

# A resident's guide to South Chiswick's Low Traffic Neighbourhood scheme



**Public meeting:**

**St Pauls Church, 21 October 2021 at 7pm**

*(Entry by ticket only, available via GPG / SoGA websites)*

Local resident associations Strand on the Green Association (SoGA) and The Grove Park Group (GPG), street representatives and other stakeholders have been working collaboratively to propose an alternative to Hounslow Council's current Low Traffic Neighbourhood (LTN) scheme called the South Chiswick Liveable Neighbourhood (SCLN).





## Introduction

The current wave of LTNs appearing across London follows a Government initiative in 2019 and are funded via TfL under the Streetspace for London programme. The aim was to implement changes to encourage Londoners to walk and cycle by preventing through traffic on local roads ('rat-running'), **while retaining access for all local residents and visitors.**

A positive benefit was seen as enhancing the quality of the neighbourhood by reducing local air and noise pollution and road danger. It was left to local Councils to consider the specifics of their local area, apply for funding and implement their scheme and a successful LTN was deemed to make walking and cycling more convenient than by car for short trips **while reducing rat-running but maintaining essential vehicle access.**



## Introduction *Continued...*

The measures in “South Chiswick” were the subject of a successful bid in March 2019 with the first of the trial measures rushed out during Summer 2020 after a form of community engagement which had ended earlier in June 2020 mainly via online comment submission. Virtual sessions were run via LBH/consultancy Steer to discuss residents’ questions. Following challenges by residents and ward Councillors to the scheme after it was implemented, a series of updates and amendments have been made up to last month. The Council’s data suggests a majority of residents opposed the measures in their current form, with the percentage varying from 57% to 92% depending on the scheme. The proportion that called for the trials to be stopped or reversed immediately varied from 50% to 88% depending on the scheme. A survey of SoGA & GPG members reflected this, whilst clarifying that a majority of residents support the aims of a LTN but not the current way it is being implemented.

When Councillor Khan and LBH Traffic Officer Jefferson Nwokeoma moved to make the scheme permanent in September 2021, there were several last minute changes to try to address some of the issues and address local opposition – the closure of access to Burlington Lane from the A316, and the extension of the Staveley Road Schoolspace scheme to 8am–5pm 6 days a week (term time). These changes created further issues, especially for residents on the east of the A316. Following a referral to LBH’s Overview and Scrutiny Committee in September 2021 the committee of councillors whose remit is to review challenged decisions unanimously concurred with many of our views and those of residents that the current scheme is complex and disjointed, that there is no data to support its efficacy and there has been insufficient public consultation and community engagement. The last minute changes made on the day of the Committee by Hanif Khan and Jefferson Nwokeoma – proposed extended

access to Staveley Road to those to the east of the A316 now operating 8am-7pm, and making Hartington Road accessible to all outside of the hours of 8-7pm, were also criticised for their lateness and lack of consultation. The scheme has been referred for broader discussion during LBH Cabinet on 19 October 2021 at which point they will decide on the direction in which to take the SCLN.

