



14 July 2020

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Our ref: SouthChiswickLiveableNeighbourhood
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Dear Resident/Business Owner,

Hounslow Streetspace Programme - South Chiswick Liveable Neighbourhood

In line with statutory guidance issued by Central Government in response to the Covid-19 pandemic, Hounslow Council is accelerating the introduction of measures to reallocate road space to pedestrians and cyclists, and to create more space to allow for social distancing. The measures are part of the council's Streetspace programme, developed in response to Covid-19, and also support wider council priorities to improve air quality, road safety and address the climate emergency.

The number of people travelling by foot and bike has increased significantly in recent months given that official advice remains to avoid public transport whenever possible. With shops reopened and a greater number of people returning to work, the risk is that car journeys will quickly begin to exceed pre-lockdown levels. The Liveable Neighbourhoods project in South Chiswick started in 2019 and combines a range of schemes across the Grove Park, Strand on the Green and Dukes Meadows area that focus on increasing the number of trips made by foot and bike, whilst improving local public space. A number of proposals from this project are now being brought forward on a trial basis as part of the Streetspace programme, as explained below.

More information regarding the Liveable Neighbourhood project, including summaries of the engagement work done to date, the data gathered to help develop these changes and further detail on the schemes listed below can be found via this link: tinyurl.com/southchiswick This page also provides a link to the project website, where you can sign up for ongoing news updates.

Dan Mason Drive – Trial Road Closure

The council has already implemented a road closure, underneath the railway bridge on Dan Mason Drive, in Dukes Meadows. Access for people on foot and bike is maintained, with more space provided to allow for social distancing. Access by vehicles is maintained to all facilities within Dukes Meadows, with all properties to the west of the railway line accessed via Dan Mason Drive, and all properties to the east of railway line accessed via Riverside Drive/The Promenade.

Hartington Road – Trial Closure to Northbound Traffic (Except for Permit Holders)

A trial closure to northbound traffic is to be implemented on Hartington Road, near to the junction with Cavendish Road, in order to remove the significant levels of through traffic that pass along this route from the A316 to access the A4 or Kew Bridge. Northbound access for drivers will be open to eligible residents only, via a permitting system controlled via an Automatic Number Plate Recognition (ANPR) camera. It is proposed that eligibility will be open to residential properties that sit within the

geographical area covered by the 'CS' and 'RV' controlled parking zones. This is the area that is located between the river, the District line/London Overground railway line and National Rail (South Western Railway) line. Southbound travel along Hartington Road, and through the zone, would remain unchanged for all vehicles.

The details of the scheme are currently being finalised, including the location of the cameras and advance warning signing. A further update will be sent to local residents in late July with full details on how the scheme will work and how to register vehicles if eligible. The scheme is expected to be implemented in August.

Strand on the Green – Trial Access Only Zone

Due to the volume of traffic and high proportion of through traffic on Strand on the Green and Thames Road, an 'access only' zone is to be trialled. The zone will stretch from the western end of Strand on The Green, to the junction of Grove Park Terrace and Grove Park Road. Drivers would be allowed to enter the zone to access residential properties and businesses in the area unchanged, but not to pass through both points without stopping as part of a longer journey. This would be monitored by two linked ANPR cameras at both entry and exit points to the zone, to enforce against any drivers trying to make a through movement. A major benefit of this approach is that there is no pre-registration process for licence plates as required for the Hartington Road closure, as full access is maintained as per the current situation. The design of this scheme is currently being finalised and is expected to be implemented in August.

Staveley Road / Park Road – Trial Diagonal Road Closure

Due to the high volume and speed of traffic on Staveley Road a 'diagonal traffic filter' is proposed at the junction of Staveley Road and Park Road. This measure will prevent traffic heading east/west along Staveley Road and north/south along Park Road.

It will still be possible for vehicles to turn left from Staveley Road into Park Road, and right from Park Road into Staveley Road, when travelling in both directions. However, any vehicle wishing to continue straight ahead will need to find an alternative route. The design work for this junction is currently ongoing to determine what temporary barriers can fit into the space available at the junction. In order to ensure that traffic is not displaced onto Lawford Road, further measures are also being explored in this location. When finalised, the plans will be uploaded onto the project website, with a view to this measure being installed in early August.

Harvard Hill – Trial Northbound Road Closure

The access point for Harvard Hill onto the A4 westbound will also be closed. This access to the A4 is an existing cut through for traffic, with traffic volumes on Fauconberg Road, Gordon Road and Harvard Hill well beyond those of neighbouring streets. Detailed plans for Harvard Hill are complete, and have been uploaded to the project website (tinyurl.com/southchiswick). The closure includes barriers and signing, both at the junction with the A4, but also at multiple locations in advance to warn drivers of the closure. The scheme is due to be installed by the end of July.

School Streets Trials

Three new 'School Street' schemes are proposed to be trialled from September. These schemes are designed to restrict the ability of vehicles to access the area around the school for the purposes of dropping off or picking up children. These schemes look to ensure that more journeys to school are undertaken by walking and cycling, with a reduction in car use leading to improved air quality and road safety around the school. They also help increase the space allocated to pedestrians to allow for social distancing.

