REPORT

18/03/2026

West and East Greenwich Neighbourhood Management Trial

- Trial Scheme Monitoring
- Engagement Results

OUR REF: 24889201

ROYAL borough of GREENWICH

Summary of key findings

Motorised trips across the whole neighbourhood, including boundary areas, **fell by 6%** and car use has **declined by 20%** within the areas of the scheme

Traffic **fell by up to 52%** in the East Greenwich area during the hours the filters are in operation

Traffic fell by up to 66% in the West Greenwich area during the hours the filters are in operation

Traffic **fell by up to 15%** in external roads during the hours the filters are in operation

Cycling numbers have remained broadly the same

No concerns from TfL on bus route times

Air quality monitoring shows that **nitrogen dioxide levels have fallen in 54%** of areas in the West Greenwich area but 11% of areas saw an increase

Air quality monitoring shows that **nitrogen dioxide levels have fallen or remained the same in 77%** of areas in Charlton, whilst 23% of the Charlton area saw an increase.

Air quality monitoring shows that **nitrogen dioxide levels have fallen in 66%** of areas in the East Greenwich area and no locations have experienced an increase

Pedestrian numbers have increased particularly in the afternoon

No significant impact on emergency service response times

Some boundary areas have experienced more traffic particularly the A2, Shooters Hill Road, Greenwich South Street and Woolwich Road. This equates to a **21% to 32% increase** in traffic on boundary roads of the West Greenwich area and a **10% to 12% reduction** in traffic on boundary roads in the East Greenwich area.

Recent collision data shows significant safety improvements across the area:

- **75% reduction** in collisions and **77% reduction** in casualties in the Neighbourhood Management Scheme (NMS) area
- **36% reduction** in collisions and casualties when including boundary roads
- **25% reduction** in collisions and **18% reduction** in casualties in the Charlton area (including boundary roads)

(Comparing 27 Nov 2024 – 26 May 2025 to the same period the previous year)

The above figures are based on data collected across the following three periods (subject to availability) to allow a comparison to be made of them before and after the scheme was implemented: pre-implementation: September to October 2024, post implementation: February to March 2025 and post-Silvertown tunnel implementation: June 2025. The opening of Silvertown tunnel and associated tolling of Blackwall tunnel appears to have helped reduce traffic volumes in the study area, which would align with TfL's findings of 12,000 fewer vehicle crossings being made. More information on this process is available in the main report. Given the size of the scheme and the amount of data collected, this summary considers the key trends and aggregate changes. Within these there will be localised differences and specific roads that are either adversely or beneficially affected in a way that does not align with the broader trend seen for the wider road categorisation.

Objectives

The project was implemented through an experimental traffic order (ETRO) to allow the traffic calming measures to be trialled while monitoring and public consultation takes place. This consultation allows a trial scheme to be adjusted in the light of experience and feedback, which can lead to a better scheme overall. Schemes should be monitored and evaluated to help make decisions as to whether the scheme should be made permanent and if so in what form.

The West and East Greenwich Neighbourhood Management Trial Scheme is intended to contribute to the following missions from Our Greenwich, the Council's corporate plan, and the following objectives from the Transport Strategy.

Our Greenwich

Mission 7: It is easier, safer and greener to move around the borough and the rest of London

Mission 10: Greenwich plays an active role in tackling the climate crisis and improving environmental sustainability, in line with our commitment of being carbon neutral by 2030

Royal Borough of Greenwich's Transport Strategy

Objective 1.1: Improve the accessibility of our streets

Objective 1.2: Increase the proportion of people who choose to walk and cycle for their everyday journeys

Objective 1.3: Reduce car dependency in the borough

This monitoring report reflects the data collected across the following three periods (subject to availability) to allow a comparison to be made of them before and after the scheme was implemented: pre-implementation: September to October 2024, post implementation: February to March 2025 and post-Silvertown tunnel implementation: June 2025.

The following data has been collected: Automatic Traffic Counts (ATCs) that provide traffic flows and vehicle speeds on over 70 roads in the area; INRIX vehicle telematics data that provides information on vehicle trips in and around the study area; TfL iBus bus journey time data for routes in and around the study area; cycle counts; pedestrian counts; collision data; and air quality data.

The decision to keep, remove or amend the West and East Neighbourhood Management Trial Scheme is not dependent on any single metric, but a combination of them together with feedback from the formal consultation with residents and stakeholders.

Why are we doing this?

The West and East Neighbourhood Management Trial Scheme began in 27 November 2024.

The scheme consists of a number of mainly camera enforced traffic filters that restrict motor vehicle traffic from 7am to 10am and from 3pm to 7pm on weekdays. Until June, residents and businesses were able to give feedback on how they felt it was working, which has been analysed independently by Steer, and is in the main report below.

The intention of the scheme is to make the Royal Borough of Greenwich greener, safer and cleaner for everyone to move around. Neighbourhood Management Schemes can ease traffic, meaning less pollution, congestion and making streets more appealing for walking, cycling or other ways of travelling.

In all of London, Greenwich has the fourth-highest number of babies admitted to hospital for respiratory problems in London. At the same time, air pollution in parts of the borough is worse than the World Health Organisation's guidelines, highlighting the urgent need to tackle traffic and improve air quality.

Traffic plays a big part in this and yet 40 per cent of the borough's residents don't actually own cars. The borough needs a transport network that prioritises safe and accessible options for everyone. This means moving away from car dependency: making it easier to walk and cycle, improving public transport, reducing congestion and improving air quality.

One of the areas worst affected by congestion and air pollution is West and East Greenwich. The Council first trialled a scheme to reduce traffic in West Greenwich in 2020, but residents told the Council to consider both West and East Greenwich together to ensure both areas benefited from any changes.

So, following this the Council did extensive engagement with the community in 2023 before beginning a new trial that would include both areas. First, it asked local people what they thought the issues were, where they were, and how they could be fixed. In the next phase it presented a range of design options. The feedback showed that local people agreed that there was an issue but had concerns about the solutions the Council proposed.

So, the Council listened and it made some big changes. Most of the current filters are cameras that use Automatic Number Plate Recognition (ANPR) technology instead of bollards or planters, which the emergency services prefer, to stop through traffic on certain roads. The timing of the restrictions are part-time so they only apply at weekdays and at peak times. The Council also significantly extended exemptions for blue badge holders, taxis, private hire vehicles, council bin lorries, and individuals and community groups in special circumstances such as children with special educational needs.

While some roads have restrictions, they are all still open to people walking and cycling. All addresses have remained accessible by car though drivers who don't have a permit may need to take different routes.

While the Council recognises cars will still be needed for some trips, a decrease in overall traffic will make the area safer and more pleasant for everyone, including those who rely on cars. The Council is also calling for improvements to public transport and investing in local infrastructure to encourage a shift to low emission vehicles.

Residents have had the opportunity to give more feedback during this trial, when they could see first-hand how it's working. Between February 2023 and June 2025 we have held a total of 15 community events, 11 in person events, and four online sessions. The Council has carefully been monitoring the impact of the measures, collecting data on traffic, air quality, queue-lengths and bus journey times before and during the trial in the area and on boundary roads (this is in the main report below).

With any trial like this, there needs to be a bedding in period for people to get used to the changes. The trial can last for up to 18 months before a decision on whether to keep, amend or remove any of its aspects. If necessary, further changes could be made.

Summary of scheme monitoring

Motorised traffic on internal roads

The scheme has been successful in reducing traffic within each of the scheme areas but also more broadly - with vehicle trips decreasing by 6% across the study area.

Motorised traffic on boundary roads

There has been displacement of traffic onto some boundary roads, particularly the A2 Shooters Hill Road, Greenwich South Street and Woolwich Road. Through the Charlton area there is evidence of increased traffic via Charlton Way, Eastcombe Avenue and Victoria Way, which acts as an alternative north-south diversion route to the primary road network. Measures could be investigated to mitigate these effects.

Bus journey times

TfL has not flagged major concern with impacts to monitored bus routes, but the data suggests that some corridors would benefit from a review of bus priority measures to protect this key mode from displaced traffic flows.

Traffic speeds

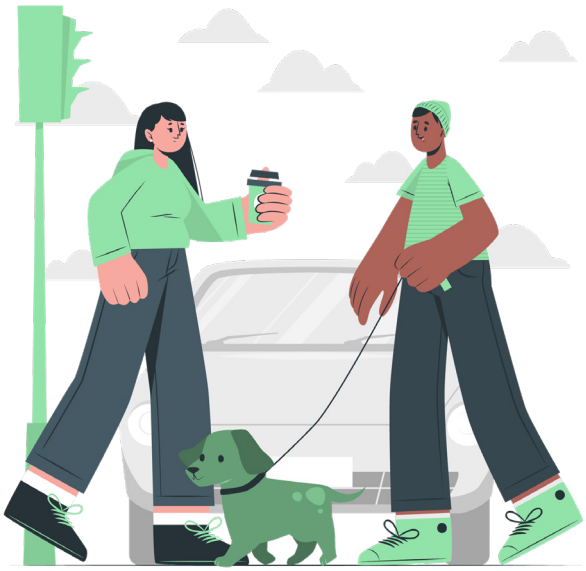
No wholesale reduction in traffic speeds across the study area, although some boundary roads, particularly to the West area, have slowed due to the displaced traffic.

Walking and cycling

Limited changes in pedestrian and cycle flows, but some signs of increased activity - although seasonal influences cannot be isolated from the scheme.

Air quality

Some areas have seen better air quality, while other areas haven't changed and a few have slightly worse air quality.



Summary of public consultation results

A public consultation took place from 27 November 2024 to 24 June 2025.

- ✓ 4,246 responses
- ✓ Six in-person events held in community venues across scheme and boundary areas
- ✓ One on-line webinar
- ✓ 270 people attended the in-person events
- ✓ 50 people attended the webinar
- ✓ 31 stakeholders including the emergency services, schools, religious organisations, businesses and GP's services contacted directly.

The most common themes from the public consultation highlight

A broadly negative sentiment on the impacts of the scheme as implemented, with the most commonly cited issue being air pollution and its potential health implications. Respondents were more likely to raise concerns and suggestions for changes than comments in support. However, those who made positive comments about the scheme highlighted benefits to road safety and reduced traffic.

General concerns about increased traffic and congestion resulting in longer journey times. Whilst the data does not appear to support the perception of increased congestion across the network, there are clearly specific roads and routes that have become slower due to displaced traffic from the scheme (particularly boundary roads in the West area). Measures could be investigated to help mitigate these effects, although as the scheme itself and the opening of Silvertown tunnel are both still "bedding down" it may be appropriate to wait until later in the trial period to define these.

Concern about access and a desire for resident exemptions. This could be investigated, to reduce the additional distances residents need to drive to access their properties, but this will need to be carefully balanced against the potential this has to water down the traffic reduction effects of the scheme.

Table Exc.1.1: Top 10 points raised in open text responses to the public consultation

Theme	Code	Number	Percent (out of 3591)
Environmental impact	Concern about air pollution and its health impacts	774	22%
Traffic and Congestion	General concern about traffic congestion	707	20%
Traffic and Congestion	Concern about longer journey times	654	18%
Access, Accessibility and Equality	Concern about access for residents	341	10%
Access, Accessibility and Equality	Suggestion that residents are exempt	339	9%
Safety	Concern about illegal / dangerous driving	326	9%
Traffic and Congestion	Support for reduced traffic	311	9%
Business and Economy	Concern about impacts on/ increased costs to local businesses and/ or workers	281	8%
Traffic and Congestion	Concern about increase in traffic on boundary roads - Trafalgar Road / Woolwich Road/ A206	272	8%
Safety	Support about road safety - General	237	7%

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1 Introduction

Scope of this report

1.1 This report outlines the monitoring undertaken for the West and East Greenwich Management Scheme. It provides analysis and reporting of the data collected pre and post implementation alongside any limitations with the data.

Background

1.2 The Royal Borough of Greenwich is committed to making the borough cleaner, greener and safer for everyone. In March 2024, following extensive community engagement and detailed analysis, the Cabinet Member for Climate Action, Sustainability and Transport approved the West & East Greenwich Neighbourhood Management Trial Scheme to address long-standing issues of high through-traffic volumes and air pollution in both neighbourhoods.

1.3 The March 2024 decision confirmed the Council's intention to trial a new neighbourhood traffic management approach using an Experimental Traffic Regulation Order (ETRO). The scheme was delivered in West and East Greenwich on 27th November 2024 and the consultation on these changes ran until 24th June 2025. The ETRO means the scheme can be in place for a maximum period of 18 months. A decision is required to be made before this.

Monitoring of scheme impacts

1.4 The scheme has been monitored before the restrictions were implemented and after. The monitoring has involved Automatic Traffic Counts, INRIX telematics data, iBus Journey Time data, Pedestrian and Cycle Counts, Collision data, Air Quality data and consultation and engagement data.

1.5 A second post-implementation period was also monitored in June 2025 to ensure the effects of the Silvertown Tunnel opening (and associated tolling of the Blackwall Tunnel) were considered.

Public consultation responses

1.6 Engagement with the public was done in a number of ways as detailed in Chapter 4 of this report, but included:

- Public drop-in events
- Key stakeholder engagement via email
- Drop-ins to businesses

- Drop-ins to care homes and GPs
- Commonplace questionnaire and interactive map
- Emails via the Traffic Management Inbox
- Additional petitions and submissions

1.7 All of the above responses have been considered in this report.

Limitations of the report

1.8 Steer have undertaken checks on all the data provided and the resultant summary analysis presented in this report. These checks include reviewing the raw data for problems associated with malfunctioning equipment or clearly anomalous readings resulting from one-off events (waterworks, gas leaks, accidents etc.). However, it is not possible to isolate all such instances and neither Steer nor the Council can be held accountable for errors in the data provided by third parties where these errors have not been identified through these checking processes.

1.9 Although significant effort has been made to identify key external factors potentially affecting certain trends within the data, it remains impracticable to account for all such influences or to fully distinguish them from effects attributable to the scheme itself. An example of such external factors are:

- Collection of the three datasets occurred in autumn (pre-implementation), early spring (post-WEG implementation) and summer (post-Silvertown Tunnel), so seasonal effects on demand can be expected.
- Major events at nearby venues such as the O2, The Valley stadium and Greenwich Park;
- Incidents on the Blackwall tunnel or other key arterial routes outside the study area;
- Roadworks;
- Weather; and
- Short-term disruptions to the public transport networks.

2 Data Sources

Overview

2.1 For each data source, this section will present a short overview of the type of data collected and time periods used. Any benefits or limitations of the data used will be outlined.

2.2 The data has been collected across three separate time periods, namely:

- **'Pre-Implementation'** - refers to the period in September/October 2024 before implementation of the scheme
- **'Post-WEG'** implementation - refers to the period in February/March 2025 after implementation of the scheme
- **'Post-Silvertown' (Post-ST)** - refers to the period after 7th April 2025 following implementation of the scheme and Silvertown Tunnel opening

Data sources

Automatic Traffic Counts

2.3 Over 70 Automatic Traffic Count (ATC) sites were temporarily installed at various locations on the local road network.

2.4 Survey data was collected for each of the three scenarios: 'Pre-implementation', 'Post-WEG' and 'Post-Silvertown Tunnel' (Post-ST). The below summarises the survey dates included in each scenario:

- Pre-implementation: 22/09/24-20/10/24
- Post-WEG: 24/02/25-16/03/25
- Post-ST: 23/06/25- 29/06/25

INRIX vehicle telematics data

2.5 INRIX trips data is based on anonymised motorised traffic movement data from GPS devices and provides information on the start and end of each trip and trip route based on a sample. It is useful to provide large scale indicative data on changes in traffic patterns on roads in Greenwich.

2.6 This data is sourced from both fixed GPS devices (i.e. in-car GPS systems) and mobile devices (i.e. apps on mobile phones). It provides information on the start and end of each trip,

the route that it took and the time / day of the trip. It should be noted that it does not represent a total volume (as it is based on a sample). It also does not capture trips made by non-motorised modes.

2.7 INRIX trips data was sourced for two periods:

- 'Pre-implementation' data – Sunday 22nd September to Sunday 20th October 2024 (inclusive)
- 'Post-WEG' data – Saturday 22nd February to Sunday 23rd March 2025 (inclusive)

2.8 The 'post-WEG' data was selected based upon the latest available information that could be attained prior to writing this report. This was intended so that any shorter-term effects of the scheme were minimised.

2.9 The 'pre-implementation' data period was then chosen to align with the pre-implementation ATC data collection period, to reflect conditions before the scheme implementation.

2.10 The data was sourced for trips starting, ending and/or passing through the London Borough of Greenwich. Each of the two datasets encompasses over 250,000 trips.

iBus Journey Times

2.11 TfL monitor all buses in real-time. This is done via a system called iBus and through this system historic bus journey time data has been acquired from TfL for a selection of bus corridors in the local area.

2.12 iBus data has been acquired and analysed for a 1-year period prior to implementation of the scheme (March 2023-2024); for an 11-week period post-WEG implementation of the scheme (January-March 2025); and for a 9-week period post-Silvertown Tunnel (April-June 2025). By attaining the latest available post-covid data we have tried to minimise the impact of any short-term pandemic influences over the journey times captured.

Pedestrian and Cyclist Counts

2.13 Pedestrian and cyclist counts have been recorded at over 50 locations within the study area. The sites include link and crossing counts.

2.14 Survey data was collected for each of the three scenarios: 'Pre-implementation', 'Post-WEG' and 'Post-Silvertown Tunnel' (Post-ST). The below summarises the survey dates included in each scenario:

- Pre-implementation: 01/10/24
- Post-WEG: 27/02/25
- Post-ST: 26/06/25

Collision data

2.15 Since the publication of Appendix A – W&E Greenwich Monitoring Report, in October 2025, as part of the West and East Greenwich Neighbourhood Management Trial Scheme Final Decision report, updated collision and casualty data for the period after December 2024 have been released on TfL's website for after December 2024. The periods of analysis cover pre-implementation data from May 2023 through to post-implementation, with the currently available post-implementation data running up to May 2025:

- 27/05/2023 – 26/11/2023
- 27/11/2023 - 26/05/2024
- 27/05/2024 - 26/11/2024
- 27/11/2024-26/05/2025

Air quality data

2.16 Logika Group were commissioned by RBG to undertake an air quality modelling study. The report from this work was issued on 22nd July 2025. A high-level summary of the conclusions of that study are provided in this report.

3 Scheme Monitoring Results

Automatic Traffic Counts Analysis

Methodology

3.1 ATC data has been collected across 1-3 weeks within the three scenarios: 'Pre-implementation', 'Post-WEG' and 'Post-Silvertown Tunnel' (post-ST). The below summarises the survey dates included in each scenario:

1. Pre-implementation: 22/09/24-20/10/24
2. Post-WEG: 24/02/25-16/03/25
3. Post-ST: 23/06/25-29/06/25

3.2 Whilst every attempt has been made to avoid periods of roadworks, due to the large study area, numerous weeks of data collection and unplanned nature of some works, this has not been possible. As such, known roadworks are highlighted in Table 3.1 below to aid in understanding of locations where ATC data may have been affected during at least one of the scenarios monitored.

Table 3.1: Roadworks summary

Scenario Impacted	Roadworks	Live dates
Pre-implementation	Temporary traffic lights at Blackheath Hill / Greenwich South Street junction	30/09/24-03/10/24 (estimated)
Post-WEG implementation	Temporary traffic lights at Romney Road	05/03/25-06/03/25
Post-WEG implementation	Temporary traffic lights at Greenwich High Road	26/02/25-27/02/25
Post- ST	Temporary traffic lights at Vanbrugh Park	16/06/25-28/07/25

3.3 For the analysis, ATC sites have been grouped as follows:

- East Neighbourhood Management Scheme (NMS)
  - Internal: sites within the filtered area
  - Boundary: sites on the boundary roads and non-filtered internal sites

- West NMS
  - Internal: sites within the filtered area
  - Boundary: sites on the boundary roads
- External (Area East of Schemes)

3.4 Weekday flows have been analysed for 3 time periods: AM Period (0700-1000), PM Period (1500-1900), and Non-Filtered Period (0000-0700,1000-1500, and 1900-0000).

3.5 For comparative analysis, the flows provided represent the hourly average values for each specified period.

Post-WEG vs Pre-implementation Results

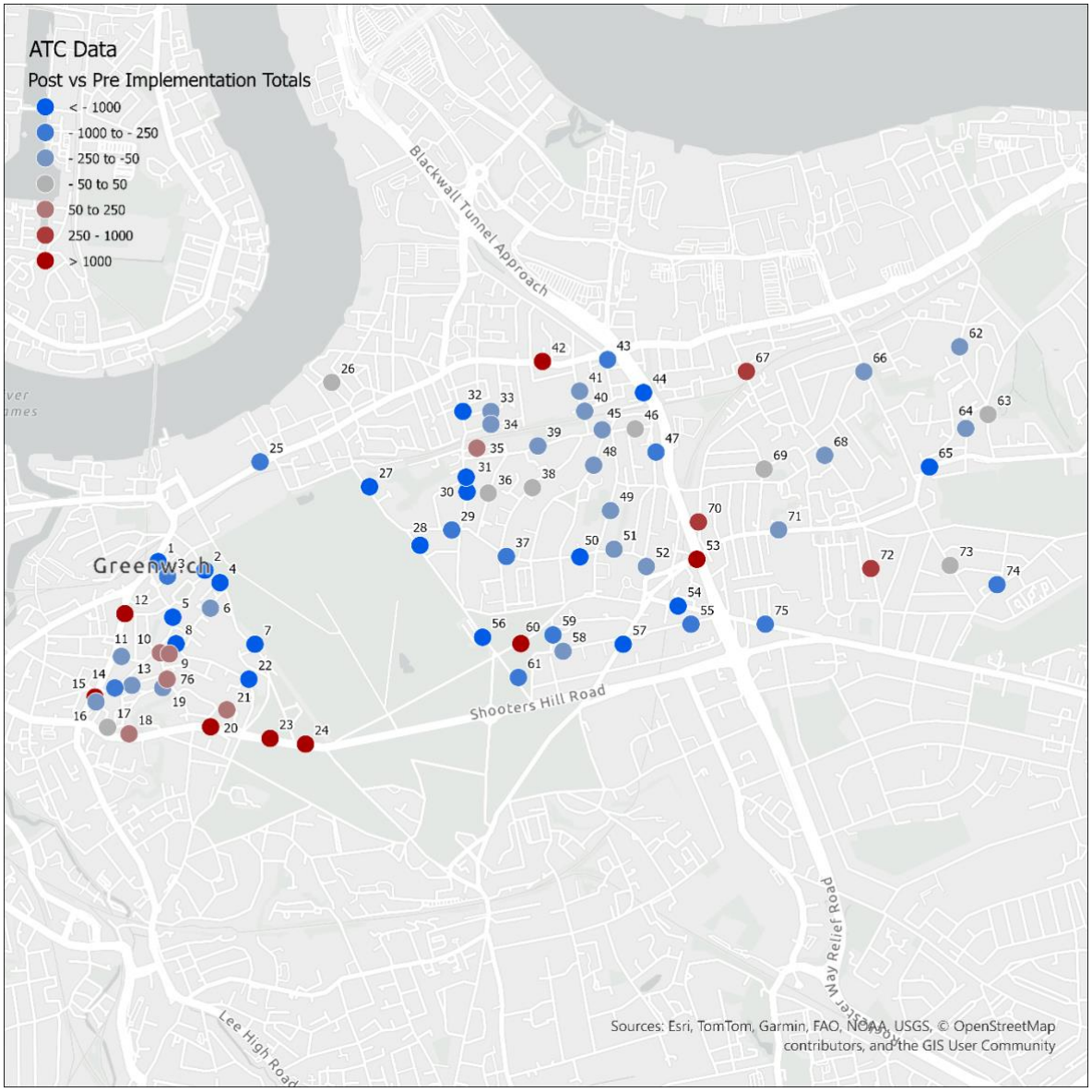
3.6 Quantitative analysis results are presented and mapped where applicable alongside narrative outlining the implications for the scheme and its impacts.

3.7 For each area, results are presented for traffic flow differences and 85th percentile speed changes.

Whole Study Area

3.8 Overall, most of the ATC sites show a decrease in average daily traffic flows. Some sites do show an increase in flows, but these are mostly constrained to external and boundary roads. Figure 3.1 shows the distribution of ATC sites within the study area as well as the difference between Post-WEG and Pre-implementation scenarios.

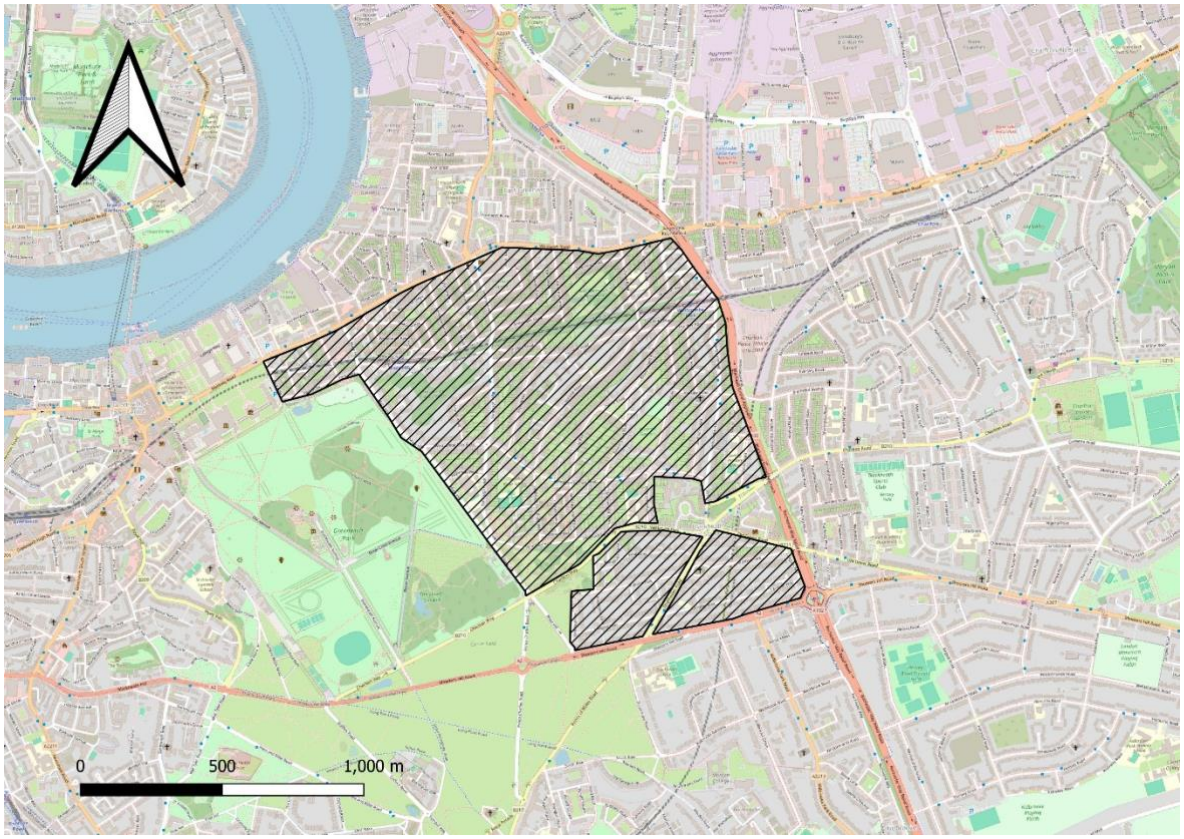
Figure 3.1: Daily traffic flow – Post-WEG minus Pre-implementation



East NMS

3.9 The extent of the East NMS study area is shown in Figure 3.2

Figure 3.2: Extent of East NMS



3.10 A summary of the weekday flow differences between Pre-implementation and Post-WEG scenarios for the internal sites is shown below in Table 3.2.

