NEWHAM AND WALTHAM FOREST LOW TRAFFIC NEIGHBOURHOOD UPDATE LEAFLET

AREA 1 AND AREA 2: FOREST GATE, MARYLAND AND SOUTH LEYTONSTONE



In August 2020, we installed a Low Traffic Neighbourhood (LTN) in the area because we need to:

- **Improve people's health and encourage people to be active more often**
- **Create streets where more people can walk and cycle safely**
- **Help address the climate emergency and poor air quality across Newham and Waltham Forest.**

Newham and Waltham Forest councils have been working together and speaking to residents about a joint LTN scheme since 2018. Due to the Covid-19 pandemic and central government's commitment to deliver better streets for walking and cycling we decided to progress the scheme earlier than planned because:

- **More than half of our residents do not own a car and our roads need to be safe for walking and cycling**
- **Public transport capacity has been reduced**
- **If more people decide to drive, our roads will be busier and pollution could increase.**

Newham London

Waltham Forest

To create an LTN:

- 22 modal filters were installed in the area. This is when a wooden planter, bollards or enforcement cameras are installed to stop motorised vehicles from using an area as a cut through
- The signs used (shown in the image below) mean that motorised vehicles are not allowed to travel through the modal filter, but they can still access the street using a slightly different route
- The modal filters were installed using Experimental Traffic Orders (ETOs), which means the scheme can remain in place for up to 18 months. We are monitoring the scheme, collecting data and engaging with the community to make a decision on whether the scheme will be made permanent (with or without changes) or removed by the end of the 18 month ETO period
- The first six months of this 18-month experimental scheme is the statutory consultation period, where people can formally comment on the scheme. Our online engagement website (Commonplace) has been used to capture views from local people during this time. There will be more chances for people to get involved and share feedback, see the 'What's next' section.

Since launching the scheme in August 2020 we have:

- reviewed all comments on the Commonplace website
- read and noted emails sent to the project inboxes
- been monitoring the area to gather important data such as the number of people driving, walking and cycling in and around the LTN (See "The data we are collecting to evaluate the scheme")
- made changes to the scheme in response to your feedback to improve the scheme (see "What you have told us" table)
- developed the next stage of engagement to increase opportunities for community involvement.



So far we've had over 1,400 respondents on Commonplace, over 1,800 comments and over 200 emails about the scheme.

What you have told us Here are some of the concerns or design issues local people have told us about and what we've done or are doing to address them:

Comment/Concern	What we've done or are doing
Issues with planters	We are reviewing our planting maintenance programme so that the planters are well looked after and will be working with the local community to develop this in the future.
Issues with signs	We have made signs clearer and included additional signs at locations where some drivers were getting confused.
People driving through filters	We have had reports of people removing bollards and driving through some modal filters. Our teams have been replacing bollards and we will continue to monitor all locations.
Increase in journey times and the impact on buses	To understand how journey times have changed we are collecting and analysing traffic data in and around the LTN area. See the 'The data we are collecting' section for more information.
Concerns over increase in pollution	By reducing the number of vehicles travelling through the LTN and with more people choosing to walk and cycle locally air quality should improve. We have air quality monitors at local schools and at several other key locations to measure air quality.
Concerns over access for emergency services	The Metropolitan Police, London Fire Brigade and London Ambulance are statutory consultees. This means we have a legal duty to consult with them and their feedback has informed the design of the experimental scheme. To help emergency services navigate the area we have given the main satellite navigation/street mapping providers information on all of the changes and we will continue to work with them to ensure that the scheme meets their requirements.
Concerns over road safety	We are collecting data to monitor traffic movements and are looking into road safety issues raised. However, residents have also told us that some streets within the LTN have seen a reduction in speeds and fewer cars racing down streets.
Concerns for people with disabilities	We will be reaching out to groups that represent people with disabilities and writing to residents with disabilities to find out about their experience of the LTN.
Requests for more improvements in the area	Due to limited funding available, we have logged all suggestions for significant changes, such as pocket parks, more trees and greening, and further improvements for pedestrians, and would look to take some of these ideas forward as part of a possible permanent scheme, subject to funding. In the meantime we are looking at including more cycle stands, residents cycle hangars and litter bins in response to what you've told us.
Requests to include more roads within the LTN	Both boroughs have worked together to extend LTN Area 1 to include Colegrave Road and LTN Area 2 to include the Sidney Road, Bective Road and Centre Road triangle as residents had raised traffic and road safety issues. Continue to tell us if your street or neighbourhood would benefit from an LTN so that we can consider these for future schemes.
Requests for improved cycle routes	As part of developing a possible permanent scheme and if funding becomes available, we will look at improving cycle routes such as contra-flow cycle lanes, new cycle signs and better crossing points.



The data we are collecting to evaluate the scheme

To understand how the scheme is doing and if the LTN should become permanent, we are continuing to look at the following:

- Monitoring traffic volumes, cycle volumes and speeds in and around the LTN to see if numbers have gone up, down, or stayed the same
- Working with Transport for London (TfL) to monitor bus journey times and to review traffic signal data to see if journey times are longer, shorter or the same
- Working with emergency services to address concerns and monitor response times, where information is available
- Monitoring travel to school data via the School Travel Plan process
- Monitoring air quality using the existing network of air quality counters at schools and other locations
- Working with TfL to factor in the impact the Covid-19 pandemic has had on our traffic data analysis
- Reviewing road traffic collision data, where available



- Carrying out footway parking surveys to consider whether we can move parking onto the road and create more space on the pavement, to help those with wheelchairs, mobility scooters and buggies
- Surveying the number of street trees to find opportunities for future planting and greening.

So far, we have collected baseline data in 2018, and then again in August 2020 (when the scheme was launched). Then since the start of the live scheme we have collected data in October 2020, in November 2020 and in March 2021. We will continue to gather this data throughout the scheme.

