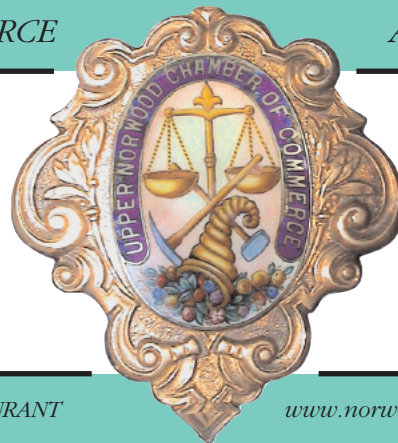


CHAMBER OF COMMERCE



NEXT MEETING: 7PM ON TUESDAY 5TH OCTOBER 2004 AT LORENZO'S RESTAURANT

www.norwoodchamber.org.uk

WESTOW STREET/HILL JUNCTION

THE PROBLEM

The junction at the top of Gipsy Hill and Central Hill with Westow Street and Westow Hill is extremely hazardous.

There is no 'phase' (let alone a let up in traffic) to allow any pedestrian to cross Central Hill or Westow Hill safely even though it is a major commuter route from Gipsy Hill station and in constant use during the day by office workers and shoppers. Despite a bizarrely placed push-button control outside the Hollybush Pub (why?) and road crossing ramps there is absolutely no way a pedestrian can get across Westow Hill without performing a 'death throw' in front of traffic. This is because Westow Hill is the only exit road taking traffic from three feeder roads without pause. Any pedestrian trying to cross Gipsy Hill when the green man is showing is at risk of being hit by a car making an illegal left turn from Central Hill.

Motorists take all corners quite quickly so that they don't lose their place in the queue to get around the one-way system. When combined with blind spots created by the corner buildings and lack of properly regulated pedestrian crossings there is a high risk of a serious accident.

If Westow Hill is congested (as it often is) the last few motorists coming from Central Hill will frequently avoid entering the yellow box and wait for it to clear. Unfortunately it doesn't usually clear until the next phase and they become stranded between their white stop line and the yellow box. This puts them



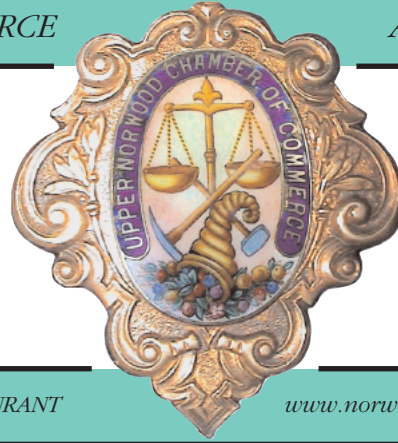
right in the way of the turning circle of large vehicles coming from Westow Street into Central Hill, causing gridlock.

The restrictions on turning left and right between Central Hill and Gipsy Hill are frustrating for motorists. It exacerbates congestion on the Triangle and causes rat-running in Beardell Street, Camden Hill Road, Highland Road, Lunham Road, Hawke Road, Bloomhall Road and Salters Hill. Many of these residential roads are narrow and unable to cope with the increased traffic. Children playing in what were once quiet streets are at increased risk of road accidents. The roads have become heavily pot-holed and were only just recently repaired. Central Hill is designated as an A-Road and it should be used for through traffic, not the back of a housing estate!

THE SOLUTION

Crystal Palace & Norwood Chamber of Commerce has a proposal for new traffic phasing that solves all of these problems. Please see overleaf for further details.

CHAMBER OF COMMERCE

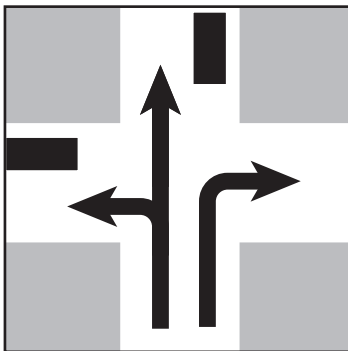


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PROPOSAL WITH THREE PEDESTRIAN CROSSINGS & NO TURNING RESTRICTIONS

We propose that pedestrian crossing points should be automatic green man and marked with zebra lines on the road. To reduce street clutter there should be no push button controls apart from rotating cone devices for blind and partially sighted people. On Central Hill the yellow box should be extended up to the white stop line. A disabled parking bay is needed outside Sefgrove Chemist. A loading bay is needed outside Mu-Mu restaurant. The right hand lane of Westow Street will need to flow more easily so the position of the loading bay may need to be moved further back and to the opposite side of the road. Improved roadside drainage is needed outside The Tanning Shop. Road widening or a lowered kerb is needed on Central Hill to allow unloading for the row of shops. A new bus stop has been suggested for outside Gipsy Hill Police Station.



