

Petitioner:	Michael Almond
Petition:	Equitable Consultation And Decision Making For West Greenwich Traffic Reduction Scheme
Number of signatures:	88
The petition read as follows:	<p>We, the undersigned, ask the Cabinet Member for the Environment, Sustainability and the Environment to acknowledge the concerns of residents of the West Greenwich Traffic Reduction Scheme as to the latest consultation process.</p> <p>We would request that this latest consultation should be made equitable by redesigning the questions asked and formulating the decision criteria so that:</p> <ol style="list-style-type: none"> 1. Greatest emphasis is placed on the views of the residents within West Greenwich, the area of impact (as has been the case on all prior traffic reduction measures implemented in the Borough over many years); 2. Output from the first consultation is not ignored and featured heavily in the decision, i.e. 63.3% of support from West Greenwich residents and 52% majority supported within the Borough. <p>The Council is asked to:</p> <ol style="list-style-type: none"> 1. Reconsider the fairness of the latest consultation on West Greenwich which, after years of engagement and borough-wide consultations, is essentially re-launched: <ul style="list-style-type: none"> • Without full analysis against the published criteria including modal shift and safety for the initial 6-month consultation which closed in February 2021; • Ignoring the facts in the original consultation report that 63.3% of West Greenwich residents within the area of impact supported the LTN and over 50%

	<p>majority of Borough residents did as well.</p> <ul style="list-style-type: none">• Without any proof of a direct impact of the West Greenwich Traffic Reduction Scheme on traffic on Maze Hill in the morning peak rather than the cocktail of other factors which would have had a more serious effect on increased traffic in East Greenwich and South East London. These included the extensive cycleway works on Trafalgar Rd, Old Woolwich Rd and Creek Rd, temporary over reliance on cars and deliveries rather than public transport due to the pandemic and near daily incidents in Blackwall Tunnel approaches, the tunnel itself and throughout the vicinity;• The expanded engagement area outside of the area of impact in West Greenwich which seems designed to elicit a negative response ie those outside the LTN are either against the LTN or do not care either way (and will therefore not respond) . <ol style="list-style-type: none">2. Redesign this latest consultation and formulate the decision making criteria so it is equitable to the residents of the area of the Scheme, in accordance with precedent of RBG decision making processes which it had applied to all other traffic reduction projects implemented in Greenwich borough in the past.3. Recognise that road closures very similar to LTNs in all but funding source and other traffic management schemes are prevalent throughout the Borough and West Greenwich was as a result made vulnerable to excessive traffic as the last pocket without strategic traffic reduction measures.
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Cabinet Member:	Environment, Sustainability and Transport
Ward(s):	Greenwich West
Directorate:	DRES

Submitted to Council on:	30 September 2021
Presented by:	Councillor Aidan Smith

1. **Petition Response**

1.1 The petitioners requested that in decision making on the West Greenwich Low Traffic Neighbourhood experimental scheme, greatest consideration be given to residents within the scheme area; and that feedback received in the previous round of consultation be considered.

1.2 The petitioners have expressed it be recorded that there be 166 number of signatories. The number stated in the response are those that were clearly decipherable or legible as petition entries; the onus is on the petitioners to submit petitions in a clear and unambiguous manner. The number of petitioners does not affect the substance of the petition response.

1.3 The Highways Committee agreed to support Option 2:

“ii) The receipt of the petition be noted by the Highways Committee, and a recommendation be made to the Cabinet Member for Environment, Sustainability & Transport to consider abandoning the current consultation before it ends and ahead of full consideration of other local feedback (including other petitions), to undertake a different consultation.”

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

2.1 Following the recent amendments to the scheme, the six-month statutory consultation period began again and continues to 18th February. It can be accessed here: <https://greenersafergreenwich.commonplace.is/proposals/west-greenwich-low-traffic-neighbourhood>. On this basis the Council will have until 25th February 2022 to take a decision on the future of the scheme.

2.2 This decision would consider both the recent amendment and the operation of the Low Traffic Neighbourhood as a whole. It would consider consultation results (including feedback received during the previous consultation), petitions and a range of other data. Officers confirmed to the Highways Committee that the report proposing this decision would clearly identify the

location of respondents, so the decision maker could consider the feedback of different groups of respondents appropriately.

- 2.3 Continuing with the current consultation and considering the Petition alongside other local feedback received, therefore, allows the Council to consider the views of residents of the West Greenwich LTN area and views expressed in the previous consultation - as the petition requests.
- 2.4 Abandoning the current consultation would mean that the Council no longer had the ability to convert the ETRO into a permanent TMO at the end of the experimental process. This would delay any further scheme and make it subject to additional consultation, which would seem to conflict with both: the spirit of the Petition; and Highways Committee members comments (and resolutions in response to previous petitions) supporting the making permanent of the Scheme.
- 2.5 On this basis, it is recommended that:
 - the Petition be noted;
 - the current consultation continue to maintain the option to convert the ETRO into a permanent TMO at the end of the experimental process; and
 - the subsequent decision report clearly sets out responses received from the West Greenwich LTN area and other area, and incorporate the results of the previous consultation.