

DECISION MAKER Cabinet Member for Climate Change, Environment & Transport	DATE 8 March 2024
TITLE West & East Greenwich Neighbourhood Management Project – Trial Scheme	WARD (S) Greenwich Park, Blackheath Westcombe, East Greenwich
CHIEF OFFICER Director of Communities, Environment and Central	CABINET MEMBER Climate Change, Environment, & Transport
DECISION CLASSIFICATION Key decision (added to Forward Plan 1 st November 2023). Subject to call in Non-exempt	IS THE FINAL DECISION ON THE RECOMMENDATIONS IN THIS REPORT TO BE MADE AT THIS MEETING? Yes

I. Decision required

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

- I.1. To note the engagement results from the West & East Greenwich Neighbourhood Management consultation between 13th February 2023 and 24th March 2023, and 21st of August and 6th October 2023.
- I.2. To note the options set out in this report and their potential impacts.
- I.3. To agree the preferred option is Option 2, to amend the proposed trial scheme of Option A and commence statutory consultation on Option A for both West and East Greenwich areas as an experimental traffic order. This includes the following amendments to the proposed trial scheme:
 - I.3.1. Replace hard closures with Automatic Number Plate Recognition (ANPR) camera-enforced closures wherever feasible.
 - I.3.2. Extend the exemptions proposed in the consultation options (emergency vehicles, refuse vehicles, taxis and Blue Badge holders who have applied for an exemption) to also incorporate:
 - Organisations which qualify for a Blue Badge (with a free permit);

- Individual circumstance exemptions (with a free permit); and
- Private Hire Vehicles.

1.3.3. Include part-time operation of camera controlled restrictions (such as modal filters and bus gates). These would operate:

- weekdays only; and
- peak hours only, between 07:00-10:00 (AM) and 3:00-7:00 (PM).

- 1.4 Agree to authorise the Chief Officer to advertise and make the Experimental Traffic Order (ETO) and take all necessary to implement the measures to trial the West & East Greenwich Neighbourhood Management Project Option 2 subject to the carrying out of the statutory process as prescribed by the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.
- 1.5 To note that if the Chief Officer is authorised pursuant to paragraph 1.3 of this report to advertise and make the ETO, a further report would be required, should objections be received that officers are unable to resolve during the statutory consultation stage.
- 1.6 To further note that an ETO can stay in force for up to a maximum of 18 months while the effects are monitored and assessed. If the Chief Officer is authorised pursuant to paragraph 1.3 of this report to advertise and make the ETO, further consultation and monitoring would occur during any experimental order's operation, and a final decision would be required in due course as to whether or not the ETO should be made permanent.

Signed.....Date:.....

Councillor Averil Lekau,
Cabinet Member for Climate Change, Environment & Transport

2. **Links to Our Greenwich missions**

2.1 This report relates to the Council's agreed missions as follows:

- *People's health supports them in living their best life*
Particularly in relation to the 'level of physical activity' and 'childhood obesity rate' mission success measures.
- *It is easier, safer and greener to move around the borough and the rest of London*
By improving walking and cycling conditions.
- *Neighbourhoods are vibrant, safe and attractive with community services that meet the needs of local residents*
Contributing to all of the mission objectives where they relate to our public highway.
- *Greenwich plays an active role in tackling the climate crisis and improving environmental sustainability, in line with our commitment of being carbon neutral by 2030.*
Delivering the significant specific transport commitments in the Carbon Neutral Plan.

3. Purpose of Report and Executive Summary

- 3.1. This report details responses received to the engagement and consultation on the West & East Greenwich Neighbourhood Management project.
- 3.2. The report also details the engagement approach, responses received and recommendations for the progression of the project, for consideration by the Cabinet Member for Environment, Sustainability & Transport.
- 3.3. The Leader's scheme of delegation provides that the Leader of the Council may vary or withdraw a delegation at any time, either generally or in relation to a specific decision. To allow the decision maker to take a decision on all elements of the proposals, the Leader signed a notice varying the scheme of delegation in Part 3 of the Constitution to: withdraw the decision from the Director of Communities, Environment and Central and to allocate the decision to the Cabinet Member for Climate Change, Environment & Transport.

4. Introduction and Background

- 4.1 We want to create a safer and healthier environment for residents and businesses in West and East Greenwich. We want to improve our transport network, to ensure it provides safe and attractive travel

options for everyone, and reduce the negative impacts that traffic can create in the neighbourhood.

- 4.2 Forty per cent of households in Royal Greenwich don't have a car. Yet traffic can affect everyone's quality of life through air and noise pollution, congestion, speeding and inconsiderate parking. West and East Greenwich both suffer from air pollution exceeding World Health Organisation guidance limits for three key transport related pollutants. The area also falls in the most and second most deprived quartiles for living environment deprivation (in the 2019 Indices of Deprivation, which includes air quality and collisions as part of its 'outdoors living environment'). However, we also understand that for some people and businesses, there are essential journeys that need to be made by vehicle.
- 4.3 We need to create a transport network which provides safe and attractive travel options for everyone, and reduces the negative impacts that traffic can create. To help achieve this, we want to make our roads and pavements more attractive for walking, wheeling, cycling and scooting, and encourage greater use of public transport. We also want to reduce traffic using residential streets, where alternative routes are available.
- 4.4 Our new corporate plan, [Our Greenwich](#), sets out a vision for a fairer, healthier and greener Greenwich. This new blueprint covers everything from addressing the climate emergency, to tackling child food poverty. It was developed following a month-long engagement project that featured hundreds of conversations with residents, an online survey, and meetings with key partners. The plan is based around a series of missions that we will work towards. Encouraging sustainable travel, reducing car use and improving our streets is vital to a number of these missions, particularly:
- "It is easier, safer and greener to move around the borough and the rest of London"
 - "People's health supports them in living their best life"
 - "Everyone in Greenwich is safer, and feels safer"
 - "Neighbourhoods are vibrant, safe and attractive with community services that meet the needs of local residents"

- “Greenwich plays an active role in tackling the climate crisis and improving environmental sustainability, in line with our commitment of being carbon neutral by 2030”

4.5 A shift away from car travel to walking, cycling and public transport is essential to making the borough [carbon neutral by 2030](#). Transport generated 31% of the borough’s total emissions in 2019. Almost all these transport emissions (95%) come from vehicles on our roads such as cars, vans and trucks. If we don’t make a step-change in the kind of transport measures - beyond what we’ve done before - transport emissions are predicted to decrease by less than 10% between 2019 and 2030 – 90% short of our carbon neutral target.

4.6 In October 2022, the Council adopted a new [Transport Strategy](#) which sets out the Council’s key transport objectives, including:

- Improving the safety and accessibility of our streets and public spaces for everyone, especially people walking and cycling.
- Making it easier for people of all ages and abilities to have a healthy lifestyle.
- Reducing car dependency in the borough.
- Improving air quality by reducing emissions.
- Encouraging the use of electric vehicles (EVs), e-bikes and other smart technology.
- Supporting growth by improving access to jobs, services, and opportunities in Royal Greenwich and across London.
- Bringing our diverse communities together and attracting more tourists to the borough.

4.7 Following the adoption of the Transport Strategy it was announced that the Royal Borough was investing £3.1 million to improve its transport network and make it cleaner, safer and healthier. The funding, including £1 million of the Council's own budget and £2.1 million from Transport for London (TfL), supports the delivery of key transport priorities identified in the Transport Strategy, including:

- improvements to pedestrian and cycle infrastructure to encourage people to walk, cycle and wheel more
- introducing 20mph speed limits, Controlled Parking Zones (CPZs) and School Streets in priority areas
- implementing emissions-based parking charges to reduce emissions and encourage more sustainable travel

- delivering free cycle training and a ‘try before you bike’ scheme, run with Peddle My Wheels

4.8 This Transport Strategy also includes tackling traffic and improving air quality by introducing traffic management schemes. Policy (1g) of the Transport Strategy’s ‘A Healthier Greenwich’ theme sets out the Council’s approach to traffic reduction and management schemes. This states that it will:

- use an ‘*evidence-led approach to identify areas which would most benefit from through-traffic reduction schemes, such as Low Traffic Neighbourhoods*’; and
- work ‘*with local communities to understand where traffic management schemes and Low Traffic neighbourhoods could best be delivered across the borough*’.



Figure: Extract from the Royal Borough’s adopted Transport Strategy: (Policy 1g)

4.9 A Low Traffic Neighbourhood (LTN) was trialled in the West Greenwich area between August 2020 and February 2022, using an Experimental Traffic Order (ETO). The LTN was introduced at a time, in response to the pandemic, when the Government was encouraging councils to make significant changes to their road layouts to give more space to cyclists and pedestrians, and urgently put measures like LTNs in

place. Due to the timescales and expectations set by central government, councils did not have time to consult on these changes before implementation and were expected to rapidly introduce measures.

4.10 The ETO was modified in August 2021 to allow the modal filter on Hyde Vale to be open for two hours every morning.

4.11 The subsequent [decision to approve the removal of the West Greenwich LTN](#) (and the return of the streets to how they were before the trial) by allowing the ETO to expire also authorised Council officers to “begin the process of developing an alternative LTN traffic scheme for West Greenwich”.

4.12 Consultation was also undertaken by the Council on proposals for a Westcombe Park and Maze Hill area Low Traffic Neighbourhood Scheme. This informed a [decision not to implement the proposals](#) and to explore the scope for more appropriate traffic calming measures on Maze Hill, Vanbrugh Hill and Westcombe Hill.

4.13 The feedback received from the LTN trialled in West Greenwich and the proposals for East Greenwich demonstrated the need to consider both areas together, to ensure both areas benefit from any changes and to prevent traffic displacement. In light of this and the policy above, the commitment to develop alternative / more appropriate traffic management measures for these areas has have been brought forward together and developed through engagement with the community.

4.14 The Council began a new engagement process, to ensure that both areas were examined in tandem, and to give local people further opportunity to shape designs. The engagement was split into two stages:

- Stage 1: Pre-design listening and information-gathering
- Stage 2: Feedback on options

4.7 A summary of the Stage 1 and 2 consultations, and their results can be found in Section 8 of this report. The options proposed in the Stage 2 consultations and other supporting information is available on our Commonplace consultation platform:

<https://greenersafergreenwich.commonplace.is/>.

4.9 All addresses would be accessible by vehicle at all times in every option, however drivers may have to take a different route and it would be much harder or impossible for through traffic to use these local roads. The Council consulted on five design options (Stage 2): three for the West Greenwich area and two for East Greenwich. The proposals consisted of the following:

West Greenwich:

- Option A – stopping all through traffic except essential vehicles,
- Option B - stopping most through traffic, and
- Option C - reducing non-residential traffic.

East Greenwich:

- Option A – stopping all through traffic except essential vehicles,
- Option B - reducing non-residential traffic

5. **Available Options**

5.1. Option 1:

To trial and commence statutory consultation on Option A as an experimental traffic order for West Greenwich and East Greenwich as proposed in the Stage 2 consultation.

5.2. Option 2:

To amend the proposed trial scheme and commence statutory consultation on Option A as an experimental traffic order for both West and East Greenwich areas. The proposed amendments include:

- a. Replace hard closures with Automatic Number Plate Recognition (ANPR) camera-enforced closures wherever feasible.
- b. Extend the exemptions proposed from emergency vehicles, refuse vehicles, taxis (hackney carriages) and Blue Badge holders (who have applied for an exemption) to also:
 - i. Allow (alongside individual Blue Badge holders) organisations which qualify for a Blue Badge, such as Special Educational Needs transport providers, to apply for a free permit exempting them from of camera-enforced restrictions (such as modal filters and bus gates).

- ii. Allow applications for free individual circumstance exemption permits, exempting them from of camera-enforced restrictions (such as modal filters and bus gates).

This would be expected to include:

- A person, or person with a child, with a condition that means sitting in a car or a re-routed journey causes overwhelming psychological distress.
- A person, or person with a child, with a chronic health condition that makes sitting in a car very difficult.
- A professional carer whose ability to transport a care recipient in a car or directly assist them with their care needs is significantly impaired by an LTN.
- An organisation that solely transports people with access or disability needs.

- iii. Allow (alongside taxis) Private Hire Vehicles (minicabs) unrestricted access through the ANPR filters.

- c. Part-time operation of camera controlled restrictions (such as modal filters and bus gates). These would operate:
 - i. weekdays only; and
 - ii. peak hours only, between 07:00-10:00 (AM) and 3:00-7:00 (PM).