Table 3.2: Post-WEG minus Pre-implementation traffic flows – East NMS Internal Roads

Site	Road	Weekday (Outside of Filter Time) Hourly Average Difference	Weekday (Outside of Filter Time) Hourly Average Percentage Change	AM Filter (7-10) Hourly Average Difference	AM Filter (7-10) Hourly Average Percentage Change	PM Filter (3-7) Hourly Average Difference	PM Filter (3-7) Hourly Average Percentage Change
27	Maze Hill, South of Tom Smith Close	-46	-29%	-79	-28%	-227	-60%
28	Maze Hill, North of Highmore Road	-40	-36%	-47	-31%	-137	-55%
29	Westcombe Park Road, East of Ulundi Road	-28	-30%	-152	-65%	-54	-28%
30	Vanbrugh Hill, South of Ulundi Road	-35	-26%	-151	-48%	-147	-51%
31	Vanbrugh Hill, North of Ulundi Road	-42	-30%	-122	-45%	-164	-54%
32	Vanbrugh Hill, North of Calvert Road	-30	-23%	-101	-45%	-145	-55%
33	Calvert Road, East of Vanbrugh Hill	-5	-24%	-35	-66%	-22	-53%
34	Annandale Road, East of Vanbrugh Hill	-5	-28%	-26	-61%	-8	-27%
35	Dinsdale Road, East of Vanbrugh Hill	2	31%	11	272%	5	42%
36	Foyle Road, North of Lyndale Close	0	-1%	1	8%	2	8%
37	Westcombe Park Road, East of Coleraine Road	-23	-16%	-92	-22%	-86	-28%
38	Coleraine Road, North of Webb Road	-1	-5%	2	3%	-9	-15%

Site	Road	Weekday (Outside of Filter Time) Hourly Average Difference	Weekday (Outside of Filter Time) Hourly Average Percentage Change	AM Filter (7-10) Hourly Average Difference	AM Filter (7-10) Hourly Average Percentage Change	PM Filter (3-7) Hourly Average Difference	PM Filter (3-7) Hourly Average Percentage Change
39	Humber Road, East of Peachum Road	-3	-12%	5	9%	-15	-24%
40	Halstow Road, South of Ormiston Road	-6	-13%	-8	-8%	-55	-52%
41	Halstow Road, South of Chevening Road	-3	-12%	-10	-20%	-17	-30%
43	Combedale Road, North of Westcombe Hill	-14	-14%	-70	-38%	-100	-46%
44	Westcombe Hill, North of Mayston Mews	-29	-24%	-128	-48%	-119	-49%
45	Humber Road, East of Halstow Road	-2	-5%	17	18%	-29	-27%
46	Humber Road, East of Ruthin Road	-4	-11%	49	69%	-23	-27%
47	Westcombe Hill, South of Humber Road	-31	-23%	-84	-26%	-93	-35%
48	Beaconsfield Road, North of Hardy Road	-5	-26%	-12	-40%	-23	-49%
49	Mycenae Road, South of Kirkside Road	-2	-8%	-13	-25%	-19	-27%
50	Westcombe Park Road, East of Beaconsfield Road	-60	-36%	-242	-53%	-119	-33%
51	Westcombe Park Road, East of Mycenae Road	-13	-7%	-42	-8%	-33	-9%

Site	Road	Weekday (Outside of Filter Time) Hourly Average Difference	Weekday (Outside of Filter Time) Hourly Average Percentage Change	AM Filter (7-10) Hourly Average Difference	AM Filter (7-10) Hourly Average Percentage Change	PM Filter (3-7) Hourly Average Difference	PM Filter (3-7) Hourly Average Percentage Change
52	Westcombe Hill, North of Charlton Road (B210)	-13	-4%	-52	-7%	15	3%
55	St. Johns Park, West of Langton Way	-13	-40%	-70	-63%	-67	-60%
56	Maze Hill, South of Vanbrugh Park	-53	-24%	-100	-24%	-210	-41%
58	St Johns Park, East of Vanbrugh Park	-3	-18%	-17	-44%	-23	-55%
59	Vanbrugh Park, South of Heathway	-8	-39%	-50	-73%	-47	-71%
Total		**-517**	**-21%**	**-1616**	**-29%**	**-1969**	**-36%**

3.257 The following key trends and observations can be drawn from Table 3.2:

- **Widespread reductions**: The data clearly shows a widespread reduction in traffic flows following scheme implementation, particularly in the peak periods. Non-peak periods also generally show a small reduction despite the filter being inactive.
- **AM Peak most affected**: The AM peak shows the largest and most consistent reductions
- **Roads with largest reductions**: include Westcombe Park Road (29&50), Vanbrugh Hill (30-32), and Maze Hill (27,28 & 56) - which likely reflects the higher levels of through-traffic that previously used these roads.

3.258 A summary of the flow differences between Pre-implementation and Post-WEG scenarios for the boundary sites is shown below in Table 3.3. Changes of up to +/- 50 vehicles an hour are not highlighted due to low level of change that could be caused by weekly fluctuations in flow.

Table 3.3: Post-WEG minus Pre-implementation traffic flows – East NMS Boundary Roads

Site	Road	Weekday (Outside of Filter Time) Hourly Average Difference	Weekday (Outside of Filter Time) Hourly Average Percentage Change	AM Filter (7-10) Hourly Average Difference	AM Filter (7-10) Hourly Average Percentage Change	PM Filter (3-7) Hourly Average Difference	PM Filter (3-7) Hourly Average Percentage Change
25	Romney Road, West of Park Row	-15	-2%	175	16%	-100	-9%
42	Woolwich Road (A206), West of Marlton Street	126	24%	60	10%	114	14%
53	Charlton Road (B210), West of Eastcombe Avenue	30	7%	165	23%	201	27%
54	Old Dover Road (B211), West of Dornberg Close	-42	-22%	-79	-17%	-88	-21%
57	Stratheden Road (B212), South of St Johns Park	-44	-14%	-26	-5%	-60	-9%
60	Charlton Way (B210), East of Maze Hill	36	16%	111	25%	95	22%
61	Maze Hill, South of Charlton Way	-15	-28%	-17	-30%	-64	-35%
Total		**77**	**3%**	**389**	**10%**	**97**	**2%**

3.259 The following key trends and observations can be drawn from Table 3.3:

- Charlton Road (B210) (53), Woolwich Road (A206) (42) and Charlton Way (60) are the primary recipients of diverted traffic in both peaks, suggesting they are functioning as alternative through-routes.
- Maze Hill (61) and Old Dover Road (54) consistently show reduced volumes, suggesting effective traffic displacement away from local streets.

3.260 For both the internal and boundary sites, the filtered peak periods show more dramatic shifts than off-peak, reinforcing that the flow changes seen are a direct impact of the filters.

3.261 A summary of the 85th percentile speed differences between Pre-implementation and Post scenarios for the East NMS internal sites is shown below in Table 3.4.

Table 3.4: Post-WEG minus Pre-implementation 85th Percentile speeds – East NMS Internal Roads

Site	Road	Speed Limit (mph)	Average of Pre-implementation Speed (mph)	Average of Post Speed (mph)	Difference (mph)	%Difference
27	Maze Hill, South of Tom Smith Close	20	20.8	20.4	-0.4	-2%
28	Maze Hill, North of Highmore Road	20	20.9	21.9	1.0	5%
29	Westcombe Park Road, East of Ulundi Road	20	20.5	20.5	0.0	0%
30	z, South of Ulundi Road	20	22.4	23.7	1.3	6%
31	Vanbrugh Hill, North of Ulundi Road	20	21.5	22.3	0.8	4%
32	Vanbrugh Hill, North of Calvert Road	20	24.6	24.8	0.2	1%
33	Calvert Road, East of Vanbrugh Hill	20	22.9	21.6	-1.4	-6%
34	Annandale Road, East of Vanbrugh Hill	20	18.3	17.8	-0.4	-2%
35	Dinsdale Road, East of Vanbrugh Hill	20	16.0	22.0	6.0	38%
36	Foyle Road, North of Lyndale Close	20	22.2	21.2	-0.9	-4%
37	Westcombe Park Road, East of Coleraine Road	20	22.6	21.5	-1.1	-5%
38	Coleraine Road, North of Webb Road	20	24.2	24.5	0.4	1%

Site	Road	Speed Limit (mph)	Average of Pre-implementation Speed (mph)	Average of Post Speed (mph)	Difference (mph)	%Difference
39	Humber Road, East of Peachum Road	20	25.2	23.6	-1.6	-6%
40	Halstow Road, South of Ormiston Road	20	18.4	18.2	-0.3	-1%
41	Halstow Road, South of Chevening Road	20	18.8	19.4	0.6	3%
43	Combedale Road, North of Westcombe Hill	20	16.8	16.1	-0.6	-4%
44	Westcombe Hill, North of Mayston Mews	20	25.1	24.1	-1.0	-4%
45	Humber Road, East of Halstow Road	20	18.3	19.9	1.7	9%
46	Humber Road, East of Ruthin Road	20	22.8	23.1	0.2	1%
47	Westcombe Hill, South of Humber Road	20	24.0	23.8	-0.3	-1%
48	Beaconsfield Road, North of Hardy Road	20	22.8	23.3	0.5	2%
49	Mycenae Road, South of Kirkside Road	20	25.2	24.2	-1.0	-4%
50	Westcombe Park Road, East of Beaconsfield Road	20	23.4	25.0	1.7	7%
51	Westcombe Park Road, East of Mycenae Road	20	23.2	23.0	-0.1	-1%
52	Westcombe Hill, North of Charlton Road (B210)	30	20.8	21.4	0.6	3%
55	St. Johns Park, West of Langton Way	20	20.4	19.6	-0.8	-4%
56	Maze Hill, South of Vanbrugh Park	30	26.5	28.4	1.9	7%
58	St Johns Park, East of Vanbrugh Park	20	19.0	18.2	-0.8	-4%
59	Vanbrugh Park, South of Heathway	20	21.3	19.3	-2.0	-9%
Average			**21.7**	**21.8**	**0.1**	**1%**

3.262 The following key trends and observations can be drawn from Table 3.4:

- Average speed change across all sites: +0.1 mph (+1%)
- Majority of sites: Speeds remained stable or decreased
- Largest reductions in speed:
  - Vanbrugh Park, South of Heathway (Site 59): -2.0 mph (–9%)
  - Humber Road, East of Peachum Road (Site 39): -1.6 mph (–6%)
- Largest increases in speed:
  - Dinsdale Road (Site 35): +6.0 mph (+38%) – outlier likely caused by very low flows
  - Humber Road, East of Halstow Road (Site 45): +1.7 mph (+9%)

3.263 A summary of the 85th percentile speed differences between Pre-implementation and Post scenarios for the East NMS boundary roads is shown below in Table 3.5.

Table 3.5: Post-WEG minus Pre-implementation 85th Percentile speeds – East NMS Boundary Roads

Site	Road	Speed Limit (mph)	Average of Pre-implementation Speed (mph)	Average of Post Speed (mph)	Difference (mph)	%Difference
25	Romney Road, West of Park Row	30	26.3	26.2	-0.1	0%
42	Woolwich Road (A206), West of Marlton Street	30	26.4	25.4	-1.0	-4%
53	Charlton Road (B210), West of Eastcombe Avenue	30	24.4	26.7	2.3	9%
54	Old Dover Road (B211), West of Dornberg Close	30	22.3	22.0	-0.3	-1%
57	Stratheden Road (B212), South of St Johns Park	20	22.2	21.0	-1.2	-5%
60	Charlton Way (B210), East of Maze Hill	30	31.6	30.4	-1.2	-4%
61	Maze Hill, South of Charlton Way	30	23.7	23.3	-0.4	-1%
Average			**25.3**	**25.0**	**-0.3**	**-1%**

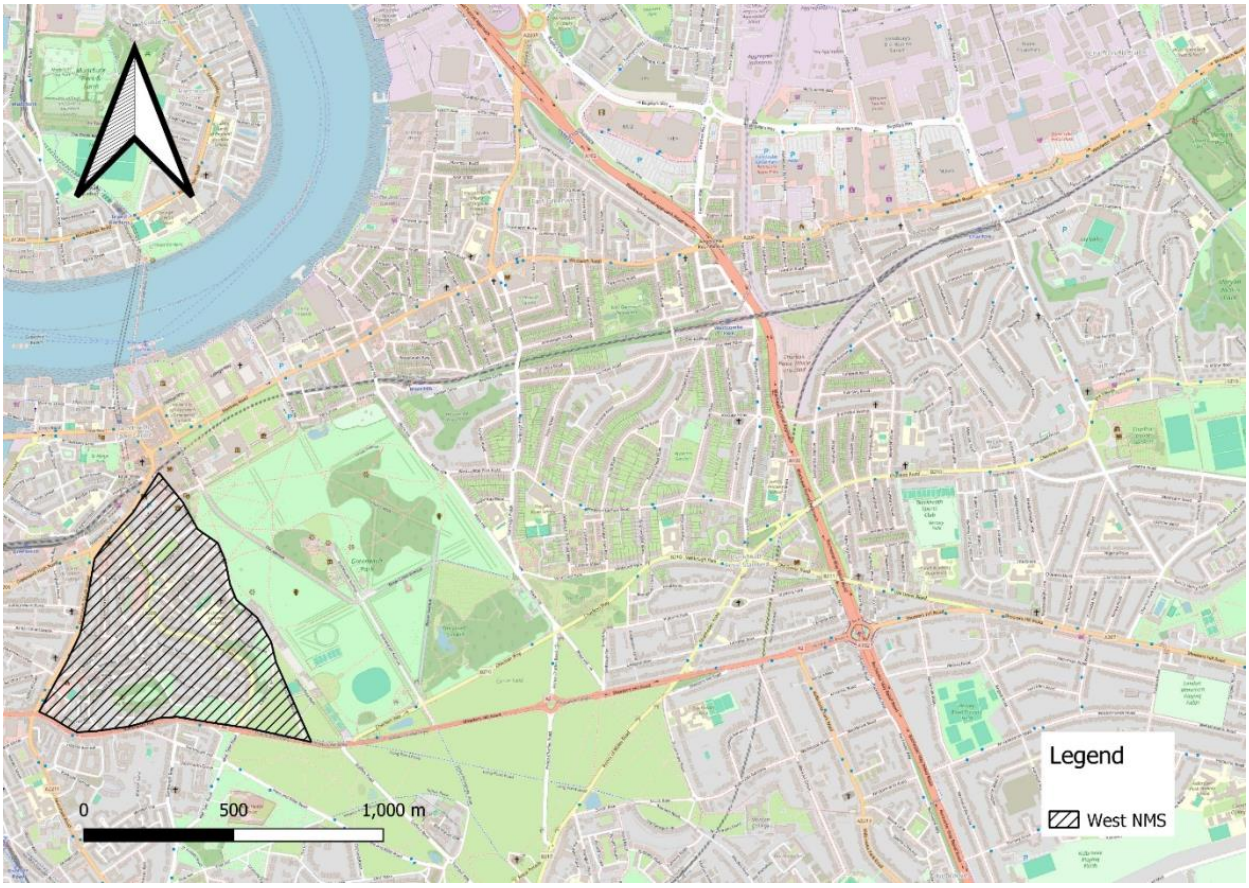
3.264 The following key trends and observations can be drawn from Table 3.5:

- Average speed change: -0.3 mph (-1%)
- Majority of sites: Speeds remained stable or decreased
- Largest increases in speed:
  - Charlton Road east of Eastcombe Avenue (Site 53): +2.3 mph (+9%) - this road has also experienced an increase in flow suggesting more through traffic is using this road at higher speeds
- Largest reductions in speed:
  - Stratheden Road (B212), South of St Johns Park (Sites 57) & Charlton Way (B210), East of Maze Hill (Site 60): –1.2 mph (-5% / -4%)

West NMS

3.265 The extent of the West NMS study area is shown in Figure 3.3.

Figure 3.3: Extent of West NMS



3.266 A summary of the weekday flow differences between Pre-implementation and Post-WEG scenarios for the internal sites is shown below in Table 3.6. Changes of up to +/- 50 vehicles an hour are not highlighted due to low level of change that could be caused by weekly fluctuations in flow.

Table 3.6: Post-WEG minus Pre-implementation traffic flows – West NMS Internal

Site	Road	Weekday (Outside of Filter Time) Hourly Average Difference	Weekday (Outside of Filter Time) Hourly Average Percentage Change	AM Filter (7-10) Hourly Average Difference	AM Filter (7-10) Hourly Average Percentage Change	PM Filter (3-7) Hourly Average Difference	PM Filter (3-7) Hourly Average Percentage Change
2	Crooms Hill, South of Burney Street	-18	-18%	-65	-35%	-125	-47%
3	Burney Street, East of Royal Hill	-7	-26%	-37	-65%	-46	-50%
4	Crooms Hill, South of Crooms Hill Grove	-36	-33%	-94	-47%	-173	-60%
5	Royal Hill, North of Royal Place	-52	-61%	-66	-74%	-147	-67%
6	King George Street, West of Crooms Hill	-6	-37%	-51	-71%	-9	-25%
7	Crooms Hill, North of General Wolfe Road	-49	-30%	-191	-51%	-254	-53%
8	Hyde Vale, South of Royal Hill	-57	-77%	-61	-75%	-183	-84%
9	King George Street, West of Hyde Vale	2	34%	3	46%	6	43%
10	Point Hill, North of King George Street	1	7%	-5	-18%	-5	-8%
11	Royal Hill, East of Greenwich S Street	-3	-26%	-4	-26%	-21	-45%
13	Winforton Street, East of Blissett Street	-4	-35%	-7	-58%	-8	-15%

Site	Road	Weekday (Outside of Filter Time) Hourly Average Difference	Weekday (Outside of Filter Time) Hourly Average Percentage Change	AM Filter (7-10) Hourly Average Difference	AM Filter (7-10) Hourly Average Percentage Change	PM Filter (3-7) Hourly Average Difference	PM Filter (3-7) Hourly Average Percentage Change
14	Blissett Street, West of Winforton Street	-15	-30%	-77	-71%	-59	-38%
16	Lindsell Street, East of Greenwich S Street	-6	-42%	-10	-56%	-12	-46%
17	Dabin Crescent, West of Trinity Grove	0	-4%	1	12%	-1	-15%
18	Maidenstone Hill, North of Blackheath Hill	2	13%	4	23%	5	17%
19	Maidenstone Hill, West of Point Hill	-5	-50%	-10	-69%	-19	-73%
21	West Grove, East of West Grove Lane	6	32%	3	16%	17	19%
22	Hyde Vale, South of Rangers Square	-59	-82%	-61	-81%	-184	-87%
76	Point Hill, North of Maidenstone Hill	11	56%	3	11%	-13	-11%
Total		**-296**	**-35%**	**-723**	**-51%**	**-1233**	**-51%**

ROYAL borough of GREENWICH

3.21 The following key trends and observations can be drawn from Table 3.6:

- **Widespread decreases:** The data clearly shows a widespread reduction in traffic flows following scheme implementation, particularly in peak periods. Non-peak periods also generally show a small reduction despite the filter being inactive.
- **PM Peak most affected:** The PM peak shows the largest reductions
- **Roads with largest reductions:** include Crooms Hill (2, 4 &7), Royal Hill (5) and Hyde Vale (8 & 22), which likely reflects the higher levels of through-traffic that previously used these roads.

3.22 A summary of the flow differences between Pre-implementation and Post-WEG scenarios for the boundary sites is shown below in Table 3.7. Changes of up to +/- 50 vehicles an hour are not highlighted due to low level of change that could be caused by weekly fluctuations in flow.

Table 3.7: Post-WEG minus Pre-implementation traffic flows – West NMS Boundary Roads

Site	Road	Weekday (Outside of Filter Time) Hourly Average Difference	Weekday (Outside of Filter Time) Hourly Average Percentage Change	AM Filter (7-10) Hourly Average Difference	AM Filter (7-10) Hourly Average Percentage Change	PM Filter (3-7) Hourly Average Difference	PM Filter (3-7) Hourly Average Percentage Change
1	Greenwich High Road, North of Royal Hill	-86	-18%	-11	-2%	-170	-20%
12	Greenwich S Street, South of Circus Street	45	25%	189	82%	200	67%
15	Greenwich S Street, North of Lindsell Street	81	39%	291	121%	183	51%
20	Blackheath Hill, West of Wat Tyler Road	381	41%	606	55%	776	82%
23	Shooters Hill Road, West of General Wolfe Road	431	42%	466	44%	664	51%
24	Shooters Hill Road, East of General Wolfe Road	215	18%	141	10%	192	11%
Total		**1065**	**26%**	**1681**	**36%**	**1846**	**33%**

3.23 The following key trends and observations can be drawn from Table 3.7:

- All sites except Greenwich High Road (1) show significant increases in traffic flows, indicating that traffic has rerouted via the boundary roads
- **Large increases outside of Filter Time periods:** Blackheath Hill (20) and Shooters Hill (23&24) show considerable increases in traffic, which does not relate entirely to the decreases observed in the internal sites. This is likely down to road works that were being undertaken at the Blackheath Hill / Greenwich South Street junction during the pre-implementation period. Footage shows delays on this route which may have caused traffic to transfer from Greenwich High Road (Site 1) and the A206 Romney Road (Site 25) to Blackheath Hill & Shooters Hill. The fact significant increases are seen outside of the filter period does indicate factors other than the scheme itself are contributing to this impact.

3.24 A summary of the 85th percentile speed differences between Pre-implementation and Post scenarios for the West NMS internal sites is shown below in Table 3.8.

Table 3.8: Post-WEG minus Pre-implementation 85th Percentile speeds – West NMS Internal Roads

Site	Road	Speed Limit (mph)	Average of Pre-implementation Speed (mph)	Average of Post Speed (mph)	Difference (mph)	%Difference
2	Crooms Hill, South of Burney Street	20	17.9	17.9	0.0	0%
3	Burney Street, East of Royal Hill	20	17.9	15.2	-2.7	-15%
4	Crooms Hill, South of Crooms Hill Grove	20	19.4	19.2	-0.3	-1%
5	Royal Hill, North of Royal Place	20	19.7	19.0	-0.7	-4%
6	King George Street, West of Crooms Hill	20	17.2	17.7	0.6	3%
7	Crooms Hill, North of General Wolfe Road	20	21.3	20.5	-0.8	-4%
8	Hyde Vale, South of Royal Hill	20	18.0	14.8	-3.2	-18%
9	King George Street, West of Hyde Vale	20	16.0	18.5	2.6	16%
10	Point Hill, North of King George Street	20	15.2	14.2	-1.1	-7%
11	Royal Hill, East of Greenwich S Street	20	15.8	16.1	0.2	2%

Site	Road	Speed Limit (mph)	Average of Pre-implementation Speed (mph)	Average of Post Speed (mph)	Difference (mph)	%Difference
13	Winforton Street, East of Blissett Street	20	16.2	16.7	0.5	3%
14	Blissett Street, West of Winforton Street	20	22.7	22.4	-0.3	-1%
16	Lindsell Street, East of Greenwich S Street	20	15.3	14.1	-1.2	-8%
17	Dabin Crescent, West of Trinity Grove	20	13.8	15.0	1.2	9%
18	Maidenstone Hill, North of Blackheath Hill	20	14.0	16.9	2.9	21%
19	Maidenstone Hill, West of Point Hill	20	16.0	14.2	-1.8	-11%
21	West Grove, East of West Grove Lane	20	15.8	16.5	0.8	5%
22	Hyde Vale, South of Rangers Square	20	20.3	19.6	-0.6	-3%
76	Point Hill, North of Maidenstone Hill	20	15.8	16.2	0.4	3%
	Average		**17.2**	**17.1**	**-0.2**	**-1%**

3.25 The following key trends and observations can be drawn from Table 3.8:

- Average speed change: - 0.2 mph (- 1%)
- Most sites: Speeds close to or below 20 mph
- Largest reductions in speed:
  - Hyde Vale, South of Royal Hill (Site 8): -3.2 mph (- 18%)
  - Burney Street, East of Royal Hill (Site 3): -2.7 mph (- 15%)
  - Maidenstone Hill, West of Point Hill (Site 19): -1.8 mph (- 11%)
- Largest increases in speed:
  - Maidenstone Hill, North of Blackheath Hill (Site 18): +2.9 mph (+21%)
  - King George Street, West of Hyde Vale (Site 9): +2.6 mph (+16%)
- Variation in speeds on Maidstone Hill & King George Street is most likely resulting from a small sample size.
- While most scheme roads show stable or reduced speeds, a few sites experienced increased speeds closer to the speed limit – suggesting that reduced traffic has eased congestion.

3.26 A summary of the 85th percentile speed differences between Pre-implementation and Post-WEG scenarios for the West NMS boundary roads is shown below in Table 3.9.

Table 3.9: Post-WEG minus Pre-implementation 85th Percentile speeds – West NMS Boundary Roads

Site	Road	Speed Limit (mph)	Average of Pre-implementation Speed (mph)	Average of Post Speed (mph)	Difference (mph)	%Difference
1	Greenwich High Road, North of Royal Hill	30	23.5	25.1	1.6	7%
12	Greenwich S Street, South of Circus Street	30	26.4	25.0	-1.4	-5%
15	Greenwich S Street, North of Lindsell Street	30	25.2	24.3	-0.8	-3%
20	Blackheath Hill, West of Wat Tyler Road	30	28.7	28.1	-0.6	-2%
23	Shooters Hill Road, West of General Wolfe Road	30	29.8	29.3	-0.5	-2%
24	Shooters Hill Road, East of General Wolfe Road	30	29.7	28.3	-1.4	-5%
Average			**27.2**	**26.7**	**-0.5**	**-2%**

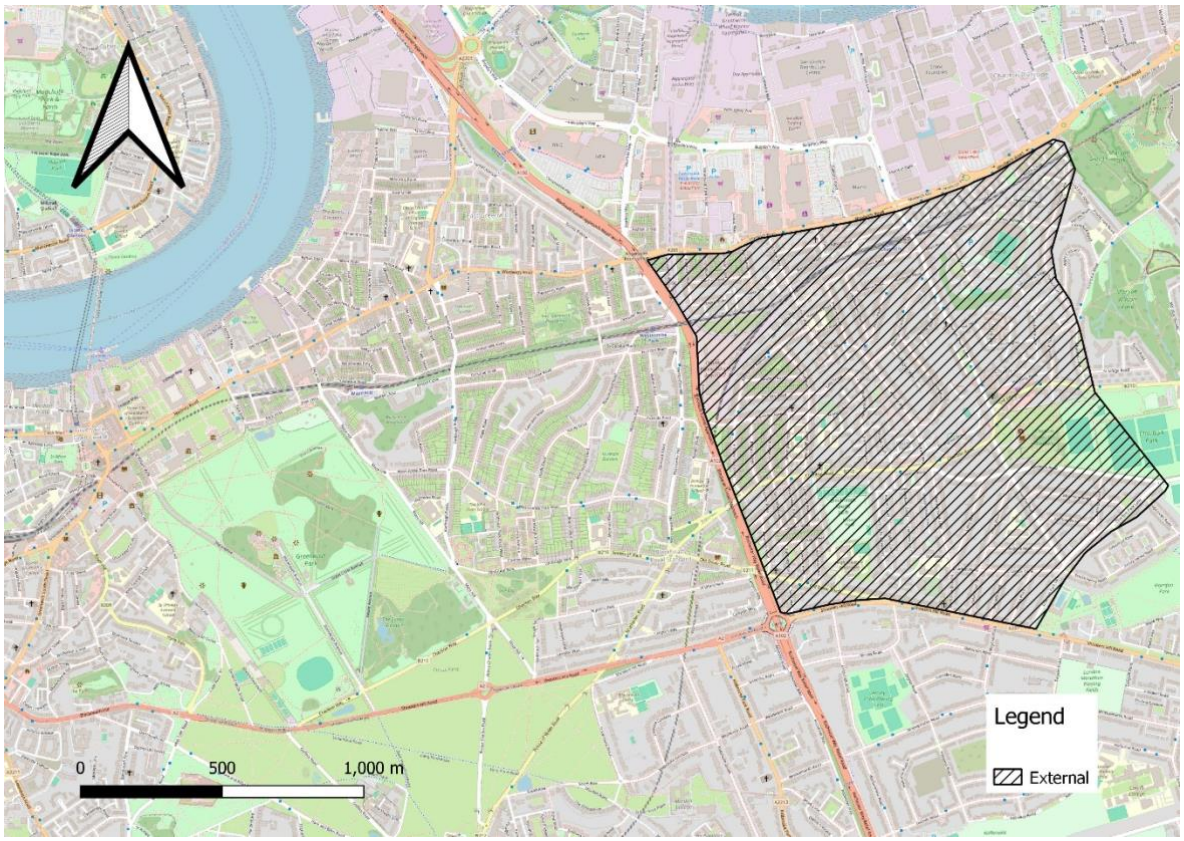
3.27 The following key trends and observations can be drawn from Table 3.9

- Average speed change: -0.5 mph (-2%)
- Majority of sites: Speeds remained stable or decreased
- Largest increases in speed:
  - Greenwich High Road, North of Royal Hill (Site 1): +1.6 mph (+7%)
- Largest reductions in speed:
  - Greenwich South Street, South of Circus Street (Site 12) & Shooters Hill Road, East of General Wolfe Road (Site 24): - 1.24 mph (-5%)
- Greenwich South Street & Shooters Hill Road speed reductions would be consistent with increased congestion from redirected traffic.

External

3.28 The extent of the external study area is partly shown in Figure 3.4. Banning Street is the only location outside of this which is located north of Trafalgar Road in East Greenwich.

Figure 3.4: Extent of External area minus Banning Street



3.29 A summary of the weekday flow differences between Pre-implementation and Post-WEG scenarios for the external sites is shown below in Table 3.10. Changes of up to +/- 50 vehicles an hour are not highlighted due to low level of change that could be caused by weekly fluctuations in flow.