Phase 1

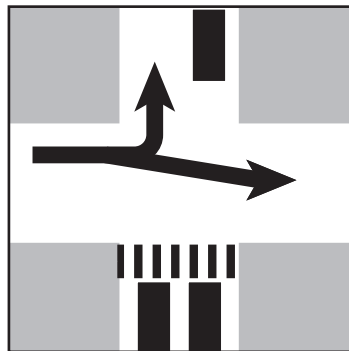
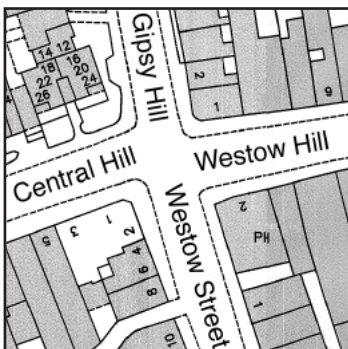
Traffic turns right from Westow Street (right hand lane) into Westow Hill.

Traffic turns left from Westow Street (left hand lane) into Central Hill

Traffic flows straight ahead from Westow Street (left hand lane) into Gipsy Hill

Benefits

This phase is already used



Phase 2

Traffic turns left from Central Hill into Gipsy Hill.

Traffic flows straight ahead from Central Hill into Westow Hill

Pedestrians cross Westow Street

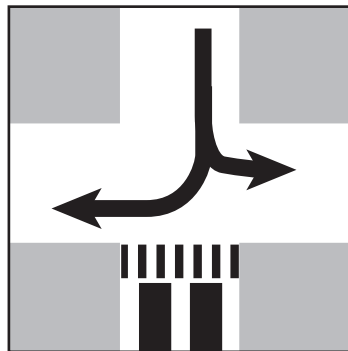
Benefits

No possibility of an illegal vehicle movement across the active pedestrian crossing

Re-introduction of left turn from Central Hill into Gipsy Hill allows vehicles to choose to avoid entering One Way System - reducing volume of traffic

Left turn does not compromise the safety of Gipsy Hill pedestrian facility which operates in phase 4

Eliminates the Beardell Street and Camden Hill Road rat-run



Phase 3

Traffic turns right from Gipsy Hill into Central Hill.

Traffic turns left from Gipsy Hill into Westow Hill.

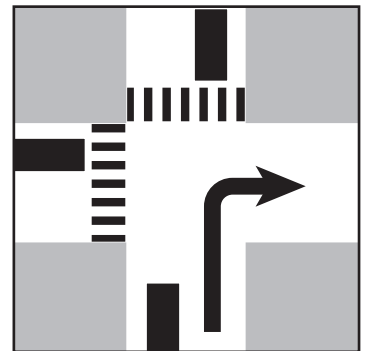
Pedestrians cross Westow Street

Benefits

No possibility of an illegal vehicle movement across the active pedestrian crossing

Re-introduction of right turn from Gipsy Hill into Central Hill allows vehicles to choose to avoid entering One Way System - reducing volume of traffic

Eliminates the Central Hill Estate rat-run



Phase 4

Traffic turns right from Westow Street (right hand lane) into Westow Hill.

Pedestrians cross Central Hill

Pedestrians cross Gipsy Hill

Benefits

No possibility of an illegal vehicle movement across the active pedestrian crossings

New pedestrian facility across Central Hill

Existing pedestrian facility across Gipsy Hill is now safer

Key Benefits

- No Pedestrian Phase is required - Traffic flows AT ALL TIMES
- North/South Pedestrian Crossing introduced on Central Hill
- Gipsy Hill Pedestrian Crossing made inherently safer
- Central Hill Left Turn is allowed - cuts rat-runs - reduces traffic
- Gipsy Hill Right Turn is allowed - cuts rat-runs - reduces traffic