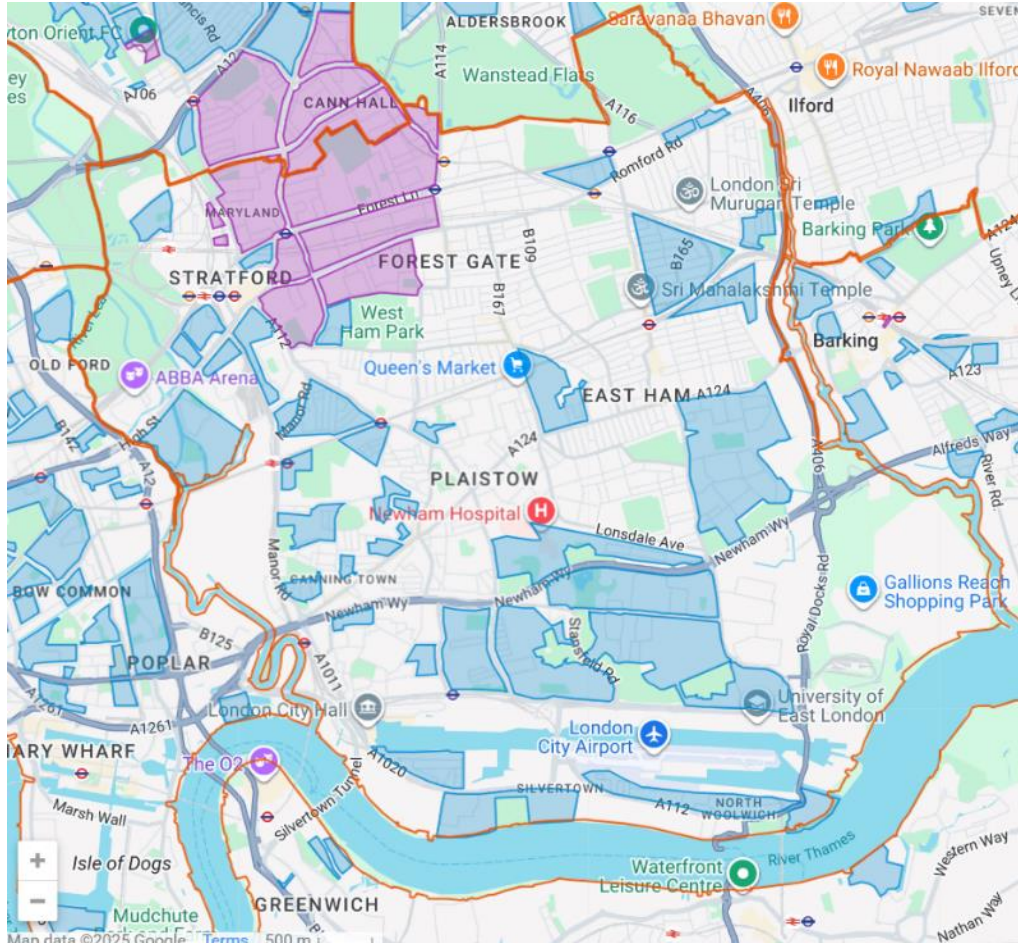
Permanent scheme

- ✓ Broader objectives including reducing Road Traffic Collisions, and improving accessibility, green infrastructure and quality of public realm.



