

<b>HIGHWAYS COMMITTEE</b>	<b>DATE</b> 24 February 2021	<b>ITEM NO</b> 5
<b>TITLE</b> Traffic Reduction Trial West Greenwich - Response to Petitions	<b>WARD (S)</b> Greenwich West	
<b>CHIEF OFFICER</b> Director of Regeneration, Enterprise and Skills	<b>CABINET MEMBER</b> Environment, Sustainability and Transport	

## 1. **Decisions required**

This report makes the following recommendations to the Committee:

- 1.1 To note the petitions presented in this report, and to comment upon the proposed approach to deal with the petitions outlined in the report.
- 1.2 To note a response will be submitted to Full Council on 31 March 2021.

## 2. **Introduction and Background**

- 2.1 A total number of 8 petitions containing a total number of 4099 signatures (“Petitions”) from residents of the Royal Borough of Greenwich were presented to the Council meeting on 25<sup>th</sup> November 2020 and on the 27<sup>th</sup> January 2021 respectively by Councillor Mehboob Khan, Councillor Lolavar and Councillor Brighty.
- 2.2 Of the total, 5 of the Petitions were in support of the West Greenwich Traffic Reduction Scheme (which is detailed in this report) and 3 Petitions have expressed concern about the West Greenwich Traffic Reduction Scheme.
- 2.3 The full wording on the Petitions can be viewed in the Appendices.

### Background to the West Greenwich Traffic Reduction Scheme

- 2.4 Over several years, many residents of the area to the West of Greenwich Park contacted the Council, concerned that excessive and dangerous traffic is using residential streets to avoid the A-roads bordering the area. High volumes of through-traffic are particularly concerning for an area with narrow streets and high footfall, due to Greenwich Park, two schools and other local amenities.

- 2.5 This part of West Greenwich is one of the last remaining neighbourhoods in the area without robust traffic reduction measures. The narrow residential streets in the area were not designed to accommodate the current volume of traffic. There have been numerous documented incidences of vehicles driving on footpaths which is noted as a frequent occurrence and verbal abuse is common.
- 2.7 In November and December 2019, the Council undertook public engagement on the West Greenwich Traffic Management Scheme, which aimed to reduce the volume of through traffic passing through the residential area.
- 2.8 Approximately 900 detailed responses were received during the public engagement period. The Council did not have the capacity to analyse all the responses in-house so an independent consultant was commissioned to carry out this work.
- 2.7 Increasing traffic volumes, as people switched from public transport to cars, due to the COVID-19 pandemic, compounded these issues further. Westbound traffic on the A2 increased by 17 per cent at the start of the first lockdown, creating an even greater incentive for 'rat-running' traffic

#### How the West Greenwich Traffic Reduction Scheme was selected

- 2.8 During 2020 the way the council secured funding for traffic related schemes was significantly impacted (due to COVID-19) and as a result a new set of rules was applied by TfL and the Department for Transport regarding which type of schemes the Council could apply for funding for.
- 2.9 To receive TfL (and some Department for Transport) funding, boroughs had to submit funding bids for temporary and experimental traffic measures which support delivery of TfL's London Streetspace programme.
- 2.10 One of the types of scheme for which funding could be secured was 'Low Traffic Neighbourhoods' (the creation of low traffic streets by removing through traffic to enable walking and cycling). Based on the issues identified during the public engagement process between November and December 2019, the existing 'Low Traffic Neighbourhood' package was adopted, including the West Greenwich Traffic Reduction Scheme.
- 2.11 The Royal Borough's Local Implementation Plan for transport and the fit with TfL's funding guidelines the Royal Borough bid secured funding for the West Greenwich Traffic Reduction (experimental) Scheme.

2.12 The West Greenwich Traffic Reduction Scheme was delivered as part of the London Streetspace programme which included other Low Traffic Neighbourhoods (LTNs) throughout the borough as well as Strategic Cycle Schemes, alongside TfL's delivery for CS4x route.

#### Developing the Experimental West Greenwich Traffic Reduction Scheme

2.13 In 2018, the Council consulted on proposals to reduce traffic on Burney Street (within West Greenwich) and received feedback that an area-wide approach to traffic reduction was needed.

2.14 Between November and December 2019 the Council engaged with the public on two potential options to reduce traffic in West Greenwich. The Council amended its proposals based on the feedback received and in light of COVID-19. Key feedback that was received which was incorporated in the measures proposed included:

- A timed arrangement would not sufficiently address local traffic issues, as problems also occur off-peak and at the weekends, so any measures should be implemented as a fixed arrangement.
- Measures which prevent vehicles travelling through the area should be located as far north as possible to increase the number of residents who can access the A2 directly.
- A petition from Maidenstone Hill residents who felt the proposed trial options could increase traffic on their narrow street suggested traffic reduction measures should also be implemented on their street.
- Additionally The Avenue in Greenwich Park was closed by the Royal Parks since the first COVID-19 lockdown and Royal Parks has been operating a six-month trial prohibiting vehicular access through the park at all times. The Council has officially registered an objection to this proposal as part of statutory process

#### The Aim of the West Greenwich Traffic Reduction Scheme

2.15 The trial measures were designed to:

- enable safe walking and cycling for people of all ages, by reducing traffic and reliance on private cars;

- address safety issues caused by large volumes of vehicles using the narrow streets in the area;
- support public health, improve local air quality, and reduce noise pollution; and
- maintain servicing access to the businesses on Royal Hill.

