Greenwich Town Centre
Pedestrianisation
Managing the traffic to create a World Class Environment

Visits the Exhibition then use the enclosed Questionnaire to tell us what you think

Greenwich Strategic Transportation
6th Floor
Crown Building
48 Woolwich New Road
Woolwich
SE18 6HQ

Why are we being consulted?
Greenwich Council wants your views on proposals to pedestrianise part of Greenwich Town Centre.
The Council has drawn up its proposals in response to residents and businesses who have for many years expressed concern over traffic congestion and lack of space for pedestrians.
Greenwich Town Centre is at the heart of a World Heritage Site and receives some nine million visitors each year. The aim of the pedestrianisation scheme is to create a high quality environment for the benefit of residents, businesses and visitors.
The scheme would create more space for pedestrians by extending the existing pedestrianised area in Cutty Sark Gardens into College Approach and King William Walk as far as Nelson Road. It would also create opportunities to widen the pavements in other parts of the town centre.
College Approach and King William Walk (north end) would be closed to all traffic except for access.
Greenwich Church Street north of Creek Road would allow some vehicle access.

Understanding the Options
Pedestrianising the town centre would not be possible without some form of new traffic arrangements. The Council has therefore commissioned traffic studies to assess the effects of several traffic management proposals.
This booklet contains plans showing the streets to be pedestrianised and shows some possible ways for managing traffic.
The Council would like to know your views on the pedestrianisation scheme in principle and which (if any) of the traffic management arrangements you would support or oppose.

Further details of these features, together with a visual computer model of their traffic effects, will be available for public viewing at a special exhibition in Devonport House, King William Walk, from Saturday 19th to Monday 21st December 2009, 10.00 am – 8.00 pm.

You are invited to visit the exhibition to see how each of the arrangements might influence the flow of traffic. This should help you to make more informed choices when completing the enclosed questionnaire.

The traffic management details outlined are still in their formative stages. The Council aims to take forward the proposals for further development and consultation early in the New Year.

www.greenwich.gov.uk/consultations
The map opposite shows the main changes proposed for removing traffic from Greenwich Town Centre. Details of paving, lighting and street furniture will be subject to further consultation with local residents and traders.

Option 1 (please see plan on pages 4-5)

Two-way traffic on all open roads
This option would retain all existing two-way traffic flows. It may seem to have the least effect on local traffic. However, it could lead to an increase in congestion and air pollution because the Nelson Road / Greenwich Church Street junction would not cope with the current traffic levels that pass through the town centre. Some of this traffic could well be diverted to other routes with uncertain effects on surrounding areas.

Option 2 (please see plan on pages 6-7)

A clockwise gyratory system around Greenwich Church Street, Greenwich High Road, Norman Road and Creek Road. This allows for significant improvements to pavements particularly between Greenwich Station and the town centre.

This simple gyratory would broadly accommodate existing traffic flows through the town centre and would reduce overall congestion and pollution. This option would require some diversions for local traffic, but it allows the maximum possible space for wider pavements and environmental improvements, particularly between Greenwich station and the town centre.

The following are variations on Option 2:

2A Two-way movement on Greenwich High Road (please see plan on pages 8-9)
As Option 2, but with two-way movement permitted on Greenwich High Road southwest of Stockwell Street. This option allows easier access to the streets southeast of the town centre e.g. Royal Hill and Gloucester Circus. Traffic might flow slightly better under this arrangement than under Option 2, with shorter waiting times at traffic lights. But these benefits come at the cost of less space for footways and environmental improvements.

2B Bus contra-flow (please see plan on pages 10-11)
As Option 2, but with a bus contra-flow on Greenwich High Road - Greenwich Church Street - Creek Road. This maintains the current levels of bus access to the town centre, without which route 199 in particular would incur lengthy diversion. This facility however comes at the cost of additional traffic congestion. The Nelson Road / Greenwich Church Street junction would not cope as well as under Options 2 or 2A, while much of the space otherwise available for footways and environmental improvements would be required for the bus lane.

2C Cycle contra-flow (please see plan on pages 12-13)
As Option 2, but with a cycle contra-flow on Greenwich High Road - Greenwich Church Street - Creek Road. This would improve cycle access to the town centre without undue congestion, but some space otherwise available for footways and environmental improvements would be required for a cycle lane.

Wider pavements for pedestrians
Extensive widening of pavements would be possible under Option 2, and to a lesser extent under variations 2a, 2b and 2c. Larger plans at the exhibition will show these features in more detail. The Council is keen to improve the pedestrian environment as much as possible, not only in the proposed pedestrianised area, but generally throughout the town centre.

Please complete the enclosed questionnaire and return it before 15 January 2010.
Other written representations will also be considered.

For further information telephone 020 8921 6114 (or 020 8921 5576)
Two-way traffic on all open roads

This option would retain two-way traffic flows on all roads apart from the ones that are to be pedestrianised.

