

Westcombe Park and Maze Hill Area Low Traffic Neighbourhood **Have your say**



Working towards a greener and safer Royal Greenwich - have your say

Forty per cent of households in Greenwich don't have access to a car. Yet motorised traffic can disproportionately affect all residents' quality of life due to air and noise pollution, speeding and illegal parking.

We need to create a transport network which provides safe travel options for all residents and to do this we need to avoid a car-led recovery.

Westcombe Park and Maze Hill Area Low Traffic Neighbourhood

The Westcombe Park and Maze Hill area has seen high levels of motor traffic passing along its residential streets, made worse by more people driving during the pandemic. The traffic causes congestion, pollution and makes the streets less safe.

Forty per cent of households in Greenwich don't have access to a car. Yet, motorised traffic can disproportionately affect all residents' quality of life due to air and noise pollution, speeding and illegal parking.

More traffic

Residential roads that were never designed for high levels of motorised traffic have seen traffic double over the last decade in London. In Royal Greenwich alone between 2014 and 2019 the number of miles driven on our roads increased by one hundred and thirty million.

In the area of Westcombe Park and Maze Hill there has been an increase in westbound traffic on the A2 by 17 per cent since the first lockdown.

Drivers using residential streets as a shortcut, often called rat-running, are making journeys through the area and not visiting local addresses at all. Part of this has been caused by the popularity of navigation apps that use real-time routing to avoid traffic bottlenecks.

What are low traffic neighbourhoods?

Low traffic neighbourhoods (LTNs) are designed to stop motorised traffic taking shortcuts through residential roads by using barriers, called modal filters, such as planters, bollards or cameras. They can be temporary or permanent.

This prevents rat-running traffic, and can provide longer term benefits to the local community. Residents and businesses can still access their homes and premises, but may have to take a slightly longer route. A quieter, more attractive network of streets is opened-up in the LTN. This encourages people to travel on foot, by bicycle, by wheeling or by bus.

We work closely with emergency services to address their needs in LTNs. Preventing a car-led recovery is vital to keeping traffic moving and allowing emergency vehicles to make their crucial – life saving - trips.



Traffic data

The Council's traffic data shows an increase in vehicles travelling northbound from 6 to 7am (Maze Hill and Vanbrugh Hill). The vehicle count stays consistent until around 6 to 7pm when it decreases. The data below shows the average number of vehicles passing along Maze Hill (south of Tom Smith Close) over a five day period. See 'Additional materials' for more detailed traffic data.

- **7am** - 57 vehicles every 15 minutes
- **Noon** - 43 vehicles every 15 minutes
- **6pm** - 44 vehicles every 15 minutes
- **8pm** - 20 vehicles every 15 minutes

Proposals to reduce traffic

The Council is, therefore, proposing to introduce a low traffic neighbourhood (LTN) to reduce rat-running through traffic and improve the environment for local residents.

The proposed Westcombe Park Area LTN uses the railway line as a natural barrier, controlling the points where roads cross the line to stop through traffic. These points are, from West to East:

- Maze Hill
- Vanbrugh Hill
- Halstow Road
- Westcombe Hill
- Proposed filters

It is proposed that the closure points on Maze Hill, Vanbrugh Hill and Westcombe Hill use camera enforcement instead of bollards or planters. This means that these roads can be closed either:

- at specific times of day, when data shows us these roads are at their busiest with through traffic, or
- 24-hours a day, stopping through traffic at all times of the day and night.

Under either option there would be unimpeded access for the emergency services, taxis and people travelling by foot, bicycle, wheeling or bus.

Residents and businesses would still be able to access their homes and premises, but their usual routes may be slightly different.

We propose closing Halstow Road, with a planter or lockable bollard, to motor vehicles where it crosses the railway line, while maintaining continued access or travel through the area on foot, bicycle or by wheeling.

We would like your input and views on our proposals to make sure that the scheme works well for the majority of local residents.

Funding

Funding for this scheme is externally funded by Transport for London.

Deadline

You have until 8 March 2021 to complete the survey.

What happens next?