Table 3.10: Post-WEG minus Pre-implementation traffic flows – External

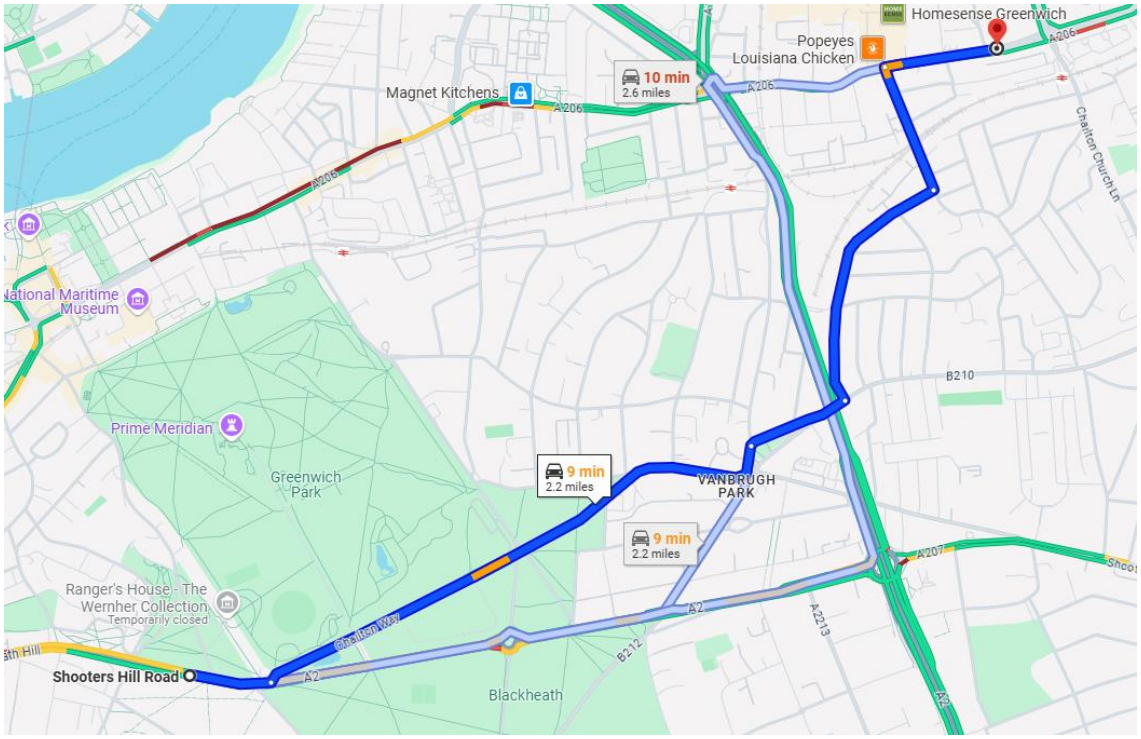
Site	Road	Weekday (Outside of Filter Time) Hourly Average Difference	Weekday (Outside of Filter Time) Hourly Average Percentage Change	AM Filter (7-10) Hourly Average Difference	AM Filter (7-10) Hourly Average Percentage Change	PM Filter (3-7) Hourly Average Difference	PM Filter (3-7) Hourly Average Percentage Change
26	Banning Street, South of Enderby Street	-3	-7%	-3	-5%	11	11%
62	Charlton Lane, North of Lansdowne Mews	-3	-5%	24	27%	-18	-12%
63	Charlton Lane, South of Fairfield Grove	-1	-1%	23	24%	-20	-12%
64	Fairfield Grove, North of Fletching Road	-5	-8%	7	6%	0	0%
65	The Village, East of Charlton Church Lane	-64	-13%	-141	-16%	-127	-13%
66	Charlton Church Lane, South of Wellington Gardens	-1	0%	-86	-24%	-24	-7%
67	Victoria Way, South of Rathmore Road	12	9%	115	53%	64	21%
68	Victoria Way, South of Tallis Grove	-6	-7%	45	32%	-12	-7%
69	Wyndcliff Road, South of Tallis Grove	-2	-7%	11	21%	13	21%
70	Eastcombe Avenue, North of Charlton Road	15	19%	79	46%	51	33%
71	Charlton Road, East of Wyndcliff Road	-23	-5%	9	1%	-4	-1%

Site	Road	Weekday (Outside of Filter Time) Hourly Average Difference	Weekday (Outside of Filter Time) Hourly Average Percentage Change	AM Filter (7-10) Hourly Average Difference	AM Filter (7-10) Hourly Average Percentage Change	PM Filter (3-7) Hourly Average Difference	PM Filter (3-7) Hourly Average Percentage Change
72	Malborough Lane, North of the Glade	20	15%	151	70%	66	26%
73	Hornfair Road, North of Kashmir Road	0	0%	-3	-2%	4	2%
74	Charlton Park Lane, West of Meridian Road	-15	-7%	9	3%	-51	-12%
75	Old Dover Road, West of Reynolds Place	-38	-17%	-61	-10%	-50	-10%
Total		**-114**	**-5%**	**179**	**4%**	**-98**	**-2%**

3.30 The following key trends and observations can be drawn from Table 3.10.

- **Displacement Evident:** Traffic has rerouted onto certain external roads, particularly: Marlborough Lane (Site 72), Eastcombe Avenue (Site 70), and Victoria Way (Site 67). This has helped identify an alternative viable S-N route via Charlton Way, as shown in Figure 3.5.
- **Peak Period Sensitivity:** Changes are more pronounced during peak hours, showing the scheme is the main driver of these changes in flow.
- **Relief on Some Roads:** Especially Old Dover Road (Site 75) and The Village (Site 65) saw reductions, possibly due to changes in routing preference or congestion deterrence.

Figure 3.5: Alternative S-N route via Charlton Way



3.31 A summary of the 85th percentile speed differences between Pre-implementation and Post scenarios for the External sites is shown below in Table 3.11.

Table 3.11: Post-WEG minus Pre-implementation 85th Percentile speeds – External Roads

Site	Road	Speed Limit (mph)	Average of Pre-implementation Speed (mph)	Average of Post Speed (mph)	Difference (mph)	%Difference
26	Banning Street, South of Enderby Street	20	12.8	14.0	1.3	10%
62	Charlton Lane, North of Lansdowne Mews	30	20.6	19.0	-1.6	-8%
63	Charlton Lane, South of Fairfield Grove	20	23.2	22.1	-1.1	-5%
64	Fairfield Grove, North of Fletching Road	20	19.7	20.1	0.4	2%
65	The Village, East of Charlton Church Lane	20	19.6	19.6	0.1	0%
66	Charlton Church Lane, South of Wellington Gardens	20	23.2	22.5	-0.7	-3%
67	Victoria Way, South of Rathmore Road	20	16.8	19.1	2.3	13%
68	Victoria Way, South of Tallis Grove	20	19.1	20.1	1.0	5%
69	Wyndcliff Road, South of Tallis Grove	20	20.8	20.7	-0.2	-1%

Site	Road	Speed Limit (mph)	Average of Pre-implementation Speed (mph)	Average of Post Speed (mph)	Difference (mph)	%Difference
70	Eastcombe Avenue, North of Charlton Road	20	25.1	25.8	0.6	3%
71	Charlton Road, East of Wyndcliff Road	30	27.1	27.6	0.4	2%
72	Malborough Lane, North of the Glade	20	22.1	23.2	1.1	5%
73	Hornfair Road, North of Kashmir Road	20	15.9	18.1	2.3	14%
74	Charlton Park Lane, West of Meridian Road	20	22.3	16.5	-5.9	-26%
75	Old Dover Road, West of Reynolds Place	30	21.0	22.8	1.8	8%
Average			**20.6**	**20.7**	**0.1**	**1%**

3.32 The following key trends and observations can be drawn from Table 3.11

- Average speed change: 0.1 mph (+1%)
- Majority of sites: Speeds remained stable or increased
- Largest increases in speed:
  - Victoria Way, South of Rathmore Road (Sites 67) & Hornfair Road, North of Kashmir Road (Site 73) : +2.3 mph (+13/14%)
- Largest reductions in speed:
  - Charlton Park Lane, West of Meridian Road (Site 74): - 5.9 mph (-26%)
- Despite some traffic being diverted through roads in this area, no significant overall increase/decrease in speeds was observed. Most sites show slight increases or stable speeds, suggesting no adverse speed impact from traffic displacement.

Post-Silvertown Tunnel vs Pre-implementation Results

3.33 Quantitative analysis results are presented and mapped where applicable alongside narrative outlining the implications for the scheme and its impacts.

3.34 For each area, results are presented for traffic flow differences and 85th percentile speed changes

East NMS

3.35 A summary of the weekday flow differences between Pre-implementation and Post-Silvertown Tunnel (post-ST) scenarios for the internal sites is shown below in Table 3.12. Changes of up to +/- 50 vehicles an hour are not highlighted due to low level of change that could be caused by weekly fluctuations in flow.

Table 3.12: Post-ST minus Pre-implementation traffic flows – East NMS Internal

Site	Road	Weekday (Outside of Filter Time) Hourly Average Difference	Weekday (Outside of Filter Time) Hourly Average Percentage Change	AM Filter (7-10) Hourly Average Difference	AM Filter (7-10) Hourly Average Percentage Change	PM Filter (3-7) Hourly Average Difference	PM Filter (3-7) Hourly Average Percentage Change
27	Maze Hill, South of Tom Smith Close	-86	-54%	-170	-61%	-347	-91%
28	Maze Hill, North of Highmore Road	-37	-33%	-85	-55%	-157	-63%
29	Westcombe Park Road, East of Ulundi Road	-26	-28%	-126	-54%	-105	-55%
30	Vanbrugh Hill, South of Ulundi Road	-55	-42%	-244	-78%	-183	-63%
31	Vanbrugh Hill, North of Ulundi Road	-51	-36%	-192	-71%	-178	-59%
32	Vanbrugh Hill, North of Calvert Road	-36	-28%	-154	-68%	-154	-58%
33	Calvert Road, East of Vanbrugh Hill	-5	-27%	-41	-78%	-20	-48%
34	Annandale Road, East of Vanbrugh Hill	-5	-34%	-26	-61%	-8	-29%
35	Dinsdale Road, East of Vanbrugh Hill	0	0%	2	38%	1	6%
36	Foyle Road, North of Lyndale Close	0	-2%	-4	-21%	0	2%
37	Westcombe Park Road, East of Coleraine Road	-24	-17%	-209	-50%	-107	-35%
38	Coleraine Road, North of Webb Road	-1	-6%	-21	-42%	-10	-16%

Site	Road	Weekday (Outside of Filter Time) Hourly Average Difference	Weekday (Outside of Filter Time) Hourly Average Percentage Change	AM Filter (7-10) Hourly Average Difference	AM Filter (7-10) Hourly Average Percentage Change	PM Filter (3-7) Hourly Average Difference	PM Filter (3-7) Hourly Average Percentage Change
39	Humber Road, East of Peachum Road	-9	-30%	-38	-67%	-25	-40%
40	Halstow Road, South of Ormiston Road	-13	-27%	-86	-82%	-69	-65%
41	Halstow Road, South of Chevening Road	-4	-15%	-26	-54%	-17	-31%
43	Combedale Road, North of Westcombe Hill	-17	-18%	-121	-66%	-111	-51%
44	Westcombe Hill, North of Mayston Mews	-38	-31%	-193	-73%	-127	-52%
45	Humber Road, East of Halstow Road	-4	-8%	-56	-60%	-42	-39%
46	Humber Road, East of Ruthin Road	-9	-23%	-41	-58%	-37	-42%
47	Westcombe Hill, South of Humber Road	-63	-46%	-241	-74%	-151	-57%
48	Beaconsfield Road, North of Hardy Road	1	7%	-15	-48%	-16	-33%
49	Mycenae Road, South of Kirkside Road	-2	-8%	-21	-38%	-25	-36%
50	Westcombe Park Road, East of Beaconsfield Road	109	67%	48	11%	141	39%
51	Westcombe Park Road, East of Mycenae Road	-21	-12%	-199	-41%	-85	-22%

Site	Road	Weekday (Outside of Filter Time) Hourly Average Difference	Weekday (Outside of Filter Time) Hourly Average Percentage Change	AM Filter (7-10) Hourly Average Difference	AM Filter (7-10) Hourly Average Percentage Change	PM Filter (3-7) Hourly Average Difference	PM Filter (3-7) Hourly Average Percentage Change
52	Westcombe Hill, North of Charlton Road (B210)	-42	-14%	-331	-45%	-86	-16%
55	St. Johns Park, West of Langton Way	-4	-13%	-72	-66%	-39	-35%
56	Maze Hill, South of Vanbrugh Park	-44	-20%	-186	-45%	-212	-41%
58	St Johns Park, East of Vanbrugh Park	1	7%	-17	-42%	-12	-28%
59	Vanbrugh Park, South of Heathway	-6	-30%	-56	-81%	-44	-65%
Total		**-492**	**-20%**	**-2919**	**-52%**	**-2222**	**-41%**

3.36 The following key trends and observations can be drawn from Table 3.12:

- **Widespread decreases**: The data clearly shows a widespread reduction in traffic flows following scheme implementation, particularly in the peak periods. Non-peak periods also generally show a small reduction despite the filter being inactive.
- **AM Peak most affected**: The AM peak shows the largest and most consistent reductions
- **Roads with largest reductions**: include Westcombe Park Road (29&50), Vanbrugh Hill (30-32), and Maze Hill (27,28 & 56)- which likely reflects the higher levels of through-traffic that previously used these roads. It should be noted that roadworks were in place on Vanbrugh Park during the Post-ST period

3.37 A summary of the flow differences between Pre-implementation and Post-ST scenarios for the boundary sites is shown below in Table 3.13. Changes of up to +/- 50 vehicles an hour are not highlighted due to low level of change that could be caused by weekly fluctuations in flow.

Table 3.13: Post-ST minus Pre-implementation traffic flows – East NMS Boundary Roads

Site	Road	Weekday (Outside of Filter Time) Hourly Average Difference	Weekday (Outside of Filter Time) Hourly Average Percentage Change	AM Filter (7-10) Hourly Average Difference	AM Filter (7-10) Hourly Average Percentage Change	PM Filter (3-7) Hourly Average Difference	PM Filter (3-7) Hourly Average Percentage Change
25	Romney Road, West of Park Row	-25	-3%	-89	-8%	-186	-17%
42	Woolwich Road (A206), West of Marlton Street	37	7%	65	11%	68	9%
53	Charlton Road (B210), West of Eastcombe Avenue	36	9%	-24	-3%	34	5%
54	Old Dover Road (B211), West of Dornberg Close	-42	-22%	-239	-51%	-132	-31%
57	Stratheden Road (B212), South of St Johns Park	-24	-8%	-102	-21%	-130	-20%
60	Charlton Way (B210), East of Maze Hill	-8	-4%	-74	-16%	-35	-8%
61	Maze Hill, South of Charlton Way	-5	-9%	-4	-8%	-51	-28%
Total		**-30**	**-1%**	**-466**	**-12%**	**-431**	**-10%**

3.38 The following key trends and observations can be drawn from Table 3.13:

- Woolwich Road (A206) (42) is the primary recipients of diverted traffic in both peaks, suggesting it is functioning as alternative through-routes.
- Stratheden Road (57) and Old Dover Road (54) consistently show reduced volumes, suggesting effective traffic displacement away from local streets.

3.39 For both the internal and boundary sites, the filtered peak periods show more dramatic shifts than off-peak, reinforcing that the flow changes seen are a direct impact of the filters

3.40 A summary of the 85th percentile speed differences between Pre-implementation and Post-ST scenarios for the East NMS internal sites is shown below in Table 3.14.

Table 3.14: Post-ST minus Pre-implementation 85th Percentile speeds – East NMS Internal Roads

Site	Road	Speed Limit (mph)	Average of Pre-implementation Speed (mph)	Average of Post Speed (mph)	Difference (mph)	%Difference
27	Maze Hill, South of Tom Smith Close	20	20.8	21.3	0.5	3%
28	Maze Hill, North of Highmore Road	20	20.9	19.5	-1.5	-7%
29	Westcombe Park Road, East of Ulundi Road	20	20.5	17.7	-2.9	-14%
30	Vanbrugh Hill, South of Ulundi Road	20	22.4	22.7	0.3	1%
31	Vanbrugh Hill, North of Ulundi Road	20	21.5	28.3	6.8	32%
32	Vanbrugh Hill, North of Calvert Road	20	24.6	25.4	0.8	3%
33	Calvert Road, East of Vanbrugh Hill	20	22.9	22.3	-0.6	-3%

Site	Road	Speed Limit (mph)	Average of Pre-implementation Speed (mph)	Average of Post Speed (mph)	Difference (mph)	%Difference
34	Annandale Road, East of Vanbrugh Hill	20	18.3	17.2	-1.1	-6%
35	Dinsdale Road, East of Vanbrugh Hill	20	16.0	15.4	-0.6	-4%
36	Foyle Road, North of Lyndale Close	20	22.2	21.0	-1.2	-5%
37	Westcombe Park Road, East of Coleraine Road	20	22.6	21.9	-0.7	-3%
38	Coleraine Road, North of Webb Road	20	24.2	24.5	0.3	1%
39	Humber Road, East of Peachum Road	20	25.2	24.2	-1.1	-4%
40	Halstow Road, South of Ormiston Road	20	18.4	18.5	0.1	1%
41	Halstow Road, South of Chevening Road	20	18.8	16.6	-2.2	-11%
43	Combedale Road, North of Westcombe Hill	20	16.8	19.1	2.3	14%
44	Westcombe Hill, North of Mayston Mews	20	25.1	24.5	-0.6	-2%

Site	Road	Speed Limit (mph)	Average of Pre-implementation Speed (mph)	Average of Post Speed (mph)	Difference (mph)	%Difference
45	Humber Road, East of Halstow Road	20	18.3	20.6	2.4	13%
46	Humber Road, East of Ruthin Road	20	22.8	22.1	-0.7	-3%
47	Westcombe Hill, South of Humber Road	20	24.0	24.6	0.5	2%
48	Beaconsfield Road, North of Hardy Road	20	22.8	22.2	-0.6	-3%
49	Mycenae Road, South of Kirkside Road	20	25.2	23.9	-1.3	-5%
50	Westcombe Park Road, East of Beaconsfield Road	20	23.4	23.8	0.4	2%
51	Westcombe Park Road, East of Mycenae Road	20	23.2	24.5	1.3	6%
52	Westcombe Hill, North of Charlton Road (B210)	30	20.8	21.3	0.5	2%
55	St. Johns Park, West of Langton Way	20	20.4	20.4	0.0	0%
56	Maze Hill, South of Vanbrugh Park	30	26.5	29.9	3.4	13%

Site	Road	Speed Limit (mph)	Average of Pre-implementation Speed (mph)	Average of Post Speed (mph)	Difference (mph)	%Difference
58	St Johns Park, East of Vanbrugh Park	20	19.0	19.8	0.8	4%
59	Vanbrugh Park, South of Heathway	20	21.3	20.6	-0.7	-3%
Average			**21.7**	**21.8**	**0.2**	**1%**

3.41 The following key trends and observations can be drawn from Table 3.14:

- Average speed change across all sites: +0.2 mph (+1%)
- Majority of sites: Speeds remained stable or decreased
- Largest reductions:
  - Westcombe Park Road, East of Ulundi Road (Site 29): -2.9 mph (–14%)
  - Halstow Road, South of Chevening Road (Site 41): -2.2 mph (–11%)
- Largest increases:
  - Vanbrugh Hill, North of Ulundi Road (Site 31): +6.8 mph (+32%)
  - Humber Road, East of Halstow Road (Site 45): +2.4 mph (+13%)
  - Maze Hill, South of Vanbrugh Park (Site 56) +3.4 mph (+13%)
  - Combedale Road, North of Westcombe Hill (Site 43) +2.3 mph (+14%)

3.42 A summary of the 85th percentile speed differences between Pre-implementation and Post-ST scenarios for the East NMS boundary roads is shown below in Table 3.15.

Table 3.15: Post-ST minus Pre-implementation 85th Percentile speeds – East NMS Boundary Roads

Site	Road	Speed Limit (mph)	Average of Pre-implementation Speed (mph)	Average of Post Speed (mph)	Difference (mph)	%Difference
25	Romney Road, West of Park Row	30	26.3	24.4	-1.9	0%
42	Woolwich Road (A206), West of Marlton Street	30	26.4	26.1	-0.3	-4%
53	Charlton Road (B210), West of	30	24.4	26.4	2.0	9%

	Eastcombe Avenue					
54	Old Dover Road (B211), West of Dornberg Close	30	22.3	22.1	-0.3	-1%
57	Stratheden Road (B212), South of St Johns Park	20	22.2	21.8	-0.4	-5%
60	Charlton Way (B210), East of Maze Hill	30	31.6	31.8	0.2	-4%
61	Maze Hill, South of Charlton Way	30	23.7	23.6	-0.1	-1%
Average			**25.3**	**25.1**	**-0.1**	**0%**

3.43 The following key trends and observations can be drawn from Table 3.15:

- Average speed change: -0.1 mph (0%)
- Majority of sites: Speeds remained stable or decreased
- Largest increases:
  - Charlton Road east of Eastcombe Avenue (Site 53): +2.0 mph (+8%) - this road has also experienced an increase in flow suggesting more through traffic is using this road at higher speeds
- Largest reductions:
  - Romney Road, West of Park Row (Sites 25): –1.9 mph (-7%)

West NMS

3.44 A summary of the weekday flow differences between Pre-implementation and Post-ST scenarios for the internal sites is shown below in Table 3.16. Changes of up to +/- 50 vehicles an hour are not highlighted due to low level of change that could be caused by weekly fluctuations in flow.

Table 3.16: Post-ST minus Pre-implementation traffic flows – West NMS Internal

Site	Road	Weekday (Outside of Filter Time) Hourly Average Difference	Weekday (Outside of Filter Time) Hourly Average Percentage Change	AM Filter (7-10) Hourly Average Difference	AM Filter (7-10) Hourly Average Percentage Change	PM Filter (3-7) Hourly Average Difference	PM Filter (3-7) Hourly Average Percentage Change
2	Crooms Hill, South of Burney Street	-1	-1%	-113	-60%	-132	-50%
3	Burney Street, East of Royal Hill	-7	-28%	-40	-70%	-52	-57%
4	Crooms Hill, South of Crooms Hill Grove	-7	-7%	-114	-57%	-154	-54%
5	Royal Hill, North of Royal Place	-38	-44%	-70	-79%	-163	-74%
6	King George Street, West of Crooms Hill	-6	-36%	-58	-82%	-9	-26%
7	Crooms Hill, North of General Wolfe Road	-60	-37%	-281	-76%	-323	-68%
8	Hyde Vale, South of Royal Hill	-33	-44%	-61	-76%	-158	-73%
9	King George Street, West of Hyde Vale	-1	-20%	-1	-18%	-4	-28%
10	Point Hill, North of King George Street	-5	-27%	-16	-63%	-39	-69%
11	Royal Hill, East of Greenwich S Street	-2	-15%	-4	-27%	-22	-48%
13	Winforton Street, East of Blissett Street	-4	-30%	-6	-57%	-25	-44%

Site	Road	Weekday (Outside of Filter Time) Hourly Average Difference	Weekday (Outside of Filter Time) Hourly Average Percentage Change	AM Filter (7-10) Hourly Average Difference	AM Filter (7-10) Hourly Average Percentage Change	PM Filter (3-7) Hourly Average Difference	PM Filter (3-7) Hourly Average Percentage Change
14	Blissett Street, West of Winforton Street	-14	-29%	-80	-74%	-75	-48%
16	Lindsell Street, East of Greenwich S Street	-4	-32%	-9	-52%	-11	-42%
17	Dabin Crescent, West of Trinity Grove	1	10%	0	-11%	0	0%
18	Maidenstone Hill, North of Blackheath Hill	3	16%	3	16%	6	21%
19	Maidenstone Hill, West of Point Hill	-4	-41%	-10	-72%	-19	-73%
21	West Grove, East of West Grove Lane	-3	-15%	-7	-30%	-38	-44%
22	Hyde Vale, South of Rangers Square	-27	-37%	-42	-55%	-131	-62%
76	Point Hill, North of Maidenstone Hill	1	3%	-12	-43%	-72	-62%
Total		**-214**	**-26%**	**-924**	**-66%**	**-1424**	**-59%**

3.45 The following key trends and observations can be drawn from Table 3.16:

- **Widespread decreases:** The data clearly shows a widespread reduction in traffic flows following scheme implementation, particularly in peak periods. Non-peak periods also generally show a small reduction despite the filter being inactive.
- **PM Peak most affected:** The PM peak shows the largest reductions
- **Roads with largest reductions:** include Crooms Hill (2, 4 &7), Royal Hill (5) and Hyde Vale (8 & 22), which likely reflects the higher levels of through-traffic that previously used these roads.

3.46 A summary of the flow differences between Pre-implementation and Post-ST scenarios for the boundary sites is shown below in Table 3.17. Changes of up to +/- 50 vehicles an hour are not highlighted due to low level of change that could be caused by weekly fluctuations in flow.

Table 3.17: Post-ST minus Pre-implementation traffic flows – West NMS Boundary Roads

Site	Road	Weekday (Outside of Filter Time) Hourly Average Difference	Weekday (Outside of Filter Time) Hourly Average Percentage Change	AM Filter (7-10) Hourly Average Difference	AM Filter (7-10) Hourly Average Percentage Change	PM Filter (3-7) Hourly Average Difference	PM Filter (3-7) Hourly Average Percentage Change
1	Greenwich High Road, North of Royal Hill	-48	-10%	-162	-23%	-170	-20%
12	Greenwich S Street, South of Circus Street	28	16%	46	20%	174	58%
15	Greenwich S Street, North of Lindsell Street	59	29%	138	57%	199	55%
20	Blackheath Hill, West of Wat Tyler Road	281	30%	603	55%	500	53%
23	Shooters Hill Road, West of General Wolfe Road	254	24%	550	51%	396	30%
24	Shooters Hill Road, East of General Wolfe Road	201	17%	320	23%	46	3%
Total		**775**	**19%**	**1495**	**32%**	**1144**	**21%**

3.47 The following key trends and observations can be drawn from Table 3.17:

- All sites except Greenwich High Road (1) show significant increases in traffic flows, indicating that traffic has rerouted via the boundary roads
- **Large increases outside of Filter Time periods:** Blackheath Hill (20) and Shooters Hill (23&24) show considerable increases in traffic, which does not relate entirely to the decreases observed in the internal sites. This is likely down to road works that were being undertaken at the Blackheath Hill / Greenwich South Street junction during the pre-implementation period. Footage shows delays on this route which may have caused traffic to transfer from Greenwich High Road (Site 1) and the A206 Romney Road (Site 25) to Blackheath Hill & Shooters Hill. The fact significant increases are seen outside of the filter period does indicate factors other than the scheme itself are contributing to this impact.

3.48 A summary of the 85th percentile speed differences between Pre-implementation and Post-ST scenarios for the West NMS internal sites is shown below in Table 3.18.

Table 3.18: Post-ST minus Pre-implementation 85th Percentile speeds – West NMS Internal Roads

Site	Road	Speed Limit (mph)	Average of Pre-implementation Speed (mph)	Average of Post Speed (mph)	Difference (mph)	%Difference
2	Crooms Hill, South of Burney Street	20	17.9	16.8	-1.1	-6%
3	Burney Street, East of Royal Hill	20	17.9	15.2	-2.7	-15%
4	Crooms Hill, South of Crooms Hill Grove	20	19.4	19.2	-0.3	-1%
5	Royal Hill, North of Royal Place	20	19.7	17.6	-2.1	-10%
6	King George Street, West of Crooms Hill	20	17.2	17.2	0.0	0%
7	Crooms Hill, North of General Wolfe Road	20	21.3	21.3	0.0	0%
8	Hyde Vale, South of Royal Hill	20	18.0	17.4	-0.6	-3%
9	King George Street, West of Hyde Vale	20	16.0	15.8	-0.1	-1%
10	Point Hill, North of King George Street	20	15.2	14.9	-0.3	-2%
11	Royal Hill, East of Greenwich S Street	20	15.8	15.5	-0.3	-2%

Site	Road	Speed Limit (mph)	Average of Pre-implementation Speed (mph)	Average of Post Speed (mph)	Difference (mph)	%Difference
13	Winforton Street, East of Blissett Street	20	16.2	15.3	-0.9	-6%
14	Blissett Street, West of Winforton Street	20	22.7	22.4	-0.3	-1%
16	Lindsell Street, East of Greenwich S Street	20	15.3	15.1	-0.2	-1%
17	Dabin Crescent, West of Trinity Grove	20	13.8	14.5	0.8	5%
18	Maidenstone Hill, North of Blackheath Hill	20	14.0	13.6	-0.4	-3%
19	Maidenstone Hill, West of Point Hill	20	16.0	15.7	-0.2	-2%
21	West Grove, East of West Grove Lane	20	15.8	15.3	-0.5	-3%
22	Hyde Vale, South of Rangers Square	20	20.3	20.1	-0.2	-1%
76	Point Hill, North of Maidenstone Hill	20	15.8	15.1	-0.7	-4%
	Average		**17.2**	**16.7**	**-0.5**	**-3%**

3.49 The following key trends and observations can be drawn from Table 3.18:

- Average speed change: - 0.5 mph (- 3%)
- Most sites: Speeds close to or below 20 mph
- Largest reductions:
  - Burney Street, East of Royal Hill (Site 3): -2.7 mph (- 15%)
  - Royal Hill, North of Royal Place (Site 5): -2.1 mph (- 10%)
- No significant increases

3.50 A summary of the 85th percentile speed differences between Pre-implementation and Post-ST scenarios for the West NMS boundary roads is shown below in Table 3.19.

Table 3.19: Post-ST minus Pre-implementation 85th Percentile speeds – West NMS Boundary Roads

Site	Road	Speed Limit (mph)	Average of Pre-implementation Speed (mph)	Average of Post Speed (mph)	Difference (mph)	%Difference
1	Greenwich High Road, North of Royal Hill	30	23.5	25.1	1.6	7%
12	Greenwich S Street, South of Circus Street	30	26.4	25.1	-1.3	-5%
15	Greenwich S Street, North of Lindsell Street	30	25.2	23.7	-1.5	-6%
20	Blackheath Hill, West of Wat Tyler Road	30	28.7	27.4	-1.4	-5%
23	Shooters Hill Road, West of General Wolfe Road	30	29.8	28.9	-0.9	-3%
24	Shooters Hill Road, East of General Wolfe Road	30	29.7	29.4	-0.3	-1%
Average			**27.2**	**26.6**	**-0.6**	**-2%**

3.51 The following key trends and observations can be drawn from Table 3.19:

- Average speed change: -0.6 mph (-2%)
- Majority of sites: Speeds remained stable or decreased
- Largest increases:
  - Greenwich High Road, North of Royal Hill (Site 1): +1.6 mph (+7%)
- Largest reductions:
  - Greenwich S Street, North of Lindsell Street (Site 15): -1.5 mph (-6%)

External

3.52 A summary of the weekday flow differences between Pre-implementation and Post-ST scenarios for the external sites is shown below in Table 3.20. Changes of up to +/- 50 vehicles an hour are not highlighted due to low level of change that could be caused by weekly fluctuations in flow.