5.3. Option 3:

To amend and commence statutory consultation on Option A for both West and East Greenwich areas. This would include amendments included in Option 2 and also allow residents of the scheme areas to purchase a permit exempting them from of camera-enforced restrictions:

- a. Replace hard closures with Automatic Number Plate Recognition (ANPR) camera-enforced closures wherever feasible;
- b. Extend the exemptions proposed from emergency vehicles, refuse vehicles, taxis (hackney carriages) and Blue Badge holders (who have applied for an exemption) to also:

- iii. Allow (alongside individual Blue Badge holders) organisations which qualify for a Blue Badge, such as Special Educational Needs transport providers, to apply for a free permit exempting them from of camera-enforced restrictions (such as modal filters and bus gates).
- iv. Allow applications for free individual circumstance exemption permits, exempting them from of camera-enforced restrictions (such as modal filters and bus gates). This would be expected to include:
 - A person, or person with a child, with a condition that means sitting in a car or a re-routed journey causes overwhelming psychological distress.
 - A person, or person with a child, with a chronic health condition that makes sitting in a car very difficult.
 - A professional carer whose ability to transport a care recipient in a car or directly assist them with their care needs is significantly impaired by an LTN.
 - An organisation that solely transports people with access or disability needs.
- v. Allow (alongside taxis) Private Hire Vehicles (minicabs) unrestricted access through the ANPR filters.
- vi. Allow residents of the scheme areas to purchase a permit exempting them from of camera-enforced restrictions (such as modal filters and bus gates). The price of these permits is expected to be equivalent the base price for a resident's parking permit of £100 for one year.
- c. Part-time operation of camera controlled restrictions (such as modal filters and bus gates). These would operate:
 - i. weekdays only; and
 - ii. peak hours only, between 07:00-10:00 (AM) and 3:00-7:00 (PM).

5.4. Option 4:

Withdraw the proposals and bring forward no measures to manage traffic within the West & East Greenwich areas.

6. Preferred Option

- 6.1. The preferred option is Option 2, to amend and trial consultation Option A for both West and East Greenwich areas (“Preferred Option”).

7. Reasons for Recommendations

- 7.1. From the results of the consultation exercises set out in Section 9 below, there is support for the overarching vision of creating a more liveable environment with less through-traffic, and better air quality. Respondents generally expressed their support for and understanding of the scheme’s efforts in addressing the existing issues identified in the neighbourhood.
- 7.2. However, significant concerns have been raised about the proposals. Several common themes consistently emerge in the feedback collected, including:
- Less direct routes for local residents and businesses.
 - Concerns that traffic would be displaced within the neighbourhood, on boundary roads, and to areas outside the neighbourhood.
 - Questions about the enforcement of proposed traffic management measures.
 - Concerns about the effectiveness of the proposed traffic management measures in addressing through-traffic, air quality, and road safety issues.
 - Fears that the proposal may limit access to public transport.
- 7.3. The amendments proposed in the Preferred Option would be anticipated to reduce the concerns expressed and still deliver significant benefits from the scheme.
- 7.4. Feedback from emergency services and the Councils Waste Services strongly support the replacement of hard closures with ANPR cameras wherever possible. These changes would significantly increase the cost of the Preferred Option (approximately doubling the cost of the cameras required).
- 7.5. Allowing applications for free individual circumstance exemption permits, exempting them from of camera-enforced restrictions (such as

modal filters and bus gates) would address concerns raised by respondents to the consultation. However, by creating a broad exemption not based on an established scheme (like the Blue Badge scheme) carries a number of risks. It is likely to be more onerous to administer and could leave the Council open to challenge due to its subjectivity. It is also hard to predict how many people would be eligible and how this may affect traffic reduction benefits arising from the scheme.

- 7.6. Allowing (alongside taxis) Private Hire Vehicles (minicabs) unrestricted access through the ANPR filters would address comments from respondents that they are frequently used as a more affordable option by people with mobility issues who do not require a fully accessible vehicle. It would affect traffic reduction benefits, and increase complexity and operational costs.
- 7.7. Part-time operation would address concerns raised by respondents to the consultation, particularly in relation to options creating less direct routes for local residents and businesses. However, it would reduce the traffic reduction benefits of options, as there would be no benefits arising from the option in the evening, interpeak period or weekends when emissions and safety risks continue. It would also act to increase complexity and increase operational costs, whilst significantly reducing the income that may be received from Penalty Charge Notices to offset those costs.
- 7.8. The impacts of these amendments on the contribution of the scheme to the objectives described above are significant. They should also be considered in the context that this decision covers the first in what the Council's policy anticipates to be a borough-wide roll-out of this type of measures. Nevertheless, it appears that the amendments proposed in the Preferred Option appear to provide the best balance between delivering policy objectives and the commitment to work with communities in identifying where such measures can best be delivered.
- 7.9. Option I – This would fail to address the significant concerns identified above. Based on the data collected and summarised here, it would not offer an equitable approach to managing through traffic in the area. It is not recommended for these reasons.

- 7.10. Option 3 – would add a further exemption to the Preferred Option, to allow residents of the scheme areas to purchase a permit exempting them from of camera-enforced restrictions (such as modal filters and bus gates). This further exemption would do more to address concerns raised by respondents to the consultation. It would, however, reduce traffic reduction benefits, and increase complexity and operational costs. The equity of such an exemption for those less able to afford a permit and residents of areas immediately adjacent to the scheme boundaries (who would not be eligible) are also important considerations. The extended exemptions and part-time operation included in the Preferred Option are significant changes that would address many of the most significant issues raised by respondents. Therefore, the further exemption included in this option would not appear to provide the best balance between delivering policy objectives and the commitment to work with communities in identifying where such measures can best be delivered. Therefore, this option is not recommended as the Preferred Option.
- 7.11. Option 4 – This would fail to deliver the missions of the Council in its ‘Our Greenwich Corporate Plan’, as summarised in Section 2.1. It would fail to deliver the objectives of the Council’s Carbon Neutral Plan and Transport Strategy which “*includes a range of measures to help encourage walking, cycling and public transport, reduce traffic, improve air quality, and support the rollout of ultra-low emission vehicles. These measures will help to make Royal Greenwich a cleaner, greener, safer and healthier borough*”. The Corporate Plan and Carbon Neutral Plan both form part of the Policy Framework set out in the Constitution, in accordance with which the Cabinet Member has to operate.
- 7.12. An Equalities Impact Assessment (EqIA) was produced and completed in January 2024 to ensure that the project does not unlawfully discriminate against any protected characteristic, helping the Council to fulfil its legal obligation under the Equality Act 2010. The EqIA report considers Options 1, 2 and 3 (5.1 - 5.3) set out in this report and is appended to this report at Appendix A.
- 7.13. This EqIA has been produced to ensure that the project does not unlawfully discriminate against any protected characteristics, helping the Council to fulfil its legal obligations under the Equality Act 2010, to have due regard to the need to:

- a. Eliminate unlawful behaviour, such as discrimination, harassment and victimisation;
- b. Promote equality to opportunity between those who share a protected characteristic and those who don't; and
- c. Promote good relations between people who share a protected characteristic and those who don't.

8. Consultation Results

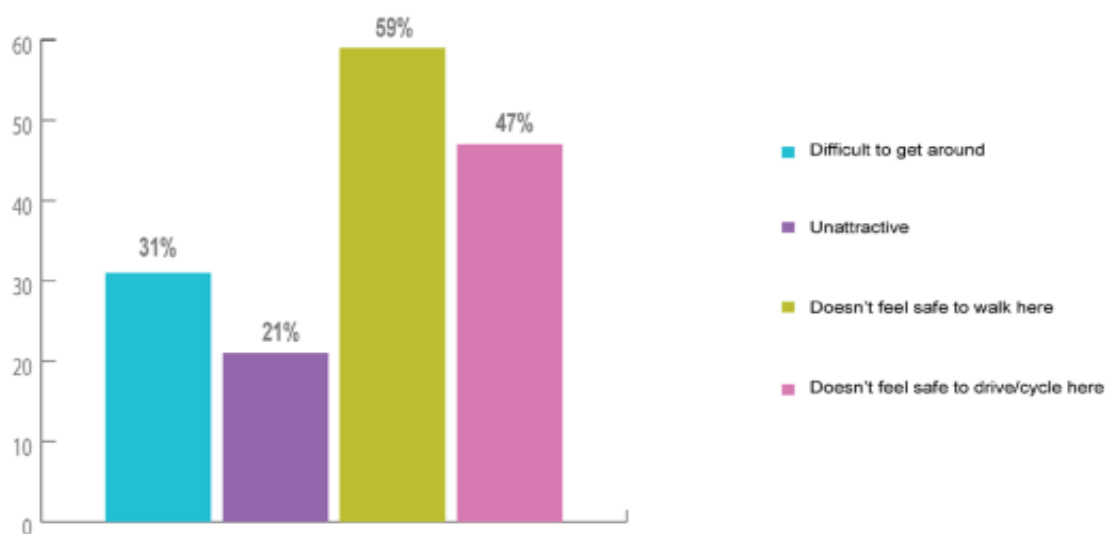
- 8.1. This section summarises the process and responses from Stages 1 and 2 of the West and East Greenwich Neighbourhood Management non-statutory consultation and work with the emergency services.

Stage 1 - Pre-design listening and information-gathering

- 8.2. From the 13th of February to 31st March 2023, a Commonplace online engagement exercise was carried out for both project areas. Throughout the course of the engagement, respondents were invited to add their comments to specific locations on the map and were asked the following questions:
- How do you feel about the place you have marked on the map
 - Why do you feel this way?
 - What changes do you think would help here?
- 8.3. With each question, respondents were given a number of options to select, which enabled the results to be easily analysed to assess the key issues, and potential solutions identified across the project area. A full analysis of the responses received was carried out by Commonplace and can be seen accessed here: [Have Your Say Today - West and East Greenwich neighbourhood management project – stage 2 consultation - Greener Safer Greenwich \(commonplace.is\)](#) .
- 8.4. The bar graphs below summarise the most common reasons people gave for how they felt about the location they chose for each respective area. Respondents could choose more than one reason, and the figures are thus given as percentages of all responses selected.

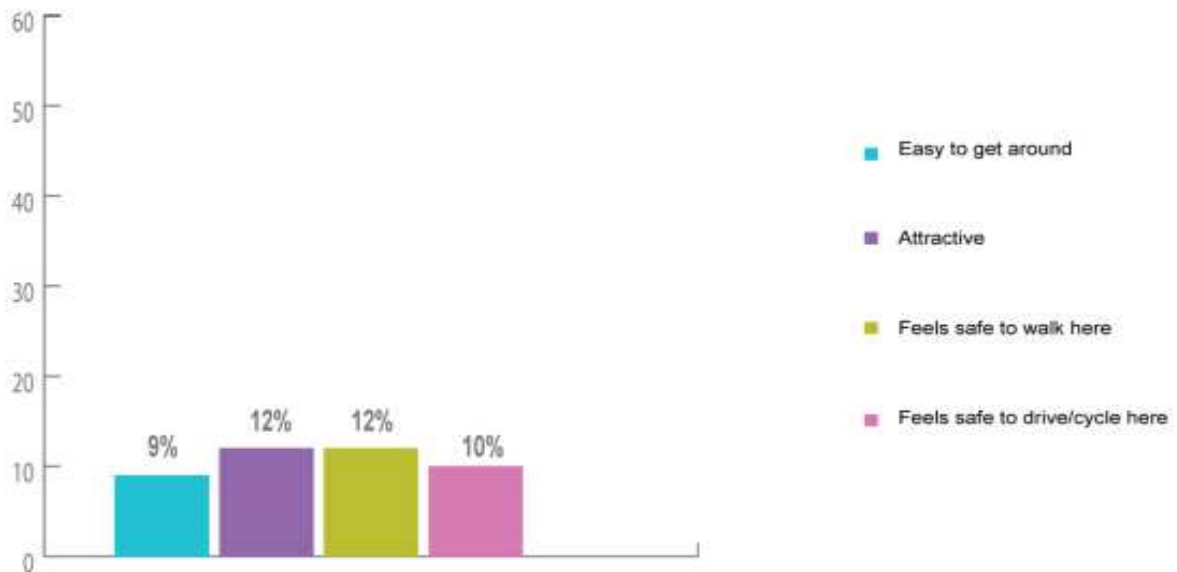
8.5. West Greenwich: In the West, the primary concern for respondents that felt negatively about a location was around safety, with ‘Doesn’t feel safe to walk here’ and ‘Doesn’t feel safe to drive/cycle here’ being the most common responses selected (59% and 47% respectively). 31% said it was ‘Difficult to get around’ and 21% thought the location they had selected was ‘Unattractive’.

