

Highways Committee Agenda

Place

Committee Room 6, Town Hall, Wellington Street, Woolwich
SE18 6PW

Date

Thursday, 14 October 2021

Time

7:00 PM

This meeting is open to the press and public and they are entitled to take photographs, film or record the proceedings.

Councillors

Bill Freeman (Chair)	Labour
Peter Brooks	Labour
David Gardner	Labour
Mick Hayes	Labour
Christine May	Labour
Sarah Merrill	Labour
Gary Parker	Labour
Aidan Smith	Labour
Matt Clare	Conservative

Members are reminded that officer contacts are shown at the end of each report and they are welcome to raise questions in advance with the appropriate officer. This does not prevent further questioning at the meeting.

If you require further information about this meeting please contact the
Committee Services Officer:
Daniel Wilkinson
Telephone: 020 8921 5102
Email: committees@royalgreenwich.gov.uk

Agenda

- 1 Apologies for Absence**
To receive apologies from Members of the Committee.
- 2 Urgent business**
The Chair to announce any items of urgent business circulated separately from the main agenda.
- 3 Declarations of Interest**
Members to declare any personal and financial interests in items on the agenda. Attention is drawn to the Council's Constitution, the Council's Code of Conduct and associated advice.
- 4 Minutes**
Members are requested to confirm as an accurate record the Minutes of the meeting held on 7 July 2021.
- 5 Petition for Street Tree Planting - Goldsmid Street, Plumstead**
To note and comment upon the proposed petition response
- 6 Response to a Petition regarding illegal and dangerous driving in Vanbrugh Hill, Calvert Road and Annandale Road**
To note and comment upon the proposed petition response

Date of Issue
Wednesday, 06
October 2021

Debbie Warren
Chief Executive

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When you hear the continuous ringing of the fire alarm bells, please make your way out of the building in an orderly manner. The nearest exit from the Council Chamber and the Committee Rooms is through the main exit leading to Wellington Street (at the front of the building). Do not use the lift and do not stop to collect personal belongings. Once outside the Town Hall please make your way to the Assembly Point between Sainsbury's and The Vista via Market Street or Polytechnic Street

PUBLIC INFORMATION

SAFE USE OF COUNCIL MEETING ROOMS

The local authority is required to make all its public meeting spaces Covid-19 secure.

To comply with this the local authority -

- will apply socially distanced seating arrangements in its public meeting rooms.
- requires all attendees, unless medically exempt, to wear a face covering. Guidance on face covering can be found on the [Government's website](#).
- requests all attendees to undertake a lateral flow test before attending meetings, and if positive you must not attend this meeting. These are free, and are available at certain sites or kits can be acquired for home testing. Please see the [Council's website](#) for more details.
- requests all attendees to wash their hands thoroughly or use sanitiser before entering the meeting rooms.
- requires all attendees to scan the QR code via NHS COVID-19 App to check-in before being admitted entry to the meeting rooms.

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As a result of Covid-19 secure measures, spaces for public viewing are extremely limited and will be allocated based on a first come, first served basis. Consideration and weighting will also be given to the role attendees will play at the meeting. Full Council and Planning Board/Area Committee meetings will be filmed, for live webcasting through the [Council's website](#). Other meetings will be recorded and added to the Council's [YouTube Channel](#) shortly after the meeting has finished. The recording of this meeting will be available to view for one year after the meeting.

If you are attending a meeting you are requested to contact Committee Services by email at committees@royalgreenwich.gov.uk or telephone on 020 8921 4350 at least two days before the meeting, stating the capacity in which

you will be attending i.e. to observe the proceedings, speak on an item of business.

For all meetings the general rule is that the Chair has discretion with regard to speakers and speaking times. Some committees have defined specific rules. The Chair will take into account the safe capacity of the room. This may mean that the Chair will only permit a certain number in at any one time.

On arrival at the Town Hall, please see the relevant Officer who will confirm you are on the list of attendees and who will either direct you to the meeting room, or to a waiting room depending on the circumstance.

Public Information

Terms of Reference

To consider and advise on the following highway matters, excepting normally any temporary arrangements, as referred to the Highways Committee by the Director of Regeneration, Enterprise and Skills:

- traffic management and parking schemes
- road Safety Schemes
- consider petitions relating to highways matters submitted to the full Council
- comment on proposals by Transport for London (and other providers) regarding bus routes, underground and overground services.
- create, stop and divert footpaths or bridleways;
- determine applications to extinguish or divert public paths;
- make rail crossing extinguishment or diversion orders;
- make Site of Special Scientific Interest (SSSI) diversion orders;
- extinguish public rights of way;
- designate footpaths as cycle tracks;
- authorise the stopping up or diversion of highways, footpaths or bridleways

The Director of Regeneration, Enterprise and Skills, in consultation with the Chief Executive, Leader of the Council and appropriate Cabinet Member, will determine in each individual case whether a matter should be determined by the Committee.

The Agenda

The agenda is made up of the items of business to be considered at the meeting. The Highways Committee may consider agenda items in a different order than they appear on the agenda.

The agenda may contain confidential/exempt business which has not been made available to the public. If the Highways Committee wishes to discuss any confidential/exempt information members of the public and press will be asked to leave the meeting.