Once a scheme is put into place, considering the feedback we receive during this consultation, a six-month public consultation period on the Experimental Traffic Regulation Order would begin. This will allow you to provide more feedback, based on your experience of the trial.

Questions

Do you broadly agree with stopping through traffic from using local residential roads – making streets safer, healthier and open to everyone? Please circle one of the faces below



Please select which modes of transport you use to move around Royal Greenwich. Tick all that apply...

- | | |
|--|---|
| <input type="checkbox"/> Walking | <input type="checkbox"/> Train |
| <input type="checkbox"/> Cycling | <input type="checkbox"/> Motorcycle |
| <input type="checkbox"/> Motor vehicle | <input type="checkbox"/> Taxi |
| <input type="checkbox"/> Bus | <input type="checkbox"/> Other, please state..... |

Have you noticed an increase in rat-running through traffic levels over recent years?

- Yes
- No
- Not sure

If you have noticed an increase in rat-running what affect has this had on you? Tick all that apply...

- More difficult to cross the road
- Feel unsafe when walking, wheeling/cycling
- Can't open windows because of noise
- Can't open windows because of pollution
- Been involved in collision with a car
- None
- Other, please state.....

Do you think the proposed filters are in the right locations?

- Yes
- No
- Not sure

If you don't think the proposed filters are in the right locations why is that?

What times of the day do you think would work best for cameras to operate?

- Seven days a week
- Weekdays
- Weekends
- Other, please state.....

Please let us know if you have any other comments...

Additional Materials - Frequently Asked Questions

What is a low traffic neighbourhood (LTN)?

LTNs are designed to stop motorised traffic taking shortcuts through residential roads by using temporary or permanent barriers, called modal filters, such as planters, bollards or cameras.

Residents and businesses can still access their homes and premises, but their usual routes may be different.

This prevents rat-running traffic and can provide longer term benefits to the local community. A quieter, more attractive network of streets is opened up in the LTN. This encourages people to travel on foot, bicycle, by wheeling or by bus.

Will residents and businesses still be able to access their homes and premises?

Some people who drive will have to slightly change their routes.

The camera enforced modal filters allow unrestricted access for the emergency services, taxis and people travelling by foot, bicycle, wheeling or bus.

The permanent planter or lockable bollard filters stop all motor vehicles at all times while maintaining continued access or travel through the area on foot, bicycle or by wheeling.

Forty per cent of households in Royal Greenwich don't have access to a car. Yet, motorised traffic can disproportionately affect all residents' quality of life due to air and noise pollution, speeding and illegal parking.

We will listen to local feedback to maximise the benefits as much as possible.

Don't low traffic neighbourhoods just push traffic on to main roads and into other neighbourhoods?

Changes to the road network in one area may affect traffic in adjacent neighbourhoods initially but roads in residential areas are not designed to carry non-local through traffic which is better accommodated on main roads.

It takes time for people to change their behaviour to adapt to new traffic calming measures but significant reductions in overall traffic levels across an area can happen over time.

Without introducing any measures Transport for London and the Council's own data has shown that car journeys will continue to rise. This will have a knock-on impact on air pollution, road safety and climate change while navigation apps will continue to route drivers through residential neighbourhoods.

Will blue badge holders be able to travel through at closure times?

Blue Badge parking permits let drivers and passengers who are disabled park in specific on-street parking places.

As badges are issued to an individual's address, and not registered to a vehicle, the camera enforced filters are unable to whitelist them.

Like other residents who use cars badge holders will still be able to access their homes but they may have to slightly alter their usual routes.

However, blue badge holders will benefit like all residents from the longer-term improvements that LTNs can bring. By encouraging those residents who are able to walk, wheel or cycle to do so should mean quieter streets for everyone.

And this includes those who need to make any essential journeys by car.

Having a car gives people, particularly those who have mobility issues or are worried about using public transport, more independence

Data shows that people feel walking and cycling gives them more freedom and independence than driving. Walking and wheeling are the most commonly used mode of transport for disabled Londoners. For example, the proportion of disabled Londoners who drive a car to get around London is 28%, compared to 45% for non-disabled Londoners.

Outdoor spaces free from traffic are vital to maintaining good mental and physical health. Research shows that those who regularly walk and cycle have a significantly lower risk of feeling stressed, anxious and depressed.