Table 3.20: Post-ST minus Pre-implementation traffic flows – External

Site	Road	Weekday (Outside of Filter Time) Hourly Average Difference	Weekday (Outside of Filter Time) Hourly Average Percentage Change	AM Filter (7-10) Hourly Average Difference	AM Filter (7-10) Hourly Average Percentage Change	PM Filter (3-7) Hourly Average Difference	PM Filter (3-7) Hourly Average Percentage Change
26	Banning Street, South of Enderby Street	-1	-3%	-23	-40%	4	4%
62	Charlton Lane, North of Lansdowne Mews	0	-1%	3	4%	-18	-11%
63	Charlton Lane, South of Fairfield Grove	-2	-3%	-5	-5%	-17	-10%
64	Fairfield Grove, North of Fletching Road	-13	-18%	-30	-24%	-24	-15%
65	The Village, East of Charlton Church Lane	-26	-5%	-104	-12%	-110	-11%
66	Charlton Church Lane, South of Wellington Gardens	-9	-5%	-130	-36%	-6	-2%
67	Victoria Way, South of Rathmore Road	16	11%	-5	-2%	69	23%
68	Victoria Way, South of Tallis Grove	-2	-3%	-27	-19%	15	8%
69	Wyndcliff Road, South of Tallis Grove	No Post-ST data					
70	Eastcombe Avenue, North of Charlton Road	2	3%	-29	-17%	27	17%
71	Charlton Road, East of Wyndcliff Road	-12	-3%	-64	-9%	-70	-8%

Site	Road	Weekday (Outside of Filter Time) Hourly Average Difference	Weekday (Outside of Filter Time) Hourly Average Percentage Change	AM Filter (7-10) Hourly Average Difference	AM Filter (7-10) Hourly Average Percentage Change	PM Filter (3-7) Hourly Average Difference	PM Filter (3-7) Hourly Average Percentage Change
72	Malborough Lane, North of the Glade	28	22%	36	17%	103	40%
73	Hornfair Road, North of Kashmir Road	0	1%	-52	-31%	-3	-2%
74	Charlton Park Lane, West of Meridian Road	-9	-5%	50	17%	-16	-4%
75	Old Dover Road, West of Reynolds Place	-34	-15%	-239	-39%	-71	-14%
Total		**-61**	**-3%**	**-617**	**-15%**	**-116**	**-2%**

3.53 The following key trends and observations can be drawn from Table 3.20:

- **Displacement Evident:** Traffic has rerouted onto certain external roads, particularly: Marlborough Lane (Site 72), and Victoria Way (Site 67). This emphasises the identified alternative viable S-N route via Charlton Way.
- **Peak Period Sensitivity:** Changes are more pronounced during peak hours, showing the scheme is the main driver of these changes in flow.
- **Relief on Some Roads:** Especially Old Dover Road (Site 75) and The Village (Site 65) saw reductions, possibly due to changes in routing preference or congestion deterrence.

3.54 A summary of the 85th percentile speed differences between Pre-implementation and Post-ST scenarios for the External sites is shown below in Table 3.21.

Table 3.21: Post-ST minus Pre-implementation 85th Percentile speeds – External Roads

Site	Road	Speed Limit (mph)	Average of Pre-implementation Speed (mph)	Average of Post Speed (mph)	Difference (mph)	%Difference
26	Banning Street, South of Enderby Street	20	12.8	13.2	0.4	3%
62	Charlton Lane, North of Lansdowne Mews	30	20.6	21.1	0.5	2%
63	Charlton Lane, South of Fairfield Grove	20	23.2	23.5	0.3	1%
64	Fairfield Grove, North of Fletching Road	20	19.7	21.0	1.3	6%
65	The Village, East of Charlton Church Lane	20	19.6	20.0	0.5	2%
66	Charlton Church Lane, South of Wellington Gardens	20	23.2	23.6	0.4	2%
67	Victoria Way, South of Rathmore Road	20	16.8	18.2	1.4	8%
68	Victoria Way, South of Tallis Grove	20	19.1	19.9	0.8	4%

Site	Road	Speed Limit (mph)	Average of Pre-implementation Speed (mph)	Average of Post Speed (mph)	Difference (mph)	%Difference
69	Wyndcliff Road, South of Tallis Grove	20	20.8	No Post-ST data		
70	Eastcombe Avenue, North of Charlton Road	20	25.1	25.7	0.6	2%
71	Charlton Road, East of Wyndcliff Road	30	27.1	28.9	1.8	7%
72	Malborough Lane, North of the Glade	20	22.1	18.5	-3.6	-16%
73	Hornfair Road, North of Kashmir Road	20	15.9	15.7	-0.2	-1%
74	Charlton Park Lane, West of Meridian Road	20	22.3	22.4	0.1	0%
75	Old Dover Road, West of Reynolds Place	30	21.0	21.6	0.6	3%
Average			**20.6**	**20.9**	**0.3**	**+1%**

3.55 The following key trends and observations can be drawn from Table 3.21:

- Average speed change: +0.3 mph (+1%)
- Majority of sites: Speeds remained stable or increased
- Largest increases:
  - Charlton Road, East of Wyndcliff Road (Site 71): +1.8 mph (+7%)
- Largest reductions:
  - Marlborough Lane, North of the Glade (Site 72): - 3.6 mph (-16%)
- Despite some traffic being diverted through roads in this area, no significant overall increase/decrease in speeds was observed. Most sites show slight increases or stable speeds, suggesting no adverse speed impact from traffic displacement.

Summary

3.56 This section has presented the results of the ATC traffic flow and speeds analysis. The flow analysis has found that post-implementation of the scheme:

- Traffic on internal roads within the East NMS has reduced by over 30% during the filtered periods and reduced by over 20% during the non-filtered period
- Traffic on boundary and non-filtered roads within the East NMS has increased 6% during the filtered periods and increased by 3% during the non-filtered period
- Traffic on internal roads within the West NMS has reduced by over 50% during the filtered periods and reduced by over 30% during the non-filtered period
- Traffic on boundary roads within the West NMS has increased by over 30% during the filtered periods and increased by 26% during the non-filtered period
- Traffic on roads within the External area has remained the same in the filtered periods and reduced by 5% in the non-filtered period.

3.57 The data indicates that traffic volumes on internal roads decreased not only during the filtered period but also outside of those hours, suggesting that the scheme yields sustained reductions in traffic beyond the restriction times. East NMS boundary roads have also seen a general reduction from pre-implementation levels – the only exception being Woolwich Road. Conversely, boundary roads within the West NMS experienced considerably greater increases in traffic, which cannot be attributed solely to the scheme. This is supported by the fact that high-impact roadworks at the Blackheath Hill / Greenwich South Street junction were ongoing during the pre-implementation period. Additionally, the amount of traffic displaced from internal roads does not fully account for the increased volume recorded on the boundary roads, a trend evident in both the filtered and non-filtered periods.

3.58 This suggests that the traffic management measures have been effective in reducing traffic volumes within key areas, while the increases observed on boundary and non-filtered roads can be attributed to the displacement of traffic.

3.59 Additional observations include the impact on traffic speeds, which have remained largely stable, indicating that the displacement has not led to significant speed increases or decreases that could compromise safety and congestion. Whilst the change in average speed across all roads is minimal, West NMS boundary roads have seen a 2% reduction that suggests worsening congestion from displaced traffic. There are also specific roads such as Marlborough Lane (-16%), Burney Street (-15%) and Vanburgh Hill (+32%) which warrant further monitoring to understand if these are long term changes or short-term anomalies. The stability of speeds is an important finding as it suggests that the traffic filtering has been effective without causing widespread congestion issues.

3.60 The Post-ST vs Pre-implementation traffic analysis has shown a similar pattern to the Post-WEG vs Pre-implementation traffic analysis. However, it does appear that less overall traffic is in the study area. This would align with TfL's early findings of 12,000 fewer drivers a day using the river crossings since the tunnel opened.

INRIX Analysis

Methodology

3.61 INRIX are a supplier of vehicle telematics data and have a product called INRIX Trips which provides detailed data on observed vehicle flows throughout a study area. This data provides data on origin and destination as well as vehicle waypoints of the observed vehicle journey. This data provides longitude and latitude locations that are used to piece together the most probable routes the vehicles have taken.

3.62 INRIX data has been collected across 4 weeks within the two scenarios: 'Pre-implementation' and 'Post-WEG' The below summarises the survey dates included in each scenario:

1. Pre-implementation: 26/09/24-06/10/24
2. Post-WEG: 22/02/25-23/03/25

3.63 As shown in Table 3.22, during each period significant roadworks were being undertaken and compromised the INRIX traffic datasets.

Table 3.22: Roadworks summary

Scenario Impacted	Roadworks	Live dates
Pre-implementation	Temporary traffic lights at Blackheath Hill / Greenwich South Street junction	30/09/24-03/10/24 (estimated)
Pre-implementation	Blackwall Tunnel southbound closures	A series of weekend closures e.g. 28/09/24-30/09/24, 11/10/24, and 18/10/24
Post-WEG	Temporary traffic lights at Romney Road	05/03/25-06/03/25
Post-WEG	Temporary traffic lights at Greenwich High Road	26/02/25-27/02/25

3.64 Analysis of the INRIX data set has been undertaken at three levels as set out below.

INRIX Trips data sample

3.65 The INRIX Trips data is analysed directly for both the pre-implementation and post-WEG implementation periods. This provides a high-level understanding of how the total number of trips undertaken changes between the two periods analysed.

Link Based Traffic Volume Changes

3.66 INRIX is not a complete dataset and only provides a sample of all the vehicle trips on the road network. To enable a comparison of the change in flows on road links it is necessary to develop expansion factors for the INRIX vehicle routes so that when aggregated they better match hourly traffic flows recorded via ATCs across the study area.

3.67 It should be noted that there are several key difference between ATC data and INRIX link based data:

- ATC data records traffic counts at a fixed point whereas INRIX data records end-to-end trips that when factored provide flow estimates on all road segments in the study area.
- The datasets are based on different temporal resolutions i.e. ATC data is recorded for 1-3 weeks whereas INRIX represents a 4 week sample.
- ATC data in this report represents the weekday average daily flow whereas the INRIX data reflects a 7-day average daily flow.

Area Based Traffic Volume Changes

3.68 Using the same factored INRIX dataset it is possible to analyse roads in a specific geographic area. Because this analysis includes full trip information it is possible to distinguish between 'Local' trips - defined as a trip that either starts or finishes within the area being analysed, and 'Through' trips - those that both start and finish outside the area being analysed.

3.69 For the area-based analysis, trips have been grouped as follows:

- East NMS internal roads
- West NMS internal roads
- External local roads
- Boundary roads.

Results

INRIX Trip Changes

3.70 The change in the number of daily INRIX vehicle trips between the pre-implementation period and post-WEG is given below in Table 3.23 for:

- The study area – this includes WEG internal roads, boundary roads and the external roads (as defined in Figure 3.4).
- The whole of the Royal Borough of Greenwich
- The rest of the borough excluding the study area

3.71 The table shows that the number of daily trips within the study area has fallen by 6%. This is a more significant reduction than in the rest of the borough (2%) and is contributing to a 3% fall in vehicle trips across the whole of the borough.

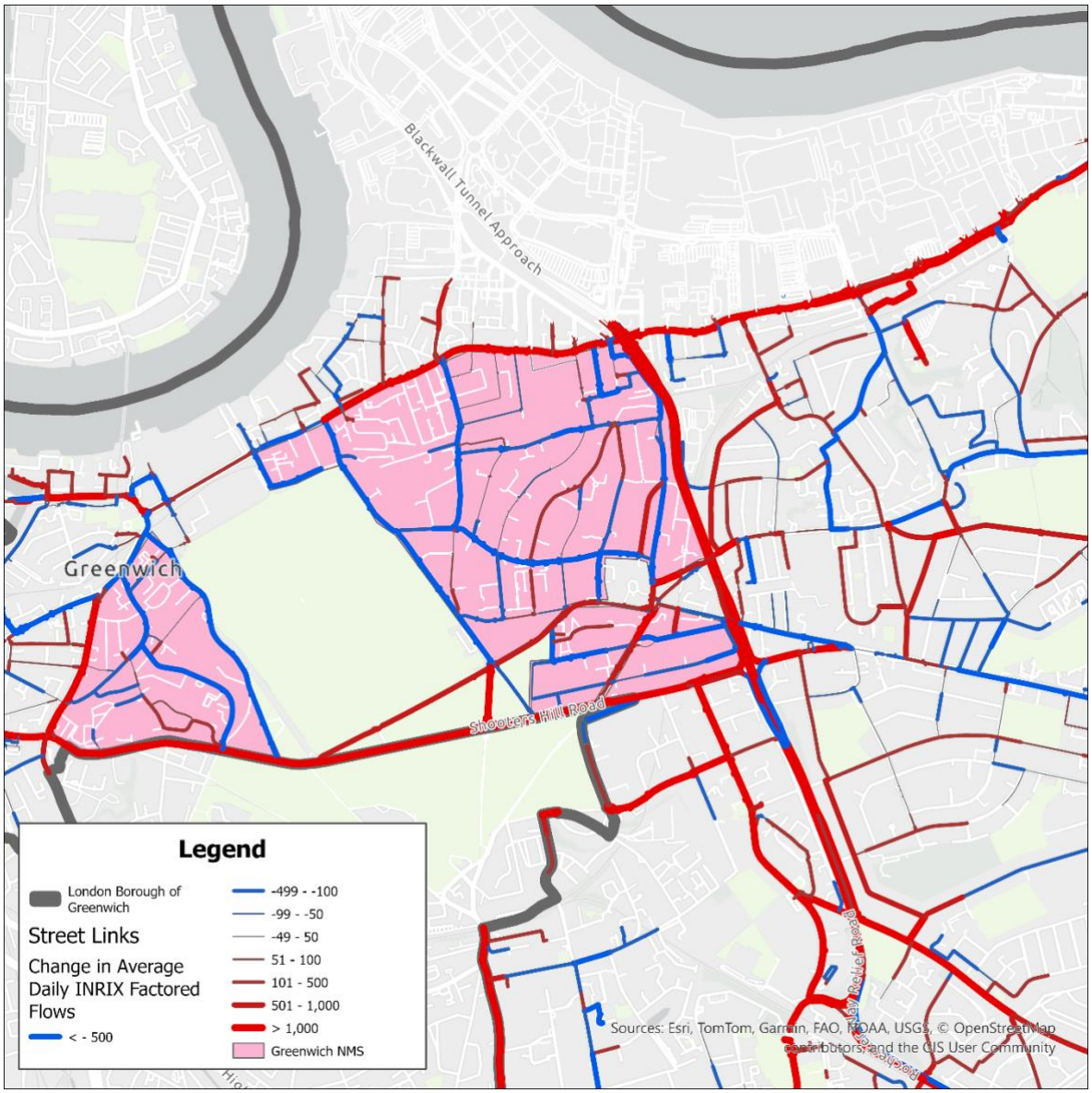
Table 3.23: Change in INRIX Vehicle Trips post-WEG (7-day average daily trips)

Area	Baseline	Post-WEG	% Change in daily INRIX Vehicle Trips
Study Area	3,317	3,107	-6%
Royal Borough of Greenwich	9,253	8,942	-3%
Rest of Borough	5,936	5,835	-2%

Link Based Traffic Volume Changes

3.72 As shown in Figure 3.6, expanded INRIX data has been plotted in GIS to look at levels of change between Pre-implementation and Post-WEG scenarios.

Figure 3.6: Change in 7-day average expanded INRIX flows



3.73 This map shows that in the local area:

- Streets subject to filtered measures see traffic flow reductions - showing the scheme has been successful in reducing vehicle trips within each NMS.
- Noticeable traffic flow increases on the boundary roads. The scheme will have contributed to some of this increase as traffic displaces onto primary north/south connections between the A206 and A2

ROYAL borough of GREENWICH

- Some increases exist within the internal zones such as Glenluce Road and Beaconsfield Road, which may be a result of re-routing within the zones as a consequence of the filter. Alternatively, the relatively low flows mean that a small increase in trips captured by INRIX may have been disproportionately uplifted in the expansion process and reflect this difference between the two scenarios.
- Significant flow increases on strategic routes such as the Blackwall Tunnel Approach and A206. These increases are likely to be as a result of the road closures on Blackwall Tunnel in the pre-implementation scenario and higher profile events at the O2 in the Post-WEG scenario.
- Increases on the roads such as Charlton Way and Village Way reflect the increase in use of an alternative S-N connection between the A2 and the A206
- Some localised increases on external roads to the east of the Blackwall Tunnel Approach within the Charlton area. These increases are not likely related to the scheme, but due to seasonal factors such as increased activity at The Valley Stadium.

Area Based Traffic Volume Changes

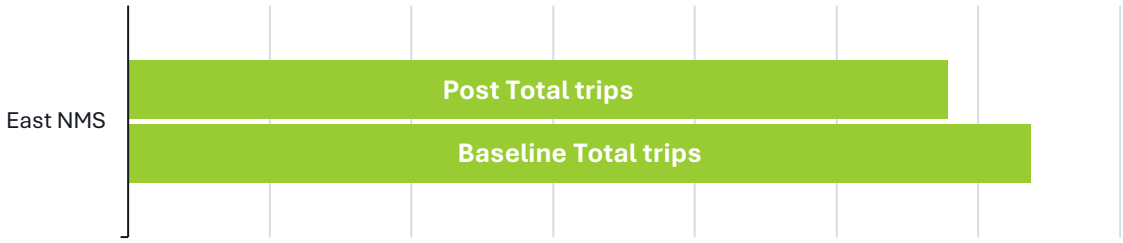
3.74 In addition to analysing traffic flow changes within the East and West NMS, the Charlton area has also been considered as this area is adjacent to the schemes so is likely to be impacted by it.

East NMS Area

3.75 As shown in Figure 3.7 and Figure 3.8, this area shows a decrease in trips overall, driven by a significant fall in through trips as would be expected with the removal of all direct through routes in the area.

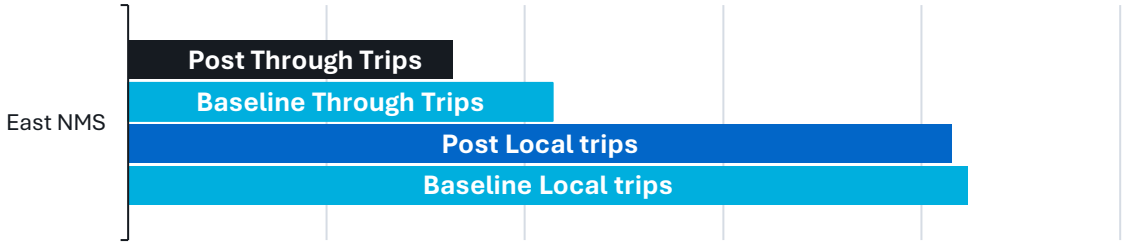
3.76 Interestingly there appears to be a slight decrease in local trips when compared to the pre-implementation. This could be driven by seasonal variations between Autumn and Spring.

Figure 3.7: East NMS – Total Trips



	East NMS
Post Total trips	28934
Baseline Total trips	31858

Figure 3.8: East NMS – Local and Through trips



	East NMS
Post Through Trips	8175
Baseline Through Trips	10690
Post Local trips	20759
Baseline Local trips	21168

West NMS

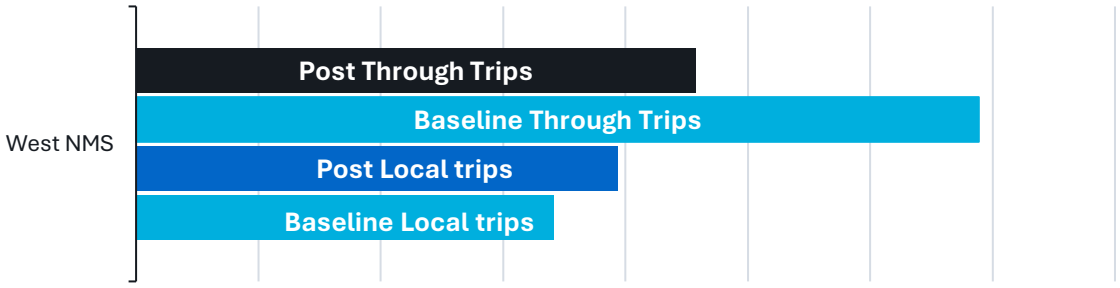
3.77 As shown in Figure 3.9 and Figure 3.10, this area shows an overall decrease in vehicle trips, driven primarily by a substantial decrease in through trips.

3.78 A small increase in local trips is also seen when compared to pre-implementation. However, this could be driven by seasonal variations between Autumn and Spring.

Figure 3.9: West NMS – total trips

	West NMS
Post Total trips	8514
Baseline Total trips	10305

Figure 3.10: West NMS – local and through trips



	West NMS
Post Through Trips	4578
Baseline Through Trips	6889
Post Local trips	3936
Baseline Local trips	3415

External

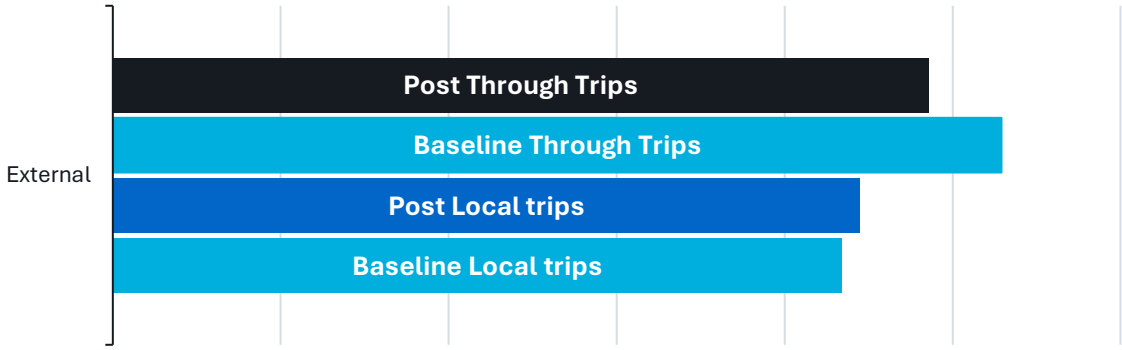
3.79 As shown in Figure 3.11 and Figure 3.12, this area shows an overall slight decrease in vehicle trips, driven primarily by the decrease in through trips as local trips show some increase.

3.80 Given the difference in total trips is less significant than East NMS and West NMS and this area sits outside these scheme areas, it could be said that the scheme has had minimal impact on trips in the external area.

Figure 3.11: External – Total trips

	External
Post Total trips	46547
Baseline Total trips	48183

Figure 3.12: External – Local and through trips

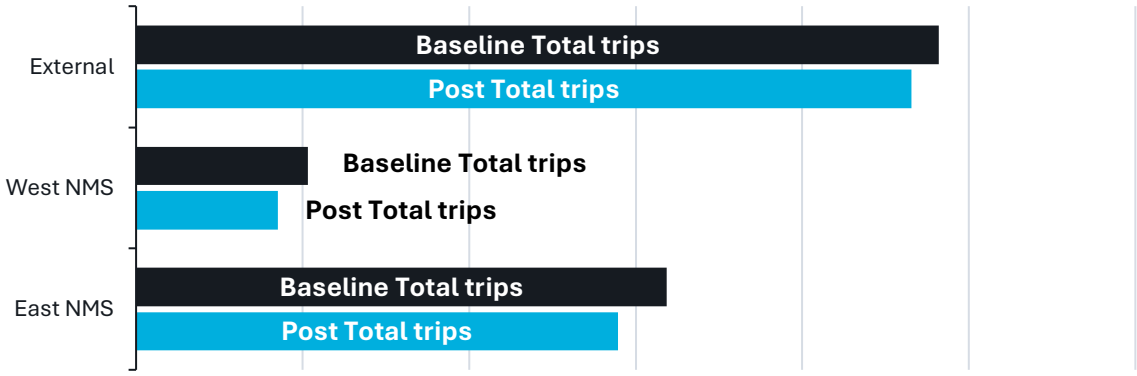


	External
Post Through Trips	24295
Baseline Through Trips	26467
Post Local trips	22251
Baseline Local trips	21716

Study Area

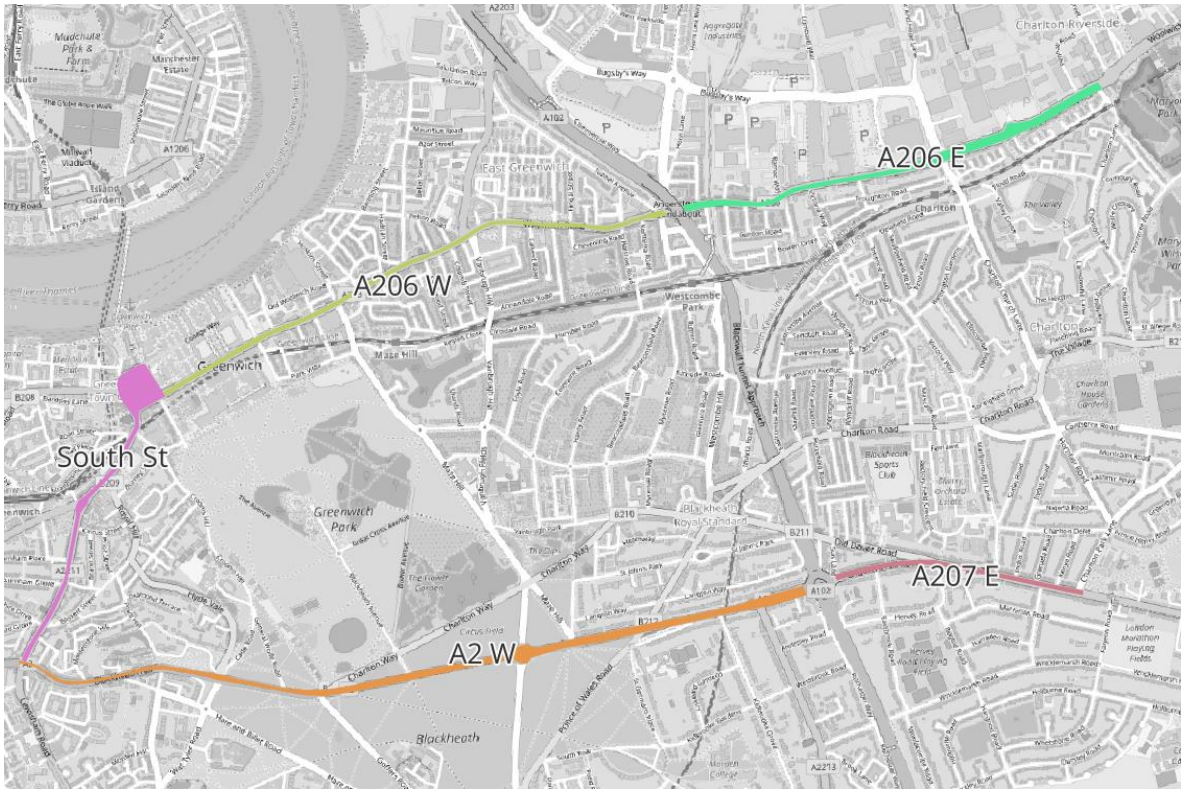
3.81 As shown in Figure 3.13, local roads within the study area show a considerable reduction in vehicle trips. These trips however do not include trip totals on the boundary roads. The boundary roads that have been analysed are shown in Figure 3.14

Figure 3.13: Study Area – total trips



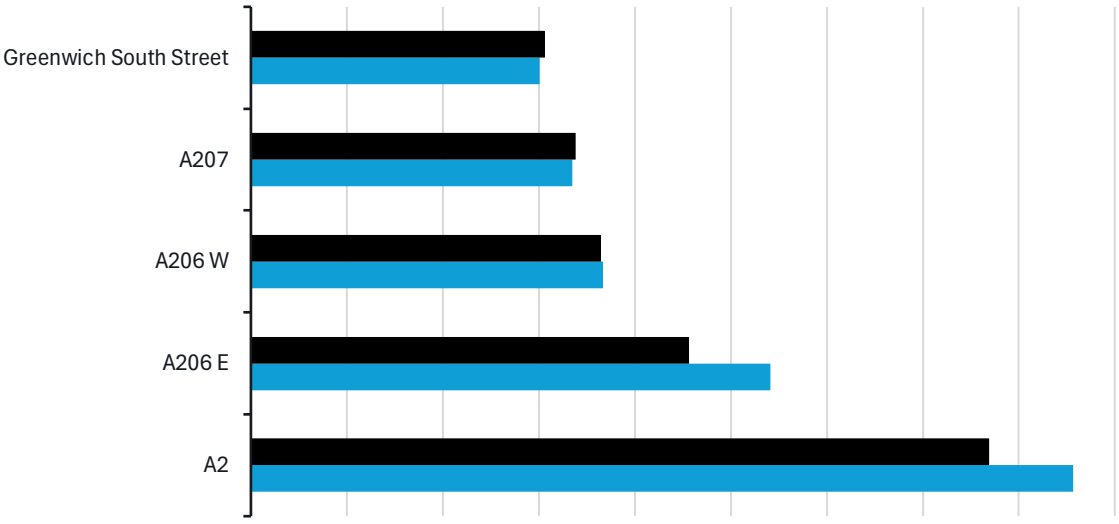
	East NMS	West NMS	External
Baseline Total trips	31858	10305	48183
Post Total trips	28934	8514	46547

Figure 3.14: Study Area – Boundary roads



3.82 Figure 3.15 summarises the flow difference between Pre-implementation and Post-WEG scenarios for each boundary road.

Figure 3.15: Study Area – Boundary Area traffic flows



	A2	A206 E	A206 W	A207	Greenwich South Street
Baseline Total trips	76884	45641	36494	33822	30663
Post Total trips	85666	54146	36675	33466	30064

3.83 A2 and A206 E show the greatest increase in number of daily trips. The other boundary roads are similar between the two periods. The magnitude of the A2 increase is likely influenced by the roadworks that were in place during the pre-implementation period. Similarly, the level of increase along the A206 E is likely to be impacted by the higher profile O2 events occurring in the post-WEG implementation period such as Brit Awards and Sabrina Carpenter.

Summary

3.84 This section has presented the results of the raw and expanded INRIX trips analysis. The trip analysis has found that post-WEG implementation of the scheme:

- The number of INRIX vehicle trips within the study area has decreased by 6%
- Through trips within the East NMS has decreased by approximately 24%
- Through trips within the West NMS has decreased by approximately 34%
- Through trips within the External area has decreased by approximately 8%
- Total daily trips within the East NMS have decreased by approximately 10%
- Total daily trips within the West NMS have decreased by approximately 17%
- Total daily trips within the External area have decreased by approximately 3%
- Total daily trips on Boundary roads have increased by approximately 9%

3.85 The data indicate that trips on internal roads decreased not only during the filtered period but also outside of those hours, suggesting that the scheme yields sustained reductions in traffic beyond the restriction times.

3.86 An increase in traffic was observed on boundary roads within the East NMS such as A206 E, likely as a result of displacement from internal roads. However, there was also significant events held at the O2 during this period such as The BRIT awards and Sabrina Carpenter concerts, which may have influenced demand during the post-WEG implementation period.

