

Petition:	Take decisive action to reduce speeding and inconsiderate driving along Green Lane from Clare Corner/Footscray Road to the A20 Sidcup bypass
Number of signatures:	170
The petition read as follows:	We the undersigned residents of Green Lane, New Eltham and the surrounding area urge Greenwich Council to take decisive action to reduce speeding and inconsiderate driving along Green Lane from Clare Corner/Footscray Road to the A20 Sidcup bypass. Motorists ignore speed warning signs, make crossing very difficult for people of limited mobility and often have near misses over the narrow railway bridge. While we appreciate Green Lane cannot become 20mph limited all solutions should be considered such as traffic calming, one direction priority on the railway bridge and greater enforcement, perhaps by cameras.

Submitted to Council on:	12 December 2018
Presented by:	Councillor Roger Tester

Directorate:	DRES
Ward(s):	Coldharbour and New Eltham
Cabinet Member:	Air Quality, Public Realm and Transport

## I. **Petition Response**

- I.1. Green Lane is within the Royal Borough's Principal Road Network (PRN). Principal roads are the main thoroughfares transporting the highest number of vehicles and pedestrians. Historically funding for maintenance of the carriageway on these roads comes directly from Transport for London (TfL) through a yearly bidding process submitted as part of our Local Implementation Plan.
- I.2. Green Lane is a mainly residential road where the speed limit is 30mph. Due to its status as a thoroughfare it is not subject to the borough-wide 20mph programme for residential streets. There is no traffic calming in Green Lanes and it is an identified emergency service route.

- 1.3. The section of Green Lane referred to in the petition is currently included on the annual programme for carriageway resurfacing. Works have already taken place at the railway bridge section, and further resurfacing work is planned in March 2019. The application of a new surface may potentially impact road speed directly after the works.
- 1.4. The Bridge structure south of Blanmerle Road is owned by Network Rail and was likely constructed over a new railway in late 1800's. The railway at that time would have been legally obliged to build a bridge to a dimension and a highway standard that applied at the time. That infrastructure has remained essentially the same, but use of road transport and highway standards have changed dramatically. Hypothetically, any contemporary improvement if deemed necessary to the Bridge must be funded by the Council as highway authority and may involve transfer of ownership.
- 1.5. The bridge section is the narrowest part of Green Lane. The carriageway width is 5.65m, the east footway is 1.2m wide and the west footway is just 0.96m wide. The modern minimum design standard for footways is 1.2m and the west footway is below standard for a road design now. The lane width in each direction is 2.825m meaning that the road would not be accepted as a local TfL bus route.
- 1.6. Collision data for the latest three year period shows there have been 4 collisions resulting in 6 personal injuries being sustained. One was serious, and 5 were slight in severity. All were vehicle only accidents and no pedestrians were involved. One accident quoted speed as a contributory factor.
- 1.7. The rate of reported road accidents is low for a road of this type. It's listing against other roads within the Borough road Safety Plan, means that Green Lane does not attract priority funding at this time.

## **2. Current actions being taken in relation to matter raised in petition**

- 2.1. The absence of speed survey data means that a full initial accident study cannot be done at this stage. Therefore a speed survey will be commissioned in the spring 2019 after surfacing works, and an assessment made. Although the relatively low rate of reported incidents by the Metropolitan Police means the site is unlikely to attract significant funding for remedial action.

- 2.2. Changes to the bridge structure would be prohibitively expensive both in terms of capital costs and ongoing maintenance liability. As pedestrian facilities are below modern design standards, it would be prudent as an extension to a future speed limit review, to undertake a study concerning the layout of the road over the bridge. The petitioners' request implies a further narrowing of the carriageway to single lane with priority give-way for vehicles. Cycling facilities would also be considered in any review, Green Lane being on London Cycle Network Route 66.
- 2.3. The Council encourages communities to get involved in the Community Road Watch project, a road safety initiative which aims to reduce speeding in residential areas. The initiative is run in partnership with the Metropolitan Police and TfL and gives local residents the opportunity to work side by side with local police teams and use speed detection equipment to identify speeding vehicles in their Borough. Warning letters are then issued where appropriate and the information captured may help to inform any future enforcement by local police teams. Consideration could be given to implementing the initiative in the section of Green Lane referred to in the petition.