How were the low traffic neighbourhoods selected?

Potential LTN's were identified as part of the technical work undertaken to support the delivery of the Local Implementation Plan (LIP), based on borough-wide traffic data. The LTN's being delivered build on that analysis, combined with what we have learned about travel during the COVID-19 emergency and the new pressures that has brought.

How would the proposals affect local businesses?

Evidence shows that those who walk to a high street spend 40 per cent more than those who drive. Per square metre, cycle parking delivers five-times higher retail spend than the same area of car parking. Converting car parking spaces to a place with seating and planters where people enjoy spending time, can improve retail performance. A study found shop vacancy rates were five times higher on streets with high levels of traffic. And, retail turnover in pedestrianised areas generally out-performs the spending in non-pedestrian areas. Reduced motor traffic can increase the amount that people spend in their local shops.

Emergency vehicles access

We work closely with emergency services to address their needs in LTNs. Preventing a car-led recovery is vital to keeping traffic moving and allowing emergency vehicles to make their crucial – life saving - trips.

How will these measures improve people's health?

In addition to contributing to climate change motor vehicles are a major source of air pollution that harms human health. Vehicles emit a range of pollutants including nitrogen oxides and particulate matter. Public Health England has called poor air quality the largest environmental risk to public health in the UK as long-term exposure to air pollution can cause chronic conditions such as cardiovascular and respiratory diseases as well as lung cancer, leading to reduced life expectancy.

How will these measures help climate change?

The threat to our climate is real and it is now indisputable that the changes to our environment are rapid, accelerating and a threat to how we live. That's why we declared a climate emergency in 2019 and agreed to set an ambitious target to reach net zero carbon emissions 20 years ahead of the national target.

With miles of riverfront, the risk of floods is particularly real for us in Royal Greenwich. But droughts, heatwaves and other extreme weather conditions will also have a massive impact on the health and wellbeing of our residents.

In our borough a third of all of emissions of greenhouse gases such as carbon dioxide, methane and nitrous oxide, come from transport – car, vans and trucks. These gases trap heat and make the planet warmer, causing climate change. But, the number of miles driven on our roads continues to increase: by one hundred and thirty million between 2014 and 2019.

To achieve our carbon neutral target we will need to see a 45% reduction in car use in the borough due to modal shift to public transport and active travel and a 10% decrease in van and truck use relative to current projections.

Please tell us about you

Royal Borough of Greenwich is committed to promoting equality of opportunity and tackling discrimination in all areas of our work. These questions are optional, but if you do answer them you will help us to ensure that we provide our services fairly to everyone in the community. Any information you provide will be treated in confidence and used for monitoring purposes only, in accordance with our legal responsibilities under the General Data Protection Regulation.

What's your home postcode? (optional)

What is your connection to the Royal Borough of Greenwich? (optional)

Please tick all that apply

- I live here
- I work here
- I study here
- I own a business here
- I commute through here
- I do the school run here
- Other

If you live in the Borough do you? (optional)

Please tick one option only

- Own your own home
- Rent from a private landlord
- Rent from Council or housing association

Do you own a car? (optional)

Please tick one option only

- Yes
- No

What is your age group? (optional)

Please tick one option only

- 13-15
- 16-24
- 25-34
- 35-44
- 45-54
- 55-64
- 65-74
- 75-84
- 85 or over
- Prefer not to say

What is your gender? (optional)

Please tick one option only

- Male
- Female
- Other
- Prefer not to say

If you prefer to use your own term please provide this here.....

What is your ethnicity? (optional)

Please tick one option only

- Asian/Asian British - Bangladeshi
- Asian/Asian British - Indian
- Asian/Asian British - Pakistani
- Asian/Asian British - Chinese
- Asian/Asian British - other
- White - English
- White - Welsh
- White - Scottish
- White - Northern Irish
- White - British
- Gypsy or Irish Traveller
- White - other
- Black / Black British - African
- Black / Black British - Caribbean
- Black / Black British - other
- Arab

Do you consider yourself to be disabled? (optional)

Please tick one option only

- Yes
- No
- Prefer not to say
- If other, please state (if you wish to do so).