Reasons why people feel negative/very negative about **West Greenwich**



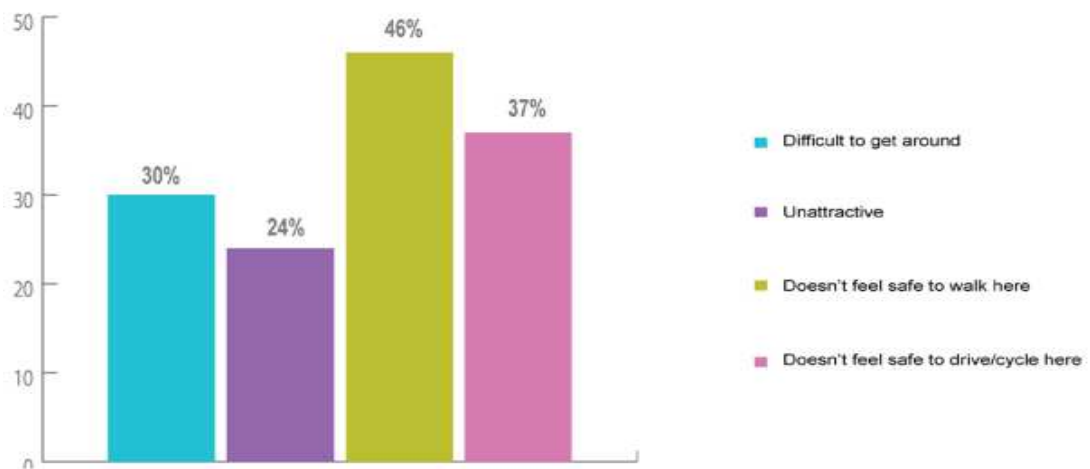
8.6. Of the locations that received positive comments for the West area, 12% were marked as being somewhere where it ‘Felt safe to walk here’, and 12% marked a location as being ‘Attractive’. Only 10% of respondents marked a location as ‘Felt safe to drive/cycle here’, and 9% thought their chosen location was ‘Easy to get around’.

Reasons why people feel positive/very positive about **West Greenwich**



8.7. East Greenwich: similarly for West Greenwich, primary concern for respondents was around safety, with ‘Doesn’t feel safe to walk here’ and ‘Doesn’t feel safe to drive/cycle here’ being the most common responses selected (46% and 37% respectively). 30% of respondents said it was ‘Difficult to get around’ and 24% said the location in question was ‘Unattractive’.

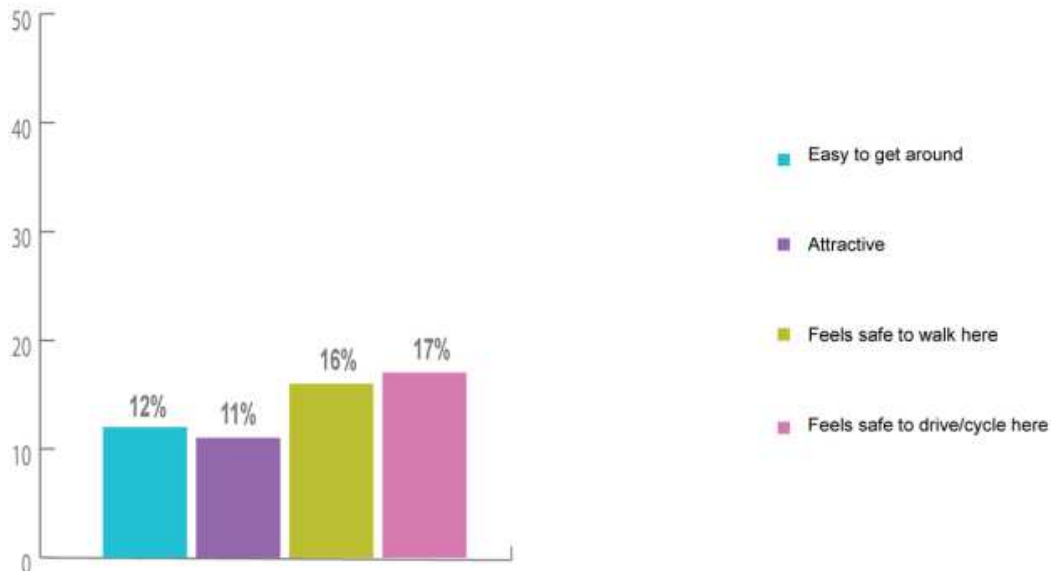
Reasons why people feel negative/very negative about **East Greenwich**



8.8. However, many had positive comments about the area to share, with 17% of respondents saying it ‘Felt safe to drive/cycle here’, 16% saying it

'Felt safe to walk here' and 12% stating it 'Was easy to get around'. 11% stated that the location in question was 'Attractive'

Reasons why people feel positive/very positive about **East Greenwich**



8.9. Drop-in Sessions: in addition to the Commonplace online engagement that ran during Stage I, drop-in sessions were held on the 22nd of February at West Greenwich Library (from 7-8.30pm) and the 28th of February at the Greenwich Centre (from 7-8.30pm). The events were well-attended, with over 200 people coming along to give their views.

8.10. The aim of the sessions was to speak with local people and have them note down their thoughts on maps of the area, around the following points:

- Any issues or concerns in the area
- Any suggestions for improvements
- Any other comments relating to traffic, streets and transport

8.11. West Greenwich Drop-in Session: The vast majority of comments received were negative, with a few very negative. Furthermore, most comments were clustered on particular roads, most notably Crooms Hill, Hyde Vale, Point Hill and Royal Hill, with others spread through the area.

- 8.12. The most common reason given by respondents for their feedback was that it was not safe to walk (44.1%), followed by their being too much traffic (41.2%), with the third most popular reason being that the area was unattractive (10.3%). This, combined with the cluster of comments on the streets mentioned in 8.13 indicates that traffic volumes and pedestrian safety are a clear issue in the project area.
- 8.13. The most common recommendation received was related to traffic reduction measures, with 17.5% suggesting slower traffic, and 15% suggesting traffic reduction more broadly, but not specifying how that may be achieved. More specific measures include modal filters (15.0%), one way traffic (11.3%), ANPR controlled filters (6.3%) and reducing car parking space (6.3%). Other suggestions including a 20mph zone, safer crossing points, more attractive streets, no changes being needed, on-cycle parking account for less than 5% each. Better lighting, school street and pocket park were the least used, representing 1.3% of suggestions each.
- 8.14. The full community engagement report for West Greenwich Stage 1 can be accessed here: [Have Your Say Today - West and East Greenwich neighbourhood management project – stage 2 consultation - Greener Safer Greenwich \(commonplace.is\)](#).
- 8.15. East Greenwich Drop-in Session: The vast majority of comments received were negative, with a few very negative. Furthermore, most comments are clustered on particular roads, most notably Maze Hill, Vanbrugh Hill, the Halstow Road area and Westcombe Park Hill, with others spread across the area
- 8.16. The most common reason given by respondents for their feedback was their being too much traffic (59%), followed by in not being safe to walk (19%), with the third most popular reason being pollution (6.5%).
- 8.17. Not all respondents provided a recommendation in response to their issues raised. However, the most common recommendation received was related to traffic reduction measures, with 29% suggesting modal filters, and 24% suggesting ANPR-controlled filters. 10% suggested traffic reduction measures more broadly, but not specifying how that may be achieved. Other suggestions including safer crossing points (8%), better pavements (5%) and one way traffic (5%). Pocket parks and requests for no changes were the least used, representing 1.1% of suggestions each.

The full community engagement report for East Greenwich Stage 1 can be accessed here: [Have Your Say Today - West and East Greenwich neighbourhood management project – stage 2 consultation - Greener Safer Greenwich \(commonplace.is\)](#).

Stage 2 - Feedback on options

- 8.18. Following the engagement process undertaken in Stage 1, and the baseline data analysis, design options were developed for both East and West Greenwich.
- 8.19. For each area, more than one option was developed with the intention of providing at least two scenarios: one where all through traffic was removed, and one where through traffic was reduced. The intention was to give local people a chance to see what a full low-traffic approach scenario may look like, compared to a lighter touch approach.
- 8.20. Three design options were developed for West Greenwich, and two for East Greenwich with varying degrees of intervention to include measures to reduce congestion, improve air quality, and enhance safety for pedestrians and cyclists. The design options for West and East Greenwich were shared with members of the public in a consultation between August and October 2023.
- 8.21 From the 22nd of August to the 6th of October 2023, a second Commonplace online engagement exercise was carried out for both project areas. This was to gauge feedback for design proposals guided by the detailed feedback received from the local community during the first stage of consultation undertaken earlier in the year.
- 8.22 Questions from the second round of engagement were designed to allow people to compare the options as well as provide reasoning for their positive or negative views on each. With each question, respondents were given options to answer on a scale of very high to very low. These questions were as follows:
- How do you feel about this option?
 - How would this option affect traffic flow in the area?
 - How would this option affect traffic speeds in the area?

- Would this option encourage you to walk, wheel and cycle more in the area?
- How would this option affect road safety in the area?
- How would this option affect air pollution in the area?
- How would this option affect noise in the area?
- How would this option affect people's health in the area?

8.23 In addition, respondents were asked a question on the use of camera-controlled (ANPR) filters in the area:

- How do you feel about the proposals for camera-enforced closures?

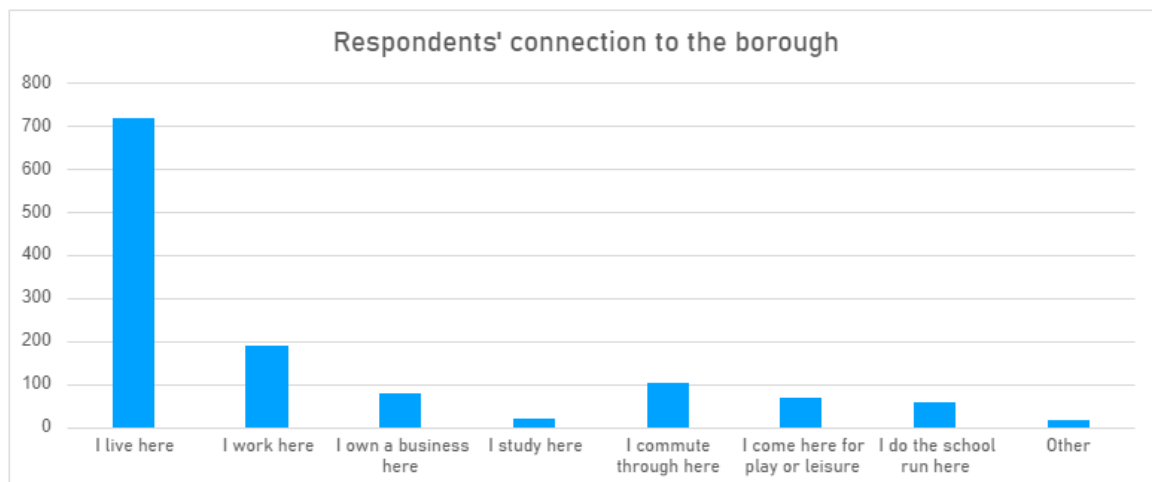
8.24 This was accompanied by supplementary questions asking for the reasoning behind this response, as well as for feedback on the proposed exemptions and any further comments on the proposals as a whole.

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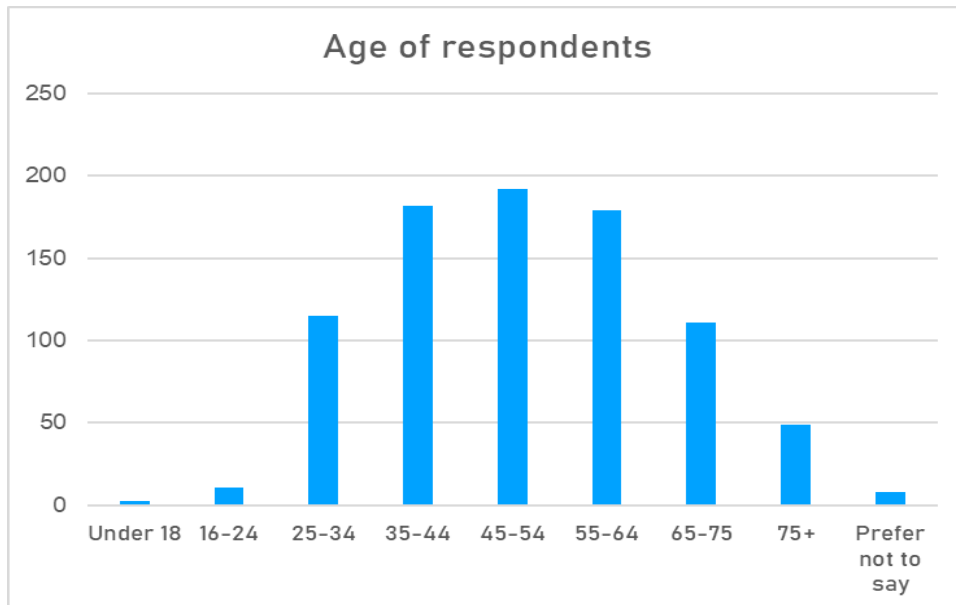
8.26 The majority of responses were completed online through the Commonplace online survey, though a small number of responses were submitted on paper versions of the consultation survey.

