

<b>DECISION MAKER</b> Director of Regeneration, Enterprise and Skills	<b>DATE:</b> 20 January 2022	<b>ITEM NO</b> CON1392
<b>TITLE</b> Woolwich proposed Traffic Management Scheme : consultation update and next steps	<b>WARD(S)</b> Glyndon and Woolwich Common	
<b>CHIEF OFFICER</b> Director of Regeneration, Enterprise and Skills	<b>CABINET MEMBER</b> Environment, Sustainability & Transport	
<b>DECISION CLASSIFICATION</b> Key (entered onto Forward Plan 4th October 2021). Subject to call in Non-Exempt.	<b>IS THE FINAL DECISION ON THE RECOMMENDATIONS IN THIS REPORT TO BE MADE AT THIS MEETING?</b> Yes	

## I. Decision Required

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

- I.1 Note and consider the consultation responses received for the Woolwich Traffic Management Scheme proposals.
- I.2 Proceed with the implementation of the proposals as consulted on and as shown on the drawing at Appendix I of this report, without amendments, at an estimated cost of £5,000.
- I.3 Agree to the advertising of the Traffic Management Orders required to implement the proposals.
- I.4 To note that following the statutory consultation to be undertaken pursuant to I.3 above, the decision on whether or not to make the Traffic Management Orders required to implement the proposals will be the subject of a further report to either the Director, or if representations are received which are considered to be significant, substantial or material, to the Cabinet Member for Environment, Sustainability and Transport, as required by the Council's Constitution.

**Agreed/ Not Agreed:**

**Date:**

Signed: .....  
Pippa Hack, Director of Regeneration, Enterprise and Skills

## 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*

The Royal Borough's Local Implementation Plan for transport sets out the role of transport in addressing these challenges and creating a 'Healthier Greenwich', particularly by increasing active travel.

- *A Safer Greenwich*

The Royal Borough's Local Implementation Plan for transport sets out the role of transport in helping to ensure people feel safe and secure in our streets.

- *A Cleaner, Greener Greenwich*

This objective includes measures to "Take action to improve air quality, encourage renewable energy and green choices in the Borough".

## 3. **Purpose of Report and Executive Summary**

3.1 This report considers engagement and consultation on proposals for a Traffic Management Scheme for the Woolwich area.

3.2 In summary, details of the engagement approach, responses received and recommendations for future progression for the scheme are made for consideration by the Director of Regeneration, Enterprise and Skills.

## 4. **Introduction and Background**

4.1 An on-line consultation platform known as CommonPlace was used to consult local residents, other stakeholders and statutory consultees on the proposals for the Woolwich Traffic Management scheme in February 2021. Letters were distributed to residents and stakeholders to publicize the consultation. This consultation is summarised further in Section 8 of this report.

4.2 A plan of the proposals and the letter distribution area are included in Appendices A and B

## 5. **Available Options**

5.1 The options available following the analysis of the comments received and other data are to:

- 5.2 Option 1 - Proceed with the scheme proposals outlined in the initial engagement.
- 5.3 Option 2 - Not to introduce any traffic reduction measures in this area.

**6. Preferred Option**

6.1 The preferred option is Option 1, to proceed with the scheme proposals outlined in the initial engagement.

**7. Reasons for Recommendations**

7.1 The initial engagement achieved a 61% positive response from respondents who lived within the scheme area (see Section 8). It supports the vision of an “attractive, accessible, healthy and sustainable transport network” set out the Royal Borough’s Local Implementation Plan for transport and built upon by its Carbon Neutral Plan. For these reasons Option 1 is recommended.

7.2 Option 2 would not align with the consultation response described in Section 8 and would fail to deliver the improved transport network sought by the Royal Borough’s Local Implementation Plan for transport and Carbon Neutral Plan. It is not recommended for these reasons.

