

## West Greenwich (Hills & Vales ) Traffic Reduction

The volume of traffic using the residential streets within the area of West Greenwich to the south west of the town centre has been a long-standing concern for residents.

Many of the streets in the area are narrow, steep, and ill-equipped to deal with large volumes of vehicles. In the past it has proven difficult to find an area-wide solution to the issue, so measures were implemented on individual streets, which have done little to reduce traffic across the wider area.

In 2018, the Council consulted on a proposal to make Burney Street one-way to address high traffic volumes. Whilst the response to the consultation indicated support, many residents said they felt an area-wide approach was needed. The Council has developed two area-wide options it believes would reduce overall traffic volumes.

**As well as reducing traffic, these options would improve local air quality, road safety, and address climate change by encouraging sustainable travel.** We would now like to understand residents' and other stakeholders' views on these two options to help inform our decision on which measures to implement on an experimental basis.

### Closing date

The following sections explain the two options and allow you to tell us what you think. The closing date for responses is Sunday 8 December 2019.

### Engagement drop-in sessions

We will also be hosting two engagement drop-in sessions where you can ask questions about the two options before responding.

The two events will be on:

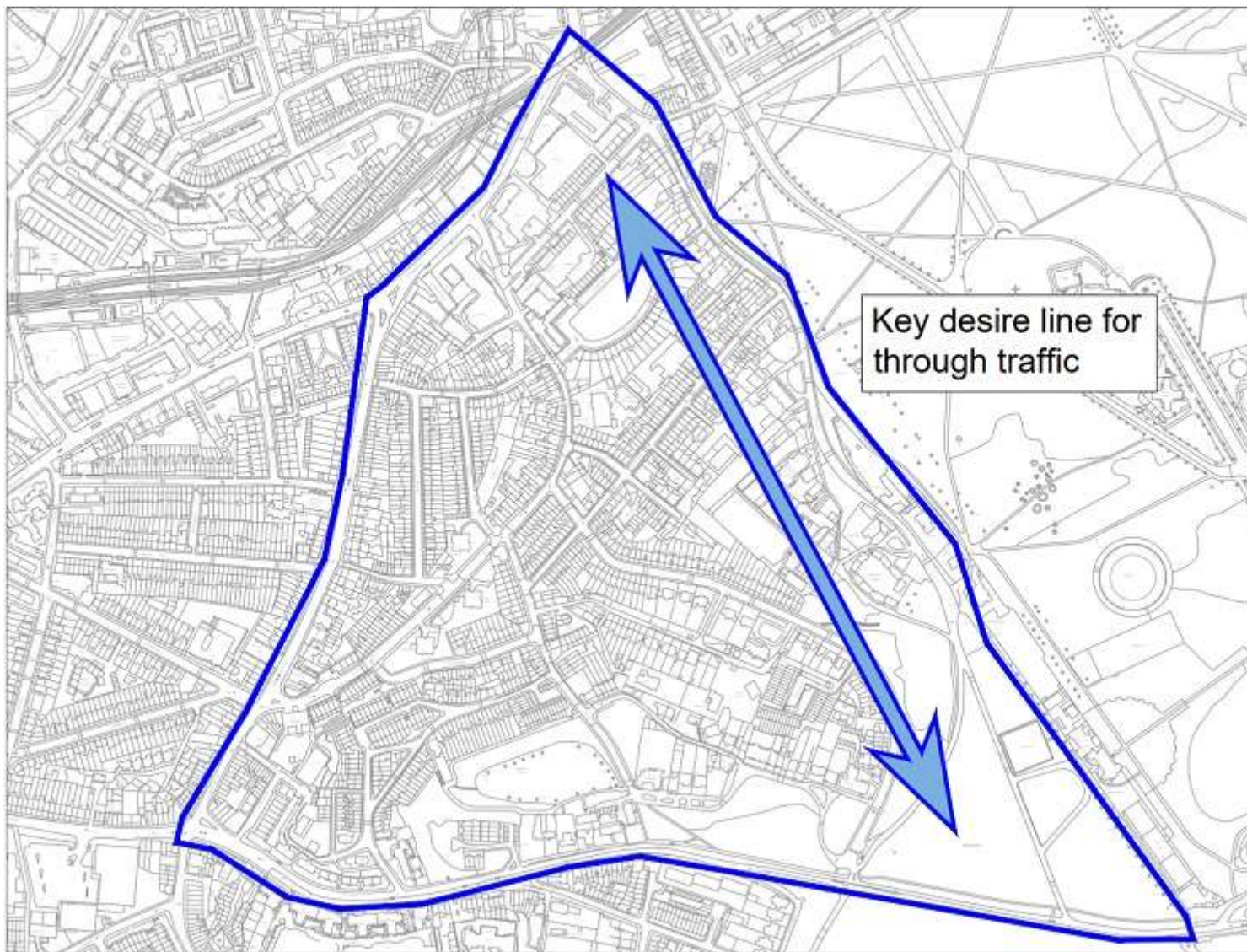
- Saturday 9 November, 1pm to 4pm at James Wolfe School, Royal Hill SE10 8RZ
- Wednesday 20 November, 5pm to 8pm at James Wolfe School, Royal Hill SE10 8RZ

