

Other comments

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2

**Greenwich Strategic Transportation**

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

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# Greenwich Town Centre Pedestrianisation

Managing the traffic to create a World Class Environment



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

### 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.

These proposals would require completely different traffic management arrangements for the Town Centre. This booklet gives more details of the proposed arrangements, and explains the options.

### 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](http://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:

### Central Area – Proposed Pedestrian Zone



#### Notes

- 1 Nelson Road converted to two-way
- 2 Greenwich Church Street reversed one-way flow
- 3 One-way system incorporates Norman Road
- 4 Major junction alteration at Norman Road / Creek Road, Norman Road / Greenwich High Road / Greenwich South Street

#### Key:

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



#### 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.

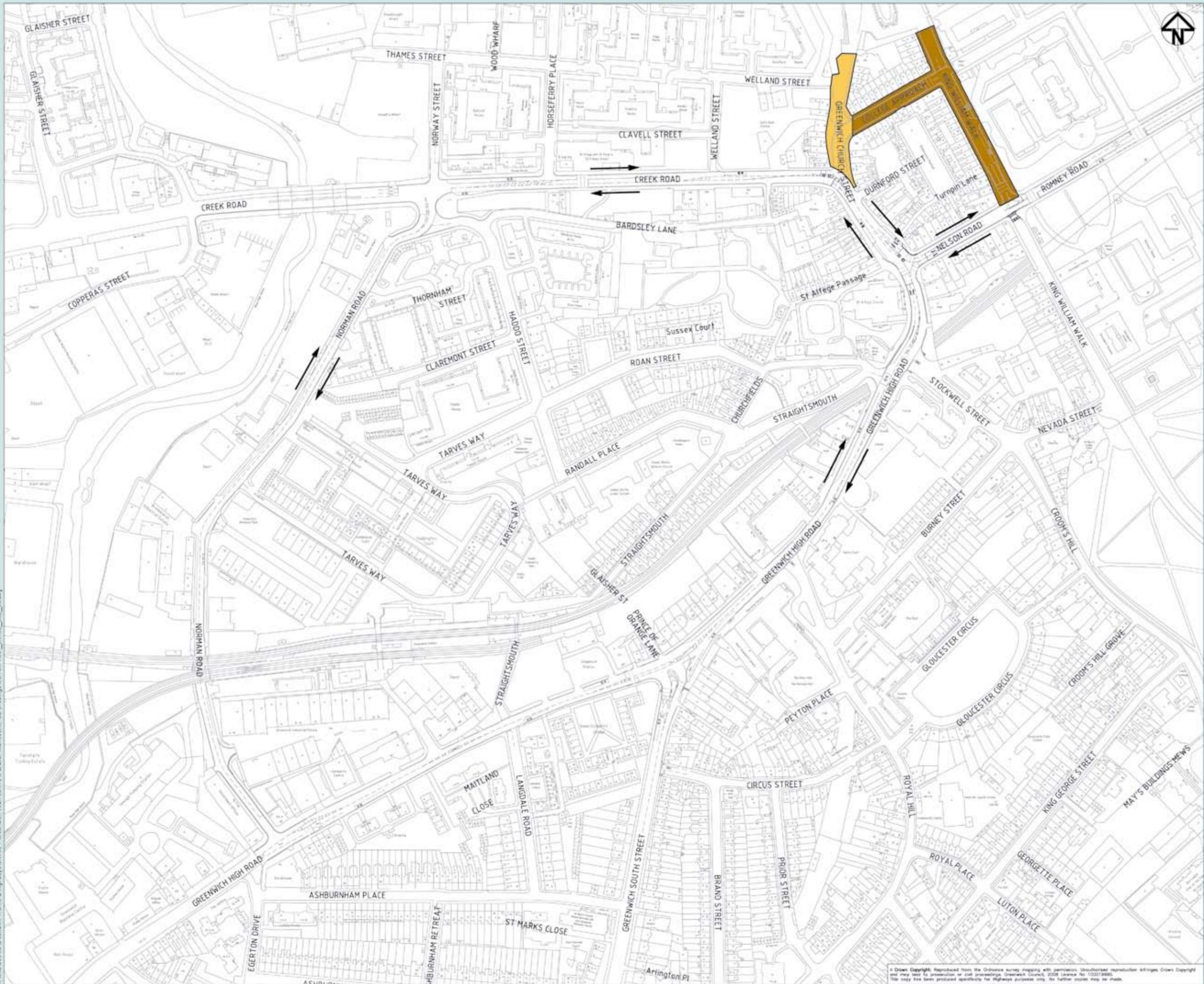
### Wider pavements for pedestrians

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)**



**Option 1**  
**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**

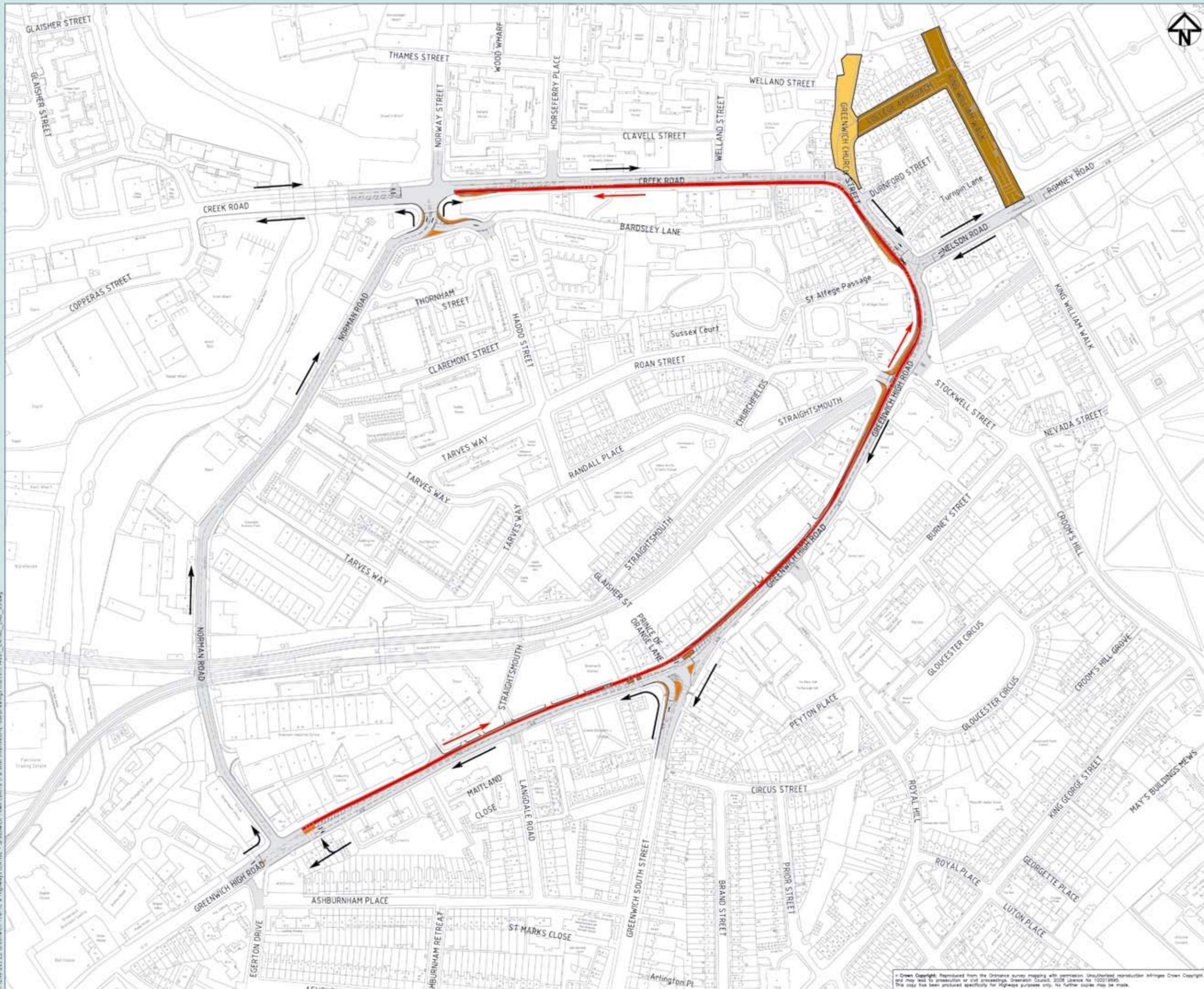
**2A**  
**Two-way movement on Greenwich High Road**

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**  
**2B**  
**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

Not to Scale

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**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

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# Greenwich Town Centre Pedestrianisation

Managing the traffic to create a World Class Environment

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.