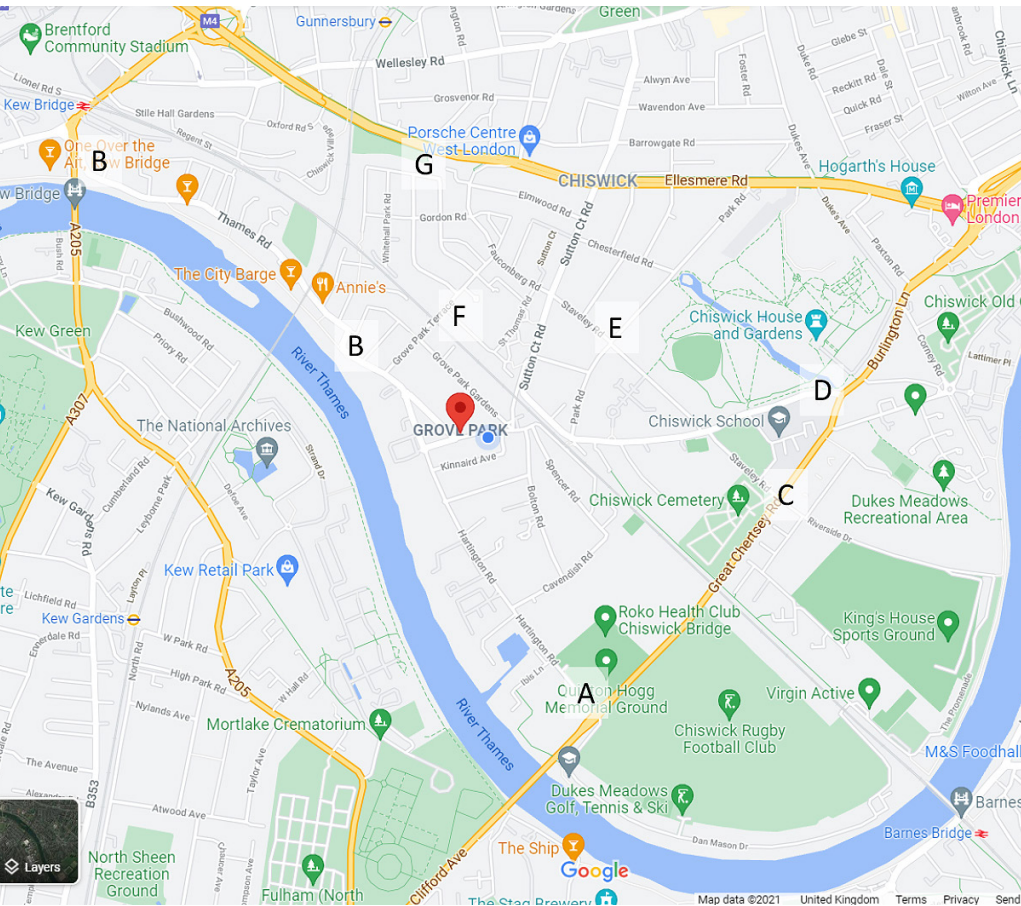
What has become clear is that the Council’s scheme is complex, and creates significant issues for some residents. Measures taken sporadically to address these issues have created further complexity without fully undoing the damage. For these reasons, residents’ groups have created an alternative LTN proposal to manage access to Grove Park and Strand on the Green areas using 9 time controlled APNR cameras (located by number on the map below) and propose to refine the proposal through a process of consultation with residents. We put this forward as a workable option to Councillor Khan and colleagues, with a view to being constructive, but in discussion with LBH Traffic our proposal was dismissed out of hand, with no solid reasoning. Following the referral of all schemes back to the Cabinet by the Oversight and Scrutiny Committee, we believe the time is now right to discuss this alternative more proactively with residents and the Council. We will hold a public meeting on 21 October 2021 so that residents have a chance to be better informed and can openly discuss their comments. This will be independently chaired, with representation from local resident associations, street groups, local ward councillors. The invitation will be extended to Councillor Hanif Khan and LBH Traffic Officer Jefferson Nwokeoma so they can share their plans, and hear directly from residents on the impact of their proposed traffic measures and about alternative ideas from by the community.

### Within this pamphlet we have set out:

- 1 A summary of LBH’s current and proposed South Chiswick Liveable Neighbourhood Scheme measures and our assessment of the issues of each
- 2 A summary of our alternative proposal.

## Summary of LBH's current and proposed measures

We have set out below an overview of the current SCLN scheme, any proposed amendments and our assessment of the measures. As an overall scheme, we believe the measures are disjointed, complex, hindering access for deliveries, taxis, carers, tradespeople and visitors, and leave some residential streets handling traffic displaced from other streets within the scheme.



## A Hartington Road / A316 (Chiswick Bridge)

Current scheme has 24/7 entry restriction via ANPR from the A316 into Hartington Road with a whitelist allowing entry to vehicles registered by residents in controlled parking zones (CPZ) CS and RV. Due to the location of the camera access is maintained to the gym and rowing clubs adjacent to the A316. Amendment proposed by Council to operate only between 8am and 7pm and extend the whitelist to Grove Park Terrace and Magnolia Road residents.

### Issues:

No access for residents of SOTG/FR/GP parking zones, residents outside of named streets in the "whitelist" and no access for non-residents for instance using the area for recreation, services, taxis and deliveries. These residents have to travel along Burlington Lane to access the A316, contributing to the heavy traffic on Burlington Lane, and access via the junction at Burlington Lane or Staveley Road (also noting Burlington Lane is currently proposed to be closed to those outside the GP controlled parking zone with the latest changes). Fines in the order of £2m levied to-date so efficacy of scheme is in question. Hazardous junction to A316 for cyclists remains.

## B Strand on the Green/Thames Road from Kew Bridge (A205) to Riverview Road

Current scheme has 24/7 entry restriction for all but local traffic, but this will be changed to 8am to 7pm with the latest proposals. The ANPR cameras operating on timed entry will now no longer be introduced and replaced by mobile camera vehicle.

### Issues:

No access for residents in the FR, GP, RV, CS parking zones wishing to exit the area onto A205. No access by SotG residents northbound through Hartington Road. Lack of enforcement controlled periodically through mobile camera and likely to impact local pub / shops.

## C Staveley Road / A316 (Chiswick School)

Current School Street scheme has entry restriction during hours of 8am to 9am and 2.45pm to 3.45pm. Amendment proposed by Council to extend operation Monday to Friday 8am-7pm. To reduce the high volumes of through traffic along Burlington Lane previously travelling via Staveley Road, with access for buses, teachers, residents and businesses in Controlled Parking Zones GP and FR exempt via whitelist - now extended to include those residents to the east of the A316 (but excluding Chiswick Square, Corney Road, 64 blue badge holders, carers, disabled and delivery vehicles).

