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.
Cavendish Primary

Design work has been completed on this scheme, with a number of different options reviewed to consider the operation of the scheme, the impacts on local residents and benefits to the school and students. The scheme being brought forward is a limited access restriction preventing access by non-residents to the service road that runs behind the shops on Edensor Road, coupled with the extension of ‘red route’ restrictions from the A316 into the western end of Edensor Road nearest to the entrance into the school. This is supported by temporary footway widening on the south side of Edensor Road near to the entrance of Promenade Approach. The red route restrictions remove the ability of cars to park near to the school, and tackle locations identified by the school where problems persist with inconsiderate parking, turning vehicles and idling engines. Red route restrictions have the additional benefit of being enforceable by camera. The temporary footway widening helps increase the waiting area outside the school gate. The council is also examining feasibility for the gates on Promenade Approach to be opened to improve pedestrian access into Dukes Meadows and maximise space for social distancing. More detail and a copy of the plan can be found here: tinyurl.com/southchiswick

Grove Park Primary

This scheme would include Nightingale Close, a section of Grove Park Terrace and part of St Thomas’ Road. Timed closures will be introduced to remove traffic from around the two entrances to the school, with residential properties within the zone ‘white listed’ to ensure access to properties is maintained. An initial design is complete and is currently being discussed with the school. Once finalised plans will be added to the website. Residents will also be written to in order to explain how the zone will operate and how to register vehicles. A further letter will be circulated in early August with full details.

Chiswick School

The School Street scheme at Chiswick School includes a section of Staveley Road between the A316 and Burlington Lane. The exact extent of the zone and timings of the closure are being considered and will be communicated to residents in early August, with a plan updated onto the project website once ready. This will be a timed closure of the road at school start and end times and supports the additional closure measures on Staveley Road described above, to remove a high proportion of through traffic that uses the road to connect between the A316 and A4. Existing bus access is proposed to remain unchanged.

Next Steps

These changes are being introduced via the use of Experimental Traffic Orders. The council will be considering feedback received on these changes to the network from road users, local residents and businesses over the next six months. Once a scheme goes live it will be added to the drop-down list of schemes included on the Streetspace consultation page (tinyurl.com/streetspacefeedback), and feedback from the local community is very welcome. This feedback, alongside any available relevant data on the impact of the schemes, will be reviewed before determining whether any of the trials should be extended, made permanent or removed.

For further information about Hounslow Council’s wider Streetspace programme, please see here: www.hounslow.gov.uk/streetspace

Yours faithfully,

[Signature]

Tom Sharland | Senior Engineer