Declarations of interest

Members of the Highways Committee are required to declare any interests they might have in an item on the agenda. In some cases the Councillor who has declared an interest may not take part in consideration of the item concerned and must leave the room whilst it is considered. However, depending on the nature of the interest, a Councillor may in certain circumstances, having declared an interest, speak and vote on an item.

Provision for Public Involvement

Meetings of the Highways Committee are open for the public to attend.

Members of the Public may request to speak at a meeting on an item that appears on the agenda. Any member of the public who wishes to address the meeting must notify the Corporate Governance Officer as soon as possible prior to the meeting. It is at the Chairs' discretion, whether or not, to allow members of the public to address the Committee.

Copies of Agenda and Minutes

The Royal Borough of Greenwich seeks to be 'paperless'. All agenda material is published on the [Council's website](#).

A copy of the agenda is available for public use during the meeting. Advance copies of the agenda can be viewed at the Woolwich, Eltham and Greenwich Centres.

Lead Officers

Director of Regeneration, Enterprise and Skills

Assistant Director of Regeneration, Enterprise and Skills (Transportation)

HIGHWAYS COMMITTEE	
TITLE Declarations of Interests	ITEM NO 3
CHIEF OFFICER Chief Executive	

I. Decisions Required

The Committee is requested to:

- I.1 Note the list of Councillors' memberships (as Council appointed representatives) on outside bodies, joint committees and school governing bodies.
- I.2 Request that Members orally declare any personal or financial interests, including those detailed, in specific items listed on the agenda as they relate to matters under discussion.

2. Members' Interests

- 2.1 Appended to this report is a list of the outside bodies, joint committees and school governing bodies that each member of Council has been appointed to by the Council or the Leader. The list does not include bodies with which a Member is involved in a personal or private capacity.

Personal interests

- 2.2 A Member has a personal interest where any business is likely to affect:
 - (a) them, or
 - (b) a relevant person or a relevant body (where the Member is aware that they have the interest);

more than a majority of those in the ward you represent.

A **relevant person** is defined as the member's spouse or civil partner, a person who they are living with as husband and wife or as civil partners, or a person with whom they have a close association.¹

¹ See the guidance in Annex I of the Code of Conduct

A **relevant body** is defined as (a) any organisation, school governing body or outside committee or trust which they have been appointed to by the Royal Borough or by the Leader, or (b) any other voluntary organisation, school governing body or commercial organisation where you are a management committee member, school governor, trustee or director.

- 2.3 Members must declare the existence and nature of any personal interest at the start of the meeting, or when the interest becomes apparent. Members must say which item their interest relates to.
- 2.4 A Member who has a personal interest may stay, speak and vote, except where the business:
- (a) affects the financial position of the Member or any person or body described in paragraph 2.2 above, or
 - (b) relates to an interest that would be affected financially or relates to the determining to any approval, consent, licence, permission or registration in relation to the Member or any person or body described in paragraph 2.2 above

Financial Interests

- 2.5 A Member has a financial interest where any business relates to or is likely to affect an interest set out in paragraph 18 of the Code of Conduct, and which is the Member's interest or the interest of a person described in paragraph 2.2(a) above.
- 2.6 Members must declare the existence and nature of any financial interest at the start of the meeting, or when the interest becomes apparent. Members must say which item their interest relates to.
- 2.7 A Member who has a financial interest must leave the meeting, but may attend to make representations, answer questions or give evidence relating to the business, provided that the public are also allowed to attend the meeting for the same purpose, and provided they leave the meeting immediately after doing so. The Member must not participate in the discussion nor the vote.

General

- 2.8 The Code also requires Members to declare interests in relation to relevant bodies for six months after ceasing from being a member and take the appropriate action in relation to financial interests.

Background Papers

Agenda and Minutes of the Annual Meeting of the Council – 19 May 2021

Report Author: Anthony Soyinka, Committee Services Manager
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Reporting to: Veronica Johnson, Head of Corporate and Democratic Services
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Councillor	Organisation	Role	Governorship
Brooks	Greenwich Leisure Ltd	Member	Windrush Primary School
	London [Pensions] Collective Investment Vehicle	Member	
	Town Twinning Association Executive Committee	Member	
	Woolwich Creative District Trust	Member	
Clare	Town Twinning Association Executive Committee	Member	
Freeman	-		
Gardner	Edmund Godson Charity	Member	Thorntree Primary School
	Walpole Estate Management Board	Member	
	Woolwich and Plumstead Relief in Sickness Fund	Member	
Hayes	Greenwich Pensioners' Forum	Member	
May	Middle Park Community Centre	Member	
Merrill	Eltham Crematorium Joint Committee	Member	
	Environmental Protection UK	Member	
	London City Airport Consultative Committee	Member	
	London Councils' Leaders' Committee	Deputy	
	London Councils' Transport & Environment Committee	Member	
	London Road Safety Council	Member	
	Shooters Hill Woodlands Working Party	Member	
	South East London Combined Heat & Power Co	Member	
	Woodlands Farm Trust	Member	
Parker	Charlton Triangle Homes	Member	
	Royal Greenwich Heritage Trust	Member	
Smith, A	Greenwich Leisure Ltd - Libraries Board	Member	
	Local Government Information Unit	Member	
	Sir John Evelyn Charity	Member	
	Twinkle Park Trust	Member	

ROYAL BOROUGH OF GREENWICH

HIGHWAYS COMMITTEE

WEDNESDAY, 7 JULY 2021 AT 6.30 PM

MINUTES

PRESENT:

Members:

Councillor Bill Freeman (Chair), Councillors David Gardner (from Item 8), Mick Hayes, Christine May, Gary Parker (from Item 8), Sarah Merrill, Aidan Smith and Matthew Clare

Officers

(Interim) Assistant Director Transportation; Head of Highways; Principal Road Safety Officer; Committee Services Officer

Other Members in Attendance

Councillor Geoffrey Brighty

Item

No.