Response rate and representativeness.

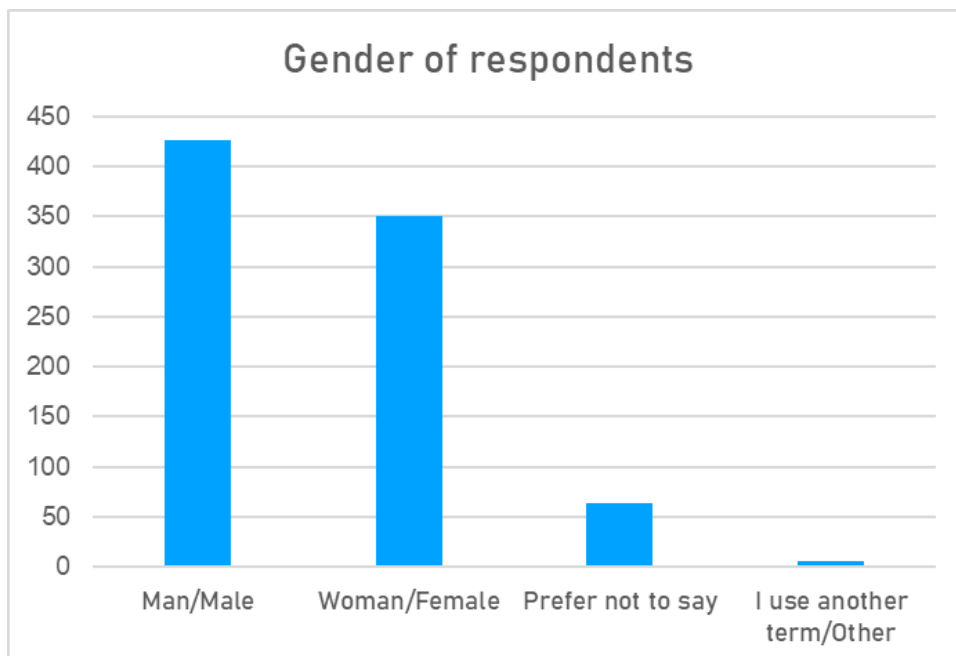
8.27 The West Greenwich area had a response rate equivalent to 38% of households in the scheme area. 26% of respondents indicated they live in the area. The graph below provides a breakdown of respondents' connection to the borough:



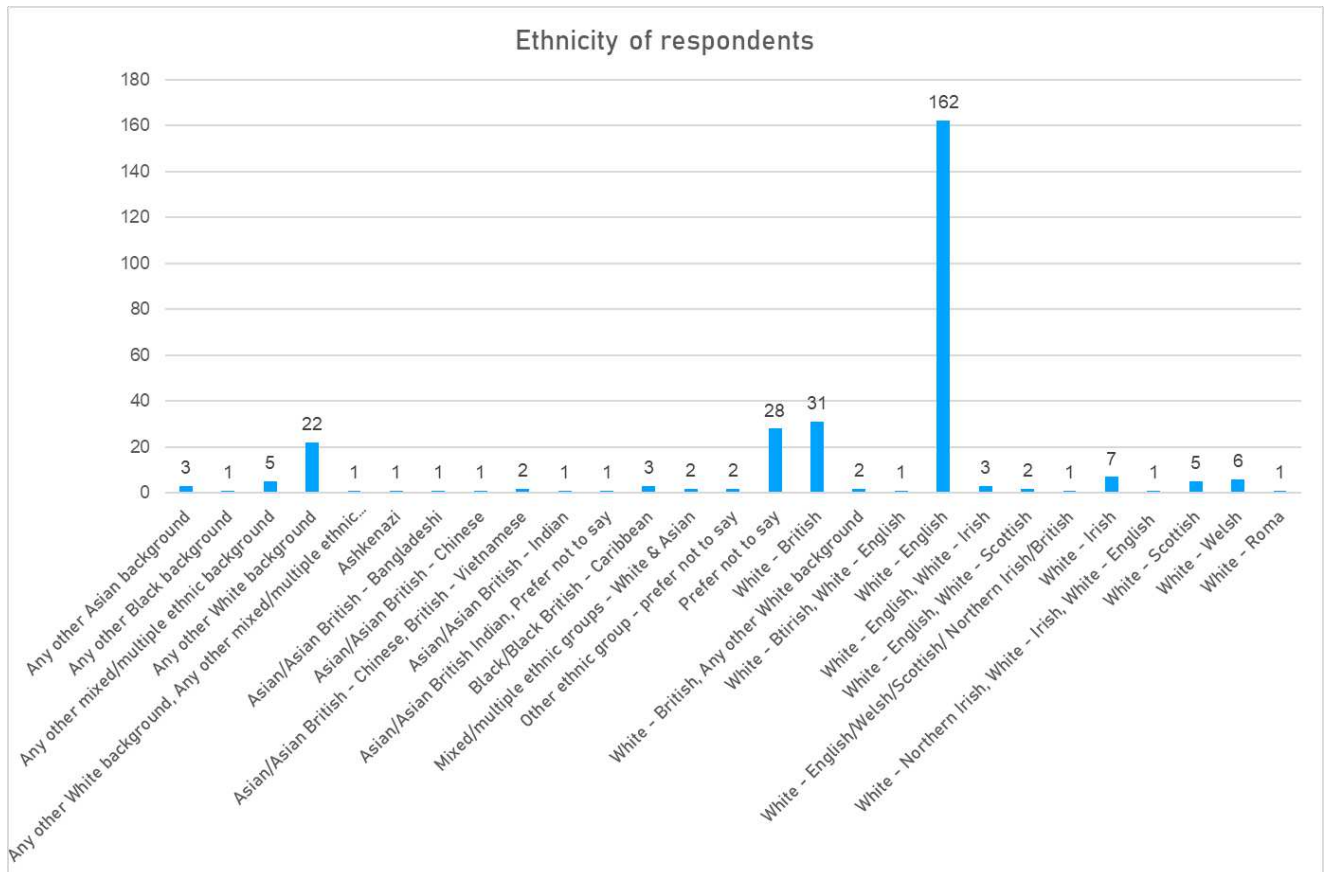
8.28 The analysis of the consultation data reveals the largest age groups for contributors in the West were 35-44, 45-54, and 55-64 (table below).



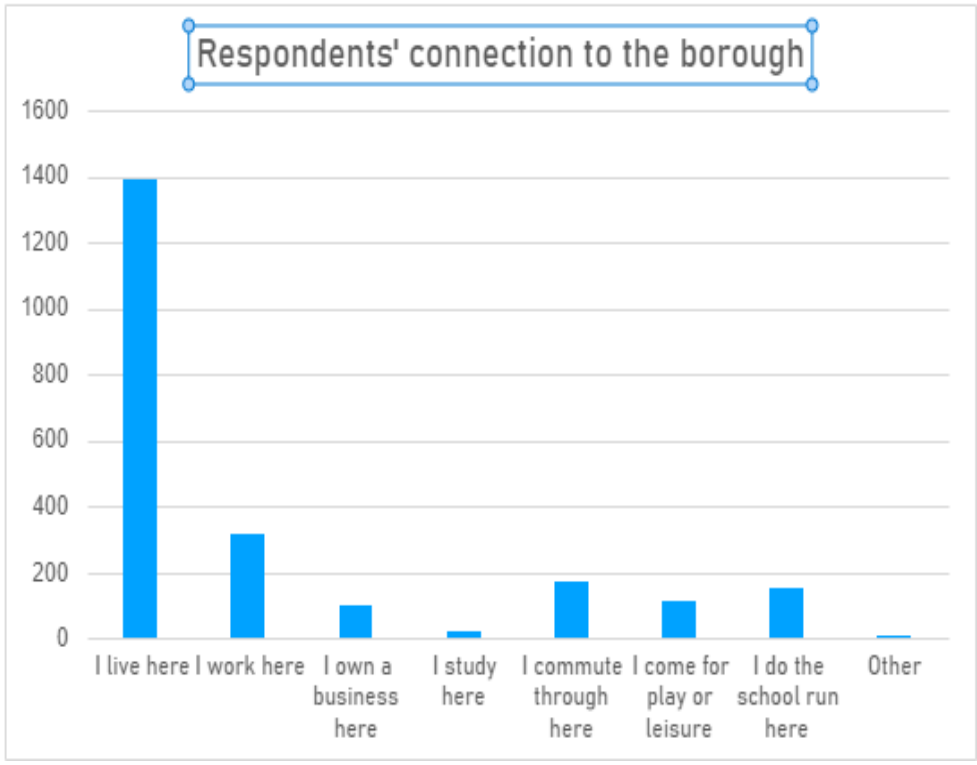
8.29 Of those who responded for the West, 427 identified themselves as Male, 351 as Female, 64 preferred not to say, and 5 used another term.



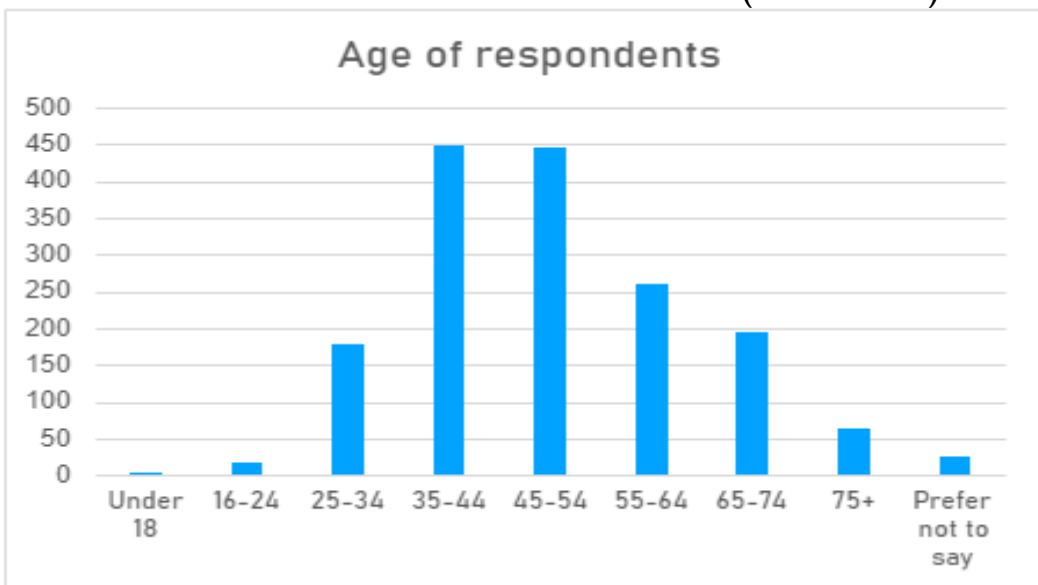
8.30 In terms of ethnicity, the consultation analysis shows that 162 of respondents classified themselves as White – English (55%), 31 classified themselves as “White - British” (10%), 28 preferred not to say (9%), and 22 “Any other White background” (7%).