## The issue

The Council has collected traffic data on the area in order to understand the nature of the issue and develop solutions.

Most through traffic using the area is trying to travel between Greenwich High Road and Blackheath Hill (A2). In the mornings this through traffic is mostly heading in a north western direction towards the A200 into central London, in the evenings it is mostly heading in a south eastern direction towards outer south east London or Kent.

The area is served by three 'A' roads (A2, Greenwich South Street & Greenwich High Road), which are designed to carry higher flows of traffic than residential streets. Through traffic should be using these strategic roads to make journeys. Currently, through traffic can use residential streets in the area as short cuts. The roads most affected are Burney Street, Crooms Hill, Hyde Vale and Point Hill/West Grove.



The high volumes of through traffic have a number of impacts, including:

- Road safety: there are two schools within the area, one of which has a Centre for Deaf Children, as well as other local amenities
- Air & noise pollution: exposure to poor air quality and excessive noise can impact people's physical and mental health
- Public health: in addition to health impacts from pollution, high volumes of traffic make the area less appealing for people wanting to walk and cycle

## **Principles**

The following principles have informed the development of the two proposed options:

- Any proposal should support the Council's transport policies to create low traffic neighbourhoods, improve road safety and local air quality, and address climate change by encouraging sustainable travel.
- Through traffic should use the strategic main road network rather than local residential streets.
- Residents on the streets most severely affected by through traffic will be more willing to accept measures on their streets to reduce it.
- Residents who live on quieter streets in the area are still negatively impacted by local traffic volumes so will also benefit from wider measures.
- Any proposal should reduce through traffic across the entire area rather than simply displacing it to other streets within the area.
- Access to local amenities should be maintained as best as possible.
- Any proposal would be implemented on an experimental basis. The experimental period would be at least 6 months to allow time for the impacts of any changes to be monitored and clearly understood.

## Proposed option 1

The first proposed option is a fixed arrangement which should reduce through traffic across the area at all times on every day of the week.