What are your religious beliefs? (optional)

- Please tick one option only
- None
- Buddhist
- Christian (all denominations)
- Hindu
- Jewish
- Muslim
- Sikh
- Prefer not to say
- Other
- If other, please state (if you wish to do so)

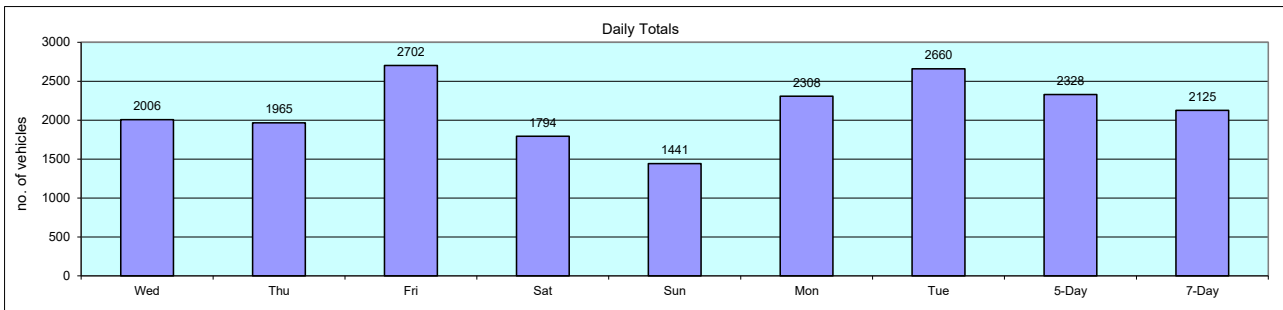
Thank you so much for taking the time to complete our questionnaire! Your input is really appreciated and will help inform what happens next.

Please return your questionnaire to:

**Transportation,
Regeneration, Enterprise and Skills,
Floor 5, The Woolwich Centre 35,
Wellington Street,
Woolwich,
London SE18 6HQ**

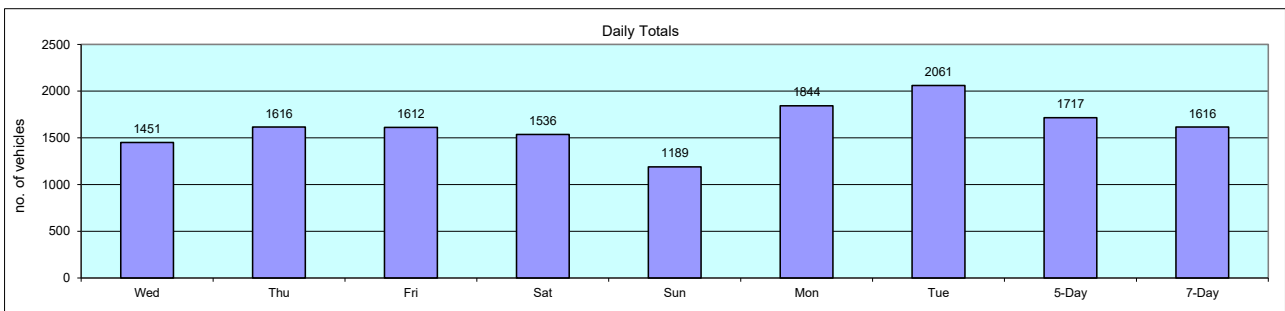
Additional Materials - Traffic Data Westcombe Hill and Maze Hill Area

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		Channel: Northbound								
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7:00	244	162	150	42	29	275	307	228	173	
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16H,6-22	1867	1814	2542	1632	1288	2162	2512	2179	1974	
18H,6-24	1932	1896	2634	1727	1357	2239	2592	2259	2054	
24H,0-24	2006	1965	2702	1794	1441	2308	2660	2328	2125	
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Peak	244	162	150	131	145	275	307	228	202	
PM	13:00	12:00	13:00	14:00	13:00	14:00	18:00	-	-	
Peak	139	176	299	160	156	141	164	184	176	