1 Apologies for Absence

Apologies for absence were received from Councillors Peter Brooks

2 Urgent Business

There was no urgent business.

3 Declarations of Interest

Resolved –

That the list of Councillors' memberships as Council appointed representatives on outside bodies, joint committees and school governing bodies be noted.

4 Minutes

Resolved -

That the minutes of the meeting of the Highways Committee held on 2 June 2021 be agreed and signed as a true and accurate record.

5 Winchcomb Gardens – Petition Requesting Road Resurfacing and Street Improvements

The Head of Highways gave an illustrated introduction to the report.

In response to questions from the Committee, the Head of Highways emphasised that there was a limited budget, and he highlighted the process of selecting streets for resurfacing. He explained that there was an exemption from enforcement against parking on the pavement in Winchcomb Gardens due to lack of space to park fully in the road. He confirmed there was an existing path bisecting the green in the middle.

The Committee was addressed by the lead petitioner. She stated she had lived there for 46 years and the road had never been completely re-tarmacked in that time. She commented on the potholes and the poor state of the road. She explained that mothers had to walk in the road with their prams because the cars had to park halfway on the pavement. [*The petitioner was disrupted by connection difficulties*].

During discussion of the matter, Members commented that any new path across the green should be permeable and suggested a bark chip path might be suitable for pedestrians. It was queried whether trees could be planted under the adopt-a-tree policy. Officers were requested to see if even part of the proposed works could be done in the next year's budget.

Resolved –

That the proposed petition response as stated in Section 6 in the report, and that it will be reported to Council on 21 July 2021, be noted.

6 Response to a Petition to reverse the West Greenwich Road Closures (Hills & Vales)

The Principal Road Safety Officer gave an illustrated introduction to the report.

The Committee was addressed by the representative of the lead petitioner. She highlighted that a majority of local people did not want the scheme and that the impact has been way out of proportion to any benefit that people had derived from it. She noted that the new Cabinet Member for Environment, Sustainability and Transport was putting in hand much better consultation for the schemes. It was felt that the schemes were not really for a low traffic neighbourhood but instead divided areas forcing traffic and congestion elsewhere. It was considered that the Experimental Traffic Order had not been properly implemented.

The Committee was addressed by Councillor Geoffrey Brighty. He noted that there did seem to be a shift in attitude recently by the authority, and that there had been acknowledgement that road closures had had the predictable effect of an unacceptable increase in traffic on roads elsewhere. He commented that the proposal to reopen a closed road during the morning peak time might alleviate some of the pressure, but queried what would happen if Greenwich Park did not re-open for through traffic at the morning peak; he asked what the plan was if current proposals to alleviate matters did not work. He emphasised that the public needed to know the results of the consultations.

Resolved -

That the proposed petition response as stated in Section 6 in the report, and that it will be reported to Council on 21 July 2021, be noted.

7 Response to a Petition regarding the implementation of a low traffic neighbourhood in the Westcombe Park and Maze Hill area

The Principal Road Safety Officer gave an illustrated introduction to the report.

In response to questions from the Committee, the Principal Road Safety Officer confirmed that the aim was to bring together all the different strands, the different views and different stakeholders; it would be a tremendous task because of the different sorts of information. He emphasised that they wanted to make sure that everybody was listened to and their views taken on board and they were working out the best way to engage with all the right stakeholders to make sure they could progress with a set of proposals that worked for the majority.

Resolved -

That the proposed petition response as stated in Section 6 in the report, and that it will be reported to Council on 21 July 2021, be noted.

8 Response to a Petition regarding residents' exemption using ANPR in East Greenwich

The Principal Road Safety Officer gave an illustrated introduction to the report.

Resolved -

That the proposed petition response as stated in Section 6 in the report, and that it will be reported to Council on 21 July 2021, be noted.

9 Response to a Petition against the fixed closure of Halstow Road as part of the proposals for the Westcombe Park and Maze Hill area LTN

The Principal Road Safety Officer gave an illustrated introduction to the report.

Resolved -

That the proposed petition response as stated in Section 6 in the report, and that it will be reported to Council on 21 July 2021, be noted.

10 Response to a Petition calling for consultation on the proposals for the Horn Park and Weigall Road Area LTN

The Principal Road Safety Officer gave an illustrated introduction to the report.

Comments from Councillor Charlie Davis had been previously circulated to the Committee. Councillor Matt Clare informed the Committee that Councillor Spencer Drury's comments were that he was not happy with a paper exercise he wanted a proper consultation.