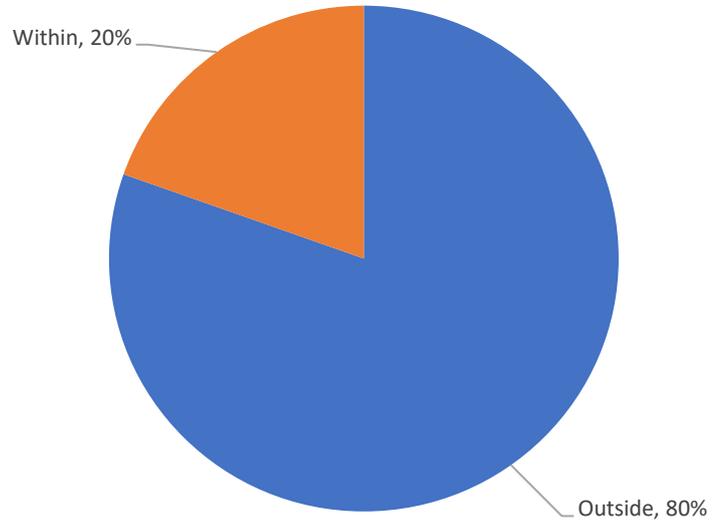
**8. Consultation Results**

8.1 278 comments were received through the CommonPlace system. 20% of these comments were from within the scheme area. The analysis shows that 61% of respondents from within the area were supportive of the proposals, as shown in the table below.

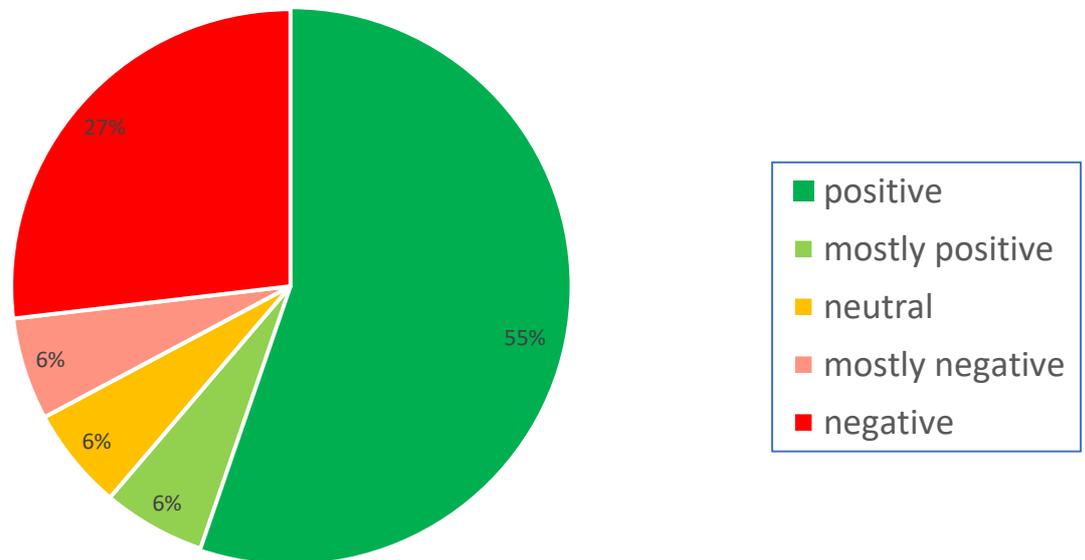
Respondent sentiment for the proposals is shown in the table and Pie Charts below:

<b>Response location</b>	<b>Positive</b>	<b>Mostly Positive</b>	<b>Neutral</b>	<b>Mostly Negative</b>	<b>Negative</b>
Within area	55%	6%	6%	6%	27%
Outside area	35%	7%	5%	8%	45%
All	39%	7%	5%	8%	41%

