



Notes of NMG Meeting

Date: Monday 8th November 2010

Time: 14:00 - 16:00

Location: London Bridge room (8th floor) Palestra

Attendees

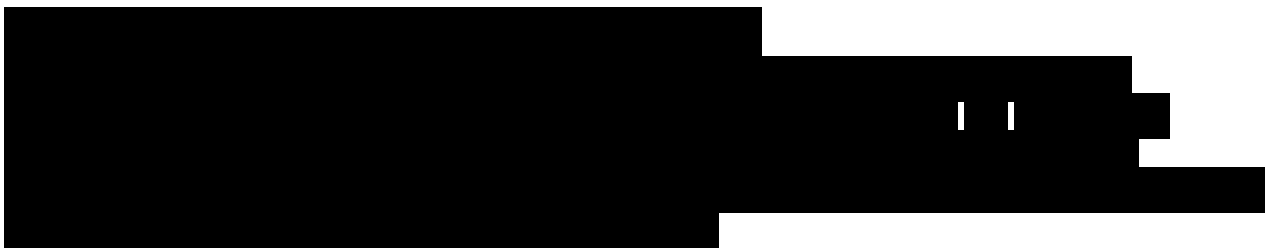
AB	Alan Bristow	Director of Traffic Directorate
MB	Mark Beasley	Head of Planned Interventions
RP	Roger Pye	Forward Planning Manager
SJ	Steve Jenkins	Head of Strategy Development
DR	David Rowe	Head of Borough Projects and Programmes
SP	Shaun Pidcock	Development & Delivery Manager
BB	Bob Blitz	Network Planning Manager
NH	Nigel Hardy	Head of London Routes & Places
SK	Samantha Kennedy	Head of Strategy & Stakeholder Partnerships
JR	Jason Robinson	Chief Engineer, Traffic Operations
TP	Tim Piper	Chief Engineer, Traffic Operations
AD	Adam Duff	Principal Engineer, Traffic Operations
LA	Lukman Agboola	Network Impact Assessment Manager (North area)
MD	Mufu Durowoju	Network Impact Assessment Manager (South area)

Presenters

JC	John Couch	London Borough of Newham
GD	Graham Dickerson	London Borough of Newham
ML	[REDACTED]	[REDACTED]
PR	Penny Rees	CSH Route 8
RS	Rob Semple	CSH Route 8
FM	Francis Molisso	CSH Route 8
BH	[REDACTED]	[REDACTED]
OK	[REDACTED]	[REDACTED]
CM	[REDACTED]	[REDACTED]

Circulation

Invitees, Attendees, Garrett Emmerson, Ben Plowden, Keith Gardner, Mike Freestone





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Greenwich Town Centre Pedestrian Scheme

Greenwich Council are proposing to pedestrianise Greenwich Church Street, (the part between Creek Road and College Approach) College Approach and King William Walk (the part between Nelson Road and College Approach). This section of the road network in Greenwich Town Centre is presently one way working, eastbound. In order to achieve the aims of the project, it is proposed a much larger anticlockwise gyratory is introduced comprising Greenwich High Road, Norman Road, Creek Road and Greenwich Church Street.

Matters Raised / Discussed

- Ambitious timeframe: Committee decision December 2010, on site January 2011 with a trial commencing in March. Monitoring period April / May 2011.
- Significant pedestrian congestion, restricted by narrow footways.
- Issues on policy, capacity, severance, safety and the number of signal installations.
- Major concerns raised by Buses who felt the proposal will not be beneficial. Major concerns that the scheme will cause longer journey times. Route 199 will not be able to access the Town Centre/ DLR / University. Frequency of route 188 would not be maintained.
- Introduction of a large gyratory is contrary to current practice.
- Funding source for the project is not clear. Indications are that LIP's funding is to be used, this needs to be confirmed.

Conclusions / Actions

- Modelling to be submitted for audit. Data must comply with modelling guidelines.
- Funding issues to be addressed and resolved (Martin Carter is contact at LB Greenwich).
- Much greater attention has to be paid to the bus service implications of the proposal.
- Waiting and loading restrictions to be reviewed.
- Proposal needs to be aligned with the MTS.
- Promoter to ensure that they are liaising with the correct people at TFL Surface (key contact at this stage Mufu Durowoju in Planned Interventions).
- Scheme to be reviewed at a later NMG meeting.

Decision

- Scheme cannot be approved at this time.

Next meeting

Wednesday 8th December 2010 10:00 - 12:00