### Measures (see map view below)

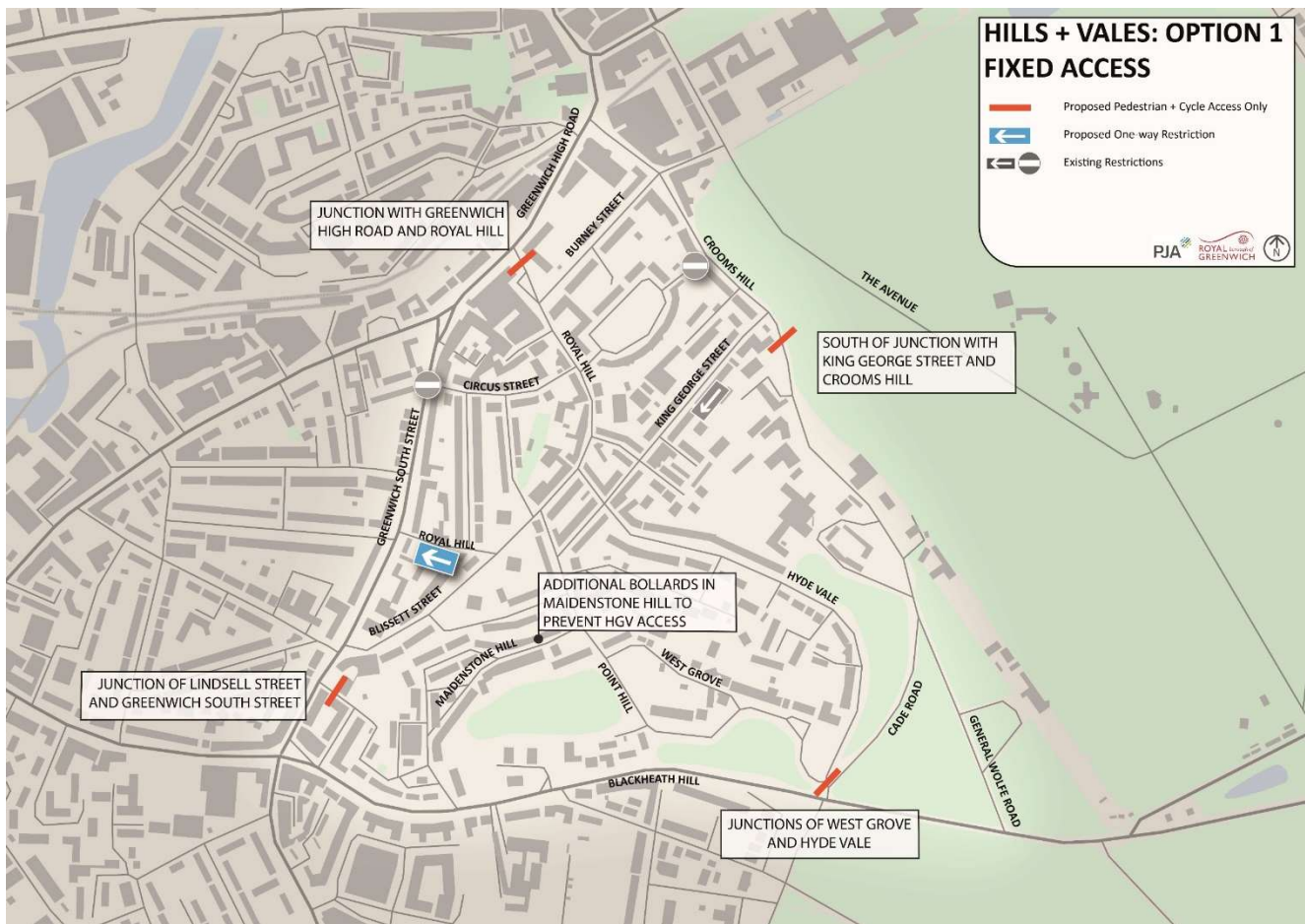
- **Modal filter at junction of Royal Hill & Greenwich High Road** – a modal filter prevents vehicular access at that point, while maintaining access for people walking and cycling.

This could be done using bollards or planters, (example image below):



- **Modal filter on Crooms Hill to south of junction with King George Street**
- **Modal filter where Hyde Vale meets West Grove**
- **Modal filter at junction of Lindsell St and Greenwich South Street**
- **One way westbound on 'Little' Royal Hill**
- **Minor works at eastern end of Maidenstone Hill to prevent overrunning of kerb by large vehicles**





**Pros:**

- Reduced traffic across the area, at all times and every day of the week - creating a permanently quieter, safer neighbourhood
- A consistent environment would be simpler for residents, especially children, to understand. They would not have to change their behaviour at different times of the day or week.
- All residents in the area would still have vehicular access to the three main roads (A2, Greenwich South Street & Greenwich High Road) adjacent to it, apart from those living on Crooms Hill to the south of the junction with King George Street (see FAQ).
- Vehicular access to St Ursula’s Convent Secondary School and Our Ladye Star of the Sea Roman Catholic Church on Crooms is maintained at all times from the A2 via General Wolfe Road.
- Vehicular access to the businesses on Royal Hill is maintained from all three main roads adjacent to the area.
- Reduces traffic on the narrow ‘Little’ Royal Hill to one way.
- Removes cut through for southbound through traffic avoiding the traffic lights at the junction of Greenwich South Street and the A2.

## **Cons:**

- Residents living on Crooms Hill south of the junction with King George Street would no longer have vehicular access to Greenwich South Street and Greenwich High Road (see FAQ)
- Only residents living on Crooms Hill south of the junction with King George Street would have vehicular access to the A2 in both directions via General Wolfe Road or eastbound via Cade Road
- It would still be possible to drive through the area via Maidenstone Hill, Point Hill, Royal Hill, Burney Street and Stockwell Street. This not a very desirable route for through traffic (which is generally trying to travel in a north western or south eastern direction), so flows on those roads would still be expected to reduce noticeably.

