

HIGHWAYS COMMITTEE	DATE 16.01.2020	ITEM NO 7
TITLE Petition to turn Sandy Hill Road to one way street – Progress Update	WARD (S) Woolwich Common	
CHIEF OFFICER Director of Regeneration, Enterprise and Skills	CABINET MEMBERS Air Quality, Sustainability and Transport	
DECISION CLASSIFICATION Non-Key Decision	IS THE FINAL DECISION ON THE RECOMMENDATIONS IN THIS REPORT TO BE MADE AT THIS MEETING? Yes	

1. **Decision required**

The Committee is requested to

- 1.1 Note the progress on actions necessary to resolve concerns of residents about local traffic conditions in the Sandy Hill Road area.

2. **Introduction and Background**

- 2.1 An update was provided on this matter to Highways Committee on 30th November 2017, in order to provide members with a progress on work to assess traffic conditions in Sandy Hill Road, SE18.

Background

- 2.2 Sandy Hill Road is a two-way residential road with access available from both Plumstead Common Road and Woolwich New Road. The section in question is joined by Crescent Road and Brookhill Road respectively. (Appendix – Plan)
- 2.3 The speed limit on Sandy Hill Road is 30mph and therefore has not been subjected to the borough-wide 20mph programme for residential streets.
- 2.4 In May 2015, the Highways Committee considered a report in response to a petition containing 89 signature of residents of Sandy Hill Road. The petitioners expressed concern about the volume of traffic using Sandy Hill Road leading to congestion, delays and road safety concerns.

- 2.5 In response local residents are seeking the introduction of one-way working in Sandy Hill Road (between Brookhill Road and Crescent Road) to address their concerns. The Traffic team were tasked with undertaking speed and traffic surveys etc and feeding back Highways Committee.
- 2.6 In February 2017 Highways Committee considered a further report that detailed the results of those surveys carried out on Sandy Hill Road and surrounding areas. At that time the surveys demonstrated that a significant volume of traffic uses Sandy Hill Road and is also a designated bus route.
- 2.7 The Committee considered the data and residents views, further surveys were requested and a proposal to commission a Traffic Modelling study was progressed.
- 2.8 This was a significant task involving the wider Woolwich Common area, embracing computer traffic modelling, as required.

Traffic Modelling Study Update

- 2.9 Subsequently a funding source was identified and the Director for Regeneration, Enterprise and Skills approved the award of tender. The consultant was commissioned and project work has now been completed.
- 2.10 The study focussed on the impact of changing traffic conditions in Sandy Hill Road, which included traffic modelling that simulated the one-way working northbound of Sandy Hill Road between Brookhill Road and Crescent Road. It also assessed the traffic impacts on the wider area bounded by Plumstead Common Road/ Nightingale Road, Burrage Road, Plumstead Road and the A205 South Circular Road.
- 2.11 The study included work to describe the impact of any change for congestion, and delays in both peak periods with reference to implications for cross area journey times for buses and general traffic, and also for pedestrian /cycle safety.
- 2.12 This study provided modelled predictions of transport impacts of a one-way system in the Sandy Hill area on the wider road network in Woolwich.
- 2.13 In summary the Traffic study report outlined the following factors that would occur if a one-way closure to Sandy Hill Road (between Crescent Road and Brookhill Road) was implemented:

- 2.14 The modelling outlines little variation of traffic volumes within the AM peak, however PM journey times shows a significant increase of traffic on other routes, notably queueing on:
- a) A205 South Circular – (queueing on TfL’s network)
 - b) Haha Rd – (causing an extra 57m of queueing traffic)
 - c) Nightingale Place – (causing an extra 98m of queueing traffic)
- 2.15 The concerning evidence is that the introduction of the one-way will cause an increase in bus journey times for the 53 and 54 buses (VVB) of over 100 seconds particularly along Plumstead Common Road.
- 2.16 Substantial improvement works would be required on smaller roads, which are not currently suitable, in order to accommodate the increased volume of traffic.

The issue would then be displaced to the likes of Burrage Road and Crescent Road, in order for traffic to gain access to Plumstead Road and Plumstead Common (the lower and upper parts of the network).

- 2.17 Considering the Woolwich Common area being in close proximity to the Woolwich Ferry and A205 South Circular, there will be other factors and anomalies/events of increased traffic that the Transportation team do not feel have been addressed, in relation to the contribution to increased displacement and journey times. The perceived benefits are seen to be outweighed by the displacement of traffic and increased congestion on parts of the network.
- 2.18 If the implementation of the changes to Sandy Hill Road were to progress, there would be the requirement for some quite extensive improvements required to junctions/network in the area, to facilitate the displacement of the traffic to other roads.
- 2.19 One of the outcomes of the study was that the predicted modelling of traffic conditions included an assumption that a Bus Priority improvement project at the junction of Plumstead Common Road / Sandy Hill Road and Herbert Road, was to be implemented prior to this proposed one-way implementation. The project was to increase capacity and movements etc.
- 2.20 The project was due to commence this year, however following site investigations, a HV power cable was traced and found to be positioned within the retaining wall structure. Due to the size and voltage of the HV

cable it would not be economically feasible or safe to relocate the cable, therefore the project has been removed from the programme of works.

3. **Available Options**

- 3.1 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.
- 3.2 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.
- 3.3 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.
- 3.4 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.
- 3.5 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.](#)
- 3.6 While this funding does not become available until 2020/21 the Transport Strategy team has 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.
- 3.7 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.

3.8 Whilst I appreciate this approach does not immediately address the concerns of residents in Sandy Hill 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.

3.9 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 Sandy Hill Road), informed by national and international best practice.

4. **Preferred Option**

4.1 Await outcome of the Traffic Reduction commission before implementing changes to traffic management and permanent closure of roads throughout this corridor.

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.

5.2 Another note to mention is Transport for London’s current guidance and conditions stipulate that, when implementing any traffic management changes an increase of Bus journey time is highly undesirable and a delay of over 60 seconds is not acceptable.

6. **Consultation Results**

6.1 No new consultation results available

7. Cross-Cutting Issues and Implications

Issue	Implications	Sign-off
Legal including Human Rights Act	<p>The Committee is requested to note the progress on actions necessary to resolve residents' concerns about local traffic conditions in the Sandy Hill Road area, as previously reported to the Committee on 30th November 2017 and prior to that date, in May 2015, when the Committee considered a report in response to a petition made by residents of Sandy Hill Road.</p> <p>Under Part 3 of the Council's Constitution (Responsibility for Functions) the Highways Committee is authorised to consider and advise on traffic management schemes.</p>	Eleanor Penn, Assistant Head of Legal Services, 18/12/2019
Finance and other resources including procurement implications	<p>The Highways Committee is requested to note the progress on actions necessary to resolve concerns about local traffic conditions in Sandy Hill area. As set out in paragraph 4 it is recommended that no action is taken until the outcome of the Traffic Reduction Programme is known. The estimated cost of this is £30,000 which will be funded from TFL.</p>	Sue Rock Accountancy Business Change Manager 18/12/19
Equalities	<p>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.</p>	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
- Highways Committee reports 28/05/15, 13/02/17, 30/11/17

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