

<b>HIGHWAYS COMMITTEE</b>	<b>DATE</b> 16.01.2020	<b>ITEM NO</b> 5
<b>TITLE</b> Petition to turn Conduit Road to one way street	<b>WARD (S)</b> Woolwich Common	
<b>CHIEF OFFICER</b> Director of Regeneration, Enterprise and Skills	<b>CABINET MEMBER</b> Air Quality, Sustainability and Transport	
<b>DECISION CLASSIFICATION</b> Non-Key Decision	<b>IS THE FINAL DECISION ON THE RECOMMENDATIONS IN THIS REPORT TO BE MADE AT THIS MEETING?</b> No. Following consideration by Highways Committee a recommendation will be made to Full Council for decision	

1. **Decision required**

The Committee is requested to

- 1.2 Note and comment upon the proposed petition response, presented in this report, which will be reported to Council on 29 January 2020

2. **Introduction and Background**

2.1 A petition containing 18 signatures from residents of the Royal Borough was presented to the Council meeting on 30<sup>th</sup> October 2019 by Councillor David Gardner.

2.2 The petitioners have expressed concern about the current traffic volumes, inconsiderate driving and the current traffic conditions in Conduit Road, SE18.

2.3 The full wording on the petition reads:

“We the residents of Conduit Road wish to request and petition the council to make Conduit road a one way street for the following reasons:

1. Road is always congested due to vehicles avoiding the main roads and using it as a short cut.
2. To stop drivers constantly grid locking the road, tooting horns and verbally shouting abuses, can be very distressing when children are

present. This does not only happen during the day but quite often during the night.

3. Our cars are constantly being damaged as drivers drive with no due attention.
4. Regular accident at junction of Conduit road and Bloomfield road, occasionally involving buses.
5. It is a matter of time before a fatality occur. Ask anyone on the road and they will tell you how often there have been fights.
6. The constant climbing of kerbs also do not only put pedestrians at risk but also at cost to the council.”

### Background

- 2.4 Conduit Road is a two-way residential road with access available from both Bloomfield Road and Crescent Road respectively. (Appendix – Plan)
- 2.5 The speed limit on Conduit Road is 20mph and therefore has already been subjected to the borough-wide 20mph programme for residential streets.
- 2.6 Collision data for the latest three year period was reviewed and evidence of two collisions resulting in a personal injury being sustained were found to be of slight severity. Both incidents were located at the junction of Bloomfield Road.
- 2.7 Current speed and traffic surveys show, that vehicular 85%iles speeds (the speed at or below which 85% of all vehicles observed to travel under free flowing conditions) are recorded at around the set 20mph zone speed limit. Clearly there are occasions when speeding vehicles or careless driving has caused damage to private motor vehicles, as evidenced by the petitioners.
- 2.8 The current survey information does show evidence of an increase in traffic flow during morning and evening peaks, more so during the morning peak. The fluctuation of traffic flow is clearly being felt by Conduit Road and surrounding roads in this area.

### 3. Available Options

- 3.1 Neither speed nor collision data justify any further physical traffic calming intervention on this 20mph street, although the current signage and road markings will be reviewed. The visibility at the junction of Bloomfield Road and Conduit Road will be inspected.