### Issues:

Further extension of the whitelist to incorporate adjacent residents highlights access issues of the current scheme, allowing access to local services but channelling traffic through Burlington Lane. Through traffic north/westbound builds from 0700, an hour before restrictions can be enforced. Through traffic south/eastbound remains a concern with a significant volume of vehicles daily – which the scheme measures have failed to stop. School Street measures previously stopped vehicles accessing the road during school drop-off and collection, but the whitelist allows local traffic at times i.e. even when children are departing.

## D Burlington Lane / A316

New measure proposed for lane closure access restriction from the A316 when entering Burlington Lane. This will require a hard barrier.

### Issues:

In combination with Staveley Road Schoolspace closure, there is now no way for parents to drop / collect children at Grove Park School from the A316. The closure of Staveley Road means that the only exit point during the evening rush hour (southbound) is via Burlington Lane, potentially leading to queues of traffic back up Burlington Lane as there are no lights to enable cars to move into the heavier traffic on the A316.

## E Staveley Road barrier

Current scheme has a barrier across the junction of Staveley Road and Park Road.

### Issues:

Access restrictions for emergency vehicles, with London Fire Brigade having confirmed this to LBH, and the Chief Operating Officer of London Ambulance Service having issued guidance that all street barriers must include a 3.5m gap for emergency vehicle access. Temporary barrier is unsightly, and a permanent barrier requires fundamental junction/pavement re-design likely at significant cost to allow sufficient space for a layout compliant with requirements. Unnecessarily requires local traffic to detour the area, when the other scheme measures are intended to have stemmed the through traffic this was initially designed to deter. Future review likely, but should be unnecessary if other scheme measures have worked e.g. Burlington/Hartington & A316.

## F Grove Park Terrace and St Thomas's Road – Schoolspace Schemes

Current scheme has the roads closed to traffic during hours 8.30am to 9.30am and 2.45pm to 3.45pm, with the exception of registered residents.

### Issues:

None specifically.

## G Harvard Hill/Wolsey Gardens to the A4

Current scheme sees the junction closed to all traffic.

### Issues:

Displacing traffic to other roads such as Elmwood Road. There has been consideration by LBH as to whether this should be re-opened.

## Summary of our alternative proposed measures

The Grove Park Group and Strand on the Green Association, and the Park Road and Burlington Lane/Sutton Court Road street groups have developed an alternative scheme. This has the objective of delivering the original goal of these schemes - "to transform the area into being a 'low traffic neighbourhood', preventing motorists from using residential streets as a cut through between major roads." This plan avoids the hard road closures which are cutting off and dividing South Chiswick, and allows access to anyone who needs it for services such as the doctor, pharmacy, station etc., recreation or amenities such as shops, bars etc. The scheme focusses solely on preventing residential streets being used as cut through between major roads by those who do not live in the area. There may be future benefits of safer roads resulting in more opportunity for cycling and improved environment eg. air quality / noise pollution.

- South Chiswick has 9 road access points, as shown on the map below. By controlling traffic flows at critical access points using connected ANPR technology, traffic entering the neighbourhood can be managed, removing the need for existing control points within the area, such as road closures.
- To reduce traffic that is using South Chiswick as a short cut, any vehicle entering via one access point and leaving via another within a short period (for example 10 minutes) will be fined via a Penalty Charge Notice (PCN). This scheme could operate 24/7 or be timed to only reduce the peak flow of traffic, for example from 6.00am to 9.30am and 3.00pm to 7.30pm Monday to Friday.
- Taxis and delivery vehicles will retain access, and ANPR controllers will not issue PCNs to them.

Because a trip to the Doctor etc. takes longer than the time just to drive through, residents needing access would not trigger a PCN. Whilst the residents' groups believe that this scheme is aligned to the wishes of residents, we believe that proper consultation should take place, for example on timings and on any concerns that residents may have. Hounslow Council have

implemented a similar scheme (with fewer access points) on Green Dragon Lane, showing technical feasibility. Our research with an industry supplier verifies that this type of system is possible, however access to Hounslow Traffic expertise is needed to refine the scheme, for example using data to define the journey time under which a legitimate PCN would be triggered. With income from PCNs, this scheme should pay for itself.

**It prevents South Chiswick being cut into pieces through divisive road closures, is simpler to understand, allows South Chiswick residents to move freely, allows access to all users of the area, eliminates ALL rat run traffic, and makes our streets safe for our families whether we walk, cycle or drive.**

**The London Ambulance Service is on record as saying: "ANPR enforcement cameras are ideal ways of enforcing restrictions without physically closing or blocking roads."**



**A public meeting will be held at:**

**St Pauls Church, 21 October 2021 at 7pm**  
for residents to discuss.

*(Entry by ticket only, available via GPG / SoGA websites)*

**Further information on the alternative proposal  
is available from the residents associations:**

**GPG:**

contact@groveparkgroup.co.uk  
or membership information:  
www.groveparkgroup.com



**SoGA:**

rsg.soga@hotmail.co.uk  
or membership information:  
www.strandonthegreen.org.uk



**Further information on the LBH scheme:**

[https://www.hounslow.gov.uk/homepage/215/hounslow\\_streetspace](https://www.hounslow.gov.uk/homepage/215/hounslow_streetspace)