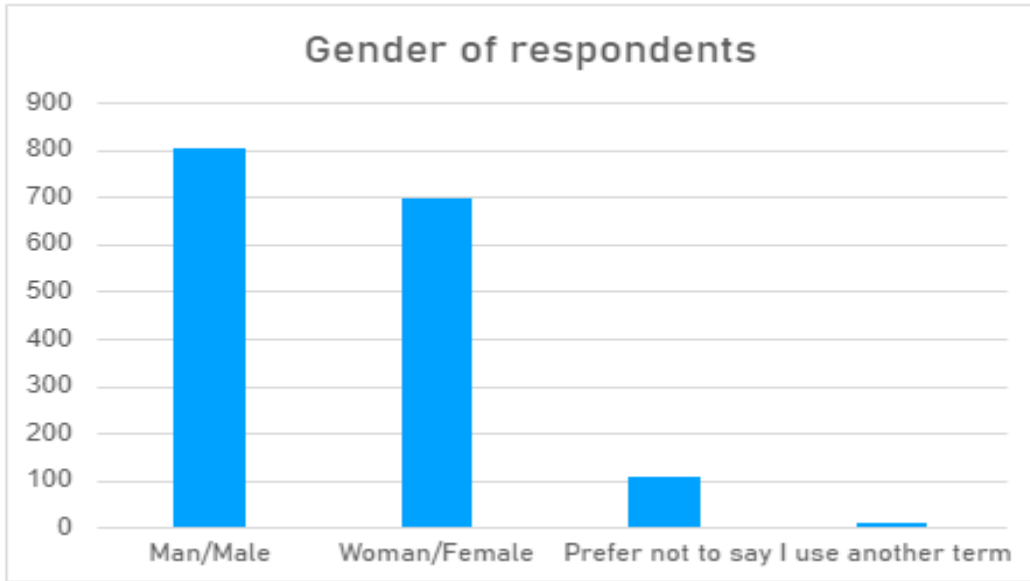
8.31 East Greenwich area had a response rate equivalent to 30% of households in the scheme area. 21% of the respondents indicated they live in the area. A breakdown of respondents' connection to the borough is shown in the graph below:



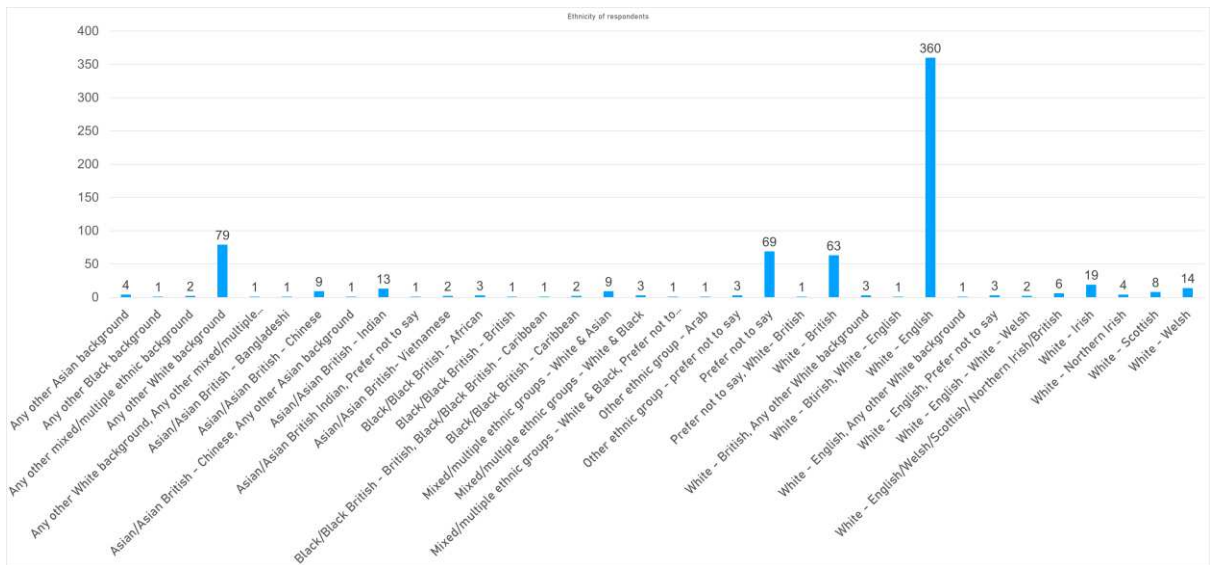
8.32 x The analysis of the consultation data reveals the largest age groups for contributors in the East were 35-44 and 45-54 (table below).



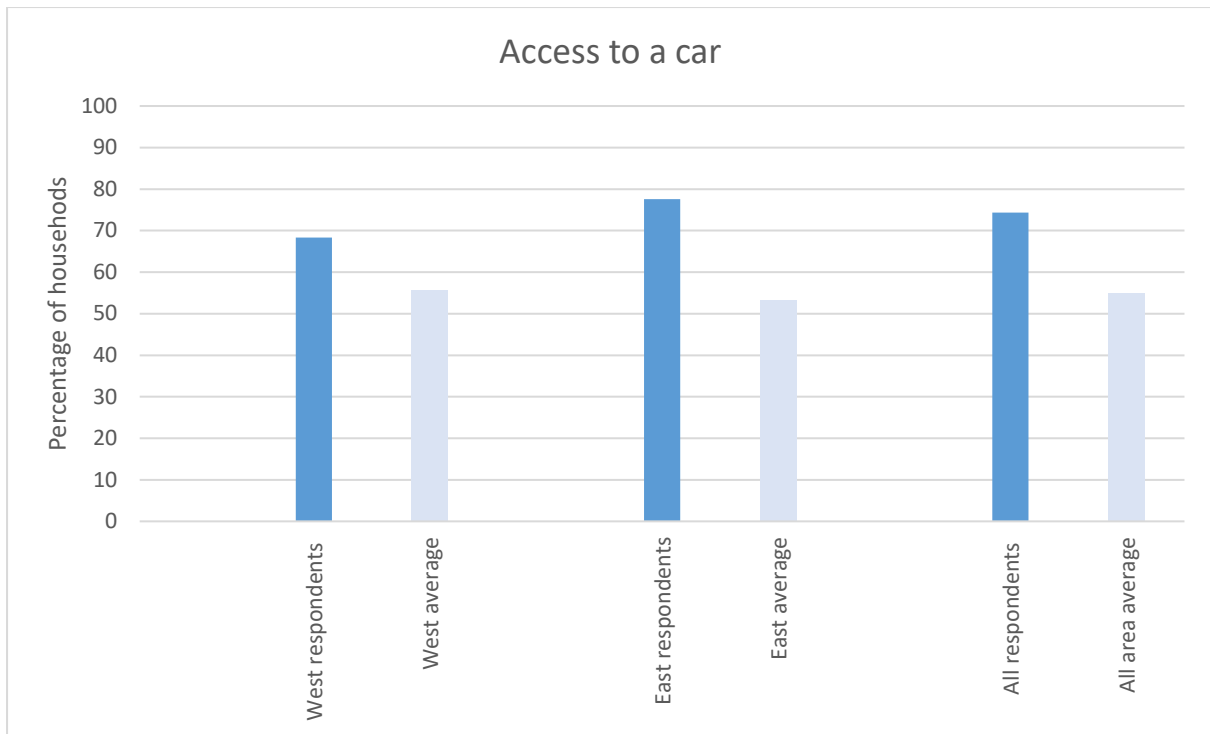
8.33 Of those who responded to the East Greenwich consultation, 803 identified themselves as Male, 697 as Female, 106 preferred not to say, and 8 used another term.



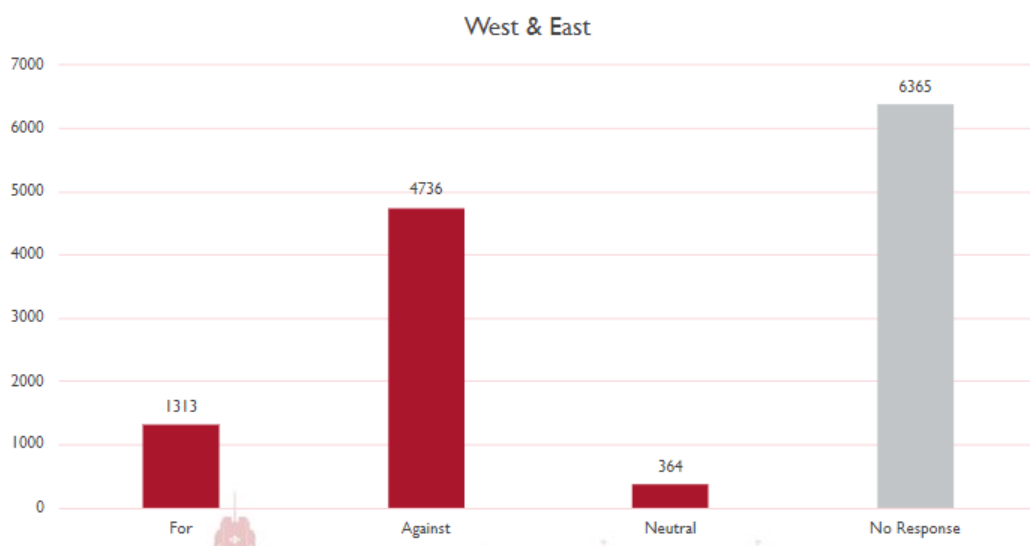
8.34 Of those who responded to the East Greenwich consultation, 360 of respondents classified themselves as White – English (52%), 79 classified themselves as “Any other White background” (11%), 69 preferred not to say (10%), and 22 “White - British” (9%).



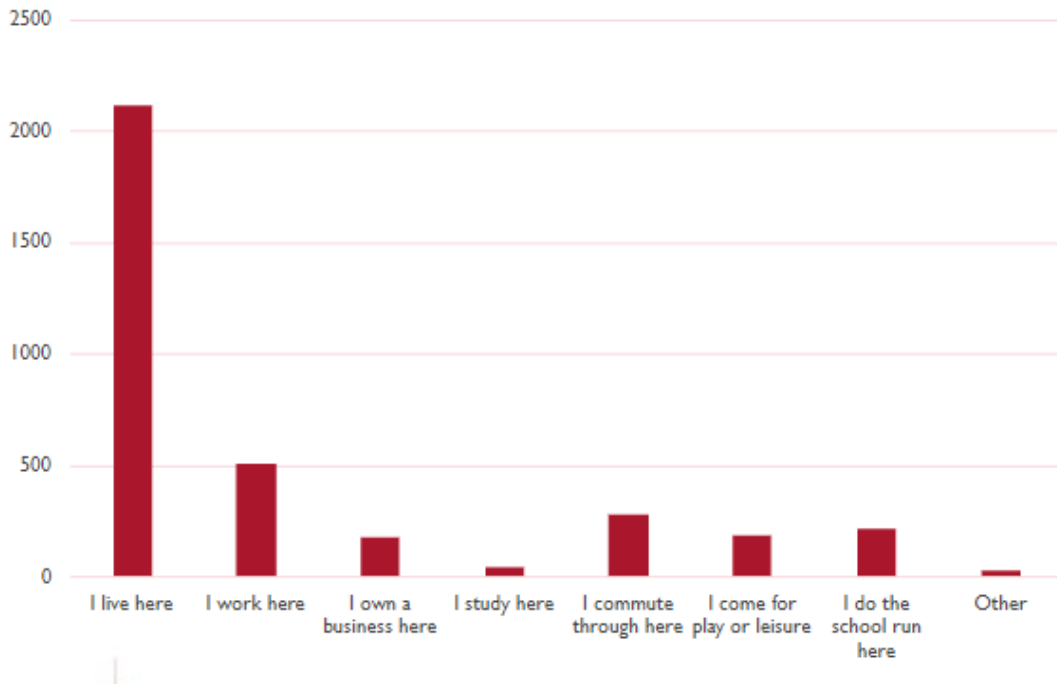
8.35 X The graph below shows that respondents were more likely to have access to a car than the average for the areas (based on 2021 Census data for Lower Super Output Areas that form part of the study area). Across all areas respondents were 19 percentage points more likely to have access to a car.



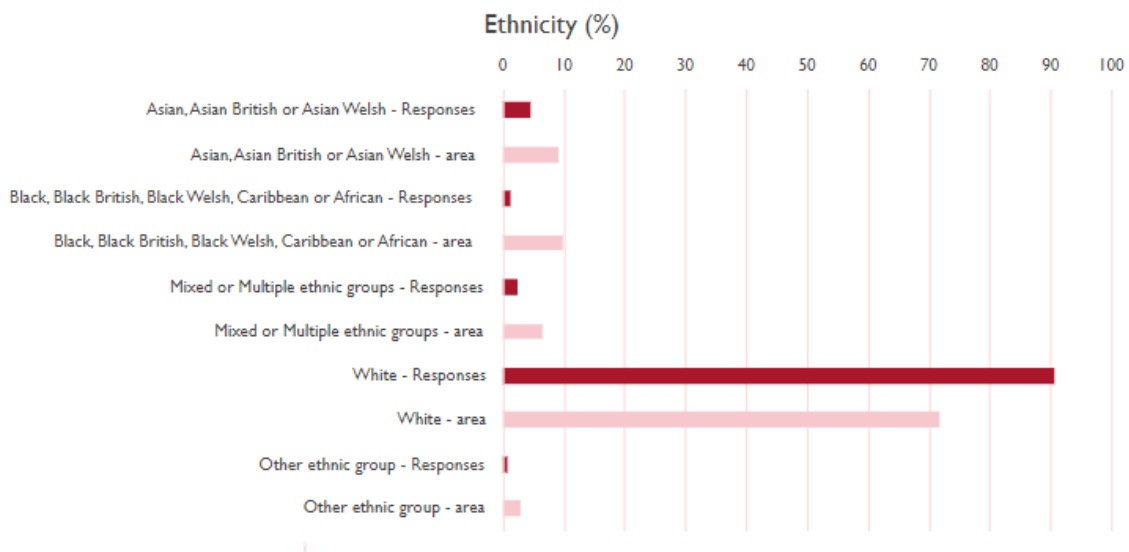
8.36 Overall response: graphs below show the overall support on the proposals. Across both areas, 6,413 responded to the proposals, either For, Against, or had a Neutral stance. 6,365 did not provide any feedback on the design options.