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

Tick **one** box only for each question

Yes  No

If yes

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

If yes

Which traffic management option do you prefer, 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 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 is my preferred option

OR

This is my preferred option

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 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

ਇਸ ਖ਼ਤ/ਪੱਚੇ 'ਚ ਤੁਹਾਡੇ ਖ਼ੇਤਰ 'ਚ ਟ੍ਰੈਫਿਕ ਦੇ ਪ੍ਰਬੰਧ ਦੀ ਨਵੀਂ ਯੋਜਨਾ ਬਾਰੇ ਜ਼ਰੂਰੀ ਜਾਣਕਾਰੀ ਦਿੱਤੀ ਹੈ। ਜੇਕਰ ਤੁਹਾਨੂੰ ਇਸ ਵਿਚ ਦਿੱਤੀ ਜਾਣਕਾਰੀ ਸਮਝ ਨਹੀਂ ਆਉਂਦੀ ਅਤੇ ਤੁਹਾਨੂੰ ਆਪਣੀ ਜ਼ਬਾਨ 'ਚ ਇਸ ਦਾ ਕੀਤਾ ਅਨੁਵਾਦ ਚਾਹੀਦਾ ਹੈ, ਤਾਂ ਡਿੱਖਾ ਕਰਕੇ ਯੋਗ ਥਾਂ 'ਚ ਟਿਕ ਦਾ ਨਿਸ਼ਾਨ ਲਾਓ ਅਤੇ ਪੂਰੀ ਤਰ੍ਹਾਂ ਲਿਖ ਇਸ ਦਸਤਾਵੇਜ਼ ਨੂੰ ਕੌਂਸਲ ਦੇ ਹੇਠ ਲਿਖੇ ਪਤੇ 'ਤੇ ਭੇਜੋ। ਡਿੱਖਾ ਕਰਕੇ ਆਪਣਾ ਨਾਂ ਅਤੇ ਪਤਾ ਲਿਖਣਾ ਯਾਦ ਰੱਖੋ ਤਾਂਕਿ ਅਸੀਂ ਇਸ ਦਾ ਜਵਾਬ ਦੇ ਸਕੀਏ।

Punjabi

ਇਸ ਖ਼ਤ/ਪੱਚੇ 'ਚ ਤੁਹਾਡੇ ਖ਼ੇਤਰ 'ਚ ਟ੍ਰੈਫਿਕ ਦੇ ਪ੍ਰਬੰਧ ਦੀ ਨਵੀਂ ਯੋਜਨਾ ਬਾਰੇ ਜ਼ਰੂਰੀ ਜਾਣਕਾਰੀ ਦਿੱਤੀ ਹੈ। ਜੇਕਰ ਤੁਹਾਨੂੰ ਇਸ ਵਿਚ ਦਿੱਤੀ ਜਾਣਕਾਰੀ ਸਮਝ ਨਹੀਂ ਆਉਂਦੀ ਅਤੇ ਤੁਹਾਨੂੰ ਆਪਣੀ ਜ਼ਬਾਨ 'ਚ ਇਸ ਦਾ ਕੀਤਾ ਅਨੁਵਾਦ ਚਾਹੀਦਾ ਹੈ, ਤਾਂ ਡਿੱਖਾ ਕਰਕੇ ਯੋਗ ਥਾਂ 'ਚ ਟਿਕ ਦਾ ਨਿਸ਼ਾਨ ਲਾਓ ਅਤੇ ਪੂਰੀ ਤਰ੍ਹਾਂ ਲਿਖ ਇਸ ਦਸਤਾਵੇਜ਼ ਨੂੰ ਕੌਂਸਲ ਦੇ ਹੇਠ ਲਿਖੇ ਪਤੇ 'ਤੇ ਭੇਜੋ। ਡਿੱਖਾ ਕਰਕੇ ਆਪਣਾ ਨਾਂ ਅਤੇ ਪਤਾ ਲਿਖਣਾ ਯਾਦ ਰੱਖੋ ਤਾਂਕਿ ਅਸੀਂ ਇਸ ਦਾ ਜਵਾਬ ਦੇ ਸਕੀਏ।

Hindi

Warqadan/buugyarahan waxaa ku qoran akhbaar muhiima oo ku saabsan nadaam maareyn socod-gaadiid cusub (new traffic management scheme) ee goobta aad ku nooshahay. Haddii aadan fahmeyn qoraalka oo aadna jeclaan lahayd in lagu turjumay luqad kale, fadlan calaamadee sanduuqa ku haboon kuna soo celi dokumitiga oo dhameysan dowlada hoose cinwaanka waxaa lagu muujijey hoos. Fadlan xasuusnow inaad soo raaciso magacaaga iyo cinwaankaaga si aan kuugu soo jawaab celino.