3.87 Boundary roads within the West NMS experienced considerably greater increases in trips, which also cannot be attributed solely to the scheme. This is supported by the fact that high-impact roadworks at the Blackheath Hill / Greenwich South Street junction were ongoing during the pre-implementation period.

3.88 The lower level of change in vehicle trip numbers compared to ATC traffic flow counts suggests drivers that used to cut through the NMS areas are now staying on these boundary roads for longer distances.

3.89 This suggests that the traffic management measures have been effective in reducing trips within key areas, while the increases observed on boundary roads can be attributed to a combination of displacement of traffic from the NMS and external factors such as roadworks.

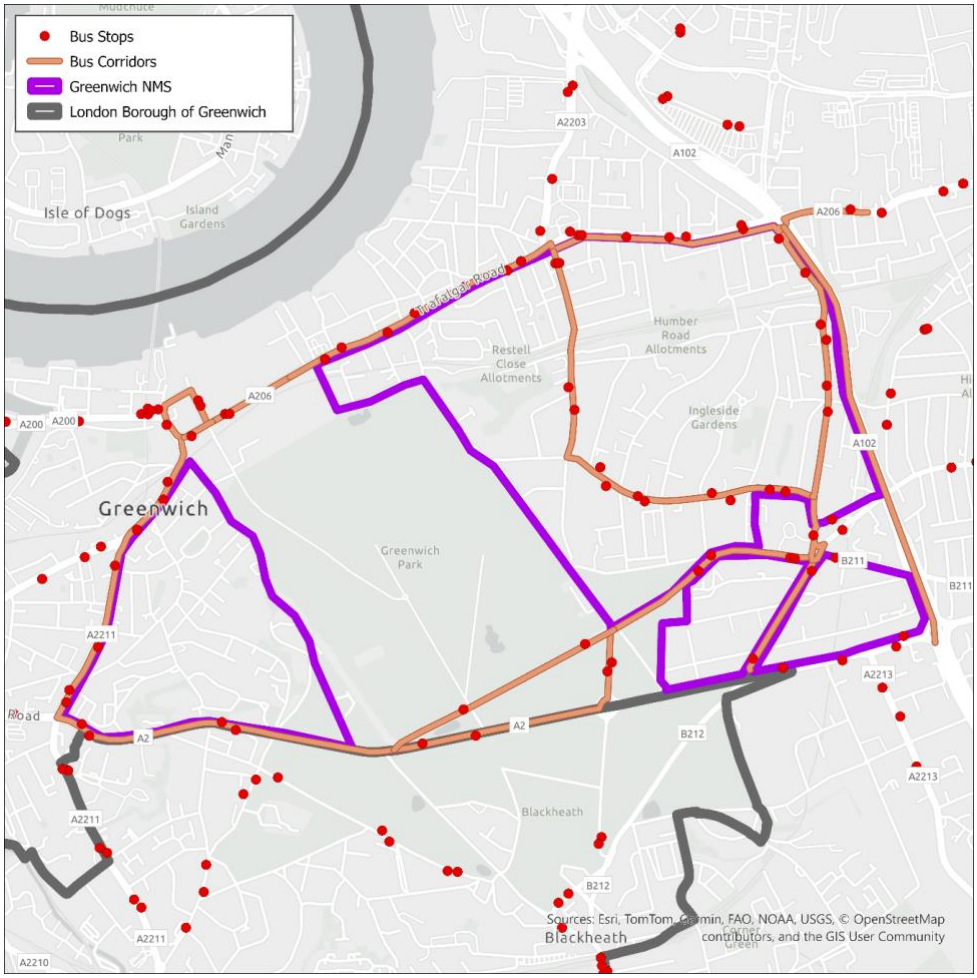
iBus Journey Times Analysis

3.90 TfL monitor all buses in real-time. This is done via a system called iBus and through this system historic bus journey time data has been acquired from TfL for a selection of bus corridors in the local area to enable a comparison of bus journey times before and after WEG implementation.

Methodology

3.91 In total, twelve bus corridors have been analysed. These are shown in Figure 3.16.

Figure 3.16: Bus Corridors analysed within Study Area



3.92 As bus journey times have a large degree of variance, it's crucial to collect as much data as possible. In this case, the scenarios and their dates are as follows:

- Pre-implementation = 17/03/23-08/03/24
- Post-WEG = 10/01/25-21/03/25
- Post-ST = 18/04/25-13/06/25

3.93 The average bus journey time for AM (0700-1000) and PM (1600-1900) was compared between the pre and post-implementation scenarios. Furthermore, following a methodology discussed and agreed with TfL, a variance threshold was calculated for the pre-implementation period based on standard deviation for each route. When comparing the two sets of journey times for each route, the post journey time is flagged as a significant difference if it exceeds the corresponding threshold.

Results

Post-WEG implementation vs Pre-implementation

3.94 The journey time results across each bus corridor for the AM period are shown in Table 3.24

Table 3.24: AM bus journey time results – Post-WEG

Corridor	Direction		Pre-implementation 17/03/2023 - 08/03/2024			Post-WEG Implementation 11-week period			
		Time Period	Avg JT (min/km)	Lower threshold	Upper threshold	Avg JT (min/km)	Change	%	Within threshold
Blackheath Hill	Eastbound	AM	2.83	2.60	3.06	3.23	0.40	14%	No
Blackheath Hill	Westbound	AM	5.12	3.80	6.45	3.87	-1.26	-25%	Yes
Blackwall Tunnel Southern Approach	Northbound	AM	4.01	2.91	5.12	3.23	-0.79	-20%	Yes
Blackwall Tunnel Southern Approach	Southbound	AM	2.63	2.20	3.06	2.78	0.15	6%	Yes
Romney Road	Eastbound	AM	4.67	4.35	4.99	6.56	1.89	40%	No
Romney Road	Westbound	AM	4.71	4.17	5.24	4.82	0.11	2%	Yes

Corridor	Direction		Pre-implementation 17/03/2023 - 08/03/2024			Post-WEG Implementation 11-week period			
		Time Period	Avg JT (min/km)	Lower threshold	Upper threshold	Avg JT (min/km)	Change	%	Within threshold
Vanbrugh Hill	Northbound	AM	5.93	5.15	6.71	4.87	-1.06	-18%	Yes
Vanbrugh Hill	Southbound	AM	3.95	3.73	4.17	4.04	0.09	2%	Yes
Westcombe Hill	Northbound	AM	4.12	3.53	4.72	4.03	-0.09	-2%	Yes
Westcombe Hill	Southbound	AM	4.11	3.58	4.63	4.02	-0.09	-2%	Yes
Woolwich Road	Eastbound	AM	3.67	3.02	4.32	3.79	0.12	3%	Yes
Woolwich Road	Westbound	AM	8.96	5.55	12.38	6.93	-2.03	-23%	Yes

3.95 There is a mixed trend of bus journey time impacts across the corridors. However, two corridors exceed the threshold to be considered a significant journey time increase - these are Blackheath Hill eastbound, and Romney Road eastbound

3.96 Most other corridors have seen a general improvement in journey time, though not significant compared to the longer-term mean.

3.97 The journey time results across each bus corridor for the PM period are shown in Table 3.25.

Table 3.25: PM bus journey time results – Post-WEG

Corridor	Direction	Time Period	Pre-implementation 17/03/2023 - 08/03/2024			Post-WEG Implementation 11-week period			
			Avg JT (min/km)	Lower threshold	Upper threshold	Avg JT (min/km)	Change	%	Within threshold
Blackheath Hill	Eastbound	PM	4.12	3.46	4.78	3.67	-0.45	-11%	Yes
Blackheath Hill	Westbound	PM	3.06	2.80	3.33	3.41	0.35	11%	No
Blackwall Tunnel Southern Approach	Northbound	PM	2.59	1.95	3.24	2.82	0.22	9%	Yes
Blackwall Tunnel Southern Approach	Southbound	PM	3.10	2.53	3.67	3.35	0.25	8%	Yes
Romney Road	Eastbound	PM	5.98	4.91	7.04	9.53	3.55	59%	No
Romney Road	Westbound	PM	4.21	3.62	4.79	4.94	0.74	18%	No
Vanbrugh Hill	Northbound	PM	5.10	4.50	5.70	4.73	-0.37	-7%	Yes
Vanbrugh Hill	Southbound	PM	4.14	3.97	4.32	4.03	-0.12	-3%	Yes

Corridor	Direction	Time Period	Pre-implementation 17/03/2023 - 08/03/2024			Post-WEG Implementation 11-week period			
			Avg JT (min/km)	Lower threshold	Upper threshold	Avg JT (min/km)	Change	%	Within threshold
Westcombe Hill	Northbound	PM	3.63	3.31	3.94	3.94	0.31	9%	Yes
Westcombe Hill	Southbound	PM	4.01	3.64	4.38	4.12	0.11	3%	Yes
Woolwich Road	Eastbound	PM	3.97	3.05	4.89	3.95	-0.01	0%	Yes
Woolwich Road	Westbound	PM	4.75	2.89	6.61	6.94	2.19	46%	No

3.98 There is a general trend of increased bus journey times across each corridor. However, only 4 corridors exceed the threshold to be considered a significant journey time increase. These are Blackheath Hill westbound, Romney Road both directions and Woolwich Road westbound. It should be noted that roadworks was in place on Romney Road during the Post-Implementation period

3.99 Overall, there is a worse impact on bus journey times in the PM compared to the AM.

Post-Silvertown Tunnel vs Pre-implementation

3.100 The journey time results across each bus corridor for the AM period are shown in Table 3.26.

Table 3.26: AM bus journey time results – Post-ST

Corridor	Direction	Time Period	Pre-implementation 17/03/2023 - 08/03/2024			Post-ST 9-week period			
			Avg JT (min/km)	Lower threshold	Upper threshold	Avg JT (min/km)	Change	%	Within threshold
Blackheath Hill	Eastbound	AM	2.83	2.60	3.06	2.89	0.05	2%	Yes

Corridor	Direction	Time Period	Pre-implementation 17/03/2023 - 08/03/2024			Post-ST 9-week period			
			Avg JT (min/km)	Lower threshold	Upper threshold	Avg JT (min/km)	Change	%	Within threshold
Blackheath Hill	Westbound	AM	5.12	3.80	6.45	4.19	-0.93	-18%	Yes
Blackwall Tunnel Southern Approach	Northbound	AM	4.01	2.91	5.12	3.03	-0.99	-25%	Yes
Blackwall Tunnel Southern Approach	Southbound	AM	2.63	2.20	3.06	2.34	-0.29	-11%	Yes
Romney Road	Eastbound	AM	4.67	4.35	4.99	4.34	-0.33	-7%	Yes
Romney Road	Westbound	AM	4.71	4.17	5.24	3.94	-0.77	-16%	Yes
Vanbrugh Hill	Northbound	AM	5.93	5.15	6.71	4.86	-1.07	-18%	Yes
Vanbrugh Hill	Southbound	AM	3.95	3.73	4.17	4.26	0.31	8%	No
Westcombe Hill	Northbound	AM	4.12	3.53	4.72	3.95	-0.18	-4%	Yes
Westcombe Hill	Southbound	AM	4.11	3.58	4.63	4.00	-0.11	-3%	Yes

Corridor	Direction	Time Period	Pre-implementation 17/03/2023 - 08/03/2024			Post-ST 9-week period			
			Avg JT (min/km)	Lower threshold	Upper threshold	Avg JT (min/km)	Change	%	Within threshold
Woolwich Road	Eastbound	AM	3.67	3.02	4.32	3.66	-0.01	0%	Yes
Woolwich Road	Westbound	AM	8.96	5.55	12.38	7.84	-1.12	-13%	Yes

3.101 There is a mixed trend of bus journey time impacts across the corridors. However, only one corridor exceeds the threshold to be considered a significant journey time increase – Vanbrugh Hill southbound.

3.102 Most other corridors have seen a general improvement in journey time, though not significant compared to the longer-term mean.

3.103 The journey time results across each bus corridor for the PM period are shown in Table 3.27.

Table 3.27: PM bus journey time results – Post-ST

Corridor	Direction	Time Period	Pre-implementation 17/03/2023 - 08/03/2024			Post-ST 9-week period			
			Avg JT (min/km)	Lower threshold	Upper threshold	Avg JT (min/km)	Change	%	Within threshold
Blackheath Hill	Eastbound	PM	4.12	3.46	4.78	3.51	-0.62	-15%	Yes
Blackheath Hill	Westbound	PM	3.06	2.80	3.33	3.43	0.36	12%	No
Blackwall Tunnel Southern Approach	Northbound	PM	2.59	1.95	3.24	2.41	-0.18	-7%	Yes

Corridor	Direction	Time Period	Pre-implementation 17/03/2023 - 08/03/2024			Post-ST 9-week period			
			Avg JT (min/km)	Lower threshold	Upper threshold	Avg JT (min/km)	Change	%	Within threshold
Blackwall Tunnel Southern Approach	Southbound	PM	3.10	2.53	3.67	2.99	-0.11	-4%	Yes
Romney Road	Eastbound	PM	5.98	4.91	7.04	8.20	2.22	37%	No
Romney Road	Westbound	PM	4.21	3.62	4.79	4.38	0.17	4%	Yes
Vanbrugh Hill	Northbound	PM	5.10	4.50	5.70	4.74	-0.36	-7%	Yes
Vanbrugh Hill	Southbound	PM	4.14	3.97	4.32	4.08	-0.07	-2%	Yes
Westcombe Hill	Northbound	PM	3.63	3.31	3.94	3.61	-0.01	0%	Yes
Westcombe Hill	Southbound	PM	4.01	3.64	4.38	3.96	-0.05	-1%	Yes
Woolwich Road	Eastbound	PM	3.97	3.05	4.89	3.74	-0.23	-6%	Yes
Woolwich Road	Westbound	PM	4.75	2.89	6.61	6.17	1.42	30%	Yes

3.104 There is a general trend of increased bus journey times across each corridor. However, only 2 corridors exceed the threshold to be considered a significant journey time increase. These are Blackheath Hill westbound and Romney Road eastbound.

3.105 Overall, there is a worse impact on bus journey times in the PM compared to the AM.

Summary

3.106 This section has presented the results of the iBus data analysis. The journey time and speed analysis has found that post-WEG implementation of the scheme:

- Six bus corridors – 2 in the AM and 4 in the PM – have shown significant increases in journey time compared to the pre-implementation
- Several bus corridors, particularly in the AM have shown journey time improvements but within longer term variations.
- External factors such as roadworks on Romney Road may have impacted the journey time results in the Post-WEG period.

3.107 The journey time and speed analysis has found that post-Silvertown tunnel opening:

- Performance of the monitored bus corridors has improved relative to the post-WEG implementation period with 16 of the 24 monitored corridors showing journey time reductions within longer term variations.
- Three bus corridors – 1 in the AM and 2 in the PM – have shown significant increases in journey time compared to the pre-implementation. One of these – Vanburgh Hill southbound was likely attributable to temporary traffic lights during part of the monitored post-ST period.

3.108 The data indicates that implementation of the scheme may have had a negative impact on some of the bus corridors. However, given that the severity of this impact is diminished in the Post-ST period, it may be possible that external factors such as the roadworks at Romney Road influenced the bus journey times during the post-WEG period.

Pedestrian and Cycle Counts Analysis

Methodology

3.109 Pedestrian and cyclist data has been collected on one weekday within the three scenarios: 'Pre-implementation', 'Post-WEG' and 'Post-(Post-ST). The below summarises the survey dates included in each scenario:

1. Pre-implementation: 01/10/24
2. Post-WEG: 27/02/25
3. Post-ST: 26/06/25

3.110 As shown in Table 3.28, during each period significant roadworks were being undertaken and may have impacted the pedestrian and cyclist datasets.

Table 3.28: Roadworks summary

Scenario Impacted	Roadworks	Live dates
Pre-implementation	Temporary traffic lights at Blackheath Hill / Greenwich South Street junction	30/09/24-03/10/24 (estimated)
Post-WEG	Temporary traffic lights at Romney Road	05/03/25-06/03/25
Post-WEG	Temporary traffic lights at Greenwich High Road	26/02/25-27/02/25
Post-ST	Temporary traffic lights at Vanbrugh Park	16/06/2025-28/07/2025

3.111 Weekday flows have been analysed for 3 time periods: AM Period (0700-1000), PM Period (1500-1900), and Non-Filtered Period (0000-0700,1000-1500, and 1900-0000).

3.112 For comparative analysis, the flows provided represent the hourly average values for each specified period.

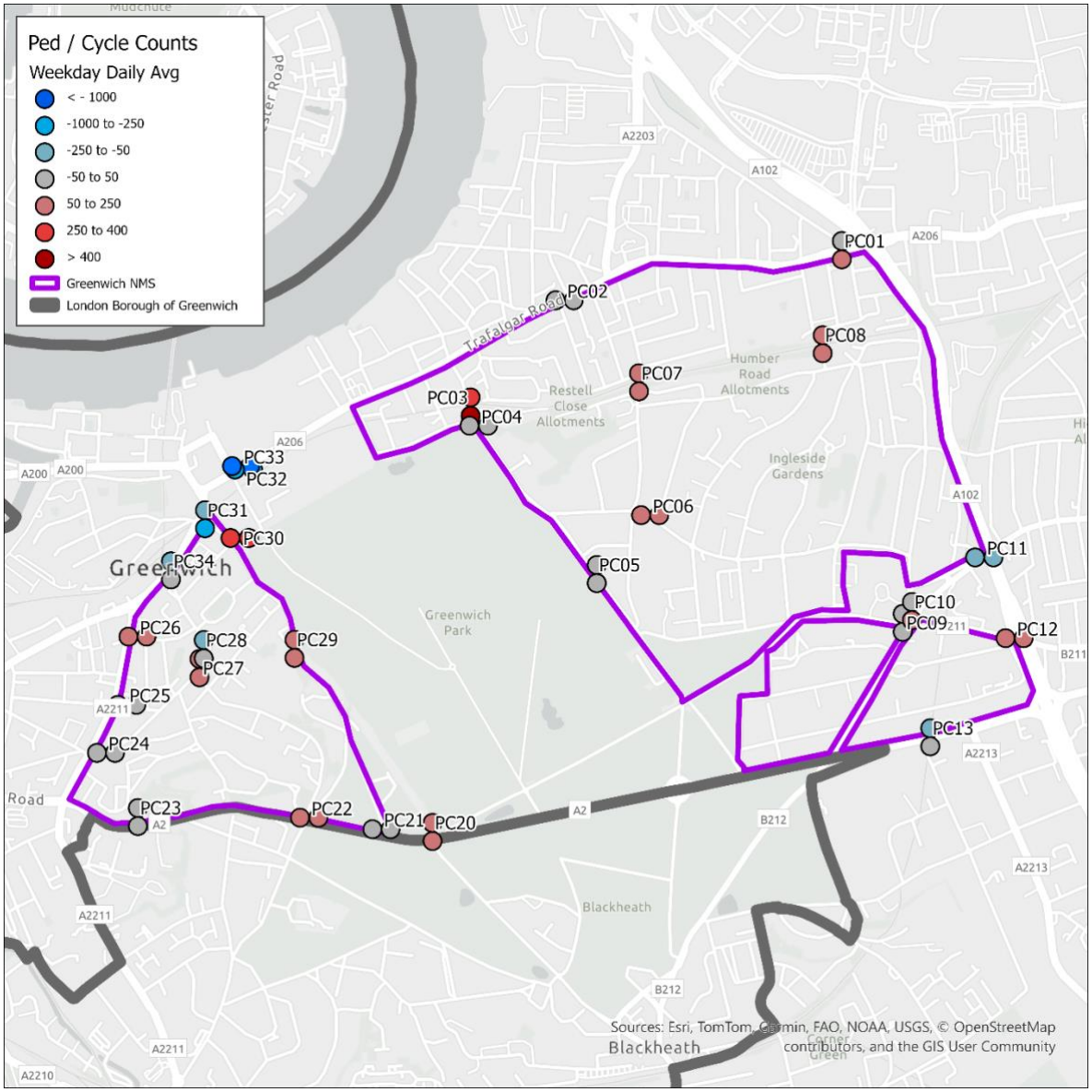
3.113 Strava data was downloaded and analysed for cycling levels. However, the data was not suitable for comparison of pre and post implementation periods due to wild fluctuations in the data boroughwide that made analysis of the study area unreliable.

Results

Post-WEG vs Pre-implementation

3.114 The difference between weekday pedestrian and cycle counts in Post-WEG and Pre-implementation is shown in Figure 3.17

Figure 3.17: Post-WEG vs Pre-implementation – Daily Pedestrian and cycle counts



3.115 The difference between Post-WEG and Pre-implementation pedestrian counts is shown below in Table 3.29.

Table 3.29: Post-WEG minus Pre-implementation pedestrian flows

Site	Description	Type of Count	Direction	AM Filter (7-10) Hourly Average Difference	PM Filter (3-7) Hourly Average Difference	Weekday (Outside of Filter Time) Hourly Average Difference
PC01	Woolwich Road - PC 01	Crossing	Northbound	0	11	-1
PC01	Woolwich Road - PC 01	Crossing	Southbound	0	15	-2
PC02	Trafalgar Road - PC 02	Link	Eastbound	-21	34	-33
PC02	Trafalgar Road - PC 02	Link	Westbound	-38	-3	-58
PC03	Maze Hill - PC 03	Link	Northbound	-1	67	16
PC03	Maze Hill - PC 03	Link	Southbound	50	51	11
PC04	Maze Hill - PC 04	Crossing	Eastbound	0	7	0
PC04	Maze Hill - PC 04	Crossing	Westbound	-2	4	-1
PC05	Maze Hill - PC 05	Link	Northbound	-10	7	1
PC05	Maze Hill - PC 05	Link	Southbound	1	4	-3
PC06	Westcombe Park Road - PC 06	Link	Eastbound	-21	19	18
PC06	Westcombe Park Road - PC 06	Link	Westbound	7	33	-1
PC07	Vanbrugh Hill - PC 07	Link	Northbound	10	47	-1
PC07	Vanbrugh Hill - PC 07	Link	Southbound	1	26	0
PC08	Halstow Road - PC 08	Link	Northbound	12	35	0
PC08	Halstow Road - PC 08	Link	Southbound	8	34	5
PC09	Vanbrugh Park - PC 09	Crossing	Northbound	-20	7	9
PC09	Vanbrugh Park - PC 09	Crossing	Southbound	3	15	-12
PC10	Westcombe Hill - PC 10	Crossing	Northbound	5	6	-12
PC10	Westcombe Hill - PC 10	Crossing	Southbound	-8	22	0
PC11	Charlton Road - PC 11	Link	Eastbound	-23	0	-11
PC11	Charlton Road - PC 11	Link	Westbound	-48	10	8
PC12	Old Dover Road - PC 12	Link	Eastbound	11	28	4
PC12	Old Dover Road - PC 12	Link	Westbound	-5	47	18
PC13	Shooters Hill Road Road - PC 13	Crossing	Northbound	-8	-4	0
PC13	Shooters Hill Road Road - PC 13	Crossing	Southbound	-13	21	-12

Site	Description	Type of Count	Direction	AM Filter (7-10) Hourly Average Difference	PM Filter (3-7) Hourly Average Difference	Weekday (Outside of Filter Time) Hourly Average Difference
PC20	Shooters Hill Road - PC 20	Other	Northbound	10	5	4
PC20	Shooters Hill Road - PC 20	Other	Southbound	6	13	6
PC21	Shooters Hill Road - PC 21	Other	Eastbound	-3	3	5
PC21	Shooters Hill Road - PC 21	Other	Westbound	-4	2	11
PC22	Shooters Hill Road - PC 22	Crossing	Eastbound	16	1	10
PC22	Shooters Hill Road - PC 22	Crossing	Westbound	-1	7	5
PC23	Maidenstone Hill - PC 23	Link	Northbound	0	-3	-4
PC23	Maidenstone Hill - PC 23	Link	Southbound	3	-2	-1
PC24	Blissett Street - PC 24	Link	Eastbound	-8	10	7
PC24	Blissett Street - PC 24	Link	Westbound	-3	12	5
PC25	Royal Hill - PC 25	Link	Eastbound	0	-4	3
PC25	Royal Hill - PC 25	Link	Westbound	1	8	3
PC26	Circus Street - PC 26	Link	Eastbound	6	11	17
PC26	Circus Street - PC 26	Link	Westbound	10	35	3
PC27	Royal Hill - PC 27	Link	Northbound	2	30	16
PC27	Royal Hill - PC 27	Link	Southbound	6	25	4
PC28	Royal Hill - PC 28	Link	Northbound	-1	-30	15
PC28	Royal Hill - PC 28	Link	Southbound	-47	21	10
PC29	Crooms Hill - PC 29	Link	Northbound	5	4	14
PC29	Crooms Hill - PC 29	Link	Southbound	-6	15	4
PC30	Nevada Street- PC 30	Link	Eastbound	1	37	33
PC30	Nevada Street- PC 30	Link	Westbound	-12	44	-13
PC31	Stockwell Street - PC 31	Crossing	Northbound	-53	18	-21
PC31	Stockwell Street - PC 31	Crossing	Southbound	-9	1	-54
PC32	Romney Road - PC 32	Other	Eastbound	-1	-35	-31
PC32	Romney Road - PC 32	Other	Westbound	-67	-57	-136
PC33	Romney Road - PC 33	Other	Eastbound	-99	-161	-345
PC33	Romney Road - PC 33	Other	Westbound	-29	-119	-181

Site	Description	Type of Count	Direction	AM Filter (7-10) Hourly Average Difference	PM Filter (3-7) Hourly Average Difference	Weekday (Outside of Filter Time) Hourly Average Difference
PC34	Greenwich High Road - PC 34	Crossing	Northbound	-19	-19	-4
PC34	Greenwich High Road - PC 34	Crossing	Southbound	-13	3	8

3.116 There is a general trend of increase in pedestrian numbers, particularly during the PM peak

3.117 There is a significant decrease in pedestrian numbers along Romney Road. However, this is considered to be primarily due to the roadworks being undertaken on the day of the survey.

3.118 The difference between Post-WEG and Pre-implementation cyclist counts is shown below in Table 3.30

Table 3.30: Post-WEG minus Pre-implementation cyclist flows

Site	Description	Type of Count	Direction	AM Peak Hourly	PM Peak Hourly	Off Peak Hourly
PC01	Woolwich Road - PC 01	Crossing	Northbound	-13	5	3
PC01	Woolwich Road - PC 01	Crossing	Southbound	-4	8	-1
PC02	Trafalgar Road - PC 02	Link	Eastbound	-3	12	2
PC02	Trafalgar Road - PC 02	Link	Westbound	-21	1	1
PC03	Maze Hill - PC 03	Link	Northbound	0	2	1
PC03	Maze Hill - PC 03	Link	Southbound	0	3	0
PC04	Maze Hill - PC 04	Crossing	Eastbound	0	1	0
PC04	Maze Hill - PC 04	Crossing	Westbound	0	0	0
PC05	Maze Hill - PC 05	Link	Northbound	1	2	1
PC05	Maze Hill - PC 05	Link	Southbound	3	8	0
PC06	Westcombe Park Road - PC 06	Link	Eastbound	1	3	-1
PC06	Westcombe Park Road - PC 06	Link	Westbound	3	2	-3
PC07	Vanbrugh Hill - PC 07	Link	Northbound	-1	-2	0
PC07	Vanbrugh Hill - PC 07	Link	Southbound	-1	-1	3
PC08	Halstow Road - PC 08	Link	Northbound	0	1	1
PC08	Halstow Road - PC 08	Link	Southbound	2	1	0
PC09	Vanbrugh Park - PC 09	Crossing	Northbound	0	0	0
PC09	Vanbrugh Park - PC 09	Crossing	Southbound	0	0	1
PC10	Westcombe Hill - PC 10	Crossing	Northbound	0	0	0
PC10	Westcombe Hill - PC 10	Crossing	Southbound	0	0	0

Site	Description	Type of Count	Direction	AM Peak Hourly	PM Peak Hourly	Off Peak Hourly
PC11	Charlton Road - PC 11	Link	Eastbound	1	0	1
PC11	Charlton Road - PC 11	Link	Westbound	-4	4	4
PC12	Old Dover Road - PC 12	Link	Eastbound	1	0	1
PC12	Old Dover Road - PC 12	Link	Westbound	-5	2	0
PC13	Shooters Hill Road Road - PC 13	Crossing	Northbound	-1	-2	0
PC13	Shooters Hill Road Road - PC 13	Crossing	Southbound	1	0	0
PC20	Shooters Hill Road - PC 20	Other	Northbound	1	-1	0
PC20	Shooters Hill Road - PC 20	Other	Southbound	1	1	0
PC21	Shooters Hill Road - PC 21	Other	Eastbound	-4	0	3
PC21	Shooters Hill Road - PC 21	Other	Westbound	-1	3	1
PC22	Shooters Hill Road - PC 22	Crossing	Eastbound	-4	2	2
PC22	Shooters Hill Road - PC 22	Crossing	Westbound	-1	4	2
PC23	Maidenstone Hill - PC 23	Link	Northbound	0	0	0
PC23	Maidenstone Hill - PC 23	Link	Southbound	0	0	0
PC24	Blissett Street - PC 24	Link	Eastbound	1	-2	0
PC24	Blissett Street - PC 24	Link	Westbound	3	0	4
PC25	Royal Hill - PC 25	Link	Eastbound	0	1	1
PC25	Royal Hill - PC 25	Link	Westbound	-1	1	0
PC26	Circus Street - PC 26	Link	Eastbound	0	1	0
PC26	Circus Street - PC 26	Link	Westbound	2	1	0
PC27	Royal Hill - PC 27	Link	Northbound	0	-1	0
PC27	Royal Hill - PC 27	Link	Southbound	2	2	7
PC28	Royal Hill - PC 28	Link	Northbound	-2	1	-1
PC28	Royal Hill - PC 28	Link	Southbound	1	4	7
PC29	Crooms Hill - PC 29	Link	Northbound	-2	6	0
PC29	Crooms Hill - PC 29	Link	Southbound	0	17	1
PC30	Nevada Street- PC 30	Link	Eastbound	-2	-10	1
PC30	Nevada Street- PC 30	Link	Westbound	-9	4	6
PC31	Stockwell Street - PC 31	Crossing	Northbound	1	0	-11

Site	Description	Type of Count	Direction	AM Peak Hourly	PM Peak Hourly	Off Peak Hourly
PC31	Stockwell Street - PC 31	Crossing	Southbound	0	-2	0
PC32	Romney Road - PC 32	Other	Eastbound	0	0	-1
PC32	Romney Road - PC 32	Other	Westbound	-1	-1	0
PC33	Romney Road - PC 33	Other	Eastbound	-2	-1	0
PC33	Romney Road - PC 33	Other	Westbound	0	-1	0
PC34	Greenwich High Road - PC 34	Crossing	Northbound	-1	1	0
PC34	Greenwich High Road - PC 34	Crossing	Southbound	0	-1	0

3.119 The table shows no significant difference in cyclist numbers between the pre-implementation and post-WEG implementation periods.