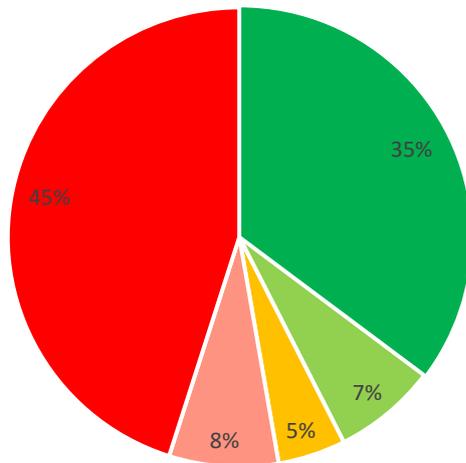
### Response locations



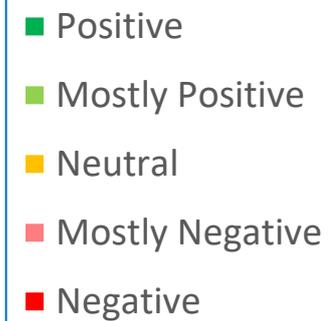
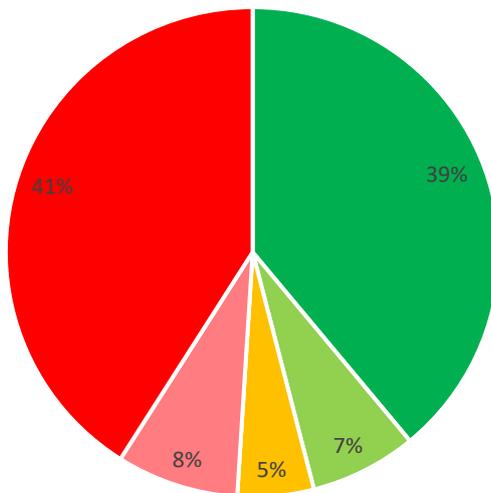
### Sentiment - Within area



Sentiment - outside area



Sentiment - all areas



8.2 Free text comments from the survey were analysed to identify common themes within the comments. The themes identified are listed in the following table, showing negative and then positive comments. The comments can be viewed in full from the following webpage: [Have Your Say Today – Woolwich – Commonplace](#)

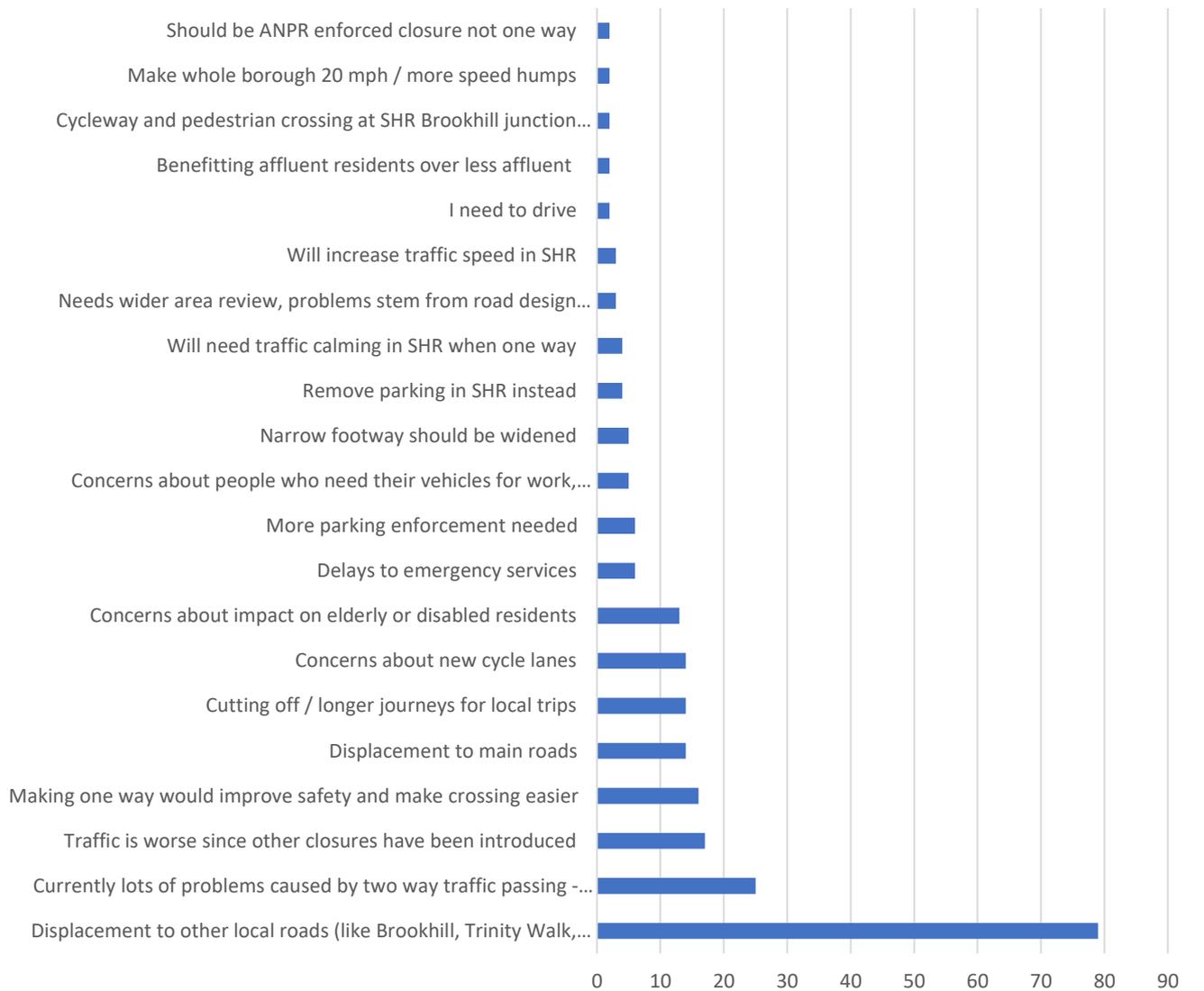
Theme	Frequency of comments
Negative comments:	
Displacement of traffic and pollution onto other local roads (inc. Brookhill, Trinity Walk, Willenhall)	79
Currently lots of problems caused by two-way traffic (inc. Mounting footway, aggression, stand-offs)	25
Traffic is worse since other closures have been introduced	17
Making one-way would improve safety and make crossing easier	16
Displacement of traffic and pollution onto main roads	14
Cutting off or causing longer journeys for journeys to local services and amenities	14
Concerns about new cycle lanes	14
Concerns over impact on disabled or elderly	13
Delays to emergency services	6
More parking enforcement needed	6
Concerns about people who need their vehicles for work, deliveries, trades, health visits	5
Narrow footway should be widened	5
Remove parking in Sandy Hill Road instead	4
Will need traffic calming in Sandy Hill Road when one-way	4
Needs wider area review, problems stem from road design since Tesco was built	3
Will increase traffic speed in Sandy Hill Road	3
I need to be able to drive	2
Benefitting affluent residents over less affluent	2
Cycleway and pedestrian crossing at Sandy Hill Road Brookhill junction must be maintained or improved	2
Make whole borough 20 mph / more speed humps	2
Should be an ANPR enforced closure not one-way	2
Already too many one-way roads in Woolwich	1
Sandy Hill Road is key connector road	1
Not everyone can cycle	1
Can a contraflow cycle lane be fitted in?	1
Big brother tactics to control which streets we walk down	1
More electric car charging points needed	1
Crossing point needed in front of Trinity Walk	1
Too many people use cars for school run	1
Too much is being done for cyclists	1
Should be one way up hill, bus would need to divert	1
Pedestrian crossing near Maxey road takes too long	1