Overview of low traffic neighbourhoods in Newham

Borough coverage



Source: [Healthy Streets Scorecard](#), Map data ©2025 Google

45% of all Newham streets are already within a low traffic neighbourhood

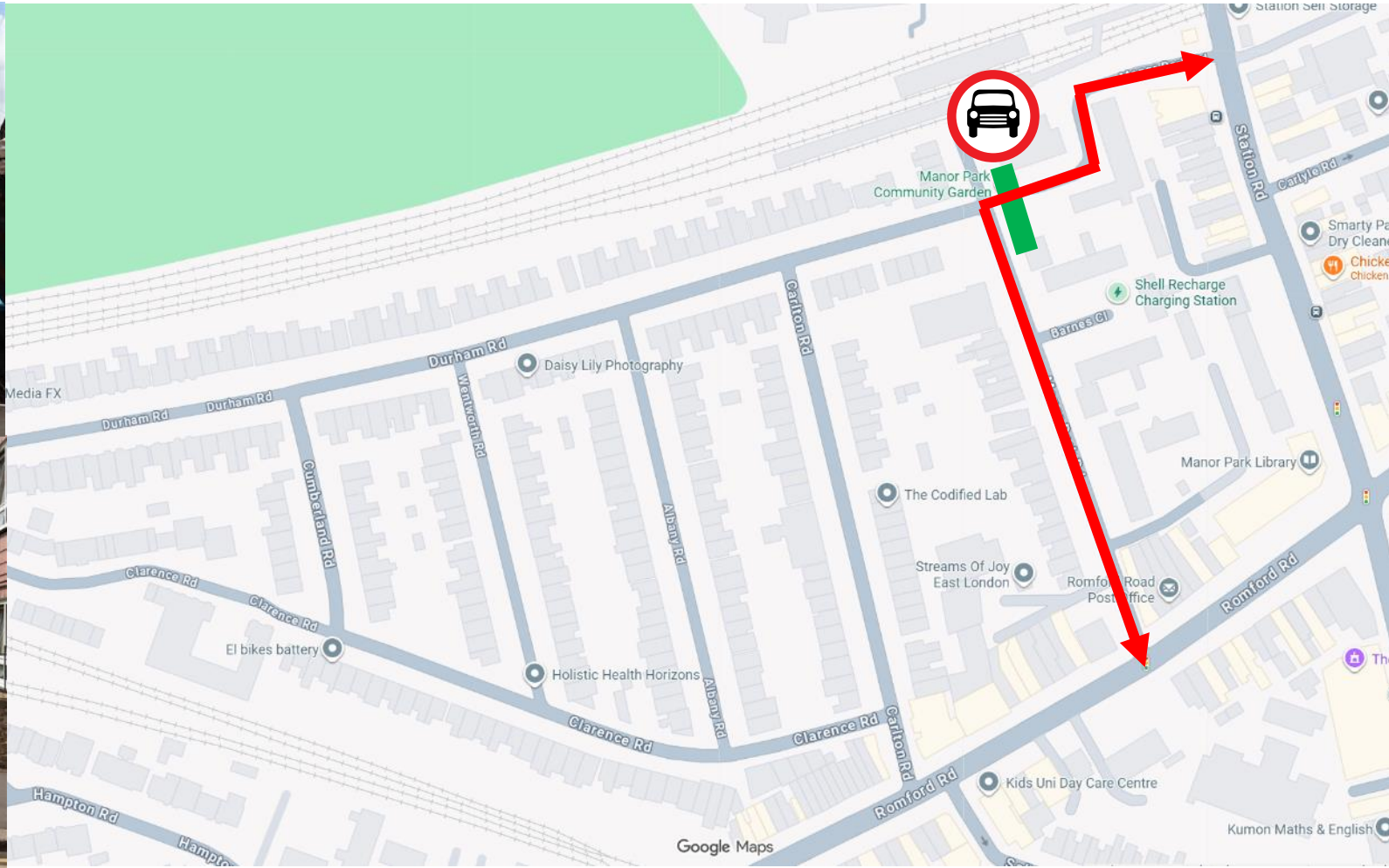