Post-ST vs Pre-implementation

3.120 The difference between Post-ST and Pre-implementation pedestrian counts is shown below in Table 3.31.

Table 3.31: Post-ST minus Pre-implementation pedestrian flows

Site	Description	Type of Count	Direction	AM Filter (7-10) Hourly Average Difference	PM Filter (3-7) Hourly Average Difference	Weekday (Outside of Filter Time) Hourly Average Difference
PC01	Woolwich Road - PC 01	Crossing	Northbound	-3	14	-5
PC01	Woolwich Road - PC 01	Crossing	Southbound	-2	10	-3
PC02	Trafalgar Road - PC 02	Link	Eastbound	-16	53	-52
PC02	Trafalgar Road - PC 02	Link	Westbound	-45	64	-53
PC03	Maze Hill - PC 03	Link	Northbound	1	37	2
PC03	Maze Hill - PC 03	Link	Southbound	57	58	9
PC04	Maze Hill - PC 04	Crossing	Eastbound	-2	0	-1
PC04	Maze Hill - PC 04	Crossing	Westbound	-1	0	1
PC05	Maze Hill - PC 05	Link	Northbound	-30	5	1
PC05	Maze Hill - PC 05	Link	Southbound	0	2	-1
PC06	Westcombe Park Road - PC 06	Link	Eastbound	-39	4	-2
PC06	Westcombe Park Road - PC 06	Link	Westbound	-9	6	-24

Site	Description	Type of Count	Direction	AM Filter (7-10) Hourly Average Difference	PM Filter (3-7) Hourly Average Difference	Weekday (Outside of Filter Time) Hourly Average Difference
PC07	Vanbrugh Hill - PC 07	Link	Northbound	12	15	0
PC07	Vanbrugh Hill - PC 07	Link	Southbound	-15	39	8
PC08	Halstow Road - PC 08	Link	Northbound	12	27	2
PC08	Halstow Road - PC 08	Link	Southbound	2	34	8
PC09	Vanbrugh Park - PC 09	Crossing	Northbound	-54	-4	-9
PC09	Vanbrugh Park - PC 09	Crossing	Southbound	-28	-25	-20
PC10	Westcombe Hill - PC 10	Crossing	Northbound	-6	3	-4
PC10	Westcombe Hill - PC 10	Crossing	Southbound	-16	22	5
PC11	Charlton Road - PC 11	Link	Eastbound	-22	9	-13
PC11	Charlton Road - PC 11	Link	Westbound	-40	28	3
PC12	Old Dover Road - PC 12	Link	Eastbound	-15	24	0
PC12	Old Dover Road - PC 12	Link	Westbound	17	13	8
PC13	Shooters Hill Road Road - PC 13	Crossing	Northbound	-7	7	-4
PC13	Shooters Hill Road Road - PC 13	Crossing	Southbound	-7	18	-2
PC20	Shooters Hill Road - PC 20	Other	Northbound	10	9	5
PC20	Shooters Hill Road - PC 20	Other	Southbound	6	15	9
PC21	Shooters Hill Road - PC 21	Other	Eastbound	13	6	0
PC21	Shooters Hill Road - PC 21	Other	Westbound	-5	7	10
PC22	Shooters Hill Road - PC 22	Crossing	Eastbound	11	-2	3
PC22	Shooters Hill Road - PC 22	Crossing	Westbound	-3	2	10
PC23	Maidenstone Hill - PC 23	Link	Northbound	1	2	-1
PC23	Maidenstone Hill - PC 23	Link	Southbound	1	-2	1
PC24	Blissett Street - PC 24	Link	Eastbound	1	22	7
PC24	Blissett Street - PC 24	Link	Westbound	2	16	6

Site	Description	Type of Count	Direction	AM Filter (7-10) Hourly Average Difference	PM Filter (3-7) Hourly Average Difference	Weekday (Outside of Filter Time) Hourly Average Difference
PC25	Royal Hill - PC 25	Link	Eastbound	0	0	6
PC25	Royal Hill - PC 25	Link	Westbound	-3	2	-1
PC26	Circus Street - PC 26	Link	Eastbound	13	25	16
PC26	Circus Street - PC 26	Link	Westbound	21	44	3
PC27	Royal Hill - PC 27	Link	Northbound	16	35	5
PC27	Royal Hill - PC 27	Link	Southbound	15	25	4
PC28	Royal Hill - PC 28	Link	Northbound	8	-8	10
PC28	Royal Hill - PC 28	Link	Southbound	-36	24	16
PC29	Crooms Hill - PC 29	Link	Northbound	-2	-14	3
PC29	Crooms Hill - PC 29	Link	Southbound	-30	0	3
PC30	Nevada Street- PC 30	Link	Eastbound	19	65	44
PC30	Nevada Street- PC 30	Link	Westbound	0	78	2
PC31	Stockwell Street - PC 31	Crossing	Northbound	-87	-70	-212
PC31	Stockwell Street - PC 31	Crossing	Southbound	-43	-127	-189
PC32	Romney Road - PC 32	Other	Eastbound	-10	-8	12
PC32	Romney Road - PC 32	Other	Westbound	-72	-76	-122
PC33	Romney Road - PC 33	Other	Eastbound	-85	-172	-384
PC33	Romney Road - PC 33	Other	Westbound	-39	-117	-210
PC34	Greenwich High Road - PC 34	Crossing	Northbound	13	61	41
PC34	Greenwich High Road - PC 34	Crossing	Southbound	29	36	41

3.121 There is a general trend of increase in pedestrian numbers, particularly during the PM peak.

3.122 There is a significant decrease in pedestrian numbers along Romney Road and Stockwell Street. However, this is considered to be primarily due to the Post-ST survey being undertaken outside of term time at Greenwich University.

3.123 The difference between Post-ST and Pre-implementation cyclist counts is shown below in Table 3.32.

Table 3.32: Post-ST minus Pre-implementation cyclist flows

Site	Description	Type of Count	Direction	AM Peak Hourly	PM Peak Hourly	Off Peak Hourly
PC01	Woolwich Road - PC 01	Crossing	Northbound	AM Peak Hourly	PM Peak Hourly	Off Peak Hourly
PC01	Woolwich Road - PC 01	Crossing	Southbound	10	14	8
PC02	Trafalgar Road - PC 02	Link	Eastbound	2	14	7
PC02	Trafalgar Road - PC 02	Link	Westbound	3	39	14
PC03	Maze Hill - PC 03	Link	Northbound	5	24	11
PC03	Maze Hill - PC 03	Link	Southbound	3	8	2
PC04	Maze Hill - PC 04	Crossing	Eastbound	6	4	3
PC04	Maze Hill - PC 04	Crossing	Westbound	0	0	0
PC05	Maze Hill - PC 05	Link	Northbound	0	0	0
PC05	Maze Hill - PC 05	Link	Southbound	2	5	1
PC06	Westcombe Park Road - PC 06	Link	Eastbound	3	5	1
PC06	Westcombe Park Road - PC 06	Link	Westbound	1	2	-1
PC07	Vanbrugh Hill - PC 07	Link	Northbound	0	2	0
PC07	Vanbrugh Hill - PC 07	Link	Southbound	7	8	1
PC08	Halstow Road - PC 08	Link	Northbound	1	8	2
PC08	Halstow Road - PC 08	Link	Southbound	3	2	0
PC09	Vanbrugh Park - PC 09	Crossing	Northbound	3	4	1
PC09	Vanbrugh Park - PC 09	Crossing	Southbound	2	2	0
PC10	Westcombe Hill - PC 10	Crossing	Northbound	3	1	0
PC10	Westcombe Hill - PC 10	Crossing	Southbound	-1	-1	0
PC11	Charlton Road - PC 11	Link	Eastbound	1	1	0
PC11	Charlton Road - PC 11	Link	Westbound	11	19	4
PC12	Old Dover Road - PC 12	Link	Eastbound	0	12	9
PC12	Old Dover Road - PC 12	Link	Westbound	4	6	3
PC13	Shooters Hill Road Road - PC 13	Crossing	Northbound	5	7	2
PC13	Shooters Hill Road Road - PC 13	Crossing	Southbound	0	1	1
PC20	Shooters Hill Road - PC 20	Other	Northbound	3	2	-1
PC20	Shooters Hill Road - PC 20	Other	Southbound	2	1	1

Site	Description	Type of Count	Direction	AM Peak Hourly	PM Peak Hourly	Off Peak Hourly
PC21	Shooters Hill Road - PC 21	Other	Eastbound	1	2	1
PC21	Shooters Hill Road - PC 21	Other	Westbound	0	1	3
PC22	Shooters Hill Road - PC 22	Crossing	Eastbound	-3	3	3
PC22	Shooters Hill Road - PC 22	Crossing	Westbound	1	0	2
PC23	Maidenstone Hill - PC 23	Link	Northbound	-4	2	2
PC23	Maidenstone Hill - PC 23	Link	Southbound	1	-1	-1
PC24	Blissett Street - PC 24	Link	Eastbound	-1	1	0
PC24	Blissett Street - PC 24	Link	Westbound	1	2	1
PC25	Royal Hill - PC 25	Link	Eastbound	0	2	1
PC25	Royal Hill - PC 25	Link	Westbound	0	0	0
PC26	Circus Street - PC 26	Link	Eastbound	1	0	0
PC26	Circus Street - PC 26	Link	Westbound	0	1	1
PC27	Royal Hill - PC 27	Link	Northbound	1	0	1
PC27	Royal Hill - PC 27	Link	Southbound	0	1	-1
PC28	Royal Hill - PC 28	Link	Northbound	-3	2	0
PC28	Royal Hill - PC 28	Link	Southbound	-2	2	0
PC29	Crooms Hill - PC 29	Link	Northbound	-4	2	0
PC29	Crooms Hill - PC 29	Link	Southbound	-2	7	0
PC30	Nevada Street- PC 30	Link	Eastbound	1	3	1
PC30	Nevada Street- PC 30	Link	Westbound	7	29	5
PC31	Stockwell Street - PC 31	Crossing	Northbound	16	9	8
PC31	Stockwell Street - PC 31	Crossing	Southbound	0	-1	-11
PC32	Romney Road - PC 32	Other	Eastbound	0	-3	-2
PC32	Romney Road - PC 32	Other	Westbound	0	0	-1
PC33	Romney Road - PC 33	Other	Eastbound	2	1	1
PC33	Romney Road - PC 33	Other	Westbound	-2	0	0
PC34	Greenwich High Road - PC 34	Crossing	Northbound	0	-1	0
PC34	Greenwich High Road - PC 34	Crossing	Southbound	0	0	1

3.124 The table shows no significant difference in cyclist numbers between the pre-implementation and post-ST periods.

Summary

3.125 This section has presented the results of the pedestrian and cyclist data analysis. The count analysis has found that post-WEG implementation of the scheme:

- There has been a general increase in the number of pedestrians, particularly during the PM period
- Pedestrian counts at Romney Road have greatly reduced, which may be due to external factors such as the roadworks on Romney Road during the post period and an abnormally high pedestrian count during pre-implementation.
- Cyclist number have remained broadly the same

3.126 The count analysis has found that post-Silvertown Tunnel opening:

- There has been a general increase in the number of pedestrians, particularly during the PM period
- Pedestrian counts at Romney Road and Stockwell Street have greatly reduced, which may be due to external factors such as the Post-ST surveys being undertaken outside of term time at Greenwich University
- Cyclist number have remained broadly the same

3.127 The data indicate that implementation of the scheme may have had a slight positive impact on the number of pedestrians, particularly in the PM. However, there has been minimal impact on cycling levels. As the Post-ST counts are similar to the Post counts, we see a similar pattern in the comparison to pre-implementation except for where external factors such as summer holidays at the university may have impacted counts.

Collision Data Analysis

Methodology

3.128 Since the publication of Appendix A – W&E Greenwich Monitoring Report, in October 2025, as part of the West and East Greenwich Neighbourhood Management Trial Scheme Final Decision report, updated collision and casualty data for the period after December 2024 have been released on TfL's website[1] for after December 2024. Collisions refer to incidents in which two or more vehicles or objects come into contact, while casualties refer to the individuals who are injured or killed as a result of those incidents.

3.129 The periods of analysis are set out below. This update covers pre-implementation data from May 2023 through to post-implementation, with the currently available post-implementation data running up to May 2025. For comparison purposes, the analysis separates this timeframe into six-month periods, comparing the first six months after implementation with the preceding six-month periods.

- 27/05/2023 – 26/11/2023 (presented under Figure 3.19)
- 27/11/2023 - 26/05/2024 (presented under Figure 3.20)
- 27/05/2024 - 26/11/2024 (presented under Figure 3.21)
- 27/11/2024-26/05/2025 (presented under Figure 3.22)

3.130 Table 3.33 and 3.34 present the collision and casualties for the West and East Greenwich Neighbourhood Management Scheme (including boundary roads).

Table 3.33: Collision data in West and East Greenwich Neighbourhood Management Scheme (including boundary roads)

Period	Fatal	Serious	Slight	Total Collisions each year	%change compared to last 6 months
27/05/2023-26/11/2023	0	7	43	50	42
27/11/2023-26/05/2024	0	6	39	45	35.56
27/05/2024-26/11/2024	0	15	36	51	43.14
27/11/2024-26/05/2025	1	6	22	29	N/A

Table 3.34: Casualties data in West and East Greenwich Neighbourhood Management Scheme (including boundary roads)

Period	Fatal	Serious	Slight	Total Casualties each year	%change compared to last 6 months
27/05/2023-26/11/2023	0	7	48	55	41.82
27/11/2023-26/05/2024	0	6	44	50	36
27/05/2024-26/11/2024	0	16	42	58	44.83
27/11/2024-26/05/2025	1	7	24	32	N/A

3.131 The most recent six-month period (Nov 2024–May 2025) shows a substantial reduction in overall collisions and casualties, with collisions falling from 51 to 29 and casualties from 58 to 32, largely due to fewer slight-severity incidents. This period also includes one fatal incident, which is a serious outcome and is highlighted clearly in the data to ensure full transparency in reporting. This fatal collision occurred at 04:15 in the morning on Shooters Hill Road at the junction with Prince Charles Road.

3.132 Table 3.35 and 3.36 present the collision and casualties for the West and East Greenwich Neighbourhood Management Scheme (excluding boundary roads).

Table 3.35: Collision data in West and East Greenwich Neighbourhood Management Scheme (excluding boundary roads)

Period	Fatal	Serious	Slight	Total Collisions each year	%change compared to last 6 months
27/05/2023-26/11/2023	0	1	7	8	62.50
27/11/2023-26/05/2024	0	3	9	12	75.00
27/05/2024-26/11/2024	0	4	10	14	78.57
27/11/2024-26/05/2025	0	0	3	3	N/A

Table 3.36: Casualties data in West and East Greenwich Neighbourhood Management Scheme (excluding boundary roads)

Period	Fatal	Serious	Slight	Total Casualties each year	%change compared to last 6 months
27/05/2023-26/11/2023	0	1	9	10	70.00
27/11/2023-26/05/2024	0	3	10	13	76.92
27/05/2024-26/11/2024	0	4	10	14	78.57
27/11/2024-26/05/2025	0	0	3	3	N/A

3.133 The data excluding boundary roads show a pronounced improvement in the most recent six-month period (Nov 2024–May 2025). Total collisions drop sharply from 14 to 3, and total casualties fall from 14 to 3, with reductions across both slight and serious categories. Overall, the latest interval reflects a significant decrease in incident numbers within the scheme area itself.

3.134 Table 3.37 and 3.38 present the collision and casualties for Charlton area (including boundary roads).

Table 3.37: Collision data Charlton area (including boundary roads)

Period	Fatal	Serious	Slight	Total Collisions each year	%change compared to last 6 months
27/05/2023-26/11/2023	0	4	18	22	45.45
27/11/2023-26/05/2024	0	2	14	16	25.00
27/05/2024-26/11/2024	0	6	17	23	47.83
27/11/2024-26/05/2025	1	1	10	12	N/A

Table 3.38: Casualties data Charlton area (including boundary roads)

Period	Fatal	Serious	Slight	Total Casualties each year	%change compared to last 6 months
27/05/2023-26/11/2023	0	4	25	29	51.72
27/11/2023-26/05/2024	0	2	15	17	17.65
27/05/2024-26/11/2024	0	6	18	24	41.67
27/11/2024-26/05/2025	1	1	12	14	N/A

3.135 The Charlton-area data shows a clear improvement in the most recent six-month period (November 2024–May 2025), with total collisions reducing from 23 to 12 and total casualties from 24 to 14, driven by decreases in both slight and serious incidents. This period also includes a fatal collision, which represents the most severe outcome recorded and is reported explicitly to ensure full transparency and to underline the continued importance of road-safety measures within the area. This fatal collision occurred on Charlton Park Lane on 11 December 2024 at 19:09 in the evening.

Summary

3.136 Drawing reliable conclusions is not possible until further data is available, because:

- The availability of post-implementation data is limited, as the scheme was only recently introduced. Consequently, the analysis period is too short to yield statistically significant results.
- During the post-implementation period (December 2024), the traffic restrictions were not actively enforced, due to a grace period. This may have led to non-compliance by drivers and could have influenced the collisions analysis results.
- The traffic restrictions of the scheme apply only on weekdays, from 7am to 10am and 3pm to 7pm. However, the collision analysis was conducted for all days and times in December, as limiting it further would have resulted in an even smaller and less robust dataset.
- There is an adaptation period following the implementation of the scheme. As a result, collision patterns observed immediately after implementation may not accurately reflect the longer-term impact of the scheme.
- Additional post-publication data (now available up to May 2025) indicate a clear reduction in overall collisions and casualties in the most recent six-month period across all assessed areas, indicating significant safety improvements across the area. This updated dataset, incorporated after the original report was published, provides a more complete picture of emerging trends and strengthens the evidence base for ongoing monitoring.
- The updated dataset recorded two fatal incidents in the most recent six-month period. Any fatal collision is a serious outcome and is reported explicitly in this revised analysis to ensure transparency and to underline to continued need to prioritise road safety, despite the overall reduction in incident numbers.

Air Quality Monitoring Results

3.137 Study undertaken by Logika for the Council. Key conclusion from Chapter 5 (page 21):

"The scheme has affected annual mean concentrations of nitrogen dioxide, PM10 and PM2.5. More locations have experienced improved air quality than worsened air quality as a result of the scheme. In most cases these changes are classed as negligible, but on the main A roads at the periphery of the scheme (the A206 and A2), there have been impacts ranging from moderate beneficial to moderate adverse. There have also been some slight beneficial impacts in relation to annual mean nitrogen dioxide concentrations alongside some roads within the scheme. On balance, the overall effect of the scheme on air quality is judged to be not significant."

3.138 The Air quality report has been appended to the decision report as Appendix B.

4 Public Consultation Results

Engagement Activities

4.1 This chapter details the activities undertaken by the Royal Borough of Greenwich and supported by Steer during the statutory consultation period for the scheme. All engagement activities were concluded by 24 June 2025, which marked the end of this period.

Public drop-in events

4.2 Six public in-person engagement events and one online webinar were held during the engagement period. Two events each were held for the West and East Greenwich scheme areas, as well as two further events, targeting residents in the neighbouring areas of Charlton and Blackheath respectively.

4.3 All events followed the same structure which commenced with a short presentation detailing the scheme's background and purpose, followed by a question-and-answer (Q&A) session and an open forum. The purpose of the open forum was to provide residents with the chance to talk to Council officers and Steer facilitators directly and individually about their views on the scheme. For the online webinar, the open forum section was replaced with an extended 'Q&A' session. During some of the events, the 'Q&A' sessions were extended to facilitate a large volume of questions from local residents. In-person attendees were also given the opportunity to physically submit a questionnaire and comments into a secure ballot box.

4.4 Approximately 270 people attended the in-person events in total. 97 people registered for the online event but just above 50 attended. Further details about these events are set out in Table 4.1.

Table 4.1: Public drop-in events (in-person and online)

Date	Location	Number of attendees
Tuesday 6th May 2025 7pm - 8:30pm	Forum at Greenwich, for East Greenwich	59
Wednesday 7th May 2025 7pm - 8:30pm	Forum at Greenwich, for East Greenwich	38
Tuesday 13th May 2025 7pm - 8:30pm	Mycenae House, for Blackheath	40
Friday 16th May 2025 7pm - 8:30pm	Charlton House, for Charlton	37

Date	Location	Number of attendees
Tuesday 20th May 2025 7pm - 8:30pm	West Greenwich Art Centre, for West Greenwich	33
Wednesday 21st May 2025 7pm - 8:30pm	West Greenwich Art Centre, for West Greenwich	66
Tuesday 27th May 2025 7pm - 8:30pm	Online session	97 registered

Key stakeholder engagement

4.5 On behalf of the Council, Steer emailed 31 organisations located within or adjacent to the trial scheme area, requesting any comments or feedback they may have on the trial scheme and making them aware of the ongoing consultation and website. A response deadline of Tuesday 24 June 2025 was given. The list of key stakeholders can be found in Table 4.2.

Table 4.2: Key stakeholders contacted by email

Organisation type	Key stakeholder
Emergency Services	• London Ambulance • London Fire Brigade • Metropolitan Police • NHS
Education	• Blackheath High School • Charlton Manor Park Academy • Charlton Park Academy • Cherry Orchard Primary School • Christ Church C of E Primary School • Halstow Primary School • Kidbrooke Park Primary School • Leigh Academy Blackheath • Leigh Academy Halley • Mary Magdalene C of E All Through School Peninsula Campus • Meridian Primary School • Millenium Parking School • Morden Mount Primary School • Our Lady of Grade Catholic Primary School • Pound Park Nursery School • Rachel McMillan Nursery School and Children's Centre • Royal Greenwich Trust School • Sherington Primary School • St Jospeh's Catholic Primary School • St Ursula's Convent Secondary School for Girls • The John Roan School • Thorntree Primary School • Tidemill Academy • Windrush Primary School
Religious Groups	• Our Ladye Star of the Sea Church

Organisation type	Key stakeholder
Charities	• Metro GAD charity

4.6 Additionally, the Council contacted the following educational establishments directly:

- Invicta Primary School
- James Wolfe Primary School
- Robert Owen Nursery School and Children's Centre

4.7 Of the stakeholders contacted, the following provided an email response:

- Blackheath High School
- London Ambulance
- Metropolitan Police
- Our Ladye Star of the Sea Church
- Rachel McMillan Nursery School and Children's Centre
- Sherington School
- St Ursula's Convent Secondary School for Girls
- The John Roan School

4.8 Details of the key points raised by these stakeholders in their responses are set out in Table 4.3.

Table 4.3: Summary of stakeholder responses

Stakeholder	Key points raised
Blackheath High School	• Concern that parents reported delays in school commute. • Concerns that traffic delays and parking difficulties have impacted staff with children when dropping them off at their own school and then getting to work on time. • Concern that staff have to carry books quite a distance to get to school. • Concerns that some staff are uneasy about walking to their cars in the dark nights.
London Ambulance	• Not received any incidents of major delays reported by staff since the implementation of the camera enforced filters across the area. • Concerns that the A2 Shooters Hill corridor remains congested and a challenge for crews responding to calls.
Metropolitan Police	• Support for service vehicles having access into the areas enforced by ANPR. • Suggestion that the "no entry" signs to TSRGD Diag 619, should be renamed to "prohibition of motor vehicles".
Our Ladye Star of the Sea Church	• Concern about increased pollution and the health issues associated. • Concern that restrictions have caused the Church to change the timings of its services in order to avoid attendees getting fined. • Concern regarding lack of signage at the junction of the entrance to Crooms Hill from Blackheath and the A2.

Stakeholder	Key points raised
	• Concern that there were misleading signs at the beginning of the trial which have since been removed but not replaced. • Concern that visitors are unaware of restrictions due to poor signage. • Concern regarding traffic congestion, journey time and fuel consumption. • Concern on whether the Council will consider the concerns submitted. • Suggestion to improve public transport. • Suggestion to make residents exempt. The respondent also listed some individual concerns as a resident of Greenwich and these have been analysed separately in the codeframe.
Rachel McMillan Nursery School and Children's Centre	• Support that traffic restrictions on the roads down the hills from the Heath to the bottom road/Greenwich one way system have been transformative, especially alongside the increase and development of separate cycle lanes. • Support that cycling feels safer and easier. • Concern that transport options are limited, and public transport is expensive and not always direct, meaning it is not an easy option. • Concern that the trial road closures on down the hills from the Heath to the bottom road/Greenwich has not reduced traffic overall. • Concern that walking or cycling to work is not feasible . • Concerns on public transport journey times/ delays . • Suggestion of an alternative affordable and reliable option for car users. • Concluded that car users are definitely the most frustrated by the restrictions whilst cyclists and walkers are more supportive.
Sherington School	• Concern about the increase in traffic on Wyndcliff Road and Eastcombe Avenue which aligns with school drop off and pick up times. • Concerns that increased traffic is worsening pre-existing issues regarding double parking and inconsiderate vehicle use. • Concern about speeding traffic and dangerous driving. • Concern about a lack of safe crossing points in Eastcombe Avenue/Bramshot and Wyndcliff/Bramshot.
St Ursula's Convent Secondary School for Girls	• Confusion on whether staff will be able to turn right from the A2 into General Wolfe Road and then left into Wellington Grove to park in the school.
The John Roan School	• Concern that the scheme affects those working within the designated traffic management areas. • Concern about workers needing to reconsider journeys • Concern about increased journey times. • Concern about staff receiving fines. • Suggestion that school staff should be exempt.

4.9 The points raised by stakeholders have been analysed together with the Commonplace and Traffic Management Inbox responses, which are presented later in this chapter.

Drop-ins to businesses

4.10 Steer staff visited local businesses within the trial scheme area to understand their perspectives on issues and opportunities and to raise awareness of the business survey. Business representatives were asked if they wanted to fill out the online consultation survey on the spot with the help of Steer staff. Alternatively, a paper QR code awas left at the premises, with a link to the consultation website, for staff to complete at a later time. If the business was closed, a paper QR code was placed through the letter box where possible.

4.11 Two rounds of business engagement were undertaken West and East scheme areas each respectively, including a morning and afternoon session in each instance. Businesses that were closed during the first session were visited again during the second session to increase the probability of engaging with the business and staff directly.

4.12 Details of the engagement visits and scope of leafleting are set out below in Table 4.4.

Table 4.4: Business engagement visits

Date/ time	Location(s)
Wednesday 7th May 2025 2pm – 6pm	East Greenwich • Woolwich Road / Trafalgar Road
Tuesday 13th May 2025 9am – 12pm	East Greenwich • Vanburgh Park • Westcombe Park • Woolwich Road / Trafalgar Road
Monday 19th May 2025 9am – 12pm	West Greenwich • Crooms Hill / Stockwell Street • Greenwich High Road • Greenwich South Street / Lewisham Road • Royal Hill
Tuesday 20th May 2025 2pm – 6pm	West Greenwich • Crooms Hill / Stockwell Street • Greenwich High Road • Greenwich South Street / Lewisham Road • Royal Hill

Drop-ins to care homes and GPs

4.13 On the 16 June 2025, between 9:30am – 12pm, Steer staff visited care homes and GP surgeries within and adjacent to the scheme area to understand their perspectives on issues and opportunities and to raise awareness of the ongoing consultation.

4.14 As a result of the Burney Street Practice being closed due to undergoing renovations, Steer representatives visited the Wallace Health Centre instead, where Burney Street were operating from at the time. In total, six GP surgeries and one care home were visited and are listed below:

- Blackheath Standard Surgery
- Plumbridge Medical Centre
- South Street Medical Centre
- Vanbrugh Group Practice (did not accept leaflet materials)
- Wallace Health Centre
- Westcombe Park Care Home- BUPA
- Woodland Surgery

Response Sources

4.15 Respondents were able to use a number of different channels and methods to comment on the trial scheme as part of the public consultation. These channels and the number of responses received via each one are detailed below.

Commonplace survey

4.16 Information about the trial scheme and consultation process was made available online via Royal Borough of Greenwich's Commonplace website[2]. Here, an online survey was available, with a mixture of open and closed questions, offering respondents the opportunity to provide comments and feedback on the trial scheme. The survey was live from 27 November 2024 until 24 June 2025, and 2,094 responses were submitted during this period.

4.17 A map was also available on the Commonplace page where respondents could add location-based pins with corresponding comments about issues and opportunities in the trial scheme area. The Commonplace map was available during the same period as the main survey, and 1,111 responses were submitted.

4.18 Responses added to Commonplace after the consultation closed were not analysed as part of this report as they were submitted outside of the consultation timescales.

4.19 Individuals who attended the public drop-in sessions had the option to complete a paper version of the Commonplace survey. In total, 125 responses were submitted during the six sessions and have been analysed alongside the digital responses.

4.20 Residents also had the option to request a paper version of the survey by emailing the traffic management inbox or picking one up at West Greenwich or Greenwich centre libraries and returning to the library or posting to the RBG transportation office.