In response to a question from the Committee, the Principal Road Safety Officer replied confirmed that Officers had been engaging with Lewisham and the results of the implementation of the Lewisham schemes had been noted.

There would be further engagement as the Horn Park and Weigall Road scheme was progressed, and Officers would take into account the effect the Lewisham schemes were having on the road network in Greenwich borough.

Resolved –

That the proposed petition response as stated in Section 6 in the report, and that it will be reported to Council on 21 July 2021, be noted.

The meeting closed at 7.07pm

Chair

HIGHWAYS COMMITTEE	DATE 14.10.2021	ITEM NO 5
TITLE Petition for Street Tree Planting - Goldsmid Street, Plumstead	WARD (S) Glyndon	
CHIEF OFFICER Director of Regeneration, Enterprise & Skills	CABINET MEMBER Environment, Sustainability & Transport	
DECISION CLASSIFICATION Non-exempt report Non-exempt appendices	IS THE FINAL DECISION ON THE RECOMMENDATIONS IN THIS REPORT TO BE MADE AT THIS MEETING? No. Recommendations endorsed by Highways Committee will be reported to the next available meeting of Full Council for approval.	

1. **Decision required**

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

- 1.1 Note the petition requesting that the Council plant trees along both sides of Goldsmid Street in Plumstead.
- 1.2 Note and comment upon the proposed response to the petition as set out in this report, which will be summarised and reported to Full Council at its meeting on 27th October 2021.

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
Street trees contribute to reducing air pollution and increasing air quality in their local environment, thus improving public health. Their cooling effect helps to mitigate the effects of climate change in built-up urban areas, and they act in carbon sequestration. They also have a high amenity value which increases mental health and wellbeing.

- **A Great Place to Grow Up**

Urban greenery contributes to a sense of civic pride and gives young people a greater sense of connection with their environment. Urban greening creates a more pleasant environment to live and play in, and nature has been shown to have positive benefits on children, especially post-lockdown.

- **A Cleaner, Greener Greenwich**

Studies show streets with tree canopy cover are less likely to suffer from antisocial behaviour such as graffiti and vandalism.

- **A Great Place to Be**

Street trees enhance the visual aspect of a neighbourhood and make it a more desirable environment. Trees encourage people to leave the house where they are more likely to interact with their neighbours and build stronger social relationships.

- **A Strong Vibrant and Well-run Borough**

By responding to this petition and listening to our residents wishes, we are demonstrating how well-run our Borough is.

3. Purpose of Report and Executive Summary

3.1 A petition containing 7 signatures was presented to the meeting of Council on 23 June 2021 by Councillor Adel Khaireh.

3.2 The petitioners have requested that consideration be given to plant trees along the pavement on Goldsmid Street.

3.3 The substance of the petition reads:

“I think some small trees will make our little road look so much nicer, with careful consideration of course to ensure they do not take up too much of the street width to allow for space for pushchairs and wheelchair users.”

4. Introduction and Background

4.1 The Council manages and maintains approximately 16,000 street trees across the Royal Borough. Street trees are those trees that are planted within the streets maintained by the Council, usually on pavements and grass verges. Many more thousand trees are within the Councils Housing Estates, Parks and Opens Spaces.

- 4.2 A copy of the current policy, which sets out the general approach the Royal Borough takes to managing its street trees can be found at Appendix I of this report. In summary, the policy provides that the Royal Borough has work programmes in place to ensure its street trees:
- remain safe and risks to injury or property damage are managed
 - remain healthy
 - are suitable for their setting and their size managed where needed
 - contribute to the health and amenity of the borough
- 4.3 The policy also sets out the main criteria for when street tree removal should be considered as well as general planting requirements.
- 4.4 The total street tree budget, to meet these policy objectives, is £465,000 per annum.
- 4.5 Approximately 250 street trees are removed (felled) each year. This is normally due to reasons such as the tree dying or old age, disease, increasing maintenance burden, property damage or inappropriate species or size.
- 4.6 Where trees are removed to facilitate development, compensation from the developer is recovered to ensure off set planting (nearby) can be completed.
- 4.7 The Council plants around 500 new street trees per year, costing around £125,000. This means the number of street trees is increasing over time (by approximately 100 to 200 per year). The significant proportion of this planting is aimed at replacement or gap planting in existing stands of trees.
- 4.8 As with many Council budgets there are significant financial pressures to maintain the current situation. Costs have increased over time and as the number of street trees increases further pressure on maintenance budgets has meant some cyclical work spreads out. This means areas (trees) that have traditionally been pruned, say, once every three to four years are now pruned once every four to five years and this has led to concerns from some residents (about the size of some trees / property encroachment etc).
- 4.9 Opportunities to supplement the budget are always taken and recent planting programmes have been supplemented with funds from the Highways Improvement Local Labour (HILL) Project and compensation payments for the loss of trees through development.
- 4.10 Currently there are no street trees planted in Goldsmid Street but there are stands of trees in adjacent roads such as Sladedale Road and Lakedale Road.

