

DECISION MAKER Director of Regeneration, Enterprise and Skills	DATE 27 November 2019
TITLE: Blackheath Gate Quietway improvements – consultation report	WARD (S) Greenwich West, Blackheath Westcombe
CHIEF OFFICER Director of Regeneration, Enterprise and Skills	CABINET MEMBER Air Quality, Sustainability and Transport
DECISION CLASSIFICATION -Key -Non-exempt	IS THE FINAL DECISION ON THE RECOMMENDATIONS IN THIS REPORT TO BE MADE AT THIS TIME? Yes

I. Decision required

This report makes the following recommendations to the decision-maker:

- I.1 Note the public consultation results on the proposals for improvements for cyclists and pedestrians at the Blackheath Gate entrance to Greenwich Park.
- I.2 Agree to the advertising of the Traffic Management Orders required to implement the proposals.
- I.3 Delegate authority to the Assistant Director of Transportation to consider and determine whether any of the representations received in response to the statutory consultation (to be undertaken pursuant to I.3 above) are significant, substantial or material. Any such representations are required, under the Council's Constitution, to be reported to the Lead Member before a decision is made on whether or not to make the requisite Traffic Management Orders to implement the proposals;
- I.4 Authorise the Assistant Director of Transportation to make the requisite Traffic Management Orders, in order to implement the proposals, in the event that:
- They determine that none of the representations received in response to the statutory consultation (undertaken pursuant to I.3 above), are significant, substantial or material; or
 - No representations are received in response to the statutory consultation (undertaken pursuant to I.3 above).

Agreed/Not Agreed:

Date:

2. Links to the Royal Greenwich high-level objectives

2.1 This report relates to the Council's agreed high-level objectives as follows:

- A Healthier Greenwich
- A Safer Greenwich
- A Cleaner, Greener Greenwich

3. Introduction and Background

3.1 In April 2014 the Royal Borough of Greenwich adopted a Cycling Strategy. Its key objective was to create an environment that prioritises cycling through a series of infrastructure and behaviour change initiatives.

3.2 Quietways are a network of quiet, safe, routes for cyclists, pedestrians and vulnerable road users across London, funded by Transport for London (TfL). The Royal Borough is currently delivering four routes in the borough. This scheme forms part of the Waterloo to Bexleyheath route via Greenwich.

3.3 In May 2019, TfL announced that it would rebrand its existing Cycle Superhighways and Quietways under the universal name of Cycleways to widen the appeal of cycling in London and create a consistent network of high-quality routes. In future the existing Quietway 1 route, which this scheme forms a part of, will be known as Cycleway 10.

3.4 The Blackheath Gate entrance to Greenwich Park has a poor road safety record, particularly collisions involving motorists and cyclists, with a total of 26 reported since 2014. The most common form of collision involves motorists travelling eastbound on Charlton Way failing to give way at the mini-roundabout to northbound cyclists entering the park.

- 3.5 The proposals for the scheme therefore primarily address the existing road safety issues at Blackheath Gate. The consultation drawing can be found in Appendix A. The key features include:
- Removing the mini-roundabout and replacing it with a crossroads junction, giving priority to cyclists travelling to and from the park on Duke Humphrey Road.
 - Installing raised tables on Charlton Way, slowing vehicles down on the approach to the junction with Duke Humphrey Road.
 - Installing a continuous footway across Charlton Way, on the western arm of the junction, to provide a high-quality pedestrian link to Greenwich Park.
 - Removing vehicle access to Duke Humphrey Road by installing removeable bollards, thereby making it cycle only access.
 - Narrowing the carriageway on Duke Humphrey Road and introducing a grassed area between the carriageway and the footway on both sides.
 - Ensuring that all of the above proposals are compatible with London bus services and large events, such as the London Marathon.
- 3.6 There is £105,000.00 of funding available from TfL in the 2019/20 financial year to implement the proposals at Blackheath Gate.
- 3.7 The proposed design was developed with support from Royal Parks who own a small section of the land outside the southern entrance to Greenwich Park. The proposed design was also shared with the Blackheath Joint Working Party and the Greenwich World Heritage Site Executive Group prior to consultation, with both groups supporting the proposals.
- 3.8 Section 7 details the results of the public consultation on the proposed interventions listed above, which took place between 25 March and 19 April 2019. The recommendations set out in this report are based on an analysis of the consultation responses the Council received.

4. Available Options

4.1 Option 1: Proceed to advertise and move towards implementation of the proposals

The Council could choose to implement the proposals as shown, with the minor amendments suggested through the consultation process.