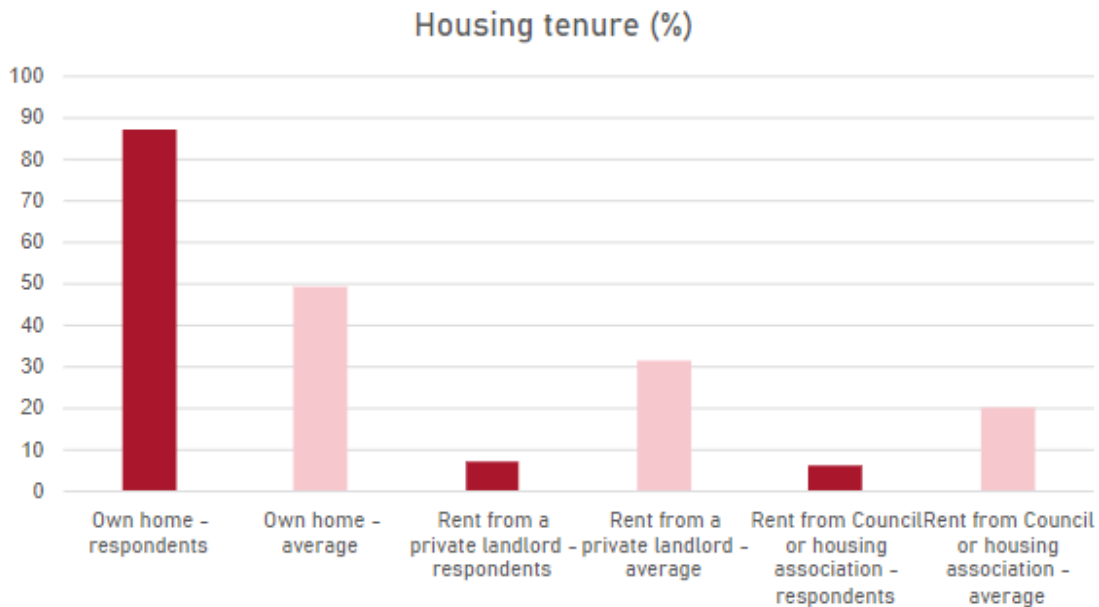
8.37 When examining respondents connection to the (project) area in combination, the majority of the respondents have shown to live within the area, followed by “I work here”, as shown in the graph below.



8.38 The graph below shows that the majority of respondents are White than the average for the areas (based on 2021 Census data for Lower Super Output Areas that form part of the study area).



8.39 The graph below shows that the majority of respondents own their own homes, more so than the average when compared than the average for the areas (based on 2021 Census data for Lower Super Output Areas that form part of the study area).



West Greenwich:

- 8.40 Assessing the three options shows a generally negative high-level response to all three options with 68%, 69% and 70% of respondents expressing either Negative or Very Negative opinions of options A, B and C respectively.
- 8.41 A breakdown of responses into only those who felt positive about the proposed schemes suggest that amongst those in favour of a scheme, there was a marginally higher appetite for Option A, the most transformative option, with 30% Positive, or Very Positive feedback compared to 28% for Option B and 18% for option C. This is further supported by the breakdown by percentage of ‘Very Positive’ responses, with Option A receiving 24%, whilst B and C only received 12% and 6% respectively. This further supports the conclusion that generally, those in favour of the scheme were in favour of Option A, the most transformational option, whereas those not in favour of the scheme, in general, did not tend to support any scheme over another.
- 8.42 When asked if an option would ‘encourage you to walk, wheel or cycle more in the area’, Very Positive responses rose from 7%, 15% to 26% for options C, B and A respectively. This suggests that on the whole, of those who support the schemes, there is a sentiment that Option A would have the most positive impact on encouraging walking, wheeling or cycling in the area.

- 8.43 The responses indicate that of those who responded negatively to the scheme, a significant percentage felt that the designs would lead to increased flows of traffic on boundary roads and increased speeds within the scheme area.
- 8.44 East Greenwich additional comments: Assessing the three options shows a generally negative high-level response to both options, as well as for proposals for camera-enforced closures. 79%, 77% and 73% of responses were either Negative or Very Negative for scheme Option A, B, and camera-enforced closures respectively.
- 8.45 Of the positive responses, the results indicate that Option A is the most favoured option by a small margin, with 19% Positive or Very Positive responses, over 15% for Option B. Results suggest that generally, those in favour of the scheme were in favour of Option A, whereas those not in favour of the scheme, in general, did not tend to support any over another.

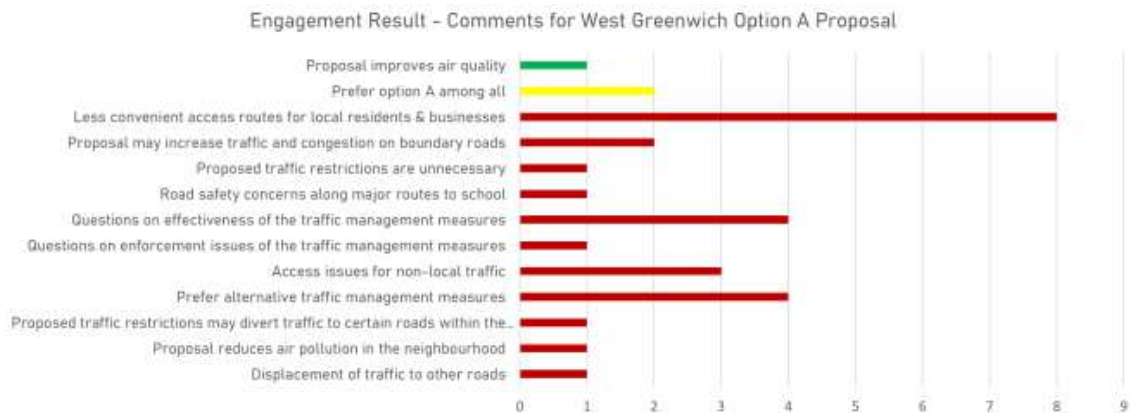
West Greenwich Additional Comments

- 8.46 The multiple choice answers in the Commonplace survey revealed that the majority of respondents did not support either option in their current form. During the in-person engagement events and through the analysis of the email responses, two alternatives to the operation of ANPR were consistently suggested by respondents:
- Resident exemptions to ANPR filters; and / or;
 - ANPR filters only being operational during certain hours of the day (e.g. peak hours).
- 8.47 260 relevant comments were made relating to ANPRs and exemptions, with a full list categorised below, summarising suggestions received from all Neutral, Negative, and Very Negative respondents.

West Greenwich in-person engagement sessions

- 8.48 A series of in-person engagement sessions were held to enable local people to give their views on the design options. The date of each session was as follows:
- 19th September, 7pm to 8.30pm – Greenwich Centre Library
 - 26th September, 7pm to 8.30pm – West Greenwich Library
 - 3rd October, 6.30 to 8pm - Woolwich Town Hall

8.49 Option A - A total of 17 location-specific comments were received for this proposal (image below).



8.50 While most of the comments reflect participants’ concerns about the option (which are considered below), some did acknowledge the benefits it could offer in improving the neighbourhood’s air quality. Some individuals compare Option A with the other options presented in the proposal and express their preference for Option A, citing its significant advantages in halting through traffic and reducing air pollution.

8.51 Among the concerns raised, a quarter of them are related to doubts about the effectiveness of traffic management measures in resolving issues such as through-traffic. Some comments suggested the possibility of alternative traffic management measures, such as banned turns instead of modal filters on Cade Road and General Wolfe Road for example. Other three commenters expressed concerns about the inconvenience of access routes for residents and businesses in the neighbourhood.

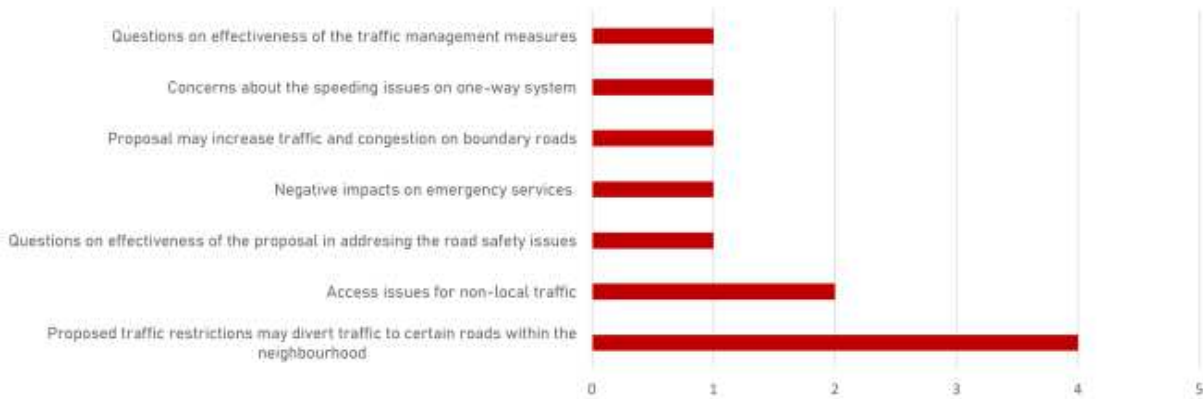
8.52 Option B - In comparison to Option A, Option B received significantly fewer comments, with only 8 comments in total. Concerns regarding the proposal’s potential to increase traffic congestion on boundary roads such as A2 accounted for a significant proportion of these.

Engagement Result - Comments for West Greenwich Option B Proposal



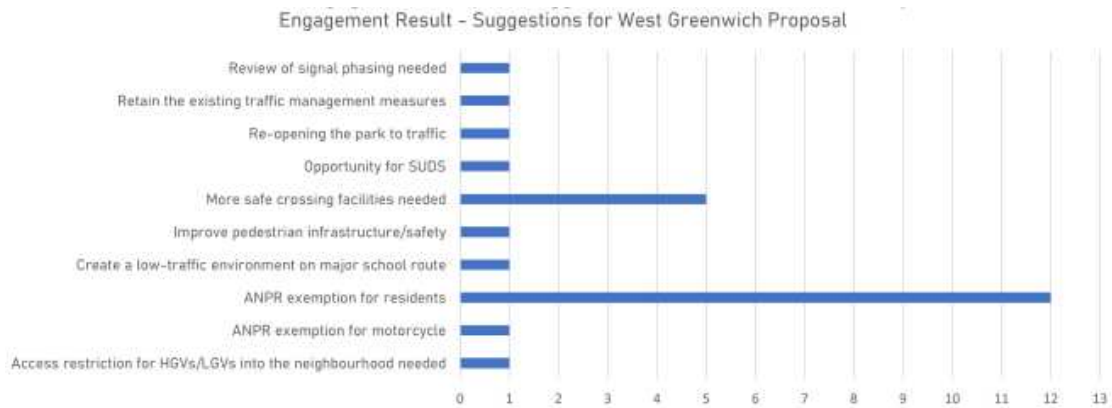
8.53 Option C - The concerns raised over Option C are similar to Option A and Option B. Nearly half of the comments (4 out of 11) express concerns that the proposed traffic restriction may divert traffic to certain roads within the neighbourhood, such as Point Hill and Westgrove Lane.

Engagement Result - Comments for West Greenwich Option C Proposal



8.54 Other concerns noted were access issues for non-local traffic, questions on the effectiveness of traffic management measures, traffic speeds on one-way system on Royal Hill, increasing traffic and congestion on boundary roads (such as the A2), negative impacts on emergency services and questions on the effectiveness of the proposal in addressing road safety issues.

8.55 Area-wide suggestions - A total of 25 suggestions were made for the proposals, providing constructive suggestions for alterations to the proposals.



8.56 ANPR exemption for residents was a frequently mentioned suggestion, accounting for almost half of the suggestions. This suggestion is closely related to the access concerns raised by local residents and businesses.

8.57 The table below lists other frequently raised themes identified during the analysis of the consultation comments for the West Greenwich area.