- 4.11 There are a number of streets in the borough where there are no street trees, but it is not clear why there is no planting in Goldsmid Street.
- 4.12 Goldsmid Street is a relatively quiet side road connecting Sladedale Road and Lakedale Road, with post Victorian terraced housing and post war housing.
- 4.13 Having completed a preliminary assessment of Goldsmid Street officers consider that the footway widths in the main would accommodate tree planting and that the relatively wide carriageway would allow reasonable canopy encroachment without presenting a hazard to larger vehicle such as refuse lorries. However, a detailed site investigation would be required to ensure that no ground conditions (such as underground utility services) or any other on-site factors would make the planting of street trees impractical in this location.
- 4.14 Accordingly officers conclude that in principle there is scope and space within Goldsmid Street to accommodate some street tree planting, and that subject to a detailed site investigation and a residents' survey of the street, officers recommend that the request for the street tree planting go ahead.
- 4.15 Powers to plant and maintain trees in the highway are contained in Section 96 of the Highways Act 1980 and those powers must be exercised in accordance with the provisions of that section.

5. **Available Options**

- 5.1 The available options are as follows:
- i) Note the petition and recommendations to carry out a detailed site investigation and survey with the residents of Goldsmid Street and, subject to the outcome of that detailed site investigation and residents' survey, plant street trees in Goldsmid Street, Plumstead.
 - ii) Do nothing: this would mean that the petition is rejected and no further recommendation is made.

6. **Preferred Option**

- 6.1 The preferred option is Option (i) – Plant street trees in Goldsmid Street, Plumstead.

Undertaking a detailed site investigations to ensure Goldsmid Street is suitable for tree planting and that no ground conditions (such as underground utility services) or other on-site factors would make this impractical;

- Subject to satisfactory results from the site investigations, developing a tree planting proposal;
- To carry out consultation on the proposal with the residents of Goldsmid Street (all letter boxes in the street); and
- A decision to be taken on whether or not to implement the proposed scheme, following due consideration given to any representations and any valid objections made in response to consultation with residents. This would need to be the subject of a separate decision report in due course.

7. **Reasons for Recommendations**

- 7.1 The planting of street trees in the road would have a positive impact on improving amenity and the general streetscape as well as environmental improvements. Street tree planting contributes to improved air quality.
- 7.2 The Council will undertake detailed site assessment to ensure Goldsmid Street is suitable for tree planting and that nothing (such as underground utility services) prevents this.
- 7.3 Subject to satisfactory results from the site investigations a tree planting proposal will be developed. The proposal will be formally shared with residents of Goldsmid Street (all letter boxes in the street) in the form of a consultation.
- 7.4 Consultation responses will be assessed, and a decision will then be taken whether to:
1. Progress with the scheme, as consulted. Or
 2. Progress with the scheme with minor amendments taking account of comments made (if received). Or
 3. Not to progress due to 50% or more of the consultation responses objecting.
- 7.5 Due to the time of year planting would be undertaken during the 2023-24 tree planting programme. This will run from November 2023 to February 2024.

- 7.6 The cost of the planting, and future maintenance costs, will be met by the existing Street Tree Maintenance (revenue) Budget.
- 7.7 The species of tree selected will be made with future maintenance in mind, with the following criteria:
- A native / semi native species if possible
 - A tree that does not produce large fruits
 - An ascending habit, rather than one with large spread
 - A tree of suitable mature size that fits within the setting
- 7.8 The normal species considered for small street plant are *Amelanchier arborea* 'Robin Hill', *Magnolia denudata* 'Yellow River' and *Magnolia Susan* and *Parrotia persica* 'Vanessa'

8. Consultation Results

- 8.1 If the Highways Committee approves the recommendation in this report, the next step would be to consult with the residents of Goldsmid Street to further develop the proposal.
- 8.2 A residents' survey would be carried out among all residents of Goldsmid Street via post to ask for their approval/rejection of the proposal. If the majority of responses would be positive, the scheme would go ahead.

9. Cross-Cutting Issues and Implications

Issue	Implications	Sign-off
<p>Legal including Human Rights Act</p>	<p>The Highways Committee is requested to note the petition presented by Councillor Adel Khaireh to the Council meeting held on 23 June 2021, and to comment upon the proposed response to this petition, as outlined in this report.</p> <p>Article 3.01(a) of the Council's Constitution provides that residents of the Borough may bring concerns to the direct attention of the Council by asking a member to present a petition. Paragraph A1.19 of Part 4 of the Constitution requires that</p>	<p>Eleanor Penn, Assistant Head of Legal Services (Planning & Procurement), 29th September 2021</p>

	petitions are referred to the relevant Chief Officer for investigation and response. The outcome of the investigation is to be reported back to full Council within two meetings.	
Finance and other resources	The Highways Committee is requested to note the petition regarding the planting of trees along Goldsmid Street and note the response to the petition as set out in this report which will be reported to Council on 27 th October 2021. If approved following consultation it is proposed this scheme would be funded from existing revenue resources.	Sue Rock Accountancy Business Change Manager (9/9/21)
Equalities	Decision-maker is aware of the requirement under the Public Sector Equality Duty (s149 of the Equality Act 2010). This report makes contribution to the Council's Equality and Equity Charter and the Council's Equality Objectives 2020-2024. Specifically HEMS, contributing to a healthy and safe environment as well as contributions to social care and health.	Jack Partridge, Senior Street Tree Engineer (9/9/21)
Climate change	Planting trees contributes to climate change mitigation, sequesters carbon and reduces the carbon footprint of the borough.	Jack Partridge, Senior Street Tree Engineer (9/9/21)
Risk management	This matter does not feature in the Risk Register nor should it. Operational risks are the responsibility of the report author.	Jack Partridge, Senior Street Tree Engineer (9/9/21)