LTNs from 1970s



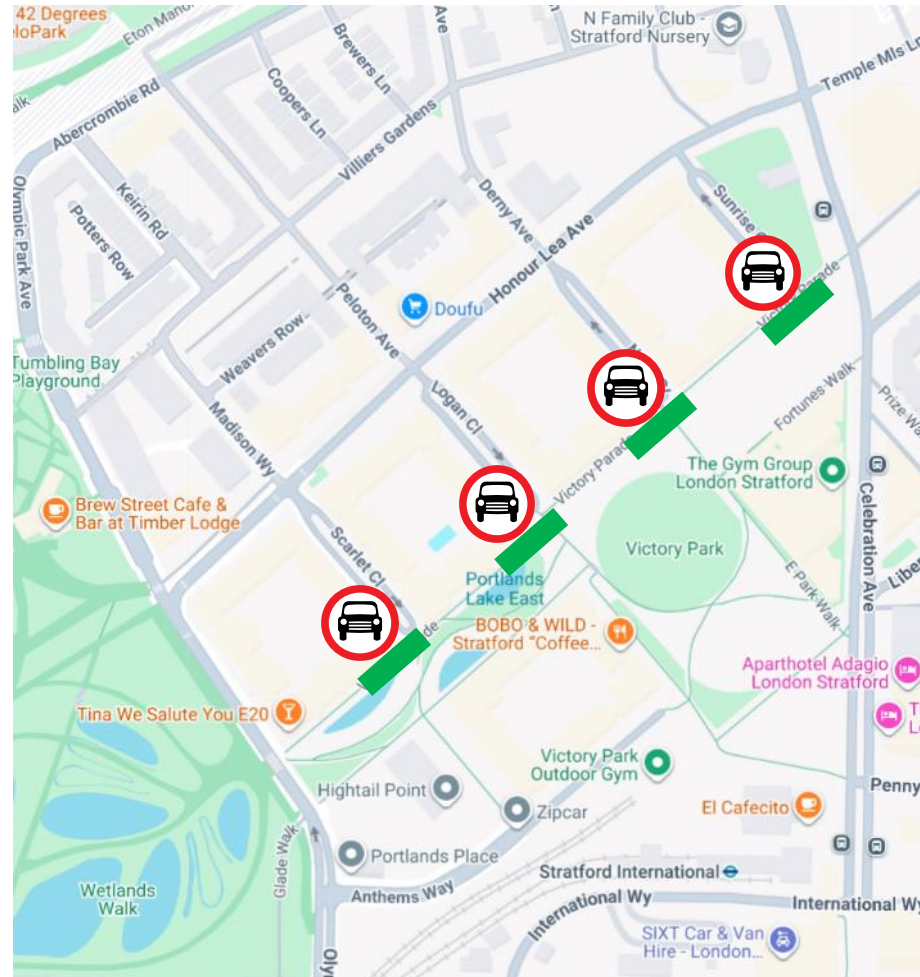
LTNs from 2020s

Examples in Newham - Historic



Map data ©2025 Google

Examples in Newham - Recent

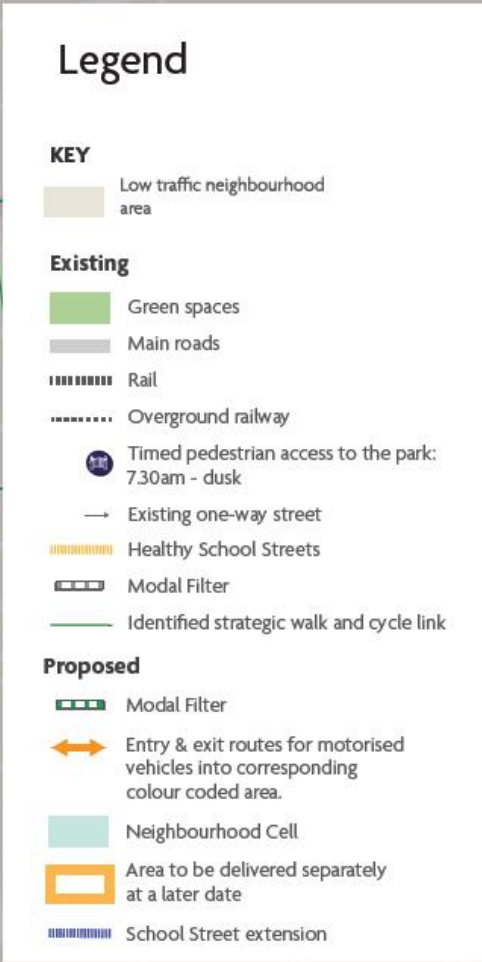
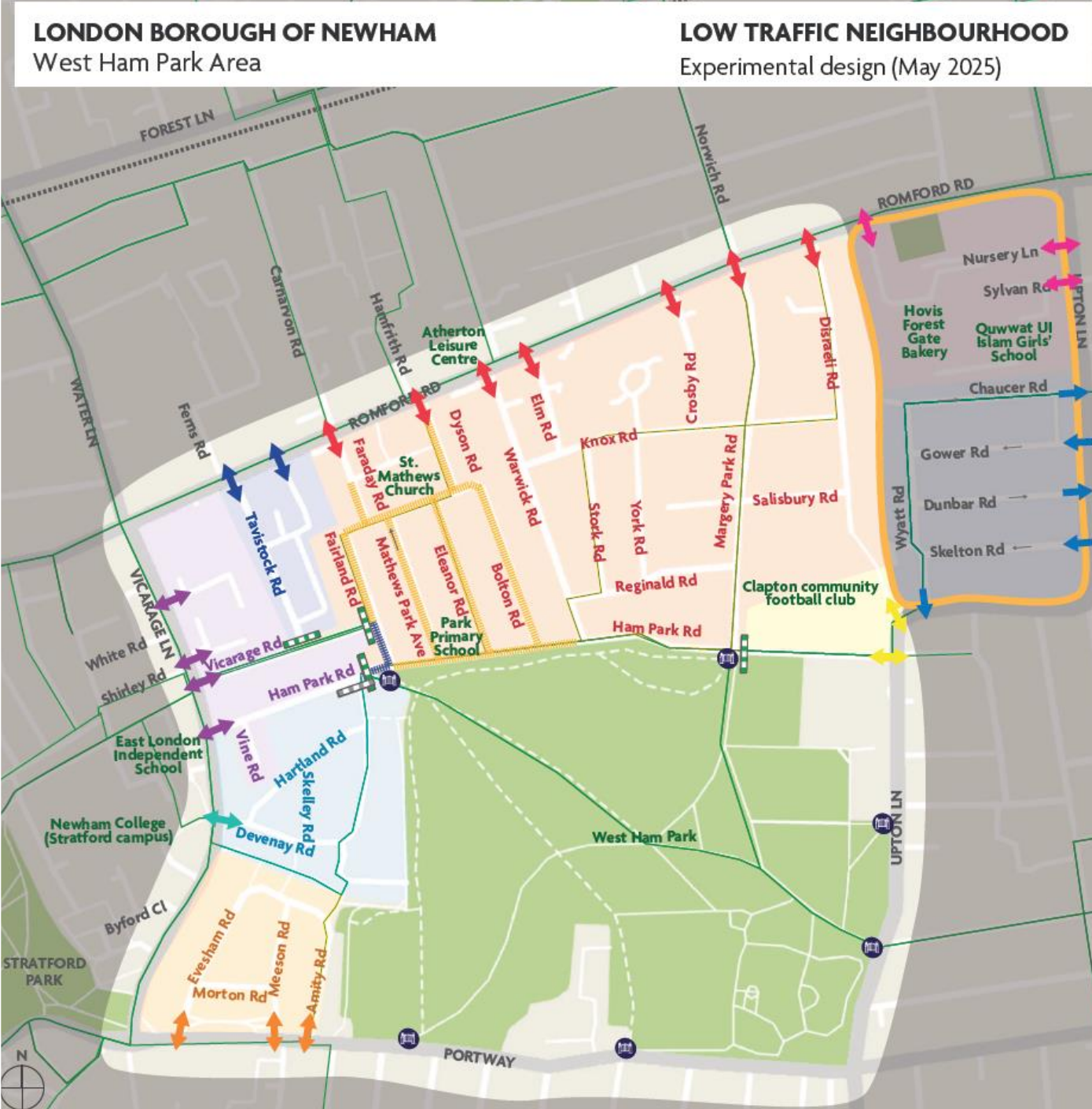


