

Petitioner:	David Scales
Petition:	Reverse the West Greenwich Road Closures (Hills & Vales)
Number of signatures:	1338
The petition read as follows:	<p>We are a group of local Residents in West Greenwich opposed to the closure of Winforton Street, Point Hill, Hyde Vale, King George Street, Royal Place and Crooms Hill.</p> <p>We would urge Matthew Pennycook MP, Grant Shapps Secretary of State for Transport and Cllr Sizwe James of Greenwich Council to reverse all the closures of these roads for the following 5 reasons:</p> <ol style="list-style-type: none"> 1. The public engagement exercise from 2019 was not a consultation or a democratic process. Key stakeholders including disability groups, key workers, delivery drivers and emergency services were not fully consulted on these road closures and their implications for access. 2. It is now taking far longer for emergency services to reach people above the modal filters; ambulances to reach those who are seriously ill in danger of a heart attack or stroke and police patrols to attend scenes of crime. As traffic is even busier now on the A2 and through Greenwich Town Centre, this can be a matter of life or death. 3. The vast majority of residents did not support either option 1 or 2 of the West Greenwich (Hills & Vales) Traffic Reduction survey but our views have been totally ignored in the feedback. Residents of a block at the top end of Hyde Vale who objected to the scheme, were excluded from the survey results. This is neither democratic nor inclusive and a deliberate gerrymandering of the outcome. 4. The Hills and Vales road closures are having wider traffic implications for congestion in East Greenwich and other parts of West Greenwich.

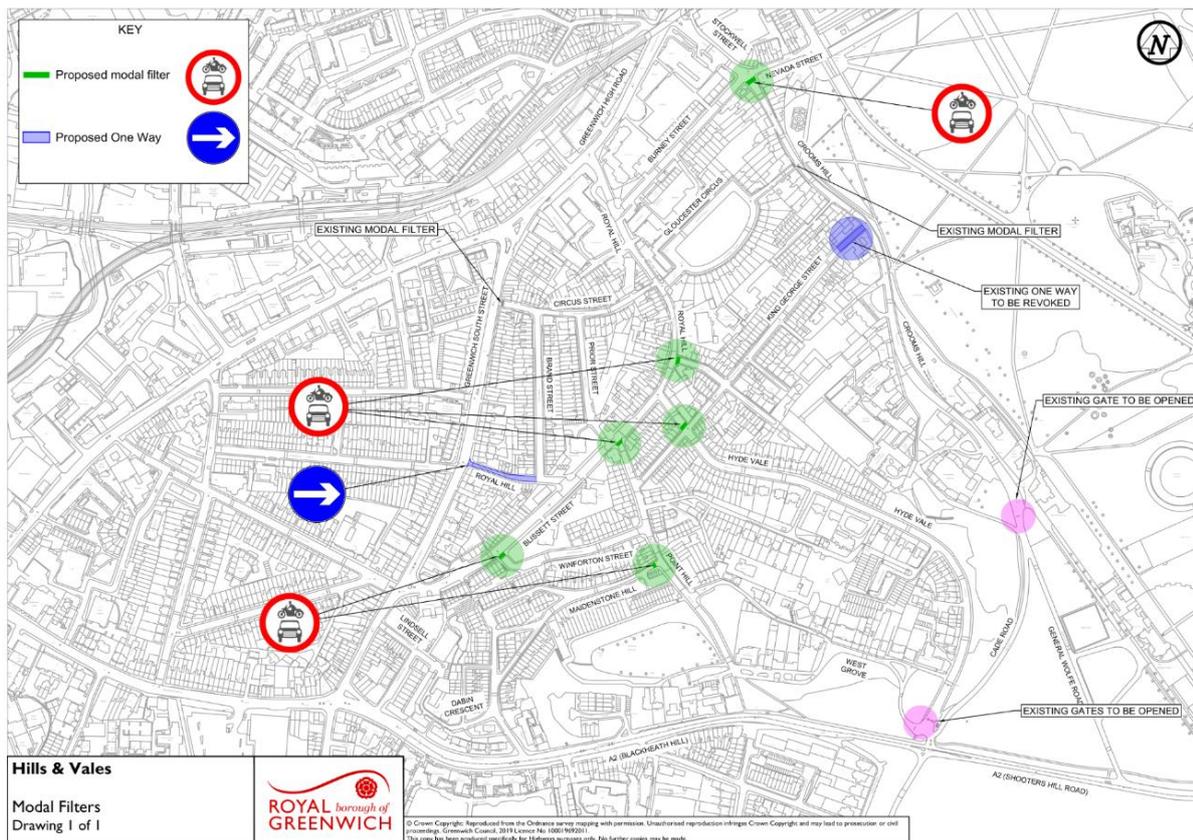
	<p>They coincided with the closure of Greenwich Park to through traffic and the erection of barriers in the Greenwich Town Centre One Way System causing even more traffic gridlock in the area. The rush hour is now longer on the main roads. Increased pollution from stationary traffic is now building up on Blackheath Hill for more hours during the day and not just the rush hour. This in turn is having a negative effect for residents nearby.</p> <p>5. Local residents who need freedom of access to reach their own streets are now being stereotyped as rat-runners and punished by these measures. It is not possible for all residents to walk or cycle, particularly those who are elderly or have a mobility issue. In any event some journeys do require a car, eg. for supermarket shopping. We pay for residents parking permits and should be able to access our local streets and move around the area where we live freely as was the case before the closures.</p>
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Cabinet Member:	Environment, Sustainability and Transport
Ward(s):	Greenwich West
Directorate:	DRES

Submitted to Council on:	25 February 2021
Presented by:	Councillor Geoffrey Brighty

I. **Petition Response**

- I.1 Trial measures to reduce traffic in West Greenwich were implemented in August 2020. Residents living to the west of Greenwich Park, had raised concerns about: excessive traffic and dangerous driving in the area; narrow residential streets that were not designed to accommodate high volumes of traffic; and vehicles driving on footpaths.
- I.2 The trial scheme employed twenty-four-hour, physical closures that prevent through traffic. Their locations are shown in the figure below (a larger version is available [here](#)).



1.3 The trial was implemented under an Experimental Traffic Order dated 25 August 2021 and which came into effect on 3 September 2021, which meant public consultation happened once the trial was in place. This allows people to provide feedback based on their actual experiences of the changes. Now the consultation has closed we are currently analysing the responses, petitions and data. This will inform a report that will recommend if the measures should be made permanent, amended or removed. As well as people's comments we also consider:

- Traffic data
- Road safety data
- Air quality data
- Feedback from emergency services
- Equality Impact Assessments

1.4 During the consultation exercises described above a statement was made, by the Leader of the Council and Cabinet Member for Environment, Sustainability and Transport, regarding low traffic neighbourhoods and cycle lanes. It noted the significant volume of responses received, including significant concerns 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.

- 1.5 Considering the Petition as part of the responses to the public engagement analysis is in line with the statutory requirements of an experimental traffic order and will ensure the views of residents of all affected areas are considered when deciding how the Council should proceed with the West Greenwich Traffic Reduction Scheme.
- 1.6 The Highways Committee considered a report which suggested that the Petition should be considered within the analysis of the wider West Greenwich Traffic Reduction Scheme public consultation alongside other local feedback received.
- 1.7 The Highways Committee noted the report at its meeting on the 7th July 2021.

2 Current actions being taken in relation to matter raised in petition

- 2.1 Officers are currently completing the analysis of initial engagement results, and considering what further analysis and engagement will be needed. Once this is complete, it will inform decisions on the Low Traffic Neighbourhood schemes, including West Greenwich Traffic Reduction (experimental) Scheme.