11. **Report Appendices**

Appendix I: DRES Highways Tree Policy

12. **Background Papers**

n/a

Report Author: Jack Partridge – Senior Street Tree Engineer
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Reporting to: Malcolm Smith – Operations Manager GM
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Chief Officer: Pippa Hack – Director of Regeneration, Enterprise and Skills
Tel No. 020 8921 5519
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Management of Highways Trees.

The policy:

The Council Policy with regard to street trees is as follows:

It will be the general aim to maintain a healthy tree stock for future generations whilst at the same time ensuring that the trees are not a financial burden to the community.

This will be achieved by adopting a programme of selective replacement of trees that have become old and large enough to cause significant problems.

There will be a programme of cyclical pruning with prioritisation given to high risk clay areas. Healthy trees should not be removed unless they are:

- a) In the way of development where there is no alternative access for traffic services.*
- b) Causing damage to property and pruning is unlikely to halt the damage.*
- c) Causing a hazard to highway users.*

Future tree planting shall be in the main restricted to species factor 3, 4 & 5 of the Arboriculturist Association Subsidence Risk Assessment Manual. Where practical, there should be a preference for the use of native species as an environmental/ ecological measure.

Tree Management:

With regard to pruning works and pruning cycles most street trees are cyclically crown reduced with pruning works generally dependent on wide set of criteria with the following considered:

- Relationship to adjoining properties
- Geology
- Sightlines lines for both road users & pedestrians
- Amenity & Liveability
- Aesthetic considerations
- Carriageway width & traffic flow
- Conservation Area Status
- Statutory obligations

The decision to carry out works to highways trees is the responsibility of the Highways Tree Officer and is mainly based on the above criteria. The Councils street tree are regularly inspected and works upon trees including their removal will be carried out where serious defects are encountered and where there is a significant risk to the general public and Highways users

Greenwich Council prioritises resources for pruning and tree removal based on the following criteria:

- Trees deemed to be arboriculturally hazardous will always take precedence (dead, dying or dangerous to people)
- Trees causing significant damage to property (evidence will be required)
- Fulfilment of statutory obligations e.g. The Highways Act 1980.
- As part of a large scale development/improvement plan

Pruning or removal will not take place for the following reasons:

- Interference with TV reception.
- Falling leaves.
- Where the tree is perceived to be too large.
- Mess caused by insects, birds or fruit.
- Obstruction of view/blockage of light.
- Overhanging boundary lines.
- Problems associated with pollen, blossom and seeds.
- Concerns over future building subsidence or unproven structural damage.
- Unsubstantiated medical claims

The reasons why no action is taken in these instances are:

- Not in the general interest
- Pruning trees often exacerbate the problem as re-growth can become more vigorous
- Some trees do not respond well to being pruned.

Emergency work:

Initial inspection will be made within 2 hours. Remedial work will be carried out as condition dictates. Generally this would apply to trees that are judged to be imminently hazardous or have already failed. A 24-hour, 365 days a year emergency call-out service is in operation, to deal with emergency work. Timescale – immediate action.

Other works:

The majority of street trees are cyclically pruned and works will not be carried out on trees because of complaints unless there are serious defects or other compelling reasons to carry out tree works. Where diseased trees are retained they are inspected at least once a year and remedial works will be carried out as required.

HIGHWAYS COMMITTEE	DATE 14.10.2021	ITEM NO 6
TITLE Response to a Petition regarding illegal and dangerous driving in Vanbrugh Hill, Calvert Road and Annandale Road	WARD(S) Blackheath Westcombe, Peninsula	
CHIEF OFFICER Director of Regeneration, Enterprise and Skills	CABINET MEMBER Environment, Sustainability & Transport	
Non-Exempt report Non-exempt appendices	IS THE FINAL DECISION ON THE RECOMMENDATIONS IN THIS REPORT TO BE MADE AT THIS MEETING? No Recommendations endorsed by Highways Committee will be reported to the next available meeting of Full Council for approval.	

I. Decision required

The Highways Committee is requested to:

- 1.1 Note the petition calling for immediate action to punish illegal driving, with sustained action thereafter and for a comprehensive and inclusive review of traffic calming in East Greenwich (and beyond).
- 1.2 Note the response to the petition as set out in this report which will be reported to Full Council on 27th October 2021.

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
 - A Safer Greenwich
 - A Great Place to Grow Up
 - A Great Place to Be

3. Purpose of Report and Executive Summary

- 3.1 A petition containing 165 signatures was presented to the meeting of Council on 23 June 2021 by Councillor Chris Lloyd.

3.2 The petitioners have requested that immediate action to punish illegal driving, with sustained action thereafter such as ANPR enforcement cameras and a comprehensive and inclusive review of the traffic issues in East Greenwich (and beyond).