Map data ©2025 Google

Examples in Newham - recent

West Ham Park Experimental LTN:

Implemented as a trial in November 2024



Evidence of impacts - research

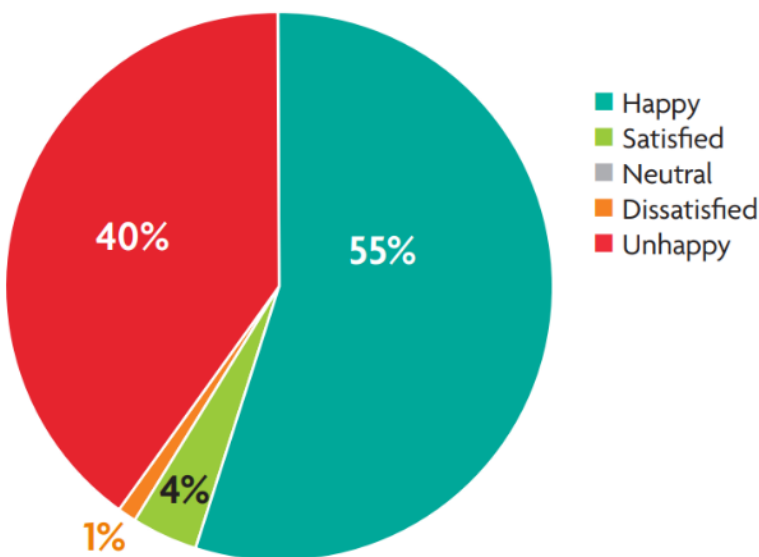
Research suggests LTNs help to:

- [reduce driving,](#)
- [reduce overall levels of motor traffic,](#)
- [reduce car dependency,](#)
- [increase walking and cycling,](#)
- [improve road safety for all,](#)
- [improve air quality,](#) and [reduce street crime.](#)
- These results have been replicated in the recent [schemes delivered in Newham](#) alongside other positive effects such as reductions in fly tipping.
- However, there is potential for disbenefits, and as such, any scheme is proposed to be implemented on an experimental basis, to measure and assess the impacts before any consideration of permanency.



