



# Proposed changes to West Parkside and Pilot Busway on Greenwich Peninsula

Response to issues commonly raised  
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**MAYOR OF LONDON**



**TRANSPORT  
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## Introduction

In partnership with the Royal Borough of Greenwich, we ran a public consultation on proposed changes to West Parkside and the Pilot Busway on Greenwich Peninsula. The consultation ran between 7 October and 4 December 2016. This document provides our response to the issues commonly raised during the consultation.

A separate consultation report is available on the consultation [website](#)<sup>1</sup>. That report explains what we did, how and why and provides a comprehensive summary of the responses.

## Our decision

After careful consideration of the comments received during the consultation, we have agreed with the Royal Borough of Greenwich to take the proposals forward to the detailed design stage. We are committed to ensuring that the necessary safety improvements to West Parkside are delivered without any undue delay.

The majority of comments we received were in favour of the proposals. However, we also received comments expressing concern about how the proposals might negatively impact the village character of the area and the quality of life of the residents. We address the key issues raised in this document. We will continue to engage with stakeholders and the local community throughout the detailed design stage and the delivery phases. It is our intention that the local community are involved in the development of the final design, to help protect and strengthen the village character of the area.

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<sup>1</sup> <https://consultations.tfl.gov.uk/roads/west-parkside/>

## Next steps

It became apparent during the consultation that the scheme and associated safety improvements could not be implemented as proposed in an acceptable period of time. This was because the scheme assumed the realignment of West Parkside, North of John Harrison Way, as included in the approved masterplan for Greenwich Peninsula. However, this phase of the masterplan is not anticipated until after the delivery of the proposed Silvertown Tunnel, which is expected to be complete in 2022/2023.

As such, we have decided to implement the changes on the existing road alignment to ensure there is no undue delay in improving safety on the peninsula. The changes will be kept following the realignment of West Parkside.

## Response to issues commonly raised

### **The proposed relocation of the existing bus stop would be a cause of disturbance to some local residents living nearby.**

We acknowledge that moving the bus stop to the other side of the central reservation would bring it closer to some residents living off West Parkside. However, as currently proposed, the stop would still be some 10 metres from the nearest apartments. Nevertheless, we will investigate during detailed design whether the stop could be moved to a position more agreeable to the local residents but still convenient for bus passengers.

### **Moving the bus lane would bring buses closer to some local residents living nearby. This would mean an increase in pollution and disturbance.**

We acknowledge that moving the bus lane to the other side of the central reservation would bring buses in one direction closer to some residents living off West Parkside. However, we consider that the current layout needs to be changed to improve safety. There are currently no plans to increase the number of services on West Parkside. It is also worth noting the commitment we share with the Mayor to improve the air quality in London. No more pure diesel double-deck buses will be added to the capital's fleet from 2018 and all new single-decks for central London will be zero-emission.

### **Converting the roads into a more traditional layout would threaten the village character of the area. A better alternative would be to convert this part of the peninsula into a Home Zone.**

We need to maintain road access into the peninsula and the proposals do not increase the total amount of road space. Therefore, we do not believe the scheme alone would result in additional traffic on West Parkside. However, the desire to protect the village character is well made, and the early introduction

of the 20mph zone in February 2016 supports this aspiration. The consultation also reflects a principle need for improving road safety.

We will consider what landscaping measures may be possible during the detailed design stage. It is our intention that the local community are involved in the development of the final design, to help protect and strengthen the village character of the area. Any such discussions would need to recognise the constraints on the proposals, which include safety considerations, costs and highway operation.

**Concerns that a dual carriageway style layout, and other developments in the area, would lead to increased volumes of traffic, pollution and congestion on the peninsula.**

The proposals do not increase the total amount of road space, so there is no reason to believe that the proposals alone would lead to more traffic or congestion once operational. Motorists living in the new development or using the proposed Silvertown Tunnel would be encouraged to use other roads to access and exit the peninsula where appropriate.

**The proposals will not improve capacity and reliability of bus services AND Northbound buses, intersecting with cars turning left from West Parkside into John Harrison Way, would be a cause of delay and congestion.**

The proposals would deliver a more efficient road layout for buses and help maintain the reliability of bus services. This is because the current signal arrangement is an inefficient method of operation, which effectively reduces capacity by up to a third. Reducing the amount of time waiting for signals on the road means we have the ability to provide customers with a more reliable bus service, as we reduce delays.

**Converting the road would make it more dangerous rather than resolve safety concerns**

The proposals would convert the roads into a more typical layout seen throughout London and elsewhere. It would be safer, as pedestrians would only have to look one way before crossing a road. The detailed design will be independently audited, to ensure compliance with safety standards.

**Deliveries to local premises and the school run would be adversely impacted by the proposed new layout**

We can address the need for further loading bays in the detailed design. There is currently no parking provision on West Parkside for the purposes of dropping of children at the local school. We can look to see whether any such provision can be accommodated during the detailed design stage.