3.3 The substance of the petition reads:

“We write to express concern at illegal and dangerous driving occurring on Vanbrugh Hill, Calvert Road and Annandale Road which has escalated in recent months. This includes:

1. Northbound traffic on Vanbrugh Hill at peak times frequently driving on the wrong side of the road at high speed to overtake stationary traffic queuing at the lights. Vehicles often drive for long distances on the wrong side of the road (sometimes around the blind bend) and then turn right onto Annandale Road, Calvert Road or Hawthorne Crescent, or drive all the way to the front of the queue at the lights.

2. Many of the aforementioned drivers turn into Calvert and Annandale Roads at high speed (still) on the wrong side of the road and continue to rat-run at high speed – breaking the 20mph speed limit – to get onto Woolwich Road.

We believe this is a serious public safety issue and fear that it is only a matter of time until someone is seriously injured or killed due to a head-on collision between vehicles, or a pedestrian or cyclist being knocked down. There are many school-aged children in this area who travel to local schools on foot or by bicycle. Many parents are concerned that in the current climate, active travel for their family is unsafe and unviable.

It should also be noted that drivers are frequently verbally aggressive to pedestrians and cyclists, with efforts by residents to remonstrate with drivers often met with vitriolic abuse and even threats.

Despite residents raising these concerns individually to the authorities, including submitting video footage to the police, there appears to have been little or no response so far. Hence, we are writing collectively to show the widespread level of concern about this matter in the hope that this will finally lead to tangible action.

A further issue is the difficulty in crossing Vanbrugh Hill to get to Maze Hill Station because – in addition to reckless driving – there is no safe designated crossing point in the Calvert Road / Annandale Road section of Vanbrugh Hill. Although there is an unmarked crossing point adjacent to Annandale Road with tactile paving, this is inadequate. Not least because the kerb on the east side isn't fully dropped, making

it difficult and dangerous for wheelchair users and people with pushchairs to cross the road.

The recent substantial increase in both idling and speeding peak hours traffic in this area has also led to further deterioration of the already poor air quality. This is also a substantial concern for local residents.

We are therefore asking for the following:

1. Immediate action to punish this illegal driving, with sustained action thereafter such as ANPR enforcement cameras.

2. A comprehensive and inclusive review of the traffic issues in East Greenwich (and beyond), including: consideration of traffic calming measures on Calvert and Annandale Roads; measures to make crossing Vanbrugh Hill easier for access to Maze Hill station, and; an holistic review of the Vanbrugh Hill / Trafalgar Road / Woolwich Road / Blackwall Lane junction with particular emphasis on making it more coherent and user friendly for pedestrians, wheelchair users and cyclists, particularly in light of issues with the new cycle lane layout, the loss of bus stops, and inadequate pedestrian crossings and yellow box junction”.

3.4 The proposed approach to responding to the petition is set out in this report.

In summary,

a) A review and investigation to determine various measures to address concerns raised by the residents.

4. Introduction and Background

4.1 The petition was referred to the Director of Regeneration, Enterprise & Skills as the relevant Chief Officer, for investigation and response. This report sets out the outcome of that investigation and the available options for response.

4.2 Vanbrugh Hill is an unclassified road that runs on a North/South bearing. The northern section is in the Peninsular Ward and the southern section in the Blackheath Westcombe Ward. The road is a bus route for the 386 service, is within an 20mph zone and has existing traffic calming consisting of speed cushions and tables.

4.3 Annandale Road is an unclassified road in the Peninsular Ward that runs between Vanbrugh Hill and the A206 Woolwich Road. The road is within a 20 mph zone and has existing traffic calming consisting of speed humps and tables.

- 4.4 Calvert Road is an unclassified road in the Peninsular Ward that runs between Vanbrugh Hill and the A206 Woolwich Road. The road is within a 20 mph zone and has existing traffic calming consisting of speed humps, tables and cushions.
- 4.5 The Royal Borough engaged with residents and other stakeholders earlier this year on initial proposals for the Maze Hill and Westcombe Park area Low Traffic Neighbourhood and all of the responses to the consultation on these initial proposals (which closed on 8th March 2021), are publicly available on the Council's Commonplace platform.
- 4.6 The three roads that are the subject of the petition fall within the area of the above initial proposals for the Maze Hill and Westcombe Park area Low Traffic Neighbourhood. Following the consultation carried out earlier this year on these proposals, more in depth traffic analysis and engagement are to be undertaken to further develop our wider traffic management proposals, including plans for this area. The issues raised within this petition can therefore be considered as part of this ongoing work.
- 4.7 The driver behaviour described in the petition (driving for long distances on the wrong side of the road to overtake stationary traffic and driving at speeds in excess of the posted speed limits) are not moving traffic contraventions for which the Royal Borough has powers to enforce. Enforcement of these offences can only be carried out by the Police.
- 4.8 On Wednesday 16th June 2021, police officers from the Metropolitan Police Service's (MPS) Peninsula, Woolwich Riverside and Greenwich West Safer Neighbourhoods Teams conducted a traffic operation in Vanbrugh Hill following reports of poor driver behaviour. Officers were on site between 0800 and 0930 and reported eight drivers for driving without due care and attention. The Police made a commitment at that time to repeat the operation in the future and to continue to do so.
- 4.9 Officers from the Royal Borough's Road Safety Team have liaised with the local MPS Community Roadwatch Coordinator to request that Vanbrugh Hill be considered for inclusion within this scheme ([Community Roadwatch - Transport for London \(tfl.gov.uk\)](https://www.transportforlondon.gov.uk)). Roadwatch were confirmed to be on Vanbrugh Hill on the 13 September 2021 with further dates planned.
- 4.10 Officers from the Royal Borough's Traffic Team have liaised with the MPS Traffic Management Officer for the borough regarding the reported driver behaviour and will continue to monitor traffic in the area.