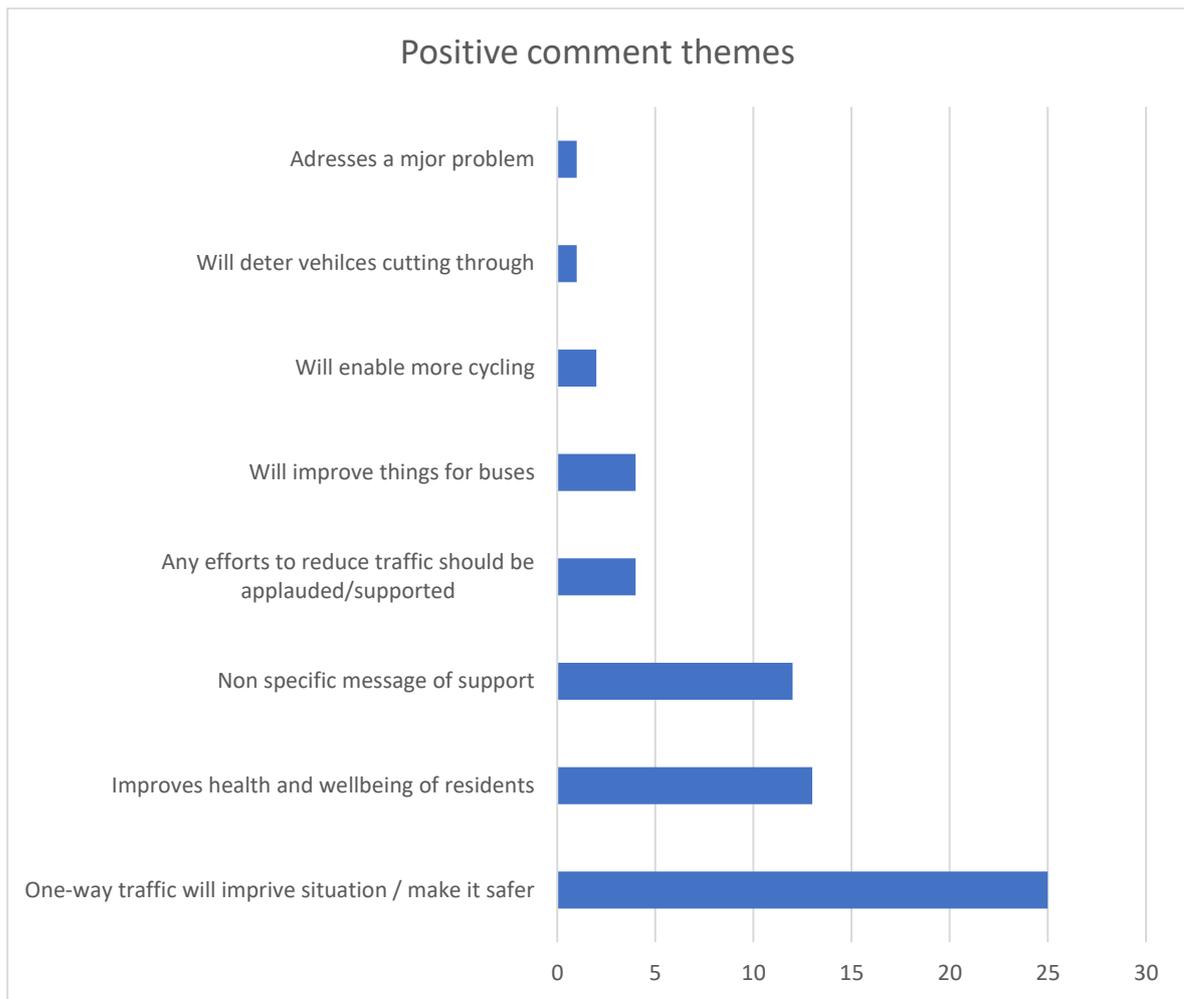
Discriminate against BAME residents	1
Cheaper buses are needed	1
Would need traffic calming in Brookhill	1
Southeastern train prices should be reduced to reduce those commuting by car from Bexley and Kent	1
Brookhill/Anglesea could also be one way	1