[2] https://greenersafergreenwich.commonplace.is/

Traffic Management Inbox

4.21 During the engagement period residents could provide their views on the trial scheme via email to Royal Borough of Greenwich's traffic management inbox. A total of 887 emails were sent to this inbox. This included a large number of statutory objections which are detailed below. Traffic Management Inbox emails have been analysed together with the Commonplace responses.

Letters

4.22 Residents were able to send a letter to Greenwich Council detailing their views on the scheme. No letters were received as part of the consultation.

Petitions

4.23 Three petitions were received during the consultation period, as well as a joint response from the Healthier Greenwich Partnership:

Table 4.5: Detail of petitions

Petition title	Number of signatures	Key points raised
Report on the Experimental TMO for proposals within the West and East Greenwich areas Submitted: 27 March 2024	94	• Concern about vehicles speeding on Maidenstone Hill and Winforton street, creating road danger and noise pollution issues. • Concern about collisions, damage to vehicles and safety for those walking and cycling. • Concern about lack of safe crossings and speed enforcement. • Suggestion to retain physical barriers for Maidenstone Hill and Winforton Street as the above issues would be exacerbated otherwise.
In reference to Greenwich Council's West and East Greenwich Neighbourhood Management Project Submitted: 27 March 2024	760	• Concern about likely displaced traffic from scheme area to roads in Charlton such as Eastcombe Avenue, Wyndcliff Road and Victoria Way. • Concern road safety issues will be worse for young people and the school commute. • Concern scheme will cause delays on 380 bus route which is only public transport connection locally.
Consultation on Experimental TMO within the West Greenwich Area Submitted: 25 June 2025	49	• Suggestion to extend scheme measures in West Greenwich to 24-hour operation. • Support as scheme has improved safety and wellbeing for residents. • Suggestion to introduce physical barriers for Maidstone Hill and Winforton Street.

Petition title	Number of signatures	Key points raised
		• Concern about vehicles speeding on Maidenstone Hill and Winforton street, creating road danger and noise pollution issues. • Concern about road safety and vehicle collisions. • Concern that proposal for a new crossing at Blackheath Hill will exacerbate road danger.
LTN Feedback from Home First Board Members Submitted: 21 July 2025	Feedback from 9 health and social care orgs under the Healthier Greenwich Partnership	• Suggestion that all health and social care staff are eligible for a scheme exemption, particularly in adjacent areas. • Concern that exemption limits have been set for staff, and the process for exemptions is unclear. • Concern that public transport cannot be relied upon as an alternative means of transport. • Concern that many staff cannot avoid travelling at peak times. • Concern about lack of formal consultation with affected partners and lack of engagement from the Council project team. • Concern timescales for rectifying actions are not clear. • Concern about ability of relatives and friends to visit care homes. • Suggestion to revise exemption application process. • Suggestion to engage essential services from the start in future schemes. • Request to provide a timeline for implementing solutions.

4.24 Petitions and the number of signatures under each have not been included in the analysis of individual responses presented in the following section, however the key points raised in each response are summarised in Table 4.5.

Statutory Objections

4.25 A total of 539 statutory objections have been submitted as part of the consultation process, all received via the Traffic Management Inbox. These are part of the total 887 emails to the Traffic Management Inbox referenced above, as well as additional emails shared by the Council. While 498 respondents simply registered a statutory objection, 41 respondents provided further comments about the scheme. These further comments have been analysed together with the Commonplace responses.

Summary of response channels

4.26 The number of responses received via each response channel is set out in Table 4.6.

Table 4.6: Summary of responses by channel

Response channel	Number
Commonplace questionnaire	2,094
Commonplace interactive map	1,111
Drop-in session paper questionnaires	125
Traffic Management Inbox emails	887
Stakeholder email responses	8
Petitions	4
Additional emails (statutory objections)	17
Total	**4,246**

Public Consultation Results

4.27 This section presents the collective results of responses to the consultation, bringing together the sources and response channels listed above.

Closed question results

4.28 The analysis below is based on a total of 3,205 responses provided from the Commonplace website.

4.29 Closed questions, where a respondent has to select an answer from a pre-determined set of options, have been analysed using frequency tables and charts. Closed questions were shown to respondents as part of the Commonplace questionnaire (online and paper version). A shorter series of questions were shown to respondents on Commonplace when dropping a pin on the interactive trial map. Responses to the closed questions are presented below.

Location

4.30 Respondents were asked to indicate if they were filling out the consultation in regard to the trail at east or west Greenwich. Of the 1,974 responses to this question, over two thirds (69 per cent) indicated that they were responding about the East Greenwich scheme while only 31 per cent said they were responding about the West Greenwich scheme. Results are set out in Table 4.7.

Table 4.7: Please indicate if are filling out this consultation in regard to the trial at east or west Greenwich

Answer	Number	Percent (out of 1974)
East Greenwich	1361	69%
West Greenwich	613	31%
Total	**1974**	**100%**

Residence in relation to the scheme

4.31 Respondents were asked about where they live in relation to scheme. In total, 2,799 respondents answered this question, including 1,985 respondents who filled out the questionnaire and 814 respondents who completed the interactive map.

4.32 Of these, the greatest share (41 per cent) said they live within the East Greenwich scheme boundary, while 24 per cent said they live within the West Greenwich scheme boundary. A further 19 per cent said they live on a boundary road surrounding the scheme. Smaller numbers of respondents said they live in another part of Greenwich, in another London borough or outside of London. Results are set out in Table 4.8.

Table 4.8: Where do you live in relation to the west and east Greenwich neighbourhood management scheme?

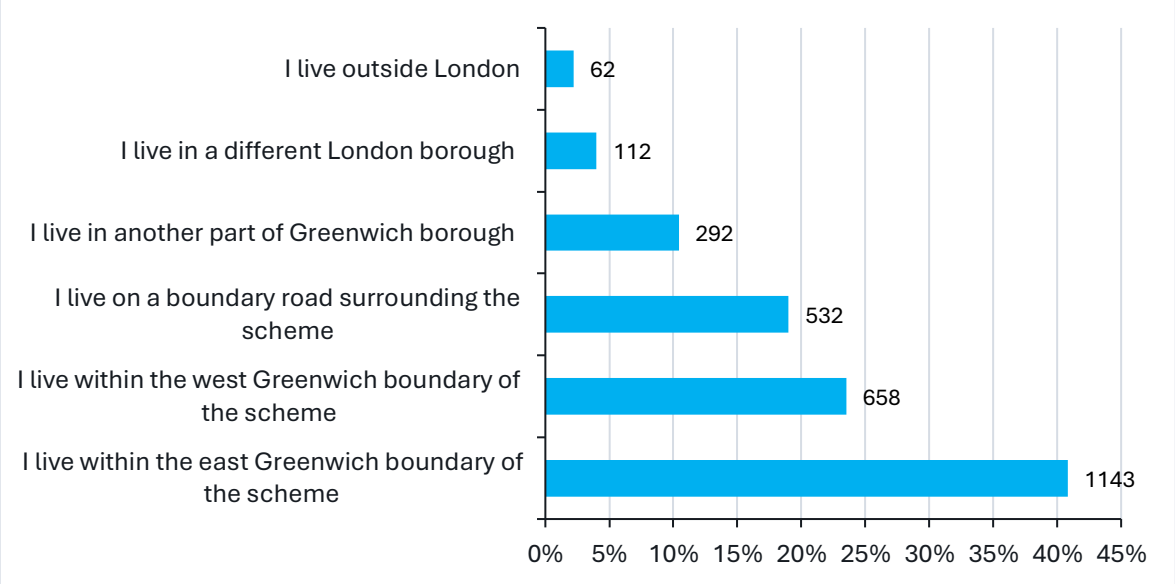
Answer	Number	Percent (out of 2799)
I live within the East Greenwich boundary of the scheme	1143	41%
I live within the West Greenwich boundary of the scheme	658	24%
I live on a boundary road surrounding the scheme	532	19%
I live in another part of Greenwich borough	292	10%
I live in a different London borough	112	4%
I live outside London	62	2%
Total	**2799**	**100%**

Connection to the area

4.33 Respondents were asked about their connection to the Royal Borough of Greenwich. These results have been combined and presented in Figure 4.1. In total, 2799 respondents provided an answer about their connection to the area and / or to the Royal Borough of Greenwich.

4.34 The most common response (41 per cent) made by respondents was to say that they live in the East Greenwich scheme area, followed by 24 per cent who live in the West Greenwich scheme boundary. Only 19 per cent said they live on a boundary road of either scheme and fewer said they live in a different London borough or outside of London.

Figure 4.1: What is your connection to the area / to the Royal Borough of Greenwich?

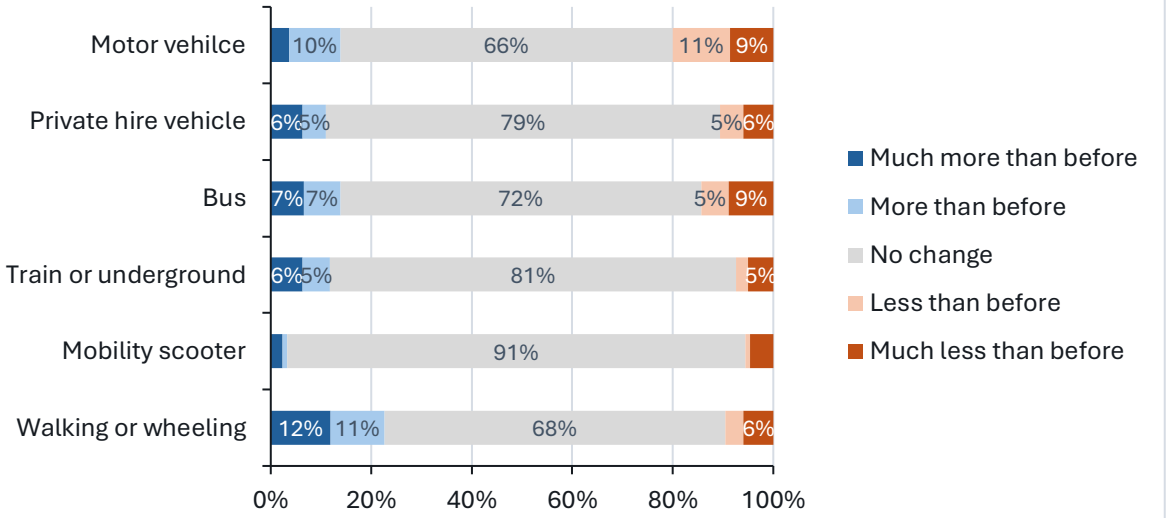


Percentages out of 2,799 responses.

Travel and experience

4.35 Respondents were asked a series of questions about how the way they travel has changed since the neighbourhood management scheme was introduced. The results are presented in Figure 4.2. For all modes, respondents were most likely to say that there has been 'no change' in the way they travel. Respondents largely stated that they way they travel has not changed since the scheme introduction, and this was the case for all modes. Walking and wheeling saw the highest share of responses for 'much more' and 'more' than before (23 per cent), while motor vehicle saw the highest share of response for 'much less' and 'less' than before (20 per cent). Change in travel behaviours for public transport and private hire was less pronounced. Overall, these qualitative suggest that the scheme may have had a limited impact on encouraging more walking and wheeling while reducing motor vehicle journeys.

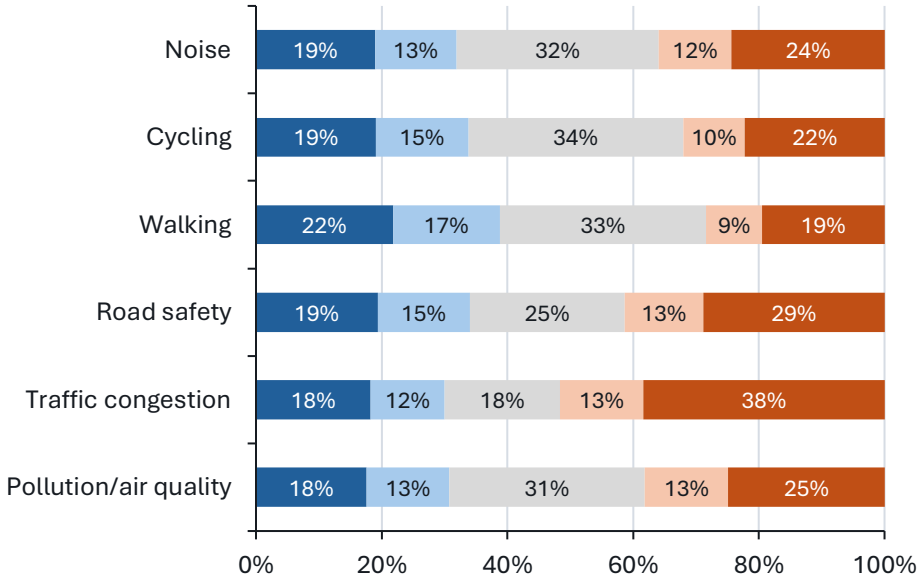
Figure 4.2: Since the neighbourhood management scheme was introduced, has the way you travel changed?



Mode	Much more than before	More than before	No change	Less than before	Much less than before	Totals
Walking or wheeling	203	182	1155	62	101	**1703**
Mobility scooter	33	13	1269	13	65	**1393**
Bus	110	94	1408	41	87	**1740**
Train or underground	113	127	1243	94	154	**1731**
Private hire vehicle	104	76	1296	75	99	**1650**
Motor vehicle (car, van, moped or motorcycle)	55	152	987	171	129	**1494**

4.36 Respondents were subsequently asked to rate how they feel about certain factors for streets located within the scheme area, since the introduction of the trial scheme. Overall, respondents were more likely to rate these factors as 'negative' or 'very negative' than 'positive' or 'very positive'. Walking received the most positive sentiment with 39 per cent suggesting they felt 'positive' or 'very positive'. This was followed by positive sentiment for cyclin and road safety with 34 per cent each. On the other hand, traffic congestion received the least positive sentiment, with over half (51 per cent) suggesting they felt 'negative' or 'very negative'; this was followed by road safety with 42 per cent and pollution / air quality with 38 per cent. Results are presented in Figure 4.3.

Figure 4.3: For streets located within the scheme area, how do you feel about the following?



Factor	Very positive	Positive	Neutral	Negative	Very Negative	Totals
Pollution/air quality	336	251	593	254	474	**1908**
Traffic congestion	349	225	350	253	734	**1911**
Road safety	368	278	467	238	547	**1898**
Walking	413	320	621	169	368	**1891**
Cycling	357	275	639	184	415	**1870**
Noise	355	243	603	218	456	**1875**
Pollution/air quality	336	251	593	254	474	**1908**

Demographic questions

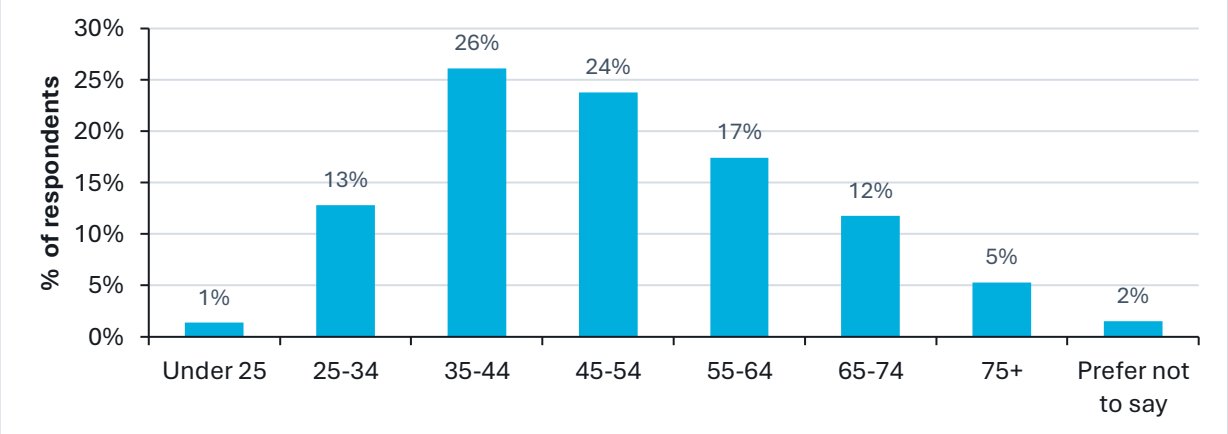
4.37 Respondents were asked a series of demographic questions to help the Council better understand the characteristics and needs of those affected by the scheme.

Results for demographic variables are aggregated to the level of respondent by combining duplicate user IDs based on demographic data provided by the Council. This showed that there were 1,913 unique user IDs from Commonplace inputs. Results based on this data are presented below. Not all users provided demographic information and 'no responses' are not included in the totals provided below.

Age profile

4.38 The age profile of respondents is shown in Figure 4.4, representing 1,532 respondents. The most common age category of respondents was those aged between 35 and 44 (26 per cent), followed by those aged 45-54 (24 per cent). Those aged under 25 represented a small share of total responses (1 per cent); this is significantly less than the Census 2021 share of under 25s in Greenwich (31 per cent), suggesting that the views of young people have not been representatively captured. Those aged 75 and over accounted for 5 per cent of total responses, slightly higher than the Census 2021 share for those in this age bracket (4.5 per cent).

Figure 4.4: Age profile of respondents

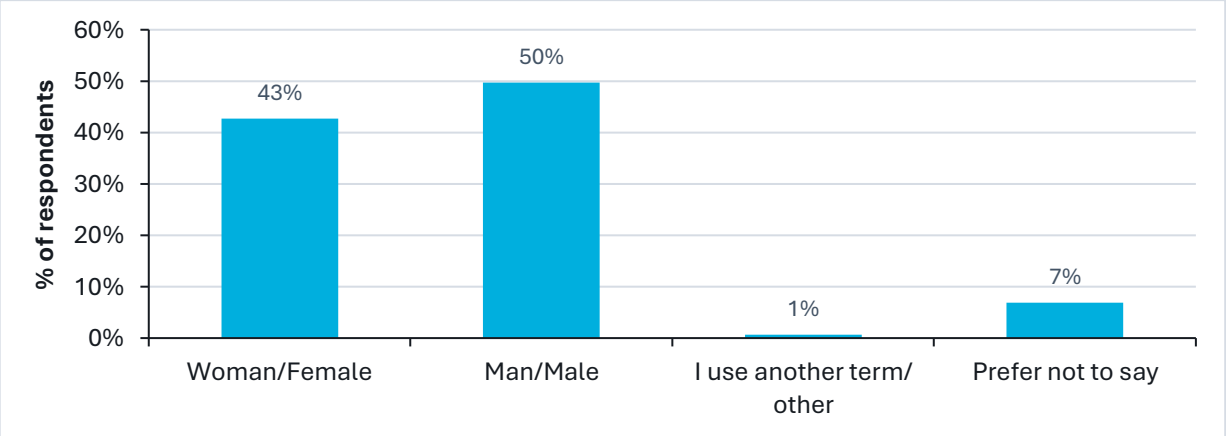


Age category	Number	Percent (out of 1532)
Under 25	21	1%
25-34	196	13%
35-44	400	26%
45-54	364	24%
55-64	267	17%
64-74	180	12%
75+	81	5%
Prefer not to say	23	2%
Total	**1532**	**100%**

Gender profile

4.39 The gender of respondents is shown in Figure 4.5, representing 1,518 responses. Those identifying as man / male where most likely to respond, making up 50 per cent of responses, followed by 43 per cent who identify as woman / female. The proportion of males is slightly higher than Census 2021 data for Greenwich (49 per cent), while the proportion of females is lower than the Census 2021 data (51 per cent). This suggests females may be more underrepresented as a share of respondents in the dataset.

Figure 4.5: Gender profile of respondents



Gender category	Number	Percent (out of 1518)
Woman / Female	648	43%
Man / Male	755	50%
Prefer not to say	10	1%
I use another term	105	7%
Total	**1518**	**100%**

Car ownership

4.40 Respondents were asked about their car ownership status and this shown in Table 4.9, representing 1,100 respondents. The majority of respondents said they own a car (81 per cent) with only 19 per cent saying they do not. Census 2021 results on car ownership in Greenwich show that a much higher share of the population does not own a car (43 per cent of households), suggesting that those who own a car were more likely to respond to the consultation.

Table 4.9: Car ownership of respondents

Car ownership status	Number	Percent (out of 1100)
Yes (owns a car)	886	81%
No (does not own a car)	214	19%
Total	**1100**	**100%**

Home ownership

4.41 Respondents were asked about their home ownership status and this is shown in Table 4.10, representing 1,439 respondents. Most respondents said they own their own home (82 per cent), with a tenth saying they rent from the Council or a housing association (10 per cent). Only 8 per cent said they rent privately. Census 2021 results show that only 41 per cent of households in Greenwich own their home, with 31 per cent living in socially rented accommodation. This suggests that those who own their home were more likely to respond to the consultation.

Table 4.10: Home ownership of respondents

Home ownership status	Number	Percent (out of 1439)
Own your own home	1178	82%
Rent from Council or housing association	149	10%
Rent from a private landlord	112	8%
Total	**1439**	**100%**

Open question results

4.42 Respondents to the Commonplace survey and interactive map had the option of providing a response to an open question as part of their submission. These have been analysed together with open text responses from the Traffic Management Inbox, stakeholder response emails and paper copies of the Commonplace questionnaire completed at public drop-in events.

4.43 Open question analysis works by assigning – or coding – the points made by each respondent to one or more codes within a code frame. Each code is a point raised by respondents in their response. This enables the same or very similar points raised (and expressed in a variety of ways) by multiple individuals to be categorised within the code frame. From this, it is possible to count how many times the same or very similar points have been mentioned by respondents. Each response was coded to one or multiple codes, depending on the number of points shared by the respondent.

4.44 In total, 3,874 open text responses have been analysed. Table 4.11 sets out the top 20 issues raised by count. Most respondents expressed concern about the current scheme and its impacts. The most common issues raised were concern about high air pollution and associated health impacts (22 per cent), concern about traffic congestion (20 per cent) and concern about longer journey times (19 per cent) mainly arising from traffic congestion and scheme-related detours. Respondents frequently mentioned traffic issues on specific roads, including boundary roads. The boundary road most commonly mentioned in the context of traffic and congestion was the A206 Trafalgar Road / Woolwich Road (8 per cent). 5 per cent of respondents mentioned congestion issues on specific roads inside or outside of the scheme that are not considered to be boundary roads.

4.45 Concern about access for residents was frequently raised (9 per cent), with 10 per cent of respondents also suggesting that residents should be given an exemption. Other key access related issues include concern about access to businesses for employees, tradespeople and deliveries (6 per cent) and concern about access to key services and amenities (6 per cent). In all, 7 per cent of respondents suggested that the scheme should be fully or partially removed.

4.46 Respondents also raised key points in support of the scheme, with the most prevalent being support for reduced traffic in the scheme area (9 per cent), support for road safety (7 per cent) and support for the scheme resulting in environmental benefits such as reduced air and noise pollution (6 per cent).

4.47 The full code frame results are presented in Appendix A.

Table 4.11: Top 20 points raised in open text responses

Theme	Code	Number	Percent (out of 3874)
Environmental impact	Concern about air pollution and its health impacts	858	22%
Traffic and Congestion	General concern about traffic congestion	779	20%
Traffic and Congestion	Concern about longer journey times	727	19%
Access, Accessibility and Equality	Suggestion that residents are exempt	372	10%
Access, Accessibility and Equality	Concern about access for residents	365	9%
Access, Accessibility and Equality	Concern about access for residents	365	9%
Safety	Concern about illegal / dangerous driving	347	9%
Traffic and Congestion	Support for reduced traffic	346	9%
Business and Economy	Concern about impacts on/ increased costs to local businesses and/ or workers	315	8%
Traffic and Congestion	Concern about increase in traffic on boundary roads - Trafalgar Road / Woolwich Road/ A206	297	8%
Safety	Support about road safety - General	267	7%
General	Suggestion to remove all or part of the scheme	257	7%
Business and Economy	Concern about access to work/to businesses for employees/ tradespeople/ deliveries	249	6%
Environmental impact	Support for environmental benefits of scheme	241	6%
Safety	Concern about road safety - General	226	6%
Consultation Process	Concern about previous consultations / views not listened to	222	6%
General	Concern scheme is not well thought through / planned	219	6%
Access, Accessibility and Equality	Concern about access to key services / amenities	214	6%
Signage	Concern that signage is unclear/ confusing/ information should change	214	6%

Theme	Code	Number	Percent (out of 3874)
Traffic and Congestion	Concern about traffic congestion on specific non-boundary roads	204	5%

4.48 Of the responses analysed, 90 were identified as referring to a potential future negative impact rather than a realised existing negative impact. These included 36 comments relating to concern about traffic congestion, 32 comments relating to concern about air pollution and its health impacts, 24 comments relating to concern about longer journey times and 21 comments relating to concern about illegal and dangerous driving. Other codes had smaller numbers of comments about potential future impacts.

Mapping key points raised in the scheme area

4.49 To better understand the geographic distribution of the most prevalent points raised in the open responses, the top five 'concerns' and the top five 'support / suggestion' points have been mapped, where possible. The maps have been developed using the postcodes provided by respondents, these are assumed to be the residential postcode of respondents. Not all respondents provided a valid postcode, and some did not provide a postcode at all. Therefore, the maps show only those respondents who both made the relevant point and provided a valid postcode. The number of valid postcodes is indicated in each instance.

4.50 Postcodes were collated from respondents who answered the Commonplace questionnaire and interactive map questions. The postcodes mapped do not correspond to the locations identified on the interactive map; instead they are assumed to be the residential postcodes of respondents.

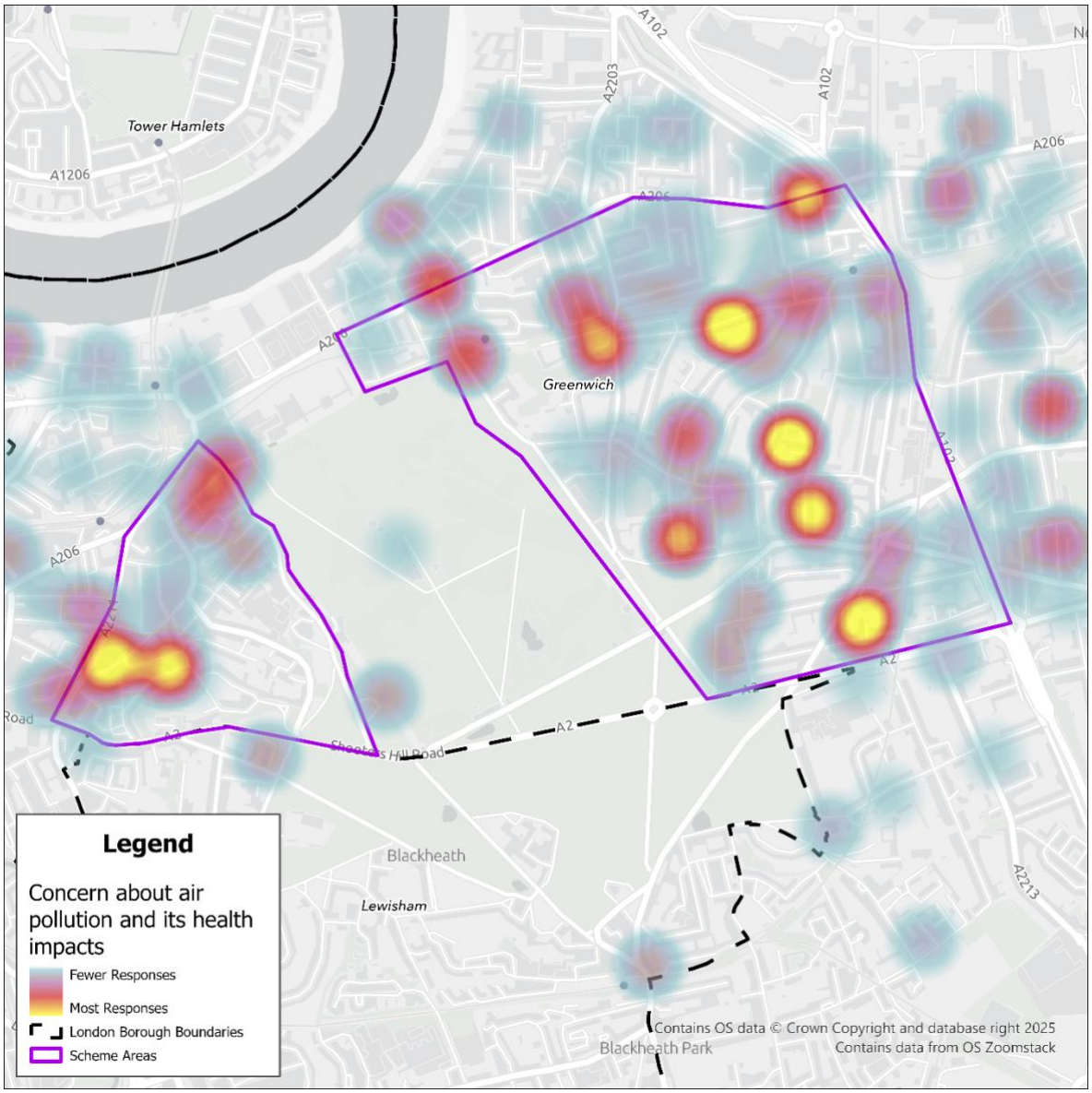
Mapping the key concerns raised

Air pollution and health impacts

4.52 In all, 856 respondents raised a concern about air pollution and some respondents further noted concerns about the potential health impacts of high or worsening air pollution. Of these, 443 respondents provided a valid postcode (52 per cent), and these locations are mapped in Figure 4.6.

4.53 Most concerns about air pollution and its health impacts originated from inside both scheme areas, with a number of key hotspots in the East scheme, particularly around Humber Road, Westcombe Park Road and Strathenden Road / Langton Way. Within the West scheme, most concerns were noted around Greenwich South Street / Royal Hill / Point Hill.