It may seem to have the least effect on local traffic. However, this option could lead to an increase in congestion and air pollution because the Nelson Road/Greenwich Church Street junction would not cope with the current traffic levels that pass through the town centre.

Some of this traffic could well be diverted to other routes with uncertain effects on surrounding areas.

Key:

- Pedestrian area resident and business access only
- Shared area, maintain access to public car park

Not to Scale
Option 2
A clockwise gyratory system around Greenwich Church Street, Greenwich High Road, Norman Road and Creek Road.
This allows for significant improvements to pavements particularly between Greenwich Station and the town centre.

This simple gyratory would broadly accommodate existing traffic flows through the town centre and would reduce overall congestion and pollution. This option would require some diversions for local traffic, but it allows the maximum possible space for wider pavements and environmental improvements.

Key:
- Pedestrian area resident and business access only
- Shared area, maintain access to public car park
- Additional Pedestrian Space

Not to Scale
Option 2

2A

Two-way movement on Greenwich High Road

As Option 2 but with two-way movement permitted on Greenwich High Road southwest of Stockwell Street. This option allows easier access to the streets southeast of the town centre. Traffic might flow slightly better under this option than under Option 2. But these benefits come at the cost of less space for footways and environmental improvements.

Key:

- Pedestrian area resident and business access only
- Shared area, maintain access to public car park
- Additional Pedestrian Space

Not to Scale
Option 2

Bus Contra-flow

As Option 2 but with a bus contra-flow on Greenwich High Road - Greenwich Church Street - Creek Road. This maintains the current levels of bus access to the town centre, without which route 199 in particular would incur a lengthy diversion. This facility however comes at the cost of additional traffic congestion. The Nelson Road / Greenwich Church Street junction would not cope as well as under Options 2 or 2A, while much of the space otherwise available for footways and environmental improvements would be required for the bus lane.

Key:

- **Bus Lane**
- **Pedestrian area resident and business access only**
- **Shared area, maintain access to public car park**
- **Additional Pedestrian Space**
Option 2

2C Cycle Contra-flow

As Option 2, but with a cycle contra-flow on Greenwich High Road - Greenwich Church Street - Creek Road. This would improve cycle access to the town centre without undue congestion, but some space otherwise available for footways and environmental improvements would be required for a cycle lane.

Key:

- Cycle Lane
- Pedestrian area resident and business access only
- Shared area, maintain access to public car park
- Additional Pedestrian Space

Not to Scale
This letter/leaflet contains important information about a new traffic management scheme in your area. If you do not understand the text and would like it translated into another language, please tick the appropriate box and return the complete document to the council address shown below. Please remember to include your name and address so that we can respond.

English

This letter/leaflet contains important information about a new traffic management scheme in your area. If you do not understand the text and would like it translated into another language, please tick the appropriate box and return the complete document to the council address shown below. Please remember to include your name and address so that we can respond.

Use this Questionnaire to tell us what you think

Do you support the Council's objectives to improve the Town Centre environment?

Yes □ No □

Do you generally support the Council's plans to pedestrianise College Approach and King William Walk (north end)? This would significantly improve the environment by removing traffic from these roads but will require changes to the local traffic system.

Yes □ No □

Which traffic management option do you support, either?

Option 1?

Nelson Road made two way with a T junction at Greenwich Church Street (this does not allow for any improvements to pavements); or

Option 2?

A clockwise circular system around Greenwich Church Street, Greenwich High Road, Norman Road and Creek Road; this allows for significant improvements particularly between Greenwich Station and the town centre.

Use this Questionnaire to tell us what you think

Please read the booklet carefully before completing this questionnaire. It is recommended that you also visit the public exhibition. Completed questionnaires should be returned before 15 January 2009.

Tick one box only for each question

This is my preferred option □

If yes □

The options below are variations on Option 2. Please indicate your preference:

2A Two-way movement on Greenwich High Road This would allow for some pavement improvements but not as extensively as Option 2.

Agree □

2B Bus contra-flow This would restrict the amount of pavement improvements possible.

Agree □

2C Cycle contra-flow This would restrict the amount of pavement improvements possible.

Agree □

This publication is also available in audio □ Braille □ and large print □

Name

Address

Postcode

Greenwich Council

Greenwich Strategic Transportation

Crown Building, 6th Floor, 48 Woolwich New Road, Woolwich, SE18 6HQ

This is my preferred option □

If yes □

The options below are variations on Option 2. Please indicate your preference:

2A Two-way movement on Greenwich High Road This would allow for some pavement improvements but not as extensively as Option 2.

Agree □

2B Bus contra-flow This would restrict the amount of pavement improvements possible.

Agree □

2C Cycle contra-flow This would restrict the amount of pavement improvements possible.

Agree □