2.16 The West Greenwich Traffic Reduction Scheme was developed to meet all of the above objectives and necessary feedback was received from Emergency Services

2.17 Subsequently TfL organised a pan-London summit meeting in order to allow all London Boroughs to engage with Emergency Services, in order to provide feedback and for boroughs to consider the effects schemes such as this have on their operations.

2.18 The Royal Borough participated in all of the necessary meetings and continues to do so.

### 3. **Available Options**

3.1 The West Greenwich Traffic Reduction Scheme trial measures were implemented on 3<sup>rd</sup> September 2020 and allowed for a six-month public consultation period on the Experimental Traffic Regulation Order, which is ongoing, allowing feedback to be provided based on people's actual experiences of the trial.

3.2 Residents are able to provide feedback to the measures and these responses will be collated.

3.3 The Council will consider the Petitions within the analysis of the wider West Greenwich Traffic Reduction Scheme public engagement stage so that the Petitions can be considered alongside other local feedback received.

3.4 During this six-month period the measures will also be reviewed based on surveys and site observation monitoring undertaken by the Council. The consultation responses, Petitions and Council review will then be evaluated as the basis for a decision report on whether the West Greenwich Traffic Reduction Scheme measures should be made permanent, amended or removed.

- 3.5 Allowing for the decision-making process and the anticipated ongoing importance of providing safe and convenient alternatives to public transport and private cars, the trial is likely to last for up to twelve months in total.

#### Decision Report – Next steps

- 3.6 Once the consultation period closes on 3<sup>rd</sup> March 2021, officers will analyse all of the responses (including the received Petitions) in line with the required statutory process and consider the further data sets detailed in 3.7 below in order to then produce a recommendation report on the way for forward.
- 3.7 The recommendation report will outline the outcome of the West Greenwich Traffic Reduction Scheme and will document the following:
- Traffic volumes within the area
  - Road safety data
  - Air Quality data
  - Feedback from Emergency Services
  - Further Equality Impact Assessments
  - Review and analysis of the public comments and Petitions
  - Collision data before and after the West Greenwich Traffic Reduction Scheme was implemented

#### **4. Preferred Option**

- 4.1 The Royal Borough of Greenwich will consider the Petitions within the analysis of the West Greenwich Traffic Reduction Scheme so that it can be considered alongside other local feedback received in line with statutory process.
- 4.2 There are no financial implications to the preferred option.

#### **5. Reasons for Recommendations**

- 5.1 Including the Petitions within 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 in regards to a decision on the outcome of the West Greenwich Traffic Reduction Scheme.

5.2 It would be inappropriate for the Council to acknowledge any further details or engage in discussions at this time whilst the West Greenwich Traffic Reduction Scheme is in its statutory consultation stage. This is ongoing until the 3<sup>rd</sup> March 2021.

6. **Consultation Results**

6.1 The outcome of the consultation stage has not yet been collated and will be analysed after the 6 month period in line with the statutory process.

7. **Cross-Cutting Issues and Implications**

<b>Issue</b>	<b>Implications</b>	<b>Sign-off</b>
<b>Legal</b> including Human Rights Act	<p>The Committee is requested to note the 8 Petitions presented by Councillor Mehboob Khan, Councillor Lolavar and Councillor Brighty to the Council meetings on 25 November 2020 and 27 January 2021, and to comment upon the proposed approach to deal with these Petitions 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.</p> <p>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>	John Scarborough, Director of Legal Services, 16 February 2021
<b>Finance</b> and other resources including procurement implications	This report requests the committee to consider the petitions presented in this report and submit any comments to Full Council.	Wunmi Akintelure 15 February 2021 Accountancy Business

	There are no financial implications to Royal Borough of Greenwich (RBG) if this recommendation is adopted.	Change Deputy Manager
<b>Equalities</b>	Given that the purpose of this report is to note the Petitions and comment upon the proposed approach to deal with the Petitions outlined in the report, the decisions recommended through this paper have a remote or low relevance to the substance of the Equality Act. Equalities will be considered as part of the decision making process referred to in section 3.	Ryan Nibbs 15 February 2021

## 8. **Report Appendices**

8.1 The following documents are to be published with and form part of the report:

- *Appendices 1 – 8*

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