- 4.11 Officers of the Royal Borough's Traffic Team will explore possibilities for regulatory, warning signs and road markings to deter overtaking as well as an increased amount of 20mph warning signs/roadmarking to reinforce the speed limit.
- 4.12 Officers of the Royal Borough's Traffic Team will commit to exploring the option to provide a formal pedestrian crossing in Vanbrugh Hill, to provide a safe crossing point for pedestrians as well as reducing the speed of vehicles.
- 4.13 Officers also identified on site that there are crossing facilities in the vicinity of Calvert Road and Annandale Road respectively, that are not suitable for pedestrians with wheelchairs and pushchairs. These findings will be reviewed.

5. Available Options

5.1 The available options are as follows:

- i) Highway Committee to note the receipt of the petition and endorse officers' recommendations to:
- consider the concerns raised in the petition as part of the further development work for traffic management measures within the area (as outlined in paragraph 4.6 of this report);
 - explore the inclusion of measures to the current highway configuration (as identified in paragraphs 4.11 and 4.12 of this report); and
 - continue co-ordination with the Metropolitan Police Service regarding their enforcement activity and inclusion within the Community Roadwatch programme (as detailed in paragraphs 4.9 and 4.10 of this report).
- ii) The receipt of the petition be noted by the Highways Committee, and retention of the current highway configuration.

6. Preferred Option

6.1 The preferred option is Option 'i' the receipt of the petition be noted by the Highways Committee, and explore measures identified in paragraphs 4.11 to 4.13 of this report.

7. Reason for Recommendation

- 7.1 Whilst engagement on early traffic proposals in this area has been undertaken, the scheme proposals are still in development and this request can be considered as part of the further development of and consultation on proposals.
- 7.2 Due to concerns raised by the residents, investigation is required to determine safety measures needed on Vanbrugh Hill and its side roads.
- 7.3 The cost of the works to be funded by TfL LIP funding for 21/22 and is estimated to cost approximately £55,000. Subject to TfL Settlement figure after December 2021 or alternative funding sources will be explored.

8. Consultation Results

- 8.1 Engagement on the traffic management proposals for the Maze Hill and Westcombe Park area was undertaken in early 2021 and the results are still being analysed. More engagement with residents and other stakeholders is planned before progressing further.
- 8.2 Should proposals for the Maze Hill and Westcombe Park area Low Traffic Neighbourhood be progressed, the proposals are likely to be carried out as part of an Experimental Traffic Regulation Order process and any representations received in response to the statutory consultation carried out as part of that process would be considered alongside scheme monitoring results.

9. Cross-Cutting Issues and Implications

Issue	Implications	Sign-off
Legal including Human Rights Act	The Highways Committee is requested to note the petition presented by Councillor Chris Lloyd to the Council meeting held on 23 June 2021, and to comment upon the proposed response to this petition, as outlined in this report. Article 3.01(a) of the Council's Constitution provides that residents of the Borough may bring concerns to the	Eleanor Penn, Assistant Head of Legal Services (Planning & Procurement), 29 th September 2021

	<p>direct attention of the Council by asking a member to present a petition. Paragraph A1.19 of Part 4 of the Constitution requires that petitions are referred to the relevant Chief Officer for investigation and response. The outcome of the investigation is to be reported back to full Council within two meetings.</p>	
Finance and other resources	<p>The report notes the submission of a petition regarding illegal and dangerous driving in Vanbrugh Hill, Calvert Road and Annandale Road and the Councils response to the petition. Whilst engagement on early traffic proposals in this area has been undertaken, the scheme proposals are still in development. The estimated £55,000 cost of the proposed works can be funded by TfL LIP funding for 21/22 subject to TfL Settlement figure after December 2021 or alternative funding sources.</p>	<p>Sue Rock Accountancy Business Change Manager 29/09/2021</p>
Equalities	<p>Decision-maker is aware of the requirement under the Public Sector Equality Duty (s149 of the Equality Act 2010). This report makes contribution to the Council's Equality and Equity Charter and the Council's Equality Objectives 2020-2024. Specifically HEMS, contributing to a healthy and safe environment as well as contributions to social care and health. Also providing safer public realm environment, making improvements to accessibility and walking.</p>	<p>Olu Soyoye Principal Traffic Engineer 24/09/21</p>
Climate change	<p>This report proposes no decision or action, so has no impact on climate change. The decisions referred to in the report will include appropriate assessments of their impact on climate change.</p>	<p>Olu Soyoye Principal Traffic Engineer 24/09/21</p>

10. **Background Papers**

- None

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