



Shrewsbury Park Residents' Association

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For the attention of Davina Millership

Dear Davina,

Roadworks at the junctions of Brinklow Crescent with Plum Lane

Thank you for your letter of 9th June 2011, which was sent to me in my capacity of Chair of Shrewsbury Park Residents' Association. Your letter requests views on how the Council should take the matter forward.

As you may know, the Shrewsbury Park Estate consists of Ashridge Crescent, Mereworth Drive, Bushmoor Crescent, Kinlet Road and part of Plum Lane (183-223). The Estate is situated in the Shrewsbury Park Conservation Area with Article 4 Directions. The two junctions adjoin but are not within the Estate. As you would also know, the southerly junction of Brinklow Crescent with Plum Lane is at the site of the historic Shrewsbury Tumulus.

The AGM of the Shrewsbury Park Residents' Association took place on 9th June. The meeting was attended by around 45 residents together with local ward Councillors Thorpe, Sekhon and Taylor. The work at the junctions of Brinklow Crescent with Plum Lane was an agenda item.

Following the reading out of your letter at the AGM and a thorough discussion on the matter, a vote was taken on whether the junctions should be left as they are or restored to their former condition.

I am able to report that a very significant majority of residents voted in favour of restoring the junctions. I am therefore reporting back that this is the Association's position on the matter.

The junctions were stylish 1930's designs featuring sweeping curves and an open appearance characteristic of the period.



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Amongst residents attending the AGM, a number of whom live in Plum Lane, there was general concern at the use of TfL money to modify these junctions in the name of cycling safety, given that many of the borough's roads are potholed and that these potholes do present a real cycling hazard.

No resident could recall any accident, incident or near miss on these junctions involving cyclists, pedestrians or cars.

One resident explained that occasionally, large lorries or buses that have missed the Eglinton Hill turn from Shrewsbury Lane have used the southerly junction with Brinklow Crescent as a safe turning point before they become trapped at the northern end of Plum lane. Turning at this junction is not now an option. This is also considered a valid point.

There was general surprise that, with all the roads to choose from across the borough, these particular junctions had been selected for this treatment given that there are many far busier junctions where junction treatments of this type could arguably enhance cycling safety.

I would add that, given the Shrewsbury Park Estate's special architectural character and the historic backdrop provided by the tumulus, the lack of sensitivity, on the Council's part for the immediate environment is notable.

I would consider that the main concern is the disfigurement of the stylish, sweeping, granite kerb lines. Without doubt, these should be restored.

However, as a personal suggestion, the raised tables and repainted junction markings that better define the ends of Brinklow Crescent with Plum Lane, could potentially be retained. This could be a compromise position that enables the Council to demonstrate that it has listened and acted on the views it has received whilst retaining the least visually harmful aspect of the scheme that could be argued, enhances cycling safety.

Yours sincerely,

Robert Million

Chair, Shrewsbury Park Residents' Association