Theme	Frequency of comments
Positive comments:	
One-way traffic will improve situation / make it safer	25
Improves health and wellbeing of residents	13
Non-specific message of support	12
Any efforts to reduce traffic should be applauded/supported	4
Will improve things for buses	4
Will enable more cycling	2
Will deter vehicles cutting through	1
Addresses a major problem	1

8.3 Negative comment themes with a frequency of two or more are shown in the following graph, and all positive comment themes in the graph after that.

## Negative comment themes by frequency where frequency is 2 or more





8.4 The table and graphs show that comments related to the displacement of traffic and other traffic-related issues combine to make up a significant proportion of the comments made. A range of themes are identified in the positive comments related to improved road safety, and health and wellbeing in the proposed scheme area.

8.5 The key and main issues arising from the representations are set out in the table below, with a summary of the response to them:

Issue	Response
<p>Concerns about the displacement of traffic and other traffic-related issues.</p> <p>Includes a small number of responses related to access for emergency services.</p>	<p>The preferred option recommended is to create a one-way section on Sandy Hill Road, from the junction with Crescent Road to the junction with Brookhill Road.</p> <p>This measure was selected to minimise the adverse traffic-type impacts described, whilst mitigating</p>

	the traffic, health and road safety concerns identified. Access would be maintained to all areas. Any residual impact on traffic is not anticipated to be significant and should be weighed against the significant support from respondents in the area which will be most affected by the scheme.
Improvements to road safety, and health and wellbeing in the area.	The preferred option recommended is intended provide the road safety, and health and wellbeing benefits supported by these representations.