West Greenwich		
Most Common Themes	High Level Sentiment	No. of Comments
Traffic / boundary roads	Respondents are worried about displacement of traffic onto boundary roads, leading to congestion for drivers, especially residents. Concerns about traffic being pushed onto Trafalgar Road and A2 in particular.	362
Through traffic	There is mixed opinion on whether the schemes will effectively address through traffic. Some believe ANPR will address this issue but at the cost of displacing traffic to other already congested areas. Some believe that the impacts of through traffic will worsen as traffic is displaced to other areas. Some respondents believe that it is only necessary to enforce ANPR during peak hours to address through traffic.	166
Access	Many respondents have access concerns, residents in particular. There are also concerns surrounding congestion on boundary roads as well as access issues for carers or those with disabilities/health issues. However, some also believe that restricting access will serve to address through traffic issues. Many believe exemptions are insufficient and would like to see more exemptions for taxis as well as blue badge holders who live outside of the scheme.	153

Emergency / services	<p>Respondents are generally in agreement that emergency services should be exempt from ANPR filters and that ANPR is more desirable than bollards as they would allow emergency services through. Some respondents believe that access for emergency services have already been negatively affected by the introduction of cycle lanes. One respondent disagreed with allowing emergency and refuse service better access at the expense of residents. Many respondents feel that if emergency services are exempt this means that residents are also capable of being exempt.</p>	146
Pollution or air quality	<p>Respondents are concerned that the scheme will lead to more congestion on surrounding boundary roads and therefore worsening air quality. Some believe that although pollution will reduce and improve in the zone, it will make air quality worse outside of it.</p>	141
Blue Badge holders	<p>Many respondents expressed concern about how the scheme would influence accessibility for disabled people or those with mobility issues, as well as access issues for their carers. Respondents also expressed concern on the impact of the schemes as they suffer from mobility or health issues but were not eligible for a blue badge permit. Concerns were expressed regarding blue badge holders who live outside the area. Many respondents agreed that if ANPR was installed, it would be right to exempt blue badge holders.</p>	119
Hills	<p>Respondents suggested the hilly nature of the scheme areas have a large impact on people with mobility issues and the elderly in particular walking and cycling around the area. This is already a natural barrier to active travel for some.</p>	113
Cost / money	<p>Many respondents suggested that public money is best spent on priorities other than traffic calming. Many residents believe that the use of ANPR is intended for the borough to raise funds. Many respondents also believe that the scheme will be very expensive to implement, whilst unsure whether it will be lasting or successful.</p>	111

Walk / cycle	Some suggested that the scheme may make road safety worse as frustrated drivers take risks to avoid congestion. However, on the other hand some believe it will greatly enhance the walking and cycling environment. Some believe cycle lanes are the cause of increased congestion. Some respondents expressed that the roads would become more congested, influencing their decision to not walk or cycle.	81
School / children	Many respondents believe that the scheme will improve road safety for children and those walking to school. Some were concerned that it will make life difficult for those driving for school runs and with young children. Some believe it will make a more pleasant environment and allow children to walk to school. A respondent expressed discomfort with camera's being operational along a route where children walk to school. A respondent expressed concern about congestion on Victoria Way and Wyndcliff Road, stating the three primary schools in the vicinity would be affected by increasing congestion and pollution.	66

8.58 The table and figures above show the range and number of comments related to increased traffic on surrounding roads, access for Blue Badge holders (and key services/carers) and pollution. The key main issues in representations in opposition to the scheme relate to impact on surrounding areas and roads, where respondents suggested the measures would increase vehicle flows.

8.59 East Greenwich in-person engagement sessions

Option A - A total of 17 location-specific comments were received for this proposal (image below)

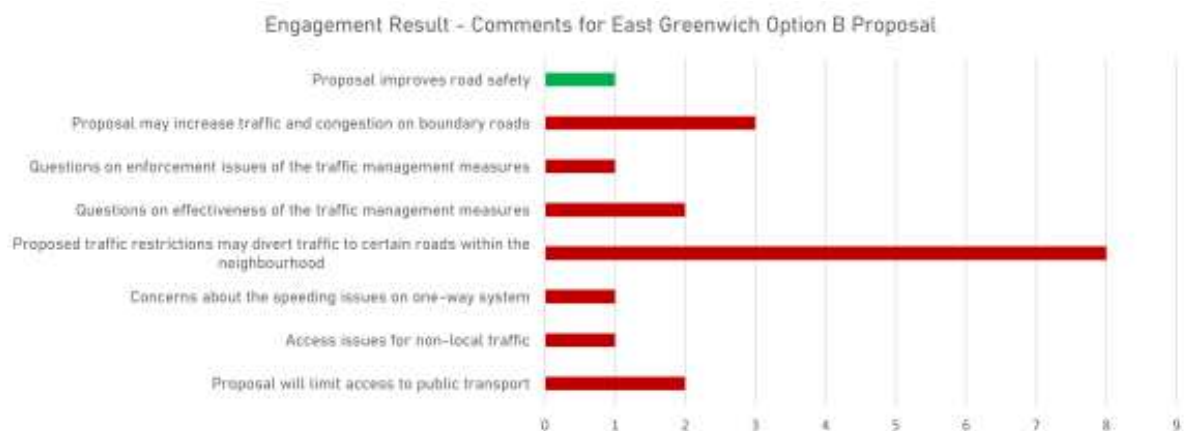


8.60 While the majority of these comments express concerns about the proposal, some participants also acknowledged potential benefits in terms of improving road safety.

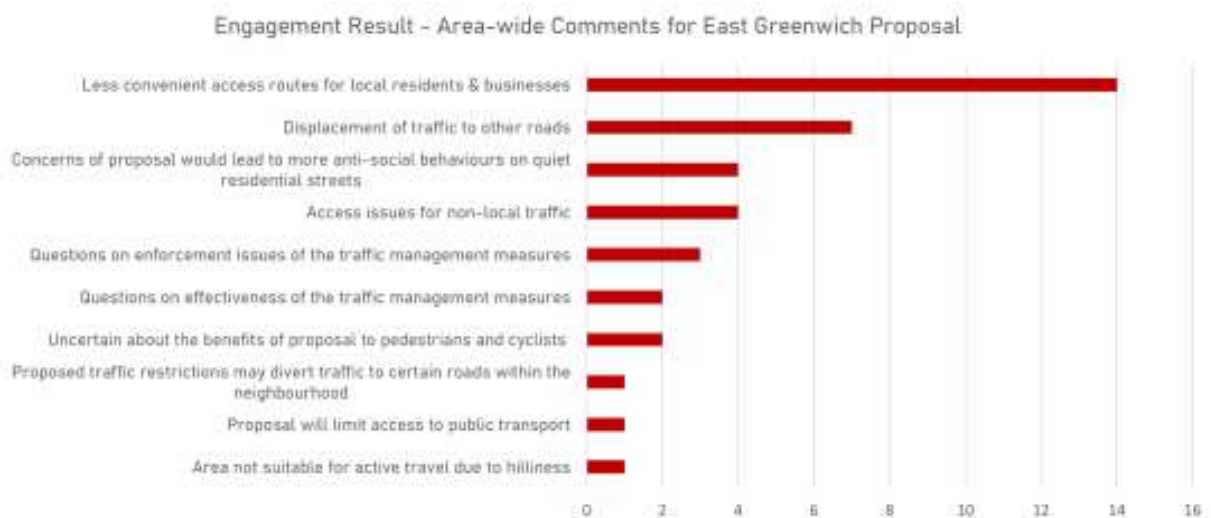
8.61 Nearly one-third of the concerns raised are related to the proposal potentially increasing traffic and congestion on boundary roads, including A2 and A206.

8.62 The second-most popular comment was concerns over access issues for non-local traffic. Some comments related to concerns about less convenient access routes for local residents and businesses. The proposal’s impact on access to public transport, particularly drop-off points outside two major railway stations, Maze Hill Station and Westcombe Park Station, was also raised.

8.63 Option B – this option received a total of 19 comments.

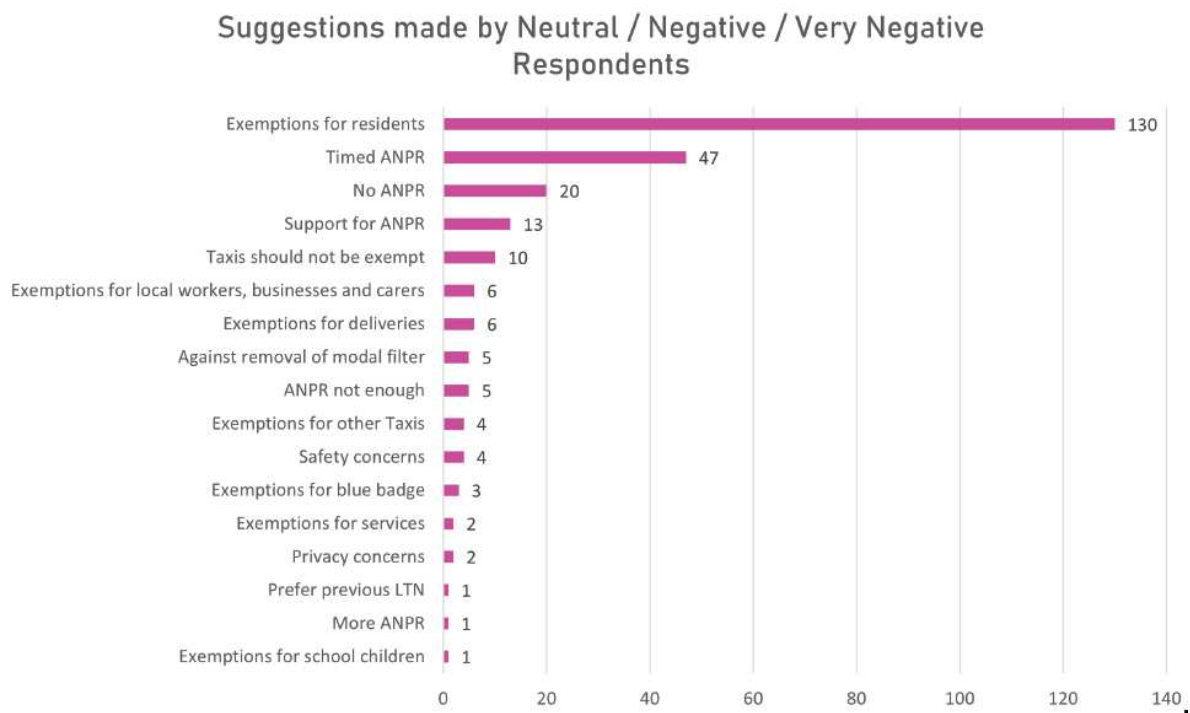


- 8.64 While the majority of the comments reflect concerns about the proposed traffic management restrictions, some participants also recognised potential benefits for road safety.
- 8.65 The concern that the proposed traffic restrictions might divert traffic to certain roads within the neighbourhoods worried residents the most, with almost half of the related comments expressing this concern. Vanbrugh Hill was frequently mentioned in this context, along with other roads with including Humber Road, Maze Hill, and Mycenae Road.
- 8.66 Respondents also expressed concerns about the potential for increased traffic and congestion on boundary roads along A206 and A2 as a result of the proposal.
- 8.67 Area-wide comments - A total of 39 comments were received during the drop-in sessions, which were not specific to a particular option or location but provided insights into how the public perceives the existing issues in the neighbourhoods and their general attitude toward the proposed changes.



- 8.68 More than one-third of these comments related to concerns about potential access issues faced by local residents and businesses, primarily related to increased journey times due to less convenient routes.
- 8.69 Another significant concern raised included the displacement of traffic to other roads outside the neighbourhoods, with Charlton being frequently mentioned.

- 8.70 Additionally, concerns about potential increased anti-social behaviour on quiet residential streets and impacts women’s safety at night were frequently brought up.
- 8.71 Other concerns included access issues for non-local traffic, questions about the effectiveness of the traffic management measures, uncertainty about how the proposal benefits pedestrians and cyclists, concerns about the proposal diverting traffic to certain roads within the neighbourhoods, and the area’s suitability for active travel due to its hilly terrain.
- 8.72 There were also specific comments about how the traffic management measures would be enforced. Again, some emphasised the importance of public transport and active travel, including concerns that the proposal might limit access to public transport, particularly to the railway stations as previously mentioned.



8.73 The most common suggestion was for residents to be exempt from ANPR filters (130 requests), followed by timed ANPR filters (47).

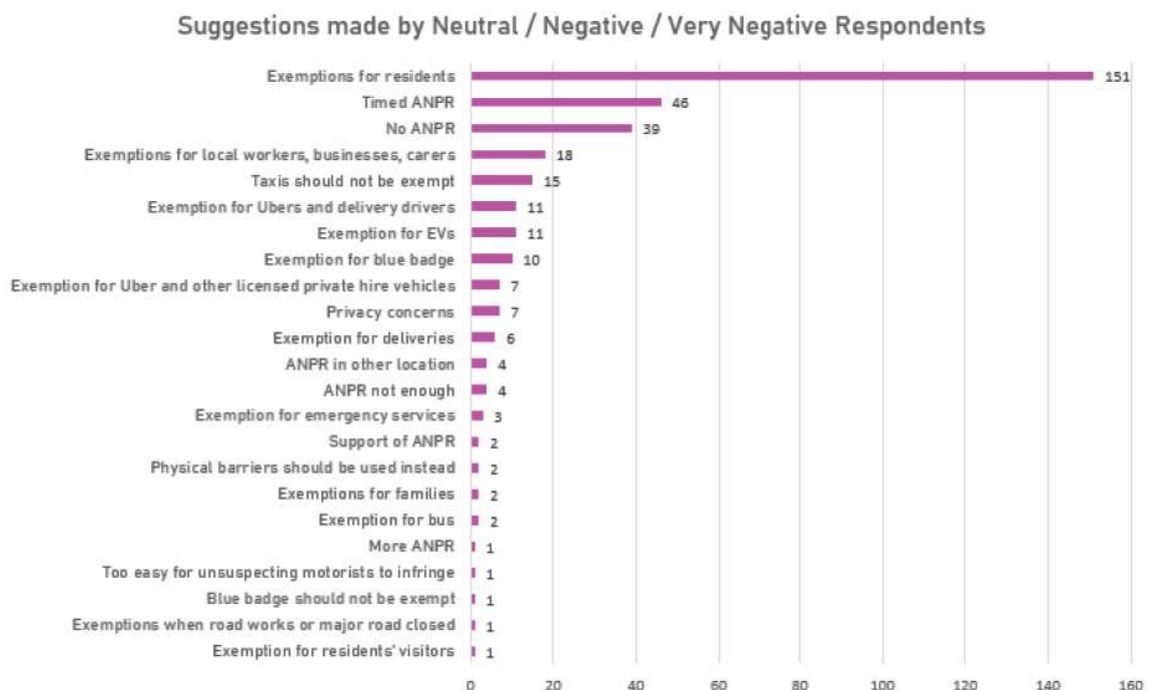
8.74 East Greenwich Additional Comments

During the in-person engagement events and through the analysis of the email responses, two alternatives to the operation of ANPR were consistently suggested by respondents:

- Resident exemptions to ANPR filters; and / or;
- ANPR filters only being operational during certain hours of the day (e.g. peak hours).