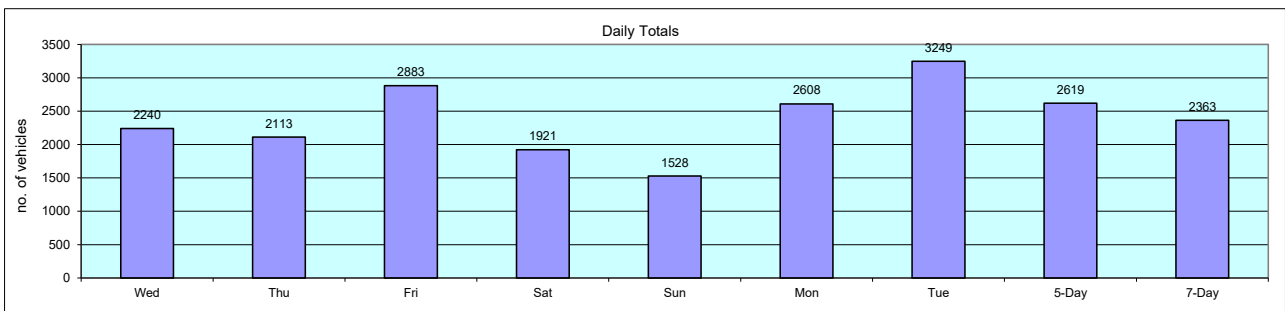
WESTCOMBE PARK AND MAZE HILL AREA LOW TRAFFIC NEIGHBOURHOOD - HAVE YOUR SAY

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Channel: Southbound									
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20:00	66	60	73	56	50	79	74	70	65
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12H,7-19	1099	1243	1201	1190	888	1439	1621	1321	1240
16H,6-22	1318	1470	1467	1387	1053	1714	1928	1579	1477
18H,6-24	1389	1554	1549	1468	1114	1782	2001	1655	1551
24H,0-24	1451	1616	1612	1536	1189	1844	2061	1717	1616
AM	11:00	11:00	10:00	11:00	11:00	9:00	8:00	-	-
Peak	88	114	92	108	73	130	129	111	105
PM	17:00	16:00	18:00	14:00	16:00	15:00	18:00	-	-
Peak	129	139	144	126	110	154	236	160	148



