

Petitioner:	Daniel Jack
Petition:	Residents Exemption using ANPR in East Greenwich
Number of signatures:	176
The petition read as follows:	Do you agree that a residents exemption, through the use of number plate recognition, makes the proposed changes to the low traffic neighbourhood in the Westcombe Park/Maze Hill area significantly more acceptable?

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 stakeholders 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 It is proposed to enforce the modal filters (closure points) on Maze Hill, Vanbrugh Hill and Westcombe Hill with the use of Traffic Enforcement Cameras instead of fixed closures such as 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 and refuse collection services, taxis and people travelling by foot, bicycle, wheeling (wheelchair or pushchair) or bus.
- I.5 It is not proposed to exempt residents and businesses and allow them access at the closure points controlled by enforcement cameras. 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.
- I.6 We understand that there are many reasons why people feel they need to travel by car, such as time saving, weather, distance, safety, convenience and so on, however, driving is not always the quickest, easiest, or best option for all journeys, especially when travelling locally. All properties will continue to be accessible for residents, visitors, deliveries, etc, however the way properties are accessed may change.
- I.7 Large planters and a lockable bollard are proposed for the modal filter at Halstow Road. 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 It is proposed to introduce this scheme 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.

- 1.10 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 of and consultation on the proposals
- 1.12 The petition was considered by the Highways Committee who noted that its content will be 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 7<sup>th</sup> 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 residents and other stakeholders is planned if a decision is made to progress to the experimental phase.
- 2.2 Consultation would be carried out as part of the Experimental Traffic Regulation Orders process and considered alongside scheme monitoring results.