8.75 It is understood that the reasoning behind both suggestions is primarily based around the idea that if through-traffic is the key issue in the area, then it is non-local traffic or peak hours traffic that should be exempted.

8.76 345 relevant comments were made relating to ANPRs and exemptions, with a full list categorised below, summarising suggestions received from all Neutral, Negative, and Very Negative respondents.



8.77 The most common suggestion was for residents to be exempt from ANPR filters (151 requests), followed by timed ANPR filters (46).

8.78 The table below lists other frequently raised themes identified during the analysis of the consultation comments for the East Greenwich area.

East Greenwich		
Most Common Themes	High Level Sentiment	No. of Comments
Traffic / boundary roads	Respondents are worried about displacement of traffic onto boundary roads, leading to congestion for drivers, especially residents. Concerns about Woolwich and Trafalgar Road, A2 in particular. Some feel Option B option is better than Option A in that it provides a route out from Vanbrugh Hill to Woolwich Road. Some feel ANPR cameras are an eyesore. Respondents believe ANPR should be exempt for residents or timed.	711
Pollution / air quality	Respondents are concerned with how the scheme will lead to more congestion on surrounding boundary roads and therefore worsening air quality. Some believe that although it will reduce and improve pollution in the zone, it will make air quality worse outside of it.	327
Through traffic	There is mixed opinion on whether the schemes will affectively address through traffic issues. Some believe ANPR will address this issue but at the cost of displacing traffic to other already congested areas. Some believe that through traffic issues will worsen as traffic is displaced to other areas.	260
Access	Many respondents have access concerns, residents in particular. There are also concerns surrounding congestion on boundary roads as well as access issues for carers or those with disabilities/health issues. However, some also believe that restricting access will serve to address through traffic issues. Some respondents believe Option B is a slightly more palatable option than Option A. Many believe exemptions are insufficient.	237
Cost / money	Many respondents suggested that public money is best spent on priorities other than traffic calming. Many residents believe that the use of ANPR is intended for the borough to raise funds. Many respondents also believe that the scheme will be very expensive to implement, whilst unsure whether it will be lasting or successful.	215

Emergency / services	<p>Respondents are generally in agreement that emergency services should be exempt from ANPR filters and that ANPR is more desirable than bollards as they would allow emergency services through. Some respondents believe that access for emergency services has already been negatively affected by the introduction of cycle lanes. One respondent disagreed with allowing emergency and refuse service better access at the expense of residents. Many respondents feel that if emergency services are exempt this means that residents are also capable of being exempt.</p>	207
Blue Badge holders	<p>Many respondents expressed concern about how the scheme would influence accessibility for disabled people or those with mobility issues, as well as access issues for their carers. Respondents also expressed concern on the impact of the schemes as they suffer from mobility or health issues but were not eligible for a blue badge permit. Concerns were expressed regarding blue badge holders who live outside the area. Many respondents agreed that if ANPR was installed, it would be right to exempt blue badge holders.</p>	180
Walk / cycle	<p>Some suggested that the scheme may make road safety worse as frustrated drivers take risks to avoid congestion. However, on the other hand some believe it will greatly enhance the walking and cycling environment. Some believe cycle lanes are the cause of increased congestion. Some respondents expressed that the roads would become more congested, influencing their decision to not walk or cycle.</p>	159
Congestion	<p>Many respondents believe that congestion will increase elsewhere, making residents' access more difficult and indirect - e.g. Trafalgar or Blackheath Road and Vanbrugh Park. Some respondents believe Option B is a slightly more palatable option than Option A. Some respondents feel that this will likely cause more congestion and pollution on surrounding roads like Shooters Hill Road, Blackheath Hill, Greenwich High Road, Eastcome Avenue, Wyndcliff Road, Victoria Way and Charlton Heights.</p>	161
Hills	<p>Respondents suggested the hilly nature of the scheme areas have a large impact on people with mobility issues and the elderly in particular walking and cycling around the area. This is already a natural barrier to active travel for some.</p>	148

8.79 The table and figures above show the range and number of comments related to increased traffic on surrounding roads, access for Blue Badge holders (and key services/carers) and pollution. The key main issues in representations in opposition to the scheme relate to impact on surrounding areas and roads, where respondents suggested the measures would increase vehicle flows.

8.80 Emergency Services

The emergency services support the aims and objectives of schemes that are designed to reduce traffic and improve air quality. We have liaised closely with representatives from all three emergency services to identify ways to incorporate their access needs into traffic reduction schemes. Based on issues identified across the London region, the emergency services have indicated that they prefer traffic management schemes that are not solely enforced by hard closures but use camera enforced restrictions to allow greater access for their crews instead.

8.81 METRO GAD

Metro GAD (Greenwich Association of Disabled People) acknowledge the need to reduce traffic and improve air quality in East Greenwich. However, they are concerned about the proposals adversely affecting Blue Badge holding Disabled People from the whole of the borough and beyond. Metro GAD requested Blue Badge holders boroughwide be exempt from the ANPR restrictions within the West & East Greenwich areas.

9. Next Steps: Communication and Implementation of the Decision

9.1. The decision made pursuant to this report will be published on the Council's website and the relevant webpage content will also be updated accordingly to reflect the decision made.

9.2. Under the Preferred Option (Option 2), Council officers would begin the process of preparing the scheme and publishing the proposed scheme under the statutory process for making an Experimental TRO for West & East Greenwich Neighbourhood Management Project - Trial Scheme. Further consultation would occur during the first six months of the Experimental Order's operation, to allow people to respond based on real-world experience. This would include a continuation of online Commonplace engagement in addition to statutory consultation

requirements. The Experimental Order would be able to run for up to 18 months. The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 allow for the modification of Experimental Orders no more than 12 months after the order was made otherwise the option to make the order permanent is lost

- 9.3. Monitoring would take place alongside the consultation. This would be anticipated to include: collision data; traffic flows and speeds; journey times; iBus journey time data; and exploring enhanced air quality monitoring. This would cover the scheme area, boundary roads and relevant neighbouring areas (e.g. Charlton).
- 9.4. If, during the Experimental Order period, significant and substantial or material objections are received, Council officers would report the objections and representations received to the Cabinet Member for consideration and for a decision as to whether the experimental scheme should be made permanent. If no objections are received, or if objections are received which are not considered to be significant and substantial or material the decision would be made by the Chief Officer

10. Cross-Cutting Issues and Implications

Issue	Implications	Sign-off
<p>Legal including Human Rights Act</p>	<p>The Council is empowered under the Road Traffic Regulation Act 1984 to make TMOs. TMOs are the legal documents that regulate the use of the highway for movement and parking.</p> <p>This report seeks authority to advertise and make an Experimental Traffic Order to trial Option 2 (ETO). An ETO can stay in force for up to a maximum of 18 months while the effects are monitored and assessed. Further consultation and monitoring will occur during any experimental order's operation.</p>	<p>Eleanor Penn, Assistant Head of Legal Services (Planning & Procurement), 28th February 2024 Ref: 95261</p>

	<p>The procedure for making TMOs is set out in Schedule 9 of the RTRA 1984 and the Local Authorities' Traffic Order (Procedure) (England and Wales) Regulations 1996 ("LATOPR"). Once the consultation process is concluded the results will need to be considered, options considered, To note that a further report will be prepared should objections be received that officers are unable to resolve, during the statutory consultation. A final decision will be required in due course on whether or not to make the TMO permanent.</p> <p>The Cabinet Member does not have Constitutional authority to decide to advertise TMOs as that authority rests with the Chief Officer under Part 3 of the Constitution (Responsibility for Functions – "Publication and Consultation on Traffic Regulation Orders"). However the Leader's scheme of delegation provides that the Leader of the Council may vary or withdraw a delegation at any time, either generally or in relation to a specific decision. By notice dated 12th January 2024 the Leader withdrew the Chief Officer delegation in relation to this specific decision to advertise the ETO and authorised the Cabinet Member to make this decision.</p> <p>Following statutory consultation, the Council is legally obliged to consider every objection and representation received, with Part 3 of the Council's</p>	
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	<p>Constitution requiring the decision on whether to proceed, with each proposed TMO (with or without amendment) to be made by either the Chief Officer or Cabinet Member, depending on whether significant and substantial or material objections have been received in relation to the TMO in question.</p> <p>Human Rights - Under the Human Rights Act 1998, local authorities have a duty to promote and protect human rights. Traffic schemes affect all sections of the community. By making a TMO it gives the Council the opportunity to consider the needs of those affected by the changes prior to a final decision being made.</p>	
<p>Finance and other resources</p>	<p>This report requests the decision maker to note the engagement results from the West & East Greenwich Neighbourhood Management consultation and to note the options set out in this report and their potential impacts.</p> <p>Also, to agree the preferred Option 2, to amend the proposed trial scheme of Option A and commence statutory consultation on Option A for both West and East Greenwich areas as an experimental traffic order.</p> <p>Agree to advertise and make an Experimental Traffic Order (ETO) to trial the West & East Greenwich Neighbourhood Management Project</p>	<p>Sue Rock Accountancy Business Change Manager 01/02/2024</p>

	<p>Option 2 subject to the carrying out of the statutory process.</p> <p>The estimated cost of trailing this scheme including the cost of the cameras is £220,000. This will be funded from agreed capital and revenue resources.</p> <p>A further and separate decision will be required as to whether the Experiment Traffic Order should be made permanent.</p> <p>Any surplus income received from this scheme, or any future schemes will be applied in accordance with the relevant legislation regarding transport penalty charge notices.</p>	
<p>Equalities</p>	<p>Decision-makers are reminded of the requirement under the Public Sector Equality Duty (s149 of the Equality Act 2010) to have due regard to:</p> <ul style="list-style-type: none"> (i) eliminate unlawful discrimination, harassment, victimisation and other conduct prohibited by the Act, (ii) advance equality of opportunity between people from different groups, and (iii) foster good relations between people from different groups. <p>The decisions recommended through this paper could directly impact on end users.</p> <p>The impact has been analysed and varies between groups of people.</p> <p>To inform this consideration of the equality duty, the Council commissioned an external provider to undertake an Equality Impact Assessment. Further information is</p>	<p>Rich Udemezue Senior Traffic Engineer 01/02/24</p>

	<p>available in the equality impact assessment attached at Appendix I.</p> <p>The Equality Impact Assessment identified several positive and negative impacts which may be experienced amongst the protected equalities groups of age, disability, pregnancy and maternity, ethnicity or race, religion or belief, sex/gender and sexual orientation. It concludes that it is not anticipated that the scheme would result in any unlawful discrimination against groups with protected characteristics and the positive impacts are considered to outweigh the negative impacts.</p> <p>This report contributes to the Council’s Equality and Equity Charter and the Council’s Equality Objectives 2020-2024 (link to the Charter & Objectives – item 9). These include:</p> <ul style="list-style-type: none"> • Foster good community relations and promote social cohesion. • Tackle hate crime and harassment, and promote community safety and social cohesion. • Close the gap in outcomes for citizens. 	
<p>Climate change</p>	<p>This report contributes to delivering Greenwich’s Carbon Neutral Plan, and the council’s pledge to be carbon neutral by 2030. This report directly contributes to the Carbon Neutral Plan requirement that “A shift away from car travel to walking, cycling and public transport is essential to making the borough carbon neutral by 2030”.</p>	<p><i>Rich Udemezue Senior Traffic Engineer 23/11/2023</i></p>

11. Report Appendices

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

- *Appendix A: Equalities Impact Assessment*

12. Background Papers

None.

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