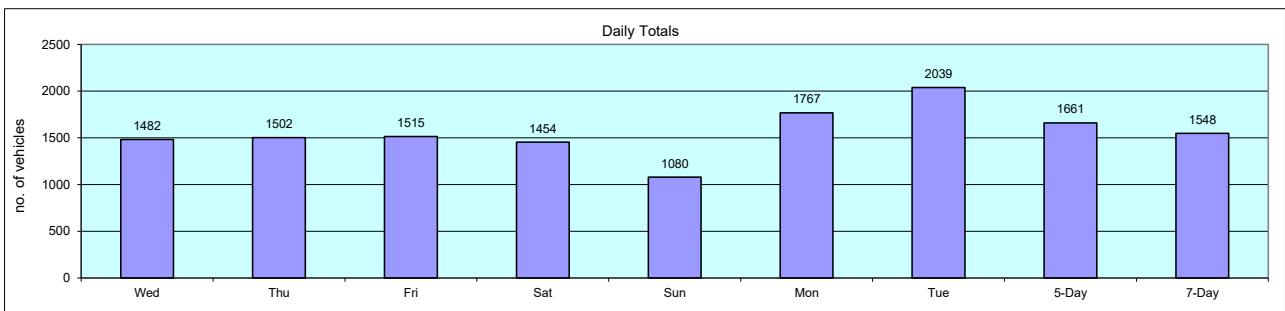
WESTCOMBE PARK AND MAZE HILL AREA LOW TRAFFIC NEIGHBOURHOOD - HAVE YOUR SAY

Site No : 20337 - W1-8 Channel: Northbound									
WESTCOMBE HILL NORTH OF KIRKSIDE ROAD									
TIME PERIOD	Wed 28/10/20	Thu 29/10/20	Fri 30/10/20	Sat 31/10/20	Sun 01/11/20	Mon 02/11/20	Tue 03/11/20	5-Day Av	7-Day Av
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4:00	9	9	7	6	5	9	8	8	8
5:00	25	22	20	19	16	27	28	24	22
6:00	134	99	90	29	16	119	127	114	88
7:00	267	183	164	50	36	320	400	267	203
8:00	146	135	106	79	35	274	300	192	154
9:00	104	123	105	117	50	230	314	175	149
10:00	134	142	116	121	96	158	293	169	151
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12:00	122	186	166	158	143	149	169	158	156
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15:00	125	135	222	145	130	145	159	157	152
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17:00	136	105	178	123	93	143	173	147	136
18:00	155	104	264	117	61	126	188	167	145
19:00	89	85	245	90	65	78	137	127	113
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23:00	30	36	39	36	32	35	33	35	34
12H,7-19	1742	1662	2245	1504	1203	2149	2682	2096	1884
16H,6-22	2095	1955	2725	1758	1368	2458	3087	2464	2207
18H,6-24	2168	2041	2813	1852	1437	2539	3171	2546	2289
24H,0-24	2240	2113	2883	1921	1528	2608	3249	2619	2363
AM	7:00	7:00	7:00	11:00	11:00	7:00	7:00	-	-
Peak	267	183	164	137	157	320	400	267	233
PM	18:00	12:00	13:00	14:00	13:00	13:00	18:00	-	-
Peak	155	186	326	169	167	163	188	204	193



WESTCOMBE PARK AND MAZE HILL AREA LOW TRAFFIC NEIGHBOURHOOD - HAVE YOUR SAY

		Site No : 20337 - W1-8						WESTCOMBE HILL NORTH OF KIRKSIDE ROAD	
		Channel: Southbound							
TIME PERIOD	Wed 28/10/20	Thu 29/10/20	Fri 30/10/20	Sat 31/10/20	Sun 01/11/20	Mon 02/11/20	Tue 03/11/20	5-Day Av	7-Day Av
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5:00	17	14	15	18	14	20	21	17	17
6:00	27	30	22	21	19	30	34	29	26
7:00	64	58	57	33	24	79	94	70	58
8:00	68	74	52	52	33	110	113	83	72
9:00	58	68	69	85	39	97	99	78	74
10:00	85	92	80	99	49	105	106	94	88
11:00	91	109	89	105	69	115	112	103	99
12:00	85	98	107	106	81	111	122	105	101
13:00	80	102	88	106	92	108	128	101	101
14:00	86	119	130	119	90	103	109	109	108
15:00	118	110	131	95	103	151	149	132	122
16:00	129	117	115	99	88	154	168	137	124
17:00	143	119	122	114	81	152	204	148	134
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21:00	48	55	54	51	33	58	56	54	51
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23:00	31	24	36	31	23	29	31	30	29
12H,7-19	1131	1172	1146	1120	810	1398	1608	1291	1198
16H,6-22	1347	1368	1384	1313	957	1636	1896	1526	1414
18H,6-24	1418	1436	1456	1391	1008	1707	1971	1598	1484
24H,0-24	1482	1502	1515	1454	1080	1767	2039	1661	1548
AM	11:00	11:00	11:00	11:00	11:00	11:00	8:00	-	-
Peak	91	109	89	105	69	115	113	103	99
PM	17:00	14:00	15:00	14:00	15:00	16:00	17:00	-	-
Peak	143	119	131	119	103	154	204	150	139



Additional Materials - Map showing locations of the proposed modal filters

Westcombe Park Area Low Traffic Neighbourhood (LTN)



Forty per cent of households in Greenwich don't have access to a car. Yet motorised traffic can disproportionately affect everyone's quality of life due to air and noise pollution, speeding and illegal parking.

Low Traffic Neighbourhood's are designed to stop motorised traffic taking shortcuts through residential roads by using temporary or permanent barriers, called modal filters, such as planters, bollards or cameras. Residents and businesses can still access their homes and premises, but their usual routes may be slightly longer. This prevents rat-running traffic, and can provide longer term benefits such as cleaner air and safer streets for walking, wheeling and cycling.

Have your say by visiting <https://greeningsafegreenwich.commonplace.is>. Hard copies available on request. Please contact transport-strategy@royalgreenwich.gov.uk or call **020 8854 8888**.