Figure 4.6: Concern about air pollution and its health impacts



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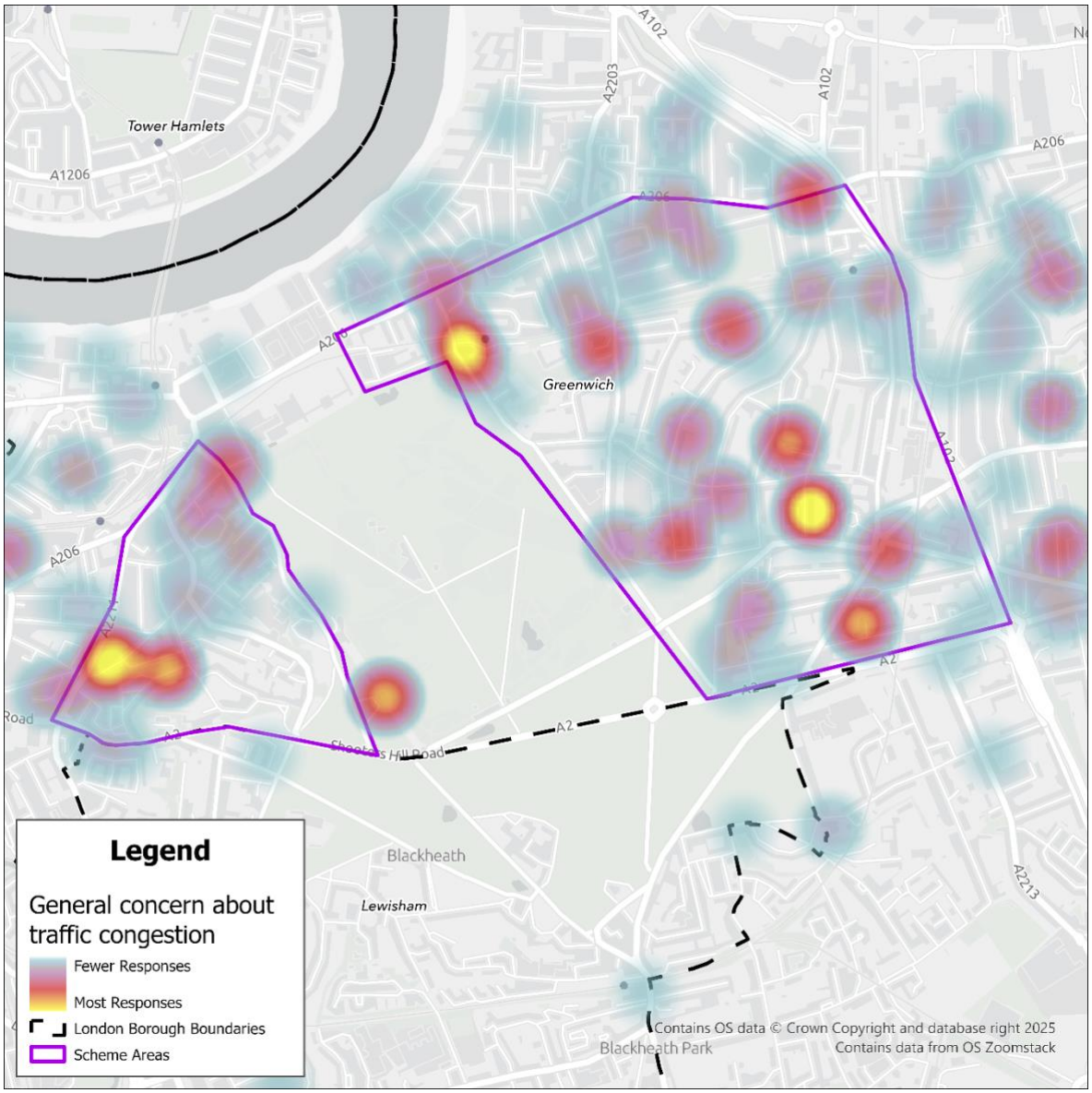
General traffic congestion

4.54 In all, 774 respondents raised a general concern about traffic congestion in or around the scheme area. Of these, 401 respondents provided a valid postcode (52 per cent), and these locations are mapped in Figure 4.7 below.

4.55 Most concerns about general traffic congestions originated from inside both scheme areas with a number of key hotspots in the East scheme area on Maze Hill, Vanburgh Park / Mycenae Road. In the West scheme area, most concerns originated from the Greenwich South Street / Royal Hill / Point Hill area.

Figure 4.7: General concern about traffic congestion

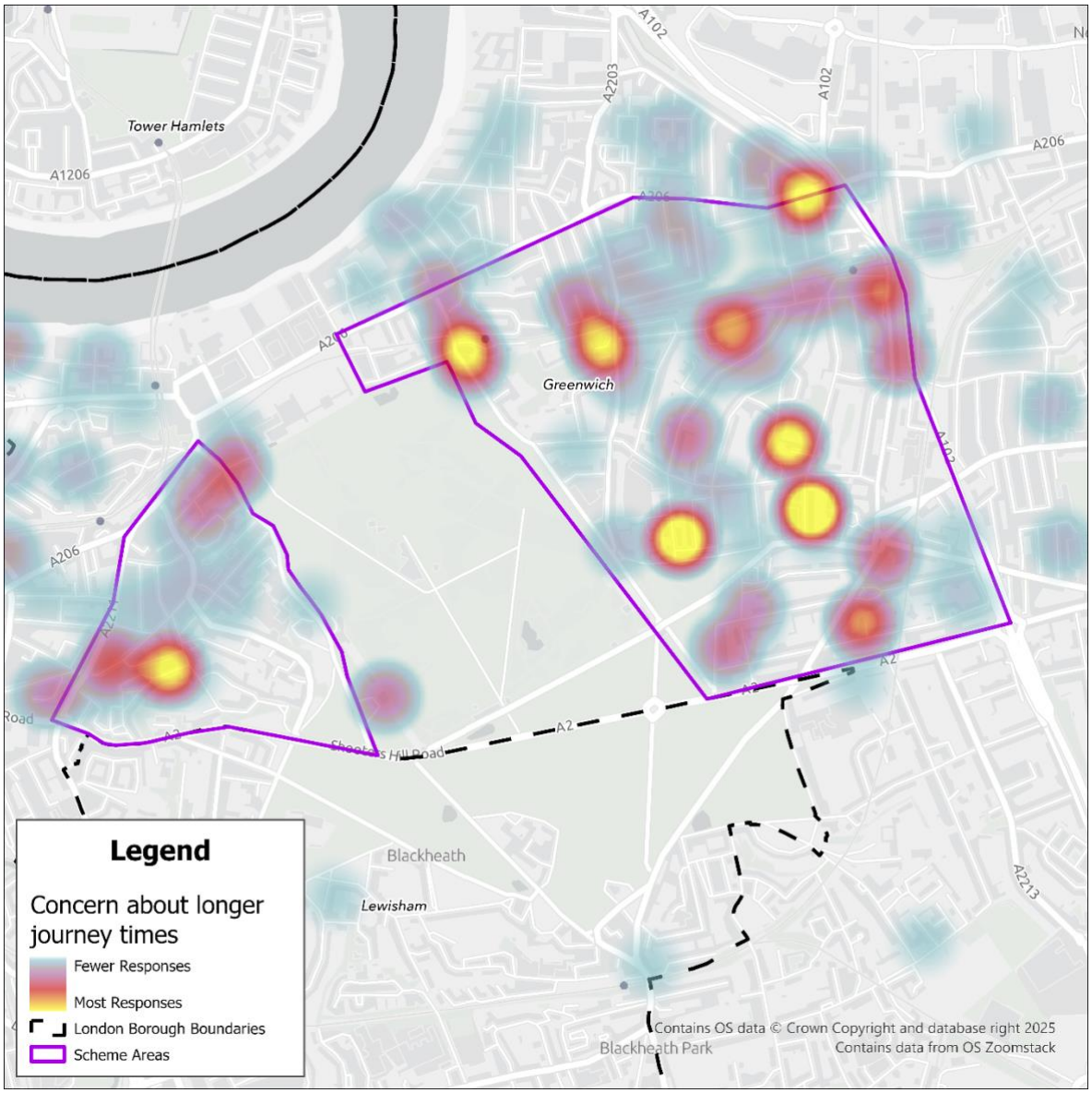


Longer journey times

4.56 In all, 726 respondents raised a concern about longer journey times due to the scheme implementation. Of these, 387 provided a valid postcode (53 per cent) and these locations are mapped in Figure 4.8.

4.57 Concerns about longer journey times were more common in the East scheme area, with key hotspots around Woolwich Road, Maze Hill, Vanburgh Hill, Vanburgh Park, Mycenae Road and Beaconsfield Road. Concerns from the West scheme area originated predominantly from the Maidenstone Hill and Winforton Street area.

Figure 4.8: Concern about longer journey times

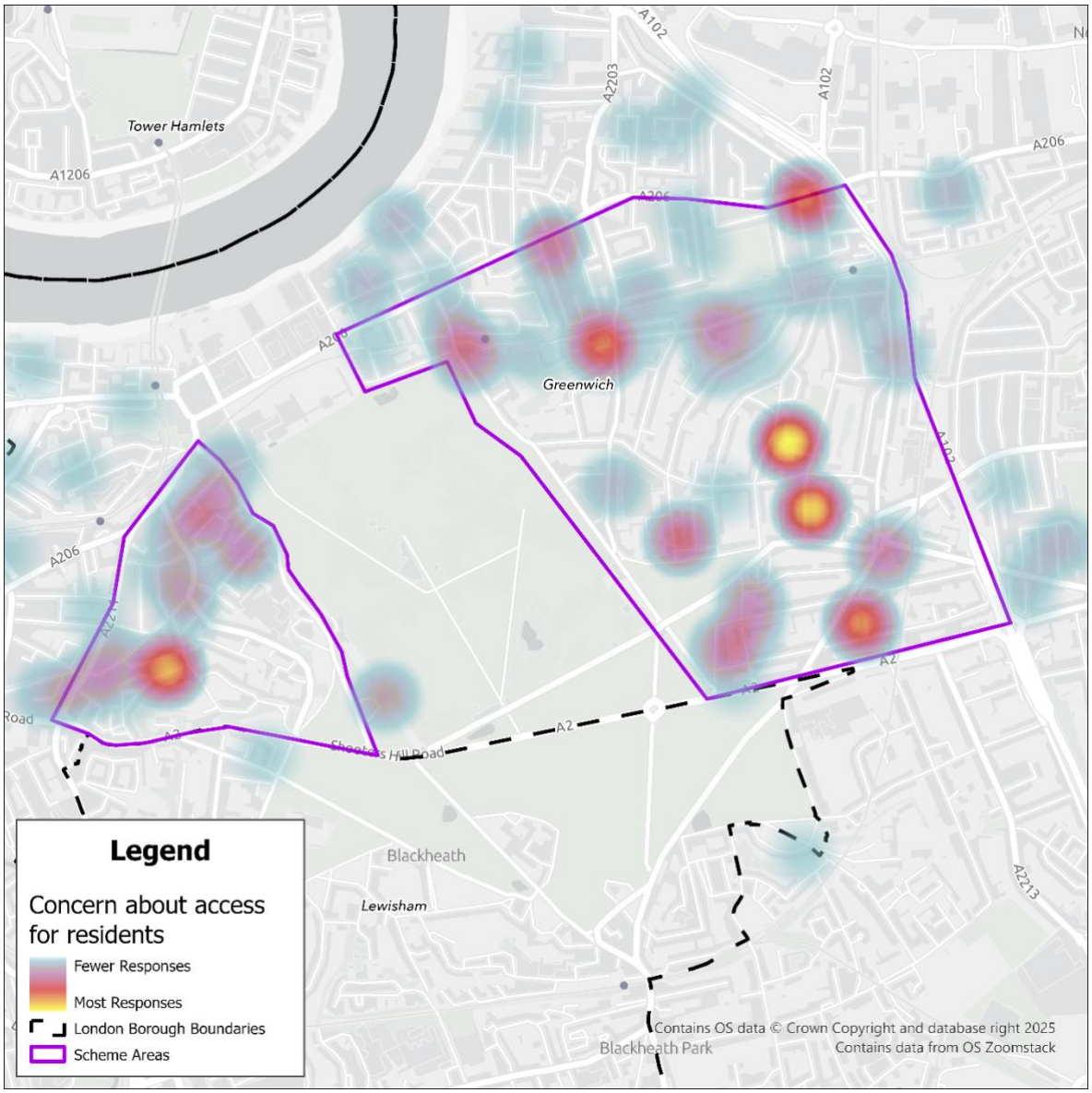


Access for residents

4.58 In all, 365 respondents raised a concern about access for residents in the trial scheme area. Of these, 203 provided a valid postcode (56 per cent) and these locations are mapped in Figure 4.9.

4.59 Concerns about access for residents were more common in the East scheme area, with key hotspots around Mycenae Road / Beaconsfield Road and Strathenden Road/ Langton Way. In the West scheme area, respondents were most likely to raise this issue from the Maidenstone Hill / Winforton Street area.

Figure 4.9: Concern about access for residents



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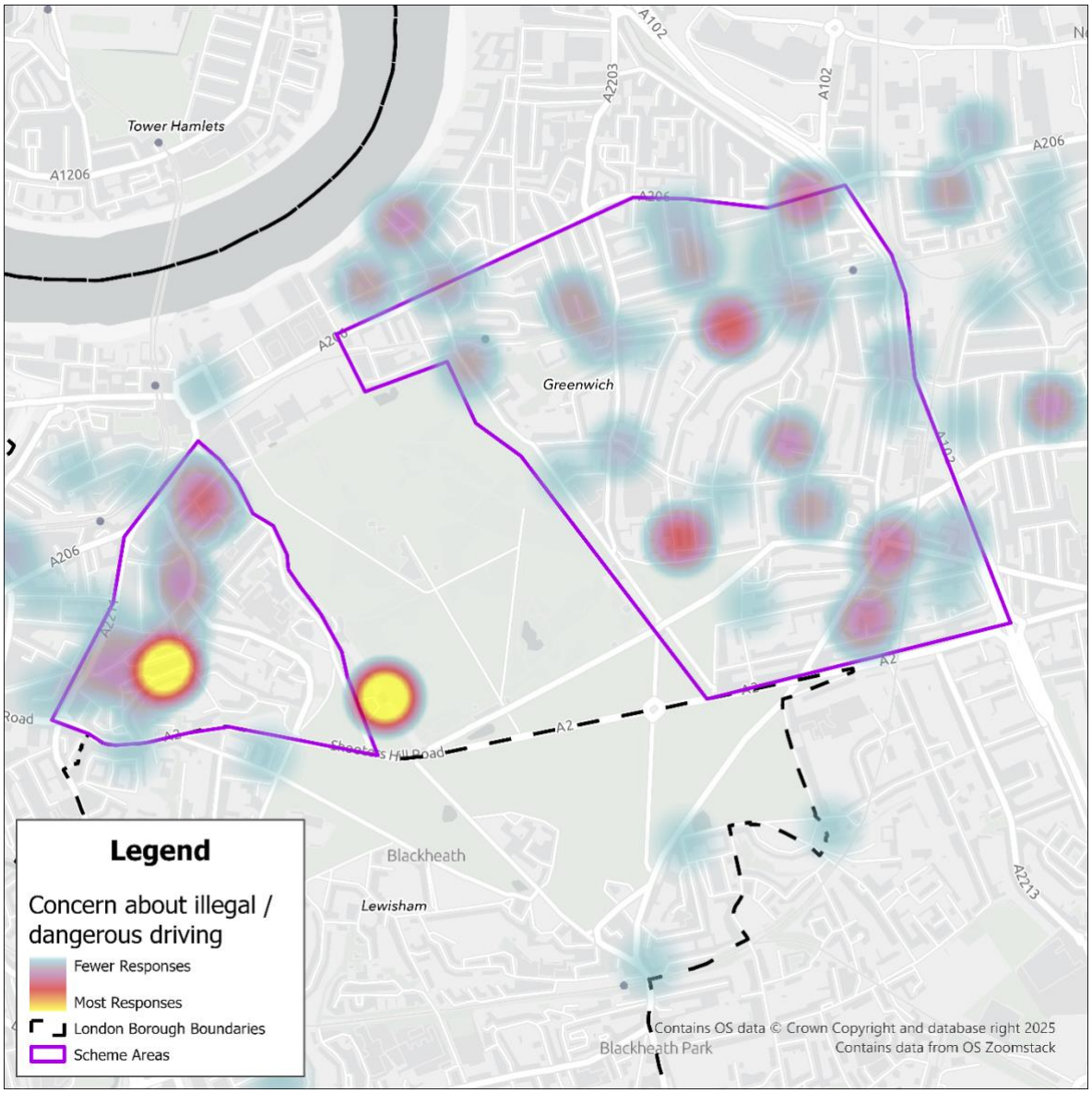
Illegal or dangerous driving

4.60 In all, 347 respondents raised a concern about illegal or dangerous driving in or around the scheme area. Of these, 189 provided a valid postcode (54 per cent) and these locations are mapped in Figure 4.10.

4.61 Concerns about illegal or dangerous driving were most prevalent in the Maidenstone Hill / Winforton Street area of the West NMS, as well as on General Wolfe Road on the scheme boundary. Concerns in the East scheme area were less geographically concentrated, with the most significant hotspots on Humber Road and Vanburgh Park.

Figure 4.10: Concern about illegal or dangerous driving



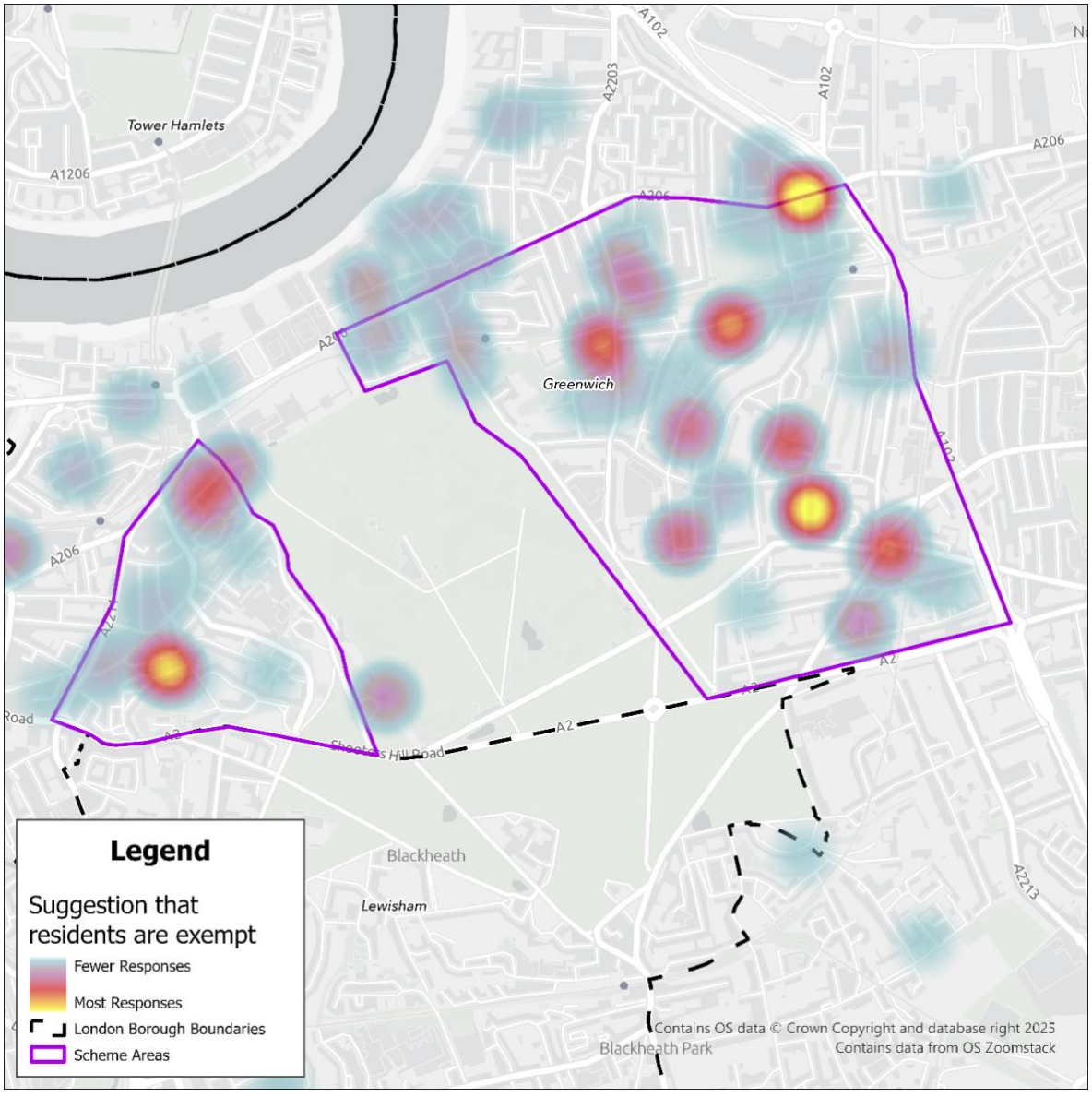
Mapping key support points and suggestions raised

Suggestion that residents are exempt

4.62 In total, 372 respondents suggested that residents should be exempt for the scheme filters and restrictions. Of these, 198 provided a valid postcode (53 per cent) and these locations are mapped in Figure 4.11 below.

4.63 Suggestions mainly originated from a number of key hotspots in the East scheme area, including at Woolwich Road, Mycenae Road and Humber Road. In the West scheme area, fewer respondents made this suggestion, with most concentrated around the Maidenstone Hill / Winforton Street area.

Figure 4.11: Suggestion that residents are exempt



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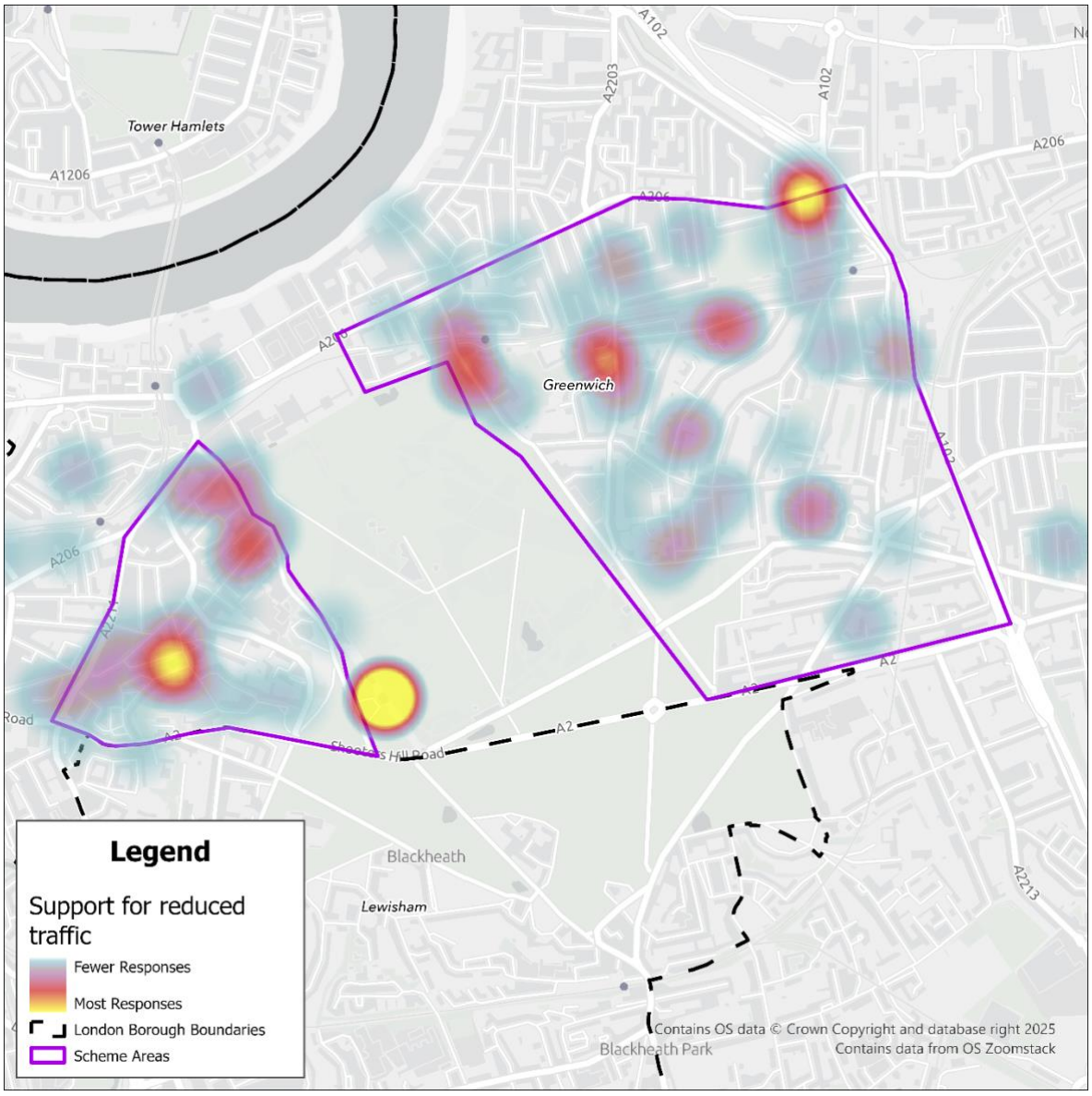
Support for reduced traffic

4.64 In all, 346 respondents expressed support that traffic has been reduced as a result of the scheme. Of these, 196 provided a valid postcode (57 per cent) and these locations are mapped in Figure 4.12 below.

4.65 Key hotspots for respondents who raised this point are around General Wolfe Road for the West Scheme and around Woolwich Road for the East Scheme. A range of respondents likewise indicated a reduction in traffic from within both scheme areas.

Figure 4.12: Support for reduced traffic



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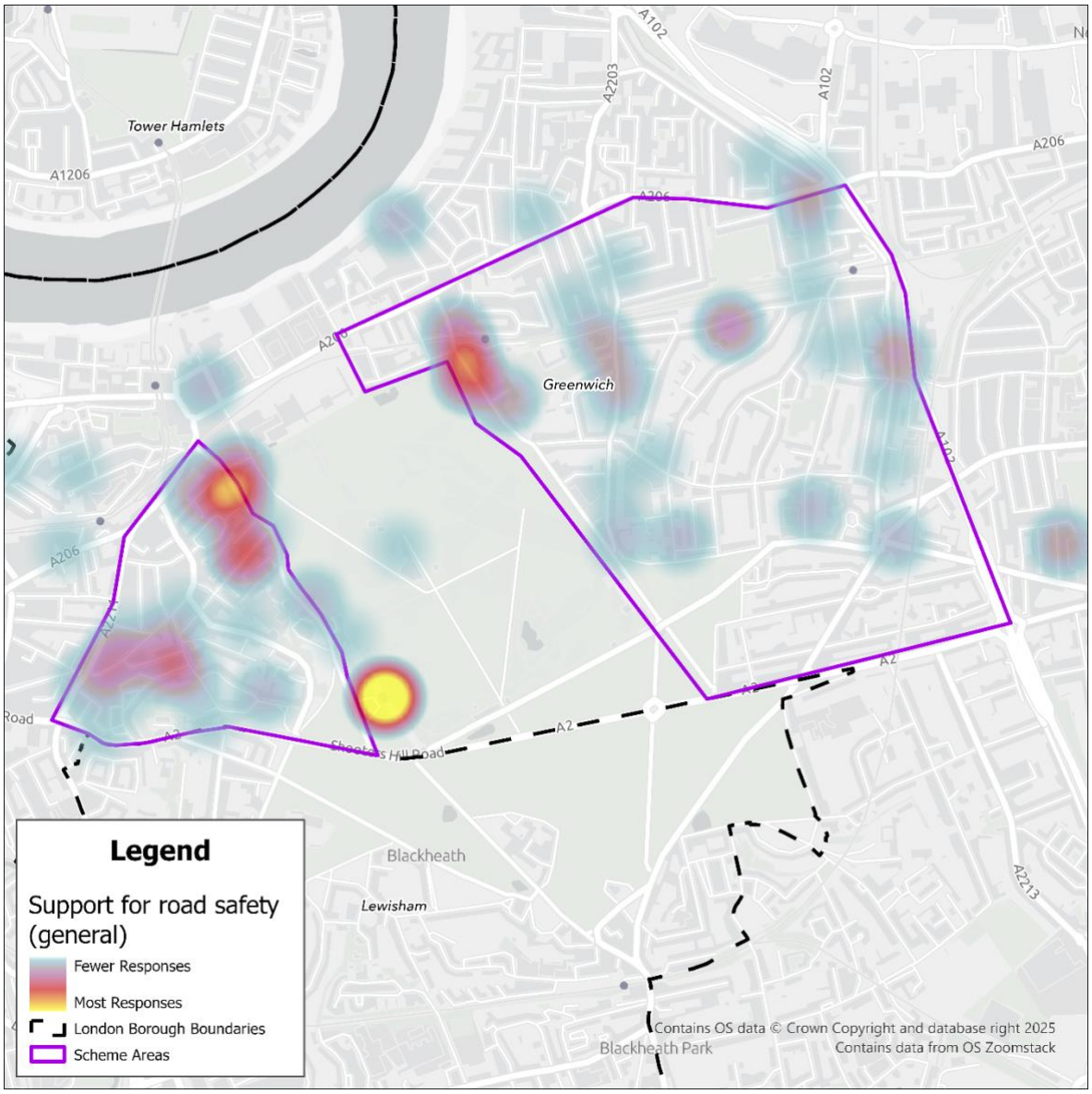
General support for road safety

4.66 In all, 265 respondents expressed support for improvements to road safety in or around the scheme area. Of these, 142 provided a valid postcode (54 per cent) and these locations are mapped in Figure 4.13 below.

4.67 Significant responses in support of improved road safety came from the areas around General Wolfe Road and Crooms Hill for the West Scheme and around Maze Hill for the East scheme. Overall, there were fewer postcode responses for the East scheme area.

Figure 4.13: General support for road safety