Somali

Bu mektupta/broşürde bölgenizdeki yeni trafik düzenlemeleriyle ilgili önemli bilgiler yer almaktadır. Metni anlamıyor ve başka bir dile tercüme edilmesini istiyorsanız, lütfen bununla ilgili kutuyu işaretleyin ve belgenin tamamını aşağıda belirtilen belediye adresine gönderin. Size cevap verebilmemiz için adınızı ve adresinizi yazmayı unutmayın.

Turkish

此信 / 小册子包含著你所在區域關於新的交通管制方案的重要資訊。若你不明白其中的內容及想其翻譯成其它語言，請在適當的方格內打鉤，將文件寄回下面所示的地方議會地址。為了我們可以回應，請記得包括你的姓名和住址。

Chinese

Lá thư/tờ tài liệu này ghi tin tức quan trọng về một phương án quản lý giao thông mới trong khu vực quý vị. Nếu quý vị không hiểu văn bản đó và muốn được dịch ra một ngôn ngữ khác, xin đánh dấu vào ô thích hợp và gửi toàn bộ hồ sơ về địa chỉ hội đồng ghi dưới đây. Xin nhớ ghi tên và địa chỉ của quý vị để chúng tôi có thể trả lời.

Vietnamese

এই চিঠি/লিফলেটে আপনার এলাকার একটা নতুন ট্রাফিক ম্যানেজমেন্ট স্কিম সম্বন্ধে গুরুত্বপূর্ণ তথ্য দেয়া আছে। আপনি যদি এটা পড়ে কিছু না বোঝেন এবং অন্য কোন ভাষায় এর অনুবাদ চান তাহলে অনুগ্রহ করে সঠিক ঘরে টিক্ চিহ্ন দিন এবং এটা পূরণ করে নিচের ঠিকানায় কাউন্সিলের কাছে ফেরত পাঠান। দয়া করে আপনার নাম এবং ঠিকানা লিখতে ভুলবেন না যাতে করে আমরা আপনার সাথে যোগাযোগ করতে পারি।

Bengali

આ પત્ર/પત્રિકામાં તમારા ક્ષેત્રમાં ટ્રાફિક મેનેજમેન્ટની નવી યોજના બાબત અગત્યની માહિતી આપેલ છે. જો તમારા માટે આપેલ માહિતીને સમજવું મુશ્કેલ છે અને તમને પોતાની ભાષામાં આનું ફરેલ ભાષાંતર જોઈએ છે, તો મહેરબાની કરી યોગ્ય ભાગમાં ટિક્કું ચિહ્ન કરો અને પૂરી આપેલ માહિતી સાથે આ દસ્તાવેજને ડાઉનલોડના નીચે લખેલ સરનામે મોકલો. મહેરબાની કરી પોતાનું નામ અને સરનામું લખવાનું યાદ રાખો જેથી આનો જવાબ અમે આપી શકીએ.

Gujarati

تحتوي هذه الرسالة/ النشرة على معلومات مهمة عن الخطة الجديدة لإدارة حركة المرور في منطقتك. إذا لم تفهم النص وتريد أن يُترجم إلى لغة أخرى، يرجى وضع إشارة في المربع الملائم وإعادة الوثيقة كاملة إلى دائرة البلدية المدرجة عنوانها أدناه. تذكر بأن تكتب اسمك وعنوانك كي نستطيع التعامل مع طلبك.

Arabic

اس خط / لیت لیٹ میں آپ کے علاقے میں ٹریفک کے انتظام کی نئی سکیم کے بارے میں اہم معلومات دی گئی ہیں۔ اگر آپ کو اس کا متن سمجھ نہیں آتا اور آپ اس کا کسی اور زبان میں ترجمہ چاہتے ہیں تو براہ مہربانی مناسب نامے میں ٹیک کا نشان لگائیں اور مکمل دستاویز کونسل کے نیچے دیئے گئے پتے پر واپس بھیجوا دیں، براہ مہربانی اپنا نام اور پتہ لکھنا نہ بھولیں تاکہ ہم آپ کو جواب دے سکیں۔

Urdu

This publication is also available in audio  Braille  and large print

Name \_\_\_\_\_

Address \_\_\_\_\_

Postcode \_\_\_\_\_



**Greenwich Strategic Transportation**

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