**Response to the drawing supplied by Becquerel Court residents in Appendix C of the consultation report, not already addressed in other answers**

The signage on West Parkside will be looked at during the detailed design stage and any necessary changes will be made. The design will be audited independently, to ensure compliance with road safety standards.

**The frequency of bus services should be increased at peak times and/or following events at the O2 Arena.**

Bus services in London are regularly reviewed to ensure service patterns meet demand. Should we identify a need to make changes to services in the future; any proposals would be subject to a separate consultation. There are no current proposals to increase bus services into North Greenwich via West Parkside/Pilot Busway.

**The Busway should be retained as a segregated road**

A traditional two-way road operation has been chosen as it provides a safer, more intuitive highway environment. Traffic studies also showed that bus services would operate more efficiently through the junctions with the preferred option. Accordingly, it was decided to consult on a single option involving a conventional dual carriageway layout. The bus lanes will continue to be segregated, albeit on opposite sides of the central reservation.

We acknowledge that the changes would mean it would no longer be possible to convert the busway into a road for guided buses or trams in the future. We decided that safety improvements had to take precedence over other considerations.

**The realignment of the West Parkside would impact negatively on stakeholders in the area.**

We no longer propose to realign West Parkside as part of this scheme and will instead deliver the improvements within the existing kerb line so that the changes can be introduced without undue delay. The realignment of West Parkside, as included in the approved masterplan for Greenwich Peninsula is not anticipated until after the delivery of the proposed Silvertown Tunnel, which is expected to be complete in 2022/2023. Our revised road layout would be used on the realigned road.

**No details of any cycling provision are included in the proposals**

An established cycling network is already available on the peninsula and no changes are proposed with this scheme. Cycling provision was therefore out of scope for this consultation, as existing provision would be retained.

**What land ownership issues does the proposals seek to resolve?**

The current highway authority for the two-way Pilot Busway is the Greater London Authority. It would be more typical for the highway to be maintained by Greenwich Council; the Council is already the highway authority for West Parkside. It is anticipated that once a scheme is agreed and then delivered, Greenwich Council would adopt the road.

**The Edmund Halley Way junction with West Parkside is no longer fit for purpose and needs to accommodate more pedestrians crossing the road.**

As part of the design for the junction, it is proposed to provide additional green light time for pedestrians. We will also consider the practicalities of a 'countdown' signal for pedestrians in this location during the detailed design stage.

**How would coaches exiting the O2 Arena Car Park 1 travel southbound, without being diverted north in the first instance?**

We will investigate whether coaches could cross the central reservation during the detailed design stage. Should we determine that this may be possible in principle, we would expect that coaches exiting Car Park 1 would be subject to an Events Management Plan or similar.

**Southbound coaches on West Parkside must be permitted to turn right into John Harrison Way, as it is a key egress route from the O2 Arena.**

We will seek to address this during the detailed design stage.

**Taxis should be allowed to use the bus lanes, particularly after events at the O2 Arena.**

We will consider this request in the detailed design stage in context of the busway network throughout the peninsula and the bus station. The primary aim of the busway is to ensure reliable bus journey times. We would need to consider both the impact on bus journey times and on safety for all road users, before allowing the introduction of new vehicle types into the bus lane.

**Replace the controlled junctions at Edmund Halley Way and John Harrison Way with roundabouts, with a controlled crossing for pedestrians.**

We will be considering the design of these junctions as part of our next design stage; however it is unlikely that we will choose roundabouts. As these junctions have comparatively low flows and provide lower levels of comfort to cyclists and pedestrians, it is not envisaged that roundabouts would be the preferred design solution. A signalised crossroads also provide better journey times for buses, a key objective of this project.

**Consider changes to junction at Southern Way that would allow some bus services to be rerouted via Peartree Way**

London Buses keep the bus network under review at all times. However given the established network of services that use Southern Way, which is a bus only road, there are currently no plans to reroute services via Peartree Way.

**Consider changes to the Busby's Way/Southern Way junction**

We and Greenwich Council are separately examining proposals for simplifying the movements at this junction, catering for changes to traffic associated with the upcoming opening of the IKEA store. There will be an opportunity to comment on these proposals at a future date.

**Remove access to the Pilot Inn from the proposed northbound lane. Access could be southbound via roundabout at Edmund Halley Way. This would remove the need for a controlled junction at the access road and mitigate people ignoring the proposed banned turn.**

Banning access to the Pilot Inn from this lane was considered. However it was felt that traffic flows are low enough, in non-event situations to allow right turning traffic to cross the southbound West Parkside when gaps are available. This right turning traffic can be physically accommodated without impacting on north or southbound traffic.

**Pavements should be widened to improve safety for pedestrians and create a more pleasant experience.**

We will investigate whether and where this request may be accommodated during the detailed design stage.

**The Edmund Halley Way junction with West Parkside should have a Yellow Box.**

We will consider this during the detailed design stage.