- 3.2 However the increase in traffic flow is an indication of traffic displacement (“rat running”) and this is also seen in other roads in this area adjacent to the Woolwich Common area.
- 3.3 The Transportation team has received requests to address these issues within this area. However rather than targeting one road, it is imperative to address this issue of “rat running” with a more strategic and holistic approach.
- 3.4 By treating these issues with an adhoc approach, it would lead to further displacement of traffic onto other streets in this area and would only be moving the problem on elsewhere.
- 3.5 The Royal Borough has submitted its Local Implementation Plan 3 to Transport for London and Mayoral approval was granted. The plan includes our investment plan for the coming three years. The funding is provided by Transport for London, which allows for traffic management and safety improvements to the boroughs roads.
- 3.6 An element of the LIP3 investment plan is allocation of funding for a Traffic Reduction programme, including “modal filters”, which will enable reduction or elimination of “rat running” by preventing the passage of vehicles while allowing through movement by residents on foot or bike. [The LIP3 delivery programme is publically available on the Council’s website.](#)
- 3.7 While this funding does not become available until 2020/21 the Transport Strategy team commissioned a borough-wide study to investigate the evidence base and techniques for creating low traffic neighbourhoods this will be the basis for development and prioritisation of the Traffic Reduction Programme.
- 3.8 This study divides the borough into discrete cells or neighbourhoods, characterised by common patterns of traffic movement that recognise barriers to traffic movement such as congestion and physical barriers. In developing and prioritising a traffic reduction programme it will consider variables such as, existing traffic conditions, strategic impact, local residents/business needs, car ownership, congestion and air quality and other criteria.
- 3.9 Whilst I appreciate this approach does not immediately address the concerns of residents in Conduit Road and surrounding roads, it does outline a more strategic long term resolution to the “rat running” issue in this area, and the borough as a whole.

3.10 Publication of the Low Traffic Neighbourhoods report is scheduled for March 2020. The report will outline the approach that is to be taken for prioritising and delivering traffic reduction through residential areas (such as Conduit Road), informed by national and international best practice.

#### 4. **Preferred Option**

4.1 Await outcome of the Traffic Reduction commission before considering changes to traffic management and local closure of roads to deter and reduce through traffic.

4.2 The estimated cost for undertaking the Traffic Reduction Programme study is £30,000. The full cost is funded by Transport for London (TfL).

4.3 The 3 year investment plan set out in LIP3 allocates £100k for modal filters in 2020/21 & 2021/22.

4.4 The estimated cost of the delivery of Traffic Reduction throughout the borough is not yet available, until the study is complete.

#### 5. **Reasons for Recommendations**

5.1 Any action taken to close roads before Traffic Reduction commission has been completed, without prioritisation, could affect the long term traffic management in this location.

#### 6. **Consultation Results**

6.1 No new consultation results available

7. **Cross-Cutting Issues and Implications**

<b>Issue</b>	<b>Implications</b>	<b>Sign-off</b>
<p><b>Legal</b> including Human Rights Act</p>	<p>The Committee is requested to note and comment upon the proposed response as set out in this report, to the petition presented by Councillor David Gardner to the full Council meeting on 30th October 2019.</p> <p>Under Part 3 of the Council’s Constitution (Responsibility for Functions) the Highways Committee is authorised to consider and advise on petitions relating to highway matters submitted to the full Council.</p> <p>Article 3.01(a) of the Council’s Constitution provides that residents of the Borough may bring concerns to the direct attention of the Council by asking a member of the Council to present a petition at a Council meeting. Paragraph A1.19 of Part 4 of the Constitution requires that petitions are referred to the relevant Chief Officer, copied to the corresponding Cabinet Member, for investigation and response. Paragraph A1.19 of Part 4 of the Constitution also requires the outcome of the investigation to be reported back to Full Council within two meetings, i.e. in this case by the full Council meeting on 29th January 2020.</p>	<p>Eleanor Penn, Assistant Head of Legal Services, 18/12/2019</p>
<p><b>Finance</b> and other resources including procurement implications</p>	<p>The Highways Committee is requested to note and comment upon the petition response presented in this report. As set out in paragraph 4 it is recommended that no action is taken until the outcome of the Traffic</p>	<p>Sue Rock Accountancy Business Change Manager 18/12/19</p>

	Reduction Programme is known. The estimated cost of this is £30,000 which will be funded from TFL.	
<b>Equalities</b>	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.	Ryan Nibbs 16/12/19

## 8. **Report Appendices**

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

- *Appendix - Plan*

## 9. **Background Papers**

- Local Implementation Plan [https://www.royalgreenwich.gov.uk/downloads/file/3845/local\\_implementation\\_plan\\_lip3](https://www.royalgreenwich.gov.uk/downloads/file/3845/local_implementation_plan_lip3)

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