## **FAQs:**

### **Why couldn't vehicular access to all three main roads adjacent to the area be maintained for residents living on Crooms Hill south of King George Street?**

In order to maintain this vehicular access, either:

- the modal filter on Crooms Hill would need to be moved north of the junction with King George Street. That would give through traffic a more desirable route through the area, via King George Street to either Greenwich South Street or Greenwich High Road; or
- the modal filter where Hyde Vale meets West Grove could be moved to where Hyde Vale meets the A2. That would give through traffic a more desirable route through the area, to Greenwich South Street or Greenwich High Road.

Crooms Hill has the highest levels of through traffic of any street in the area. So although this option would restrict vehicular access of some of its residents, it would offer them significant benefits from traffic reduction.

### **Why a modal filter at the junction of Royal Hill & Greenwich High Road rather than a one-way on Burney Street?**

The key traffic issue on Burney Street is through traffic heading southbound trying to access either The Avenue in Greenwich Park or Crooms Hill. The modal filter would address this issue. It is preferred over a one-way in this option to make vehicles travelling from the A2 to Greenwich High Road travel as far as possible to make the route less desirable for through traffic.

## Proposed option 2

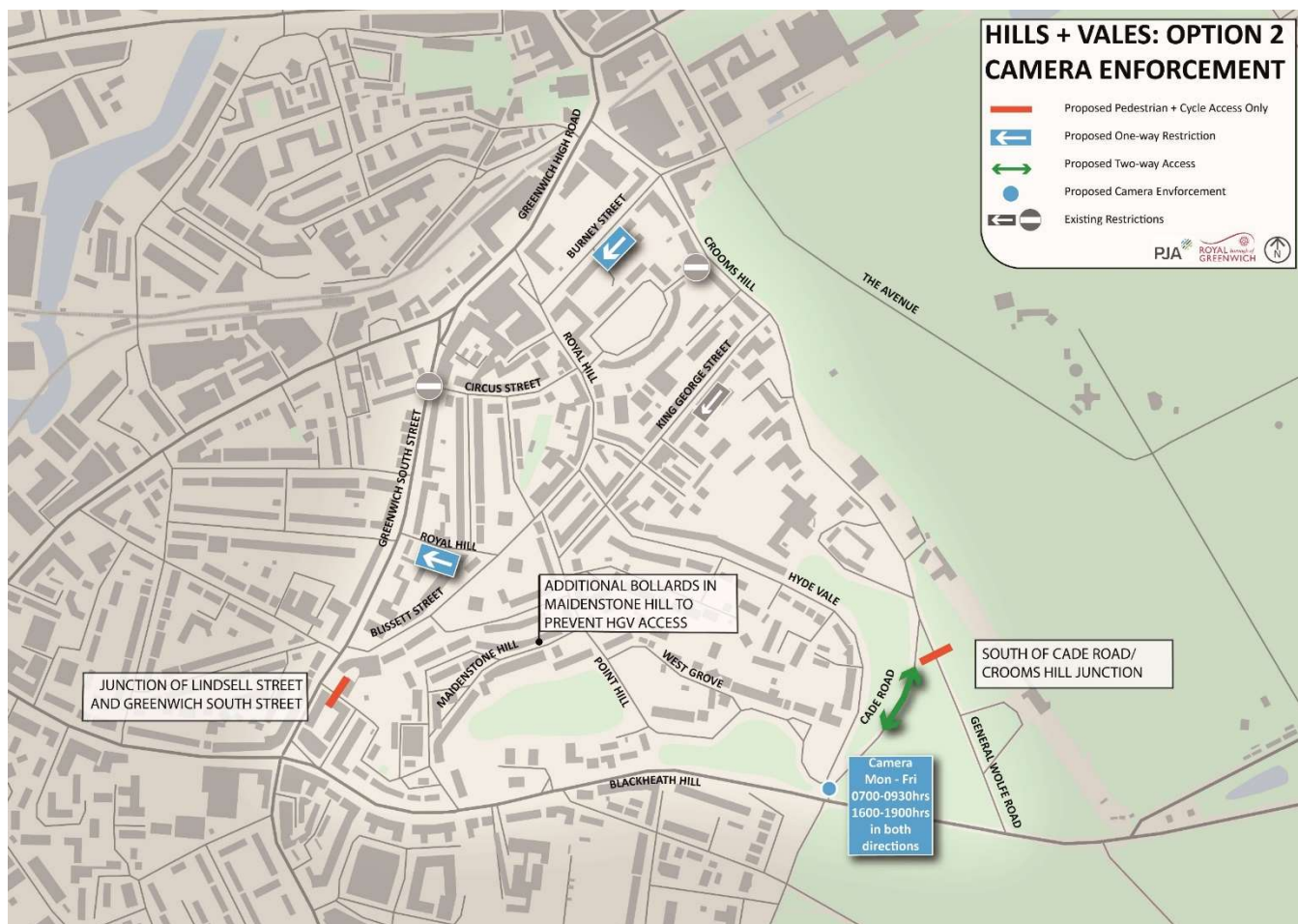
The second proposed option is a timed arrangement which would reduce through traffic across the area, at peak times, between Monday and Friday.

### Measures (see map view below)

- **Modal filter at the junction of General Wolfe Road and Crooms Hill** – a modal filter prevents vehicular access, while maintaining access for people walking and cycling. This could be done using bollards or planters, (example image below):



- **Timed modal filter at junction of Hyde Vale and A2 with camera enforcement** – no access would be permitted in either direction except pedestrians and cycles. The restriction would be enforced between Monday and Friday 6-9.30am and 4-7pm. Vehicles ignoring the restriction would be issued a penalty charge notice (PCN).
- **Burney Street would be made one-way (westbound) only.**
- **Modal filter at junction of Lindsell St and Greenwich South Street**
- **One way westbound on 'Little' Royal Hill**
- **Minor works at eastern end of Maidenstone Hill to prevent overrunning of kerb by large vehicles**



## Pros

- Reduced traffic across the area at peak times during the week, creating a quieter, safer, neighbourhood at those times.
- All residents within the area would have vehicular access to the three main roads adjacent to the area (A2, Greenwich South Street, and Greenwich High Road) at all times.
- Stops through traffic using Burney Street to access The Avenue and Crooms Hill.
- Reduces traffic on the narrow 'Little' Royal Hill to one way.
- Removes cut through for southbound through traffic avoiding the traffic lights at the junction of Greenwich South Street and the A2.

## Cons

- Would not have any impact on through traffic outside of peak hours or at the weekend.
- Would make it more difficult for residents, especially children, to know what to expect in their streets, as traffic conditions would be very different at different times.
- During the hours of the restriction's operation residents would only have vehicular access to the A2 via Maidenstone Hill.



## **FAQs:**

### **Why can't resident vehicles be exempted from the timed restrictions?**

Even when the restrictions would be in place all residents would still have access to the A2 via Maidenstone Hill. It is not considered appropriate to exempt residents who would all still be able to access their properties. Exempting residents under such circumstances would create a precedent the Council cannot resource borough-wide if other residential streets requested similar arrangements.

### **Why can't more cameras be used?**

There is a cost implication to the Council for the installation and administration of camera enforcement. The budget available for this project can only fund one camera.

### **Why has a one-way westbound been proposed on Burney Street?**

If, like in Option 1, a modal filter was proposed at the junction of Royal Hill and Greenwich High Road then when the timed restriction is not in force (which would also be when The Avenue in Greenwich Park is closed to traffic) then all of the southbound through traffic from Greenwich High Road would be channelled up Crooms Hill. The one-way westbound on Burney Street avoids this issue, so is felt to be more suitable in the timed arrangement. We understand there is existing support for a one-way restriction amongst Burney Street residents.



## West Greenwich (Hills & Vales) traffic reduction survey

### Proposed options

#### 1: How do you feel about Option 1?

Please tick one option only

- Very negative       Quite negative       Neutral       Quite positive       Very positive

#### 2: Why do you feel that way?

#### 3: How do you feel about Option 2?

Please tick one option only

- Very negative       Quite negative       Neutral       Quite positive       Very positive

#### 4: Why do you feel that way?

#### 5: Please tell us your thoughts about the proposed timed restriction between Monday and Friday 6-9.30am and 4-7pm. (for option 2).

**6. Address**

---

---

---

**7. For updates on this issue, please enter your email address:**

---

**Thank you for taking the time to share your views with us.**

Your answers will inform our decision on which measures to implement on an experimental basis.

Please return the survey to:

Transport Strategy  
The Woolwich Centre  
35 Wellington Street  
London  
SE18 6HQ