## 8.6 Emergency Services

8.6.1 The emergency services all support the aims and objectives of schemes that are designed to reduce traffic and improve air quality. We have liaised closely with representatives from all three emergency services and have also participated in pan-London working groups with them to identify ways to incorporate their access needs into traffic reduction schemes. Based on issues identified across the London region, the Emergency Services have indicated that they prefer schemes of this type not to be solely enforced by hard closures (and to include camera enforced restrictions to allow access routes for their crews, where closures are employed).

## 9 Next Steps: Communication and Implementation of the Decision

9.1 If the Preferred Option is selected the next step would be to advertise the Traffic Management Orders required to implement the proposals. Any representations received in response to the statutory consultation considered to be significant, substantial or material will be reported to the Cabinet Member for Environment, Sustainability and Transport before a decision is made on whether or not to make the Traffic Management Orders required to implement the proposals.

### 9.2 Long-Term Strategy

The Council will develop a borough-wide, over-arching – Sustainable Transport Policy, linked to our Local Implementation Plan that seeks to provide a joined-up approach to the following:

- Vision Zero (casualty reduction) schemes
- Speed management schemes
- Freight management
- Behaviour change
- Public transport improvements
- Cycling schemes
- Walking schemes
- Cycling schemes

## 10. **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 introduction of a one-way section on Sandy Hill Road would require traffic regulation orders under the Road Traffic Regulation Act 1984 (RTRA 1984).</p> <p>Advertising of the proposal at this stage provides a further opportunity for the public and stakeholders to make representations and objections. Under the Council's Constitution they would need to be considered by the Cabinet Member in due course if any significant and substantial or material objections are received.</p> <p>In exercising functions under the RTRA, the Council's must consider its duty in S122 of the RTRA 1984 to exercise its functions (so far as practicable) 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, including a number of other particular matters set out in the provision.</p>	<p>Eleanor Penn, Assistant Head of Legal Services (Planning &amp; Procurement), 22<sup>nd</sup> December 2021</p>

	<p>The decision-maker would have to further consider the duty in due course when considering representations and objections received.</p> <p>Under Part 3 (Responsibilities for Functions) of the Council's Constitution, the Director has the authority to make the decision recommended in this report.</p> <p>Although the introduction of traffic regulation measures has the potential to interfere with human rights, depending on the measures in question, any interference here would be small if there is any at all. However, in any event, it is open to the Council to consider any such interference as justified, being proportionate and necessary.</p>	
<b>Finance and other resources</b>	<p>The Director of Regeneration, Enterprise and Skills is requested to note and consider the consultation responses received for the Woolwich Low Traffic Neighborhood Scheme proposals and to agree the advertising of the Traffic management Orders, and subject to any significant representations received in response to the statutory consultation agree to proceed with the scheme at an estimated cost of £5,000 funded from TFL.</p>	<p>Sue Rock Accountancy Business Change Manager 07/12/2021</p>
<b>Equalities</b>	<p>It is considered that the recommendation in this report (Option 1), which does not restrict access, will have no negative impact in respect of the Council's public sector equality duty. This includes having due regard to advancing equality of opportunity for persons who share a relevant protected</p>	

	<p>characteristic set out in the Act (particularly by reason of age, such as older people, and disabilities; but also on pregnancy, maternity, with care responsibilities, race and different sexes). There are no concerns or significant impacts in respect of the recommendations under the public sector equality duty.</p> <p>The recommendation made in this report contributes to the Council’s Equality and Equity Charter and the Council’s Equality Objectives 2020-2024 commitment to “actively promote equality” by reducing the impact of inappropriate traffic, which disproportionately affects a number of groups with protected characteristics.</p>	
<b>Climate change</b>	<p>The proposals support the transport objectives of the Royal Borough Carbon Neutral Plan in enabling safe walking and cycling for people of all ages by:</p> <ul style="list-style-type: none"> <li>• reducing traffic and reliance on private cars; and</li> <li>• addressing safety issues caused by large volumes of vehicles using the narrow streets in the area.</li> </ul>	

**10. Report Appendices**

Appendix A –Proposed Scheme Area  
Appendix B – Letter Distribution Area

**11. Background Papers**

None

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