

Petitioner:	Daniel Jack
Petition:	Petition against implementation of a low traffic neighbourhood (LTN) in Westcombe Park and Maze Hill
Number of signatures:	536
The petition read as follows:	Petition against implementation of a low traffic neighbourhood (LTN) in Westcombe Park and Maze Hill

Cabinet Member:	Environment, Sustainability and Transport
Ward(s):	Peninsula
Directorate:	DRES

Submitted to Council on:	25 February 2021
Presented by:	Councillor Denise Scott-McDonad

I. **Petition Response**

I.1 The Council has undertaken initial engagement with residents and other stakeholder on proposals to introduce a low traffic neighbourhood (LTN) in the Westcombe Park and Maze Hill area, to reduce rat-running through traffic and improve the environment for local residents.

I.2 The proposed LTN uses the railway line as a natural barrier, controlling the points where roads cross the line to stop through traffic. These points are, from West to East:

- Maze Hill
- Vanbrugh Hill
- Halstow Road
- Westcombe Hill

I.3 The proposed closure points on Maze Hill, Vanbrugh Hill and Westcombe Hill would use camera enforcement instead of bollards or planters. This means that these roads could be closed either:

- On specific days and times, when data shows these roads are at their busiest with through traffic, or
- 24-hours a day, stopping through traffic at all times of the day and night.

- I.4 Under either option there would be unimpeded access for the emergency services, taxis and people travelling by foot, bicycle, wheeling (wheelchair or pushchair) or bus.
- I.5 LTNs reduce the ability for traffic to permeate through residential areas, and in turn returning the streets to local people, making the streets safer, quieter and more enjoyable. One of the objectives of LTNs is to change behaviour by promoting and enabling the use of sustainable and active travel, particularly for shorter journeys and make local roads a more pleasant environment for residents to enjoy. Residents and businesses would still be able to access their homes and premises, but their usual routes may be slightly different.
- I.6 With less traffic, noise and pollution, local streets will be safe and more pleasant to use, especially for children to cross the road and walk and cycle to school. The LTN will reduce the level of harmful emissions from motorised vehicles driving through the area, help people stay physically active and healthy, and encourage a shift to more sustainable modes of transport
- I.7 The proposals for the closure of Halstow Road, were for a planters and a lockable bollard. This would restrict motor vehicle access where it crosses the railway line, while maintaining continued access or travel through the area on foot, bicycle or by wheeling.
- I.8 This scheme would be put in place under an Experimental Traffic Regulation Order. Schemes of this type include a public consultation period, of at least six-months, once the experimental scheme is implemented. This allows residents and other stakeholders the opportunity to see how the scheme works while the measures are in place.
- I.9 During the initial engagement exercises described above, a statement was made by the Leader of the Council and the Cabinet Member for Environment, Sustainability and Transport. It noted the significant volume of responses received, including significant concerns raised about the proposals. It continued to assure residents and businesses that their responses were being heard and would inform decisions on the issue. It undertook to undertake further analysis and engagement.
- I.10 Officers are currently completing the analysis of initial engagement results, which will inform decisions on the future of LTN schemes, including proposals for the Westcombe Park and Maze Hill area LTN and considering what further analysis and engagement will be needed if a decision is taken to progress this scheme.

- 1.11 Whilst engagement on early proposals has been undertaken, the scheme proposals are still in development and this request can be considered as part of the further development and consultation of the proposals.
- 1.12 The report suggested that the petition should be noted and its content considered alongside other data when deciding how the proposals are progressed (and following any subsequent formal consultation).
- 1.13 The Highways Committee noted the report at the meeting on the 7th July 2021

2 Current actions being taken in relation to matter raised in petition

- 2.1 Engagement on the proposals has been undertaken and the results are still being analysed. More engagement with resident and other stakeholders is planned before progressing to the experimental phase.
- 2.2 Consultation would also be carried out as part of the Experimental Traffic Regulation Orders process and considered alongside scheme monitoring results.