This data is currently being evaluated and we plan to share some initial findings with you in the coming months. We will write to all households directly and post information on **newhamwalthamforestltn.commonplace.is**

What's next?

The comments made on our engagement website (Commonplace) have helped us make immediate changes to the scheme and understand people's early experience of the new road layout.

We now need to understand:

- how local people feel about the scheme after six months
- if the area feels safer, quieter or less polluted
- how people travel locally and further afield
- if the area would benefit from some further quick and easy changes, such as bike stands and dropped kerbs to make streets more accessible
- what else we could do to encourage people to walk, cycle, scoot or use public transport more often
- what else we could do to help address concerns over pollution, congestion and road safety, which would feed into the design for a possible permanent scheme.

To do this, we will:

- Launch a new "LTN Perception Survey" in partnership with TfL from June 2021. About 12,000 households both in and around the Newham and Waltham Forest LTN (Area 1 and Area 2) will be invited to answer questions about the LTN.

  TfL will send a leaflet directly to people's households before the survey is launched, and we will post information on our scheme news page here **newhamwalthamforestltn.commonplace.is/news**

  A "LTN Perception Survey" will also be launched for the nearby LTN (Area 3 and Area 4) in Waltham Forest, north of Cann Hall Road and Crownfield Road.

- Launch a "Design Survey" from June 2021 to replace the previous Commonplace survey. This will help us continue to gather comments from local people and ask specific design questions to feed into the design of a possible permanent scheme.

  This survey will be found here **newhamwalthamforestltn.commonplace.is**

- Arrange localised engagement activities from June 2021 to address concerns about specific parts of the scheme. This may include residents, businesses, schools and groups that represent people with disabilities.

  We will write to these groups closer to the time and more information will be posted on our news page here **newhamwalthamforestltn.commonplace.is/news**

All this information will help us decide if the scheme will become permanent and if so, what the permanent scheme could look like. A decision on the scheme will be made before the 18-month period has ended.



What you need to do:

It's important that everyone in the community has the chance to get involved in this scheme, and here's how:

Visit **newhamwalthamforestltn.commonplace.is** to read about the scheme, share your feedback and sign up for news updates.

Talk with your neighbours (socially distanced or on the phone) to share your thoughts on the scheme. Some of your neighbours may not be aware of the scheme, and may have different views, but it's good to understand how the whole community feels.

Get more active and give walking and cycling a go if you can, and share your experience of the LTN. We're planning a range of activities from June 2021 and will publish information shortly.

Did you know?



Evidence suggests that LTNs encourage active travel, particularly walking, and help people to be more physically active and healthy.[1]



Teachers find that pupils who walk, cycle or scoot arrive to school more relaxed, alert and ready to start the day than those who travel by car.[1]



Research shows that adults who cycle regularly have fitness levels of someone up to 10 years younger.[1]



Walking and cycling both release our 'feel-good' hormones known as endorphins. These hormones help to relax your mind and make you feel happier.[1]



Up to 40,000 early deaths are attributable to air pollution each year in the UK. Car and taxi use remain the single largest contributor to transport emissions. By swapping short car journeys with cycling or walking, you can easily build exercise into your day and help address the climate emergency.[2,3]



A study on the impact of street crime for LTNs in Waltham Forest reflected a 10% decrease in total street crime and this continued to improve over time, for example to an 18% decrease after three years.[4]



Research on the low traffic neighbourhoods in Waltham Forest suggests that LTNs reduce injury risks for all road users in the neighbourhood, without a negative impact on the surrounding area.[5]



Residents on streets with less traffic tend to count more neighbours as friends and acquaintances, chat or meet up more often and have a greater sense of ownership of their street.[6]

Sources: 1. Sustrans, 2018; 2. DfT 2020; 3. Brand et al, 2021; 4. Aldred et al, 2020; 5. Laverty et al, 2021; 6. Appleyard, 1969, 1980, 1981; Hart and Parkhurst, 2011; Hillman et al, 1990;

If you would like this leaflet in larger print or have any other requests contact us at:

Newham London

London Borough of Newham

Email: LiveableNeighbourhoods@newham.gov.uk

Write to: London Borough of Newham
Environment & Sustainable Transport (LTNs)
Newham Dockside
1000 Dockside Road
London
E16 2QU

Call: 020 8430 2000 and ask to speak with the LTN team (Environment & Sustainable Transport).

Waltham Forest

London Borough of Waltham Forest

Email: enjoy@walthamforest.gov.uk

Write to: Waltham Forest Council
Enjoy Waltham Forest Team
Low Hall Depot
Argall Avenue
Leyton
E10 7AS

Call: 020 8496 3000 and ask to speak with the Enjoy Waltham Forest Team.

NEWHAM AND WALTHAM FOREST LOW TRAFFIC NEIGHBOURHOOD SNAPSHOT 2018–2022

Scheme development

2018 and 2019:
Two community perception surveys.

2018:
Baseline data collection.

LIVE 18-month experimental scheme

August, October, November 2020, and March 2021:
On-going data collection.

August 2020 to March 2021:
Six-month survey (Commonplace) collecting community feedback.

Understanding impact

From June 2021:
"LTN Perception survey" in partnership with TfL.

Localised community engagement activities.

Developing a possible permanent scheme

From June 2021:
"Design survey" on Commonplace.

Detailed analysis of data and community feedback.

Identify possible changes for a permanent scheme, subject to future funding.

Community activities

From June 2021:
Activities in Newham and Waltham Forest such as:

- Dr Bike
- Walking groups
- Led cycle rides
- All ability cycle training
- Community planting.

Permanent scheme

By February 2022:
A decision made on a permanent scheme and final plans shared with the local community.