Evidence of LTN impacts

From West Ham Park LTN – Newham's latest experimental scheme

How do you feel about the LTN?

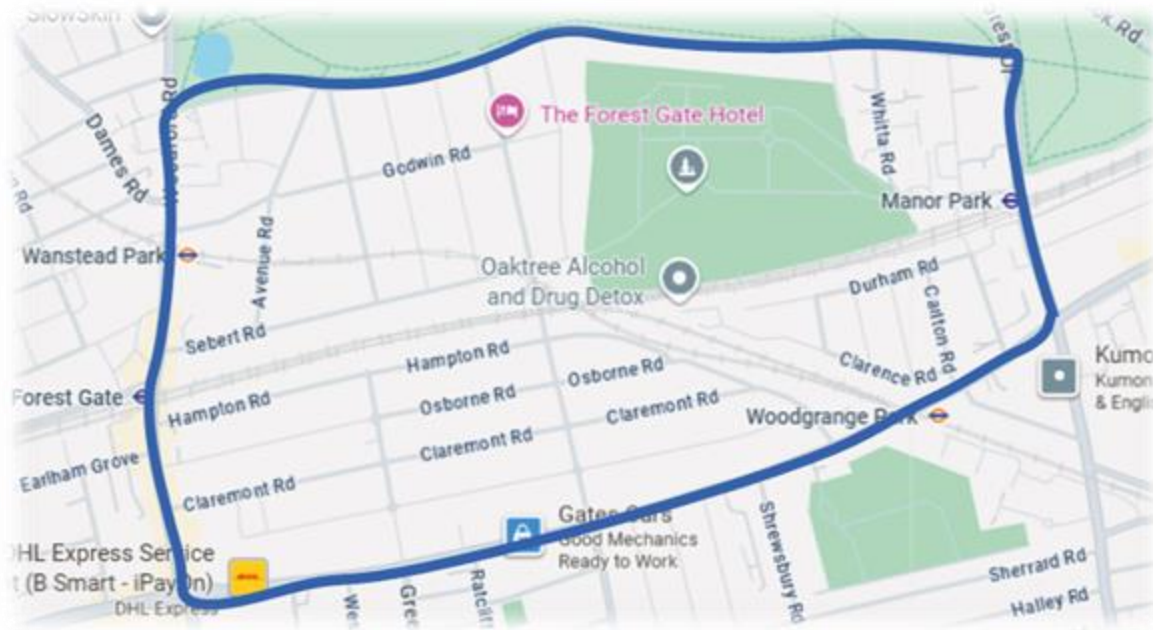


Vehicle and cycle volumes – One year after scheme implementation

Indicator		Change after 6 months
Motor vehicle Traffic 	Traffic on all roads	↓ 15%
	Traffic on internal streets	↓ 46%
	Traffic on boundary roads	↓ 3%
Cycling 	Cycling on all roads	↑ 6%
	Cycling on internal streets	↑ 12%
	Cycling on boundary roads	No change

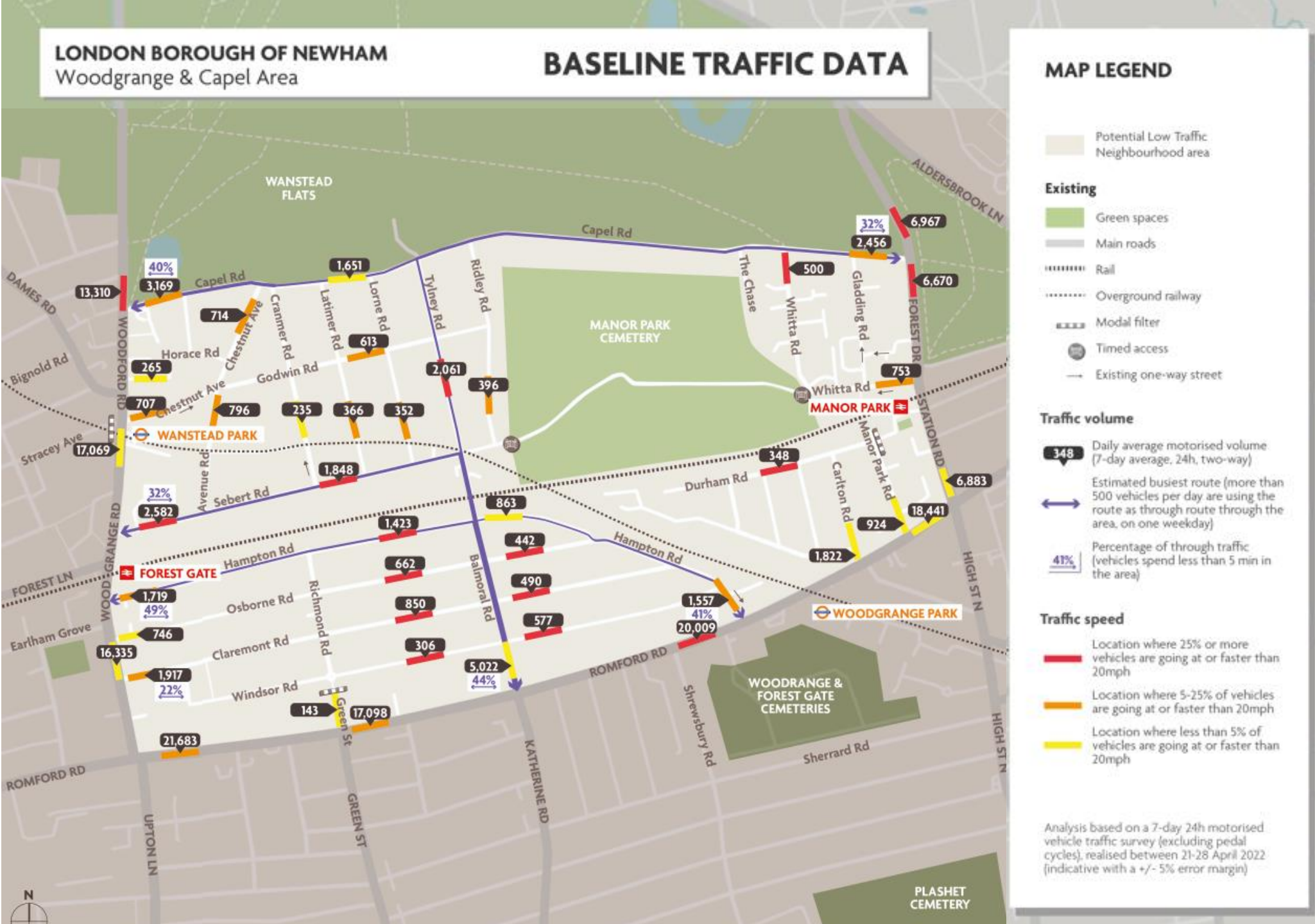
Woodgrange & Capel

Background

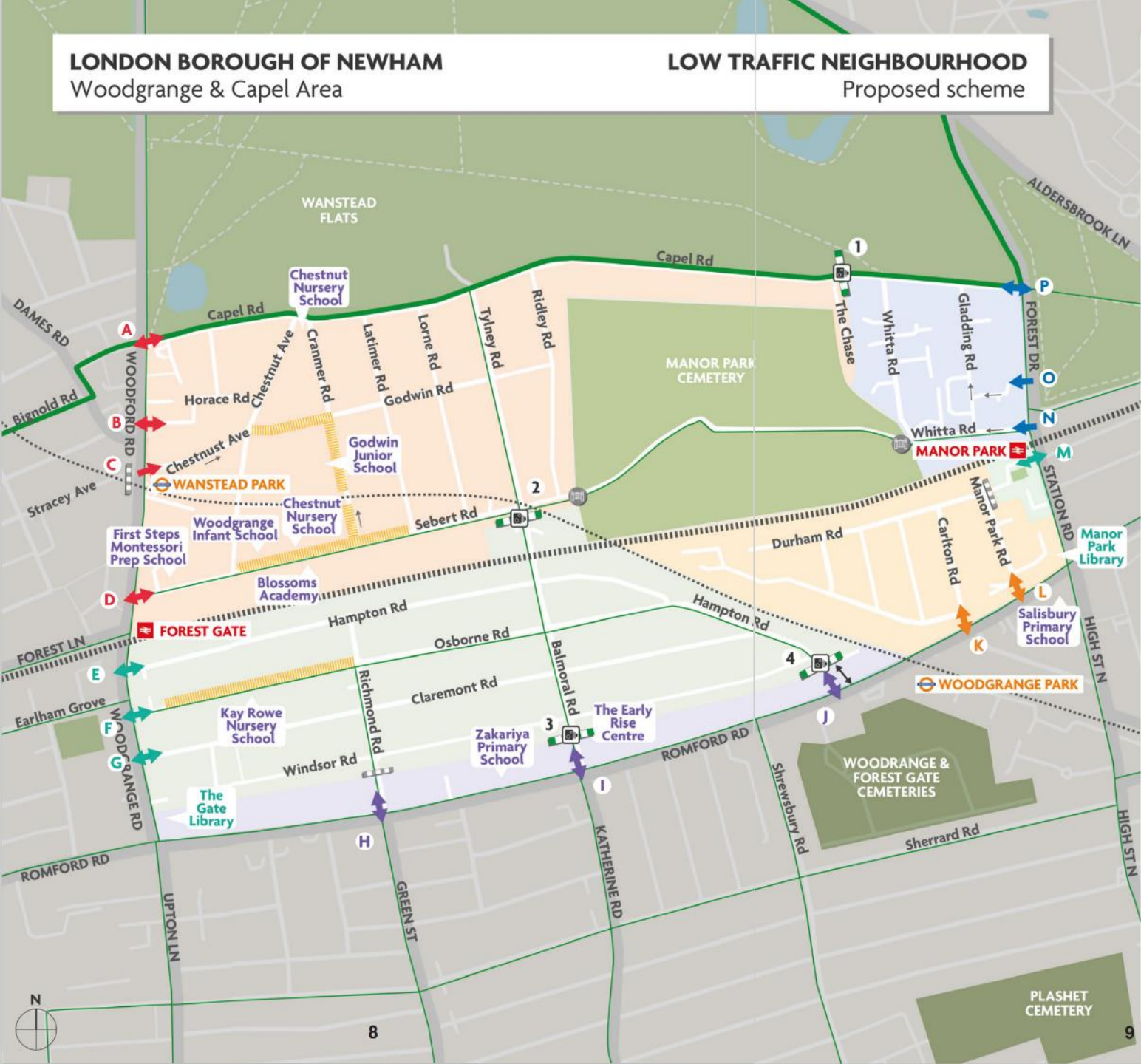


Map data ©2025 Google

April 2022
data
collection



2023 proposal



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
 - School
 - 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

Summary of feedback collected

Source	Responses
Consultation survey	1,186
Map-based survey	297
Emails	142
Petition: Objection to Woodgrange and Capel LTN 5&6	1,775 signatures + 25 letters
Petition: Sebert Road	151 signatures
Petition: Accelerate Newham Council's Plans for a Low Traffic Neighbourhood in the Woodgrange/Capel	667 signatures

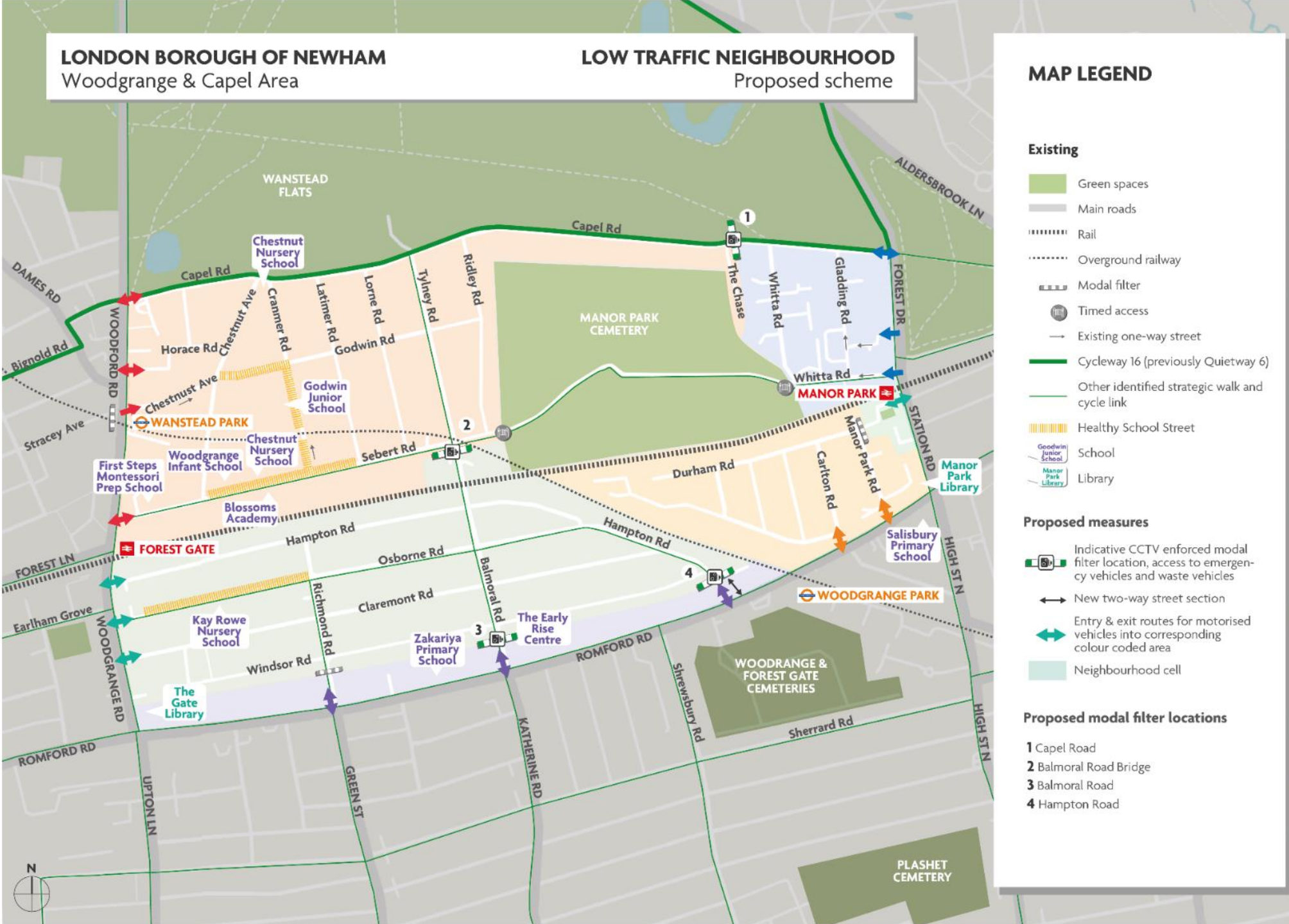
Feedback – Journey time and access

'I feel like this new proposal will be detrimental for the area as it is closing easy access to the residents.'

'This scheme will impact access to my home, the local schools and cemetery and mean longer travel times.'



2023 Proposal Feedback – Journey time and access



**2023 Proposal
Feedback –
Journey time
and access**

Feedback – Congestion on boundary roads

'Will result in a huge amount of congestion on Romford Road and Woodgrange Road.'

'These are badly sighted, and redirect people to already overloaded roads.'



Romford Road

2023 Proposal Feedback – Congestion on Boundary Roads


Woodgrange & Capel Area

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
-  School
-  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
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Feedback - Mobility impairment access

'They are going to stop me taking my disabled child to Wanstead flats. Now we will be stuck at home.'

'I have mobility issues and need to drive to get around locally.'



Feedback – Air pollution

'Newham is attempting to reduce emissions, yet this will increase emissions severely by further congesting an already congested Romford Road. Cars in stand still traffic produce greater emissions.'

'I completely disagree with this because council are creating more pollution by making the main road stand still with traffic.'



Feedback – Noise pollution

'I use these roads as a diversion, when there is extreme traffic [...] Causing more traffic, noise, hazards for the community is not a preference of the community.'

'I think the proposal has not been carefully thought through. The other road will be impacted by heavy traffic. This will simply add to the noise and pollution.'



Feedback – Safer streets with less traffic

'I think it's great that measures are taken to reduce traffic and make the neighbourhood safer and cleaner.'

'[Modal filters] seem well thought through and planned such that they will have the greatest effect in reducing traffic and pollution.'



Feedback – Exemptions

'There should be exemptions for disabled people living within the area who cannot travel easily by walking or cycling.'

'Residents should be able to drive through modal filter.'



Other considerations and design response

LONDON BOROUGH OF NEWHAM

LOW TRAFFIC NEIGHBOURHOODS

WOODGRANGE & CAPEL AREA

DESIGN RESPONSE



KEY

Existing

- Green spaces
- Main roads
- Rail
- Existing modal filter
- Access only during cemetery opening times
- Existing one-way street
- Cycleway 16 (previously Quietway 6)
- Other identified strategic walk and cycle link
- Healthy School Street
- Library
- Proposed camera enforced modal filter location, access to emergency vehicles and waste vehicles
- Entry & exit routes for motorised vehicles into corresponding colour coded area
- Colour coded neighbourhood area

Proposed modal filter locations

- 1 Capel Road
- 2 Balmoral Road Bridge

Schools

1. Blossoms Academy
2. Chestnut Nursery School
3. First Steps Montessori Prep School
4. Godwin Junior School
5. Kay Rowe Nursery School
6. Salisbury Primary School
7. The Early Rise Centre
8. Woodgrange Infant School
9. Zakariya Primary School