- 4.2 Option 2: Advertise and consider implementing the proposals in part
The Council could choose to advertise and move towards implementation of some of the proposals. Considering the fact that there was widespread support for the improvement works at consultation, this would result unnecessarily in a lower quality scheme.
- 4.3 Option 3: Do nothing
The Council could choose not to implement the proposals. This would ignore the widespread support received at consultation, and would result in the complete underspend of the £105,000.00 budget provided by TfL.
5. Preferred Option
- 5.1 The preferred option is Option 1: Advertise and move towards implementation of the proposals.
6. Reasons for Recommendations
- 6.1 The proposals for this scheme received widespread public support (82%) and some suggested amendments, which this report recommends the Council incorporates at the final design stage, subject to budget constraints.
- 6.2 Capital funding of £105,000 from TfL is available in the 2019/20 financial year for walking and cycling improvements at Blackheath Gate.
7. Consultation Results
- 7.1 The public were consulted on the scheme between 25 March and 19 April 2019. The consultation materials were made available on the Council's website and a sandwich board outlining the proposals was displayed in Greenwich Park throughout the consultation period. Officers also hosted two public drop-in sessions in Greenwich Park adjacent to the junction on 28 March and 2 April 2019. A copy of the questionnaire is provided in Appendix B.
- 7.2 A total of 242 responses were received, with 82% indicating support for the proposals. Table 1 below shows a breakdown of responses.

Table I: High-level response analysis

Blackheath Gate consultation responses	Support	Object	No opinion	No answer provided	Total
No. of responses	199	31	3	10	243
% breakdown	82%	13%	1%	4%	100%

7.3 Several stakeholder groups submitted long-form responses, which are included in Appendix C.

7.4 Officers analysed the responses to determine the reasons given for supporting the scheme, objecting to the scheme, and to address concerns and identify potential amendments. Officer comments are provided in Appendix C.

7.5 The main issues that will be reviewed at detailed design (alongside other minor improvements) are:

- Review location of the street trading pitch on Duke Humphrey Road to ensure it does not create road safety risk.
- Spacing of the bollards at the northern end of Duke Humphrey Road to accommodate non-standard cycles such as cargo bikes, and;
- Appropriate measures to deflect westbound vehicles away from Charlton Way when the park gates are shut. This is particularly important for large vehicles that will struggle to turn around with the proposed bollards in place.

8. Cross-Cutting Issues and Implications

Issue	Implications	Sign-off
Legal including Human Rights Act	The Road Traffic Regulation Act 1984 (“RTRA”) empowers the Council to make Traffic Management Orders (“TMOs”) to prohibit, restrict or regulate the use of a road, or of any part of the width of a road, by vehicular traffic. In making such TMOs, the Council must follow the procedures set out at Schedule 9, Part III of the RTRA	Charlotte Coyle, Legal Advisor (Regeneration & Procurement) 06/11/2019

and as detailed in the Local Authorities Traffic Orders (Procedure)(England and Wales) Regulations 1996 (“the 1996 Regulations”). The 1996 Regulations, prescribe (among others) specific publication, consultation and notification requirements that the Council must strictly observe.

By virtue of section 122 of the RTRA, the Council must exercise its powers under the RTRA to secure the expeditious, convenient and safe movement of vehicular and other traffic including pedestrians, and the provision of suitable and adequate parking facilities on and off the highway. These powers must be exercised so far as practicable having regard to the following matters:

- the desirability of securing and maintaining reasonable access to premises.
- the effect on the amenities of any locality affected including the regulation and restriction of heavy commercial traffic so as to preserve or improve amenity.
- the national air quality strategy.
- the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles.
- any other matters appearing to the Council to be relevant.

The making of the requisite TMOs will need to be the subject of a separate report to either the Lead Member or Director, as a result of the following:

1. The 1996 Regulations require the Council to take account of any representations made during the statutory consultation stage, before the TMOs are made.
2. A recent High Court judgment confirms that the Council must have proper regard to the matters set out at sections 122(1) and (2) of the RTRA and specifically document its analysis of all relevant section 122 considerations when reaching any decision.
3. Under the Responsibility for Functions section in Part 3 of the Council's Constitution, determination of TMOs, following publication and consultation, and for which significant and substantial or material objections have been received, are required to be taken by the Lead Member.
4. The same Part 3 of the Council's Constitution requires that where no such significant and substantial or material objections have been received, determination of the TMOs is required to be taken by the Director. This therefore covers not only the situation where representations are received which need to be reported to the Lead Member (as above) but also where no representations are received. This report recommends that the Director authorise the Assistant Director of Transportation to determine these matters in her place.

Finance and other resources including procurement implications	This report requests the Director of Regeneration Enterprise and Skills to note and delegate the consideration of the statutory consultation and the Traffic Management Orders and agree to the implementation of the proposals. The estimated £105,000 cost of this scheme will be funded from the 2019-20 Cycleways allocation from TFL.	Sue Rock Accountancy Business Change Manager 04-11-2019
Equalities	The decisions recommended through this paper have a remote or low relevance to the substance of the Equality Act. There is no apparent equality impact on end users.	Tim Le Rougetel, Cycle Training & Projects Co- ordinator 31 July 2019
Health and Safety	The proposals of this scheme provide a safer road layout for vulnerable road users.	Tim Le Rougetel, Cycle Training & Projects Co- ordinator 31 July 2019
Health and wellbeing	The proposals for this scheme encourage walking and cycling and the associated benefits from increased physical activity.	Tim Le Rougetel, Cycle Training & Projects Co- ordinator 31 July 2019

9. Report Appendices

9.1 The following documents are to be published with and form part of the report:

- Appendix A: Blackheath Gate consultation drawing
- Appendix B Online consultation questionnaire
- Appendix C: public consultation responses with officer comments

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