

## **West Greenwich Traffic Reduction FAQs**

### **Why is the Council trialling these changes?**

Several of the streets in the area are narrow and unsuited to the high volumes of through traffic. We have received frequent reports, as well as photos and videos, of vehicles driving on footways in the area. Vehicles also frequently block certain roads at peak times making access difficult and verbal abuse from drivers towards each other and residents is common. The Metropolitan Police has also written to us about traffic issues in the area suggesting action be taken. The current situation cannot be allowed to continue.

### **Why can't the measures just be applied to the local roads most affected?**

This approach has been followed in the past in the local area and has resulted in moving the traffic from one street to another rather than resolving the problem. We consulted on a proposal to reduce traffic on Burney Street in 2018 and the feedback we received was that an area-wide solution to traffic reduction was required.

### **Does the Council not realise the trial changes will be inconvenient for some residents?**

Yes, but the negative impacts of traffic both reported and documented are serious and potentially dangerous so the Council believes it has a duty to try to act. Feedback from the engagement exercise in late 2019 has helped shape the final trial scheme to incorporate local views as much as possible and we will continue to listen to local feedback throughout the trial to maximise the benefits as much as possible.

### **Why is the Council not consulting before making these changes?**

To date, the Council has undertaken public engagement on options and the trial will be undertaken using an Experimental Traffic Order. The Experimental Traffic Order process public consultation to happen once the trial begins, this means local people provide feedback on their actual experience of the changes rather than their expectations. It also allows the trial measures to be amended if necessary based on feedback. We ask residents to be patient while drivers get used to the new trial measures. There are often 'teething difficulties' with schemes like this, it is therefore helpful to see how the scheme operates over the first few months before commenting. From 3 September 2020 you can provide your feedback on the trial by completing our online survey.

### **Why can't the trial be for a shorter time period?**

It typically takes some time for people to adjust to changes like these so in order to fully assess their impact and benefits it's important to allow sufficient time for that to happen. Elements of the trial may also need to be amended so if that happens then we need to ensure we have enough time to understand the impacts and benefits.

### **Can I still access my property by car?**

Yes, all properties will still be accessible by car or other vehicular means, including deliveries, emergency vehicles, and waste collection vehicles. The width restriction gates on

Crooms Hill and Hyde Vale will be opened for the duration of the trial to help maintain good access for all vehicles.

### **Won't the changes increase traffic on the adjacent main roads?**

The strategic road network is designed to accommodate high volumes of traffic safely whereas narrow residential streets are not.

### **Why is the Council trialling these changes during the COVID-19 pandemic?**

COVID-19 has changed the way we are living our lives, including how we travel. Public transport capacity in London is significantly reduced and likely to remain so for the foreseeable future. This creates major challenges for residents who don't own cars and are therefore more reliant on being able to walk and cycle safely. TfL data indicates that traffic could increase by 40-50% across London if no action is taken. However, the same data shows there is an opportunity to increase walking and cycling journeys in Greenwich by 70-80% - if we make our streets safer, quieter and more appealing

### **Why is the Council trialling measures in this area and not surrounding ones?**

Equivalent measures already exist in many of the other neighbourhoods in the Greenwich West ward. The Ashburnham triangle area has extensive traffic restrictions across the area to reduce through traffic. The barrier on Haddo Street prevents traffic driving through between Creek Road and Greenwich High Road. The Council recently installed a trial measure on Stowage to restrict through traffic. A gate has been installed on Welland Street to stop rat running in Greenwich Town Centre. These measures have been successful and we do not receive requests to remove them because of the benefits they bring to residents.

### **Why is the Council implementing a modified option rather than one of the two options it engaged residents about in late 2019?**

The public engagement exercise asked for residents' views on two potential options. The feedback provided has been used to refine the final version which is being trialled. [Read an analysis report on the engagement.](#)

### **Why is a timed arrangement not being trialled?**

Feedback received during the recent engagement exercise suggested this was a less popular solution as traffic can also be an issue off-peak and at weekends for example, so a timed arrangement would not fully resolve the issue.

### **How will the scheme be monitored and evaluated?**

The Council has conducted traffic surveys prior to implementation to understand the before and after impact on local streets. Site visits will also be conducted to assess conditions post implementation. In addition to this monitoring, feedback from local residents and stakeholders during the trial period will also inform the final formal decision, following the completion of the consultation period.

### **Why are no trial measures being implemented on Royal Hill?**

Royal Hill includes many businesses who have servicing requirements. It is therefore important to retain through access for their operations.

### **Why are no trial measures being implemented on Burney Street?**

The current traffic problems on Burney Street relate to vehicles trying to access either The Avenue in Greenwich Park or Crooms Hill. The trial measures include Crooms Hill and the Royal Parks are currently trialling a six-month closure of The Avenue to through traffic. We also anticipate the Greenwich Police Station Redevelopment on Burney Street, which now has planning permission, will require its own traffic management to facilitate the associated building works.

### **Will the trial changes, combined with the six-month Greenwich Park trial, have an impact on the Westcombe Park area?**

As well as monitoring the impact of the trial on local streets, we will also be monitoring the impact on Westcombe Park so we can address any negative impacts. The Council will never have the resources to implement a traffic management scheme across the entire borough so it is inevitable that we must work gradually.

### **Where is the funding for this project coming from?**

The West Greenwich Traffic Reduction project is externally funded by the Department for Transport's Emergency Active Travel Fund.

### **What is happening with the Greenwich Town Centre Liveable Neighbourhood?**

The project is currently paused due to Transport for London's financial situation. We are discussing with Transport for London whether it is possible to receive funding to implement temporary walking and cycling improvements in the town centre in line with the aspirations of the Liveable Neighbourhood.

### **What about access to public electric vehicle charging points in the area?**

Access to public electric vehicle charging points will be retained.

### **How can drivers living to the south of the modal filters on Royal Hill and the east of the modal filter on Maidenstone Hill turn right onto the A2?**

The one way at the eastern end of King George Street will be removed to allow access onto Crooms Hill which leads to General Wolfe Road.

### **Can the right turn ban from Hyde Vale onto the A2 be removed as part of the trial?**

Although the one-way on King George Street can easily be removed to improve resident access onto General Wolfe Road, which allows right turns onto the A2, removing the right turn ban from Hyde Vale onto the A2 would require engineering works to the central islands on the A2 and the approval of TfL. We do not currently have funding to undertake such works. However, if the trial proves successful and funding can be secured then we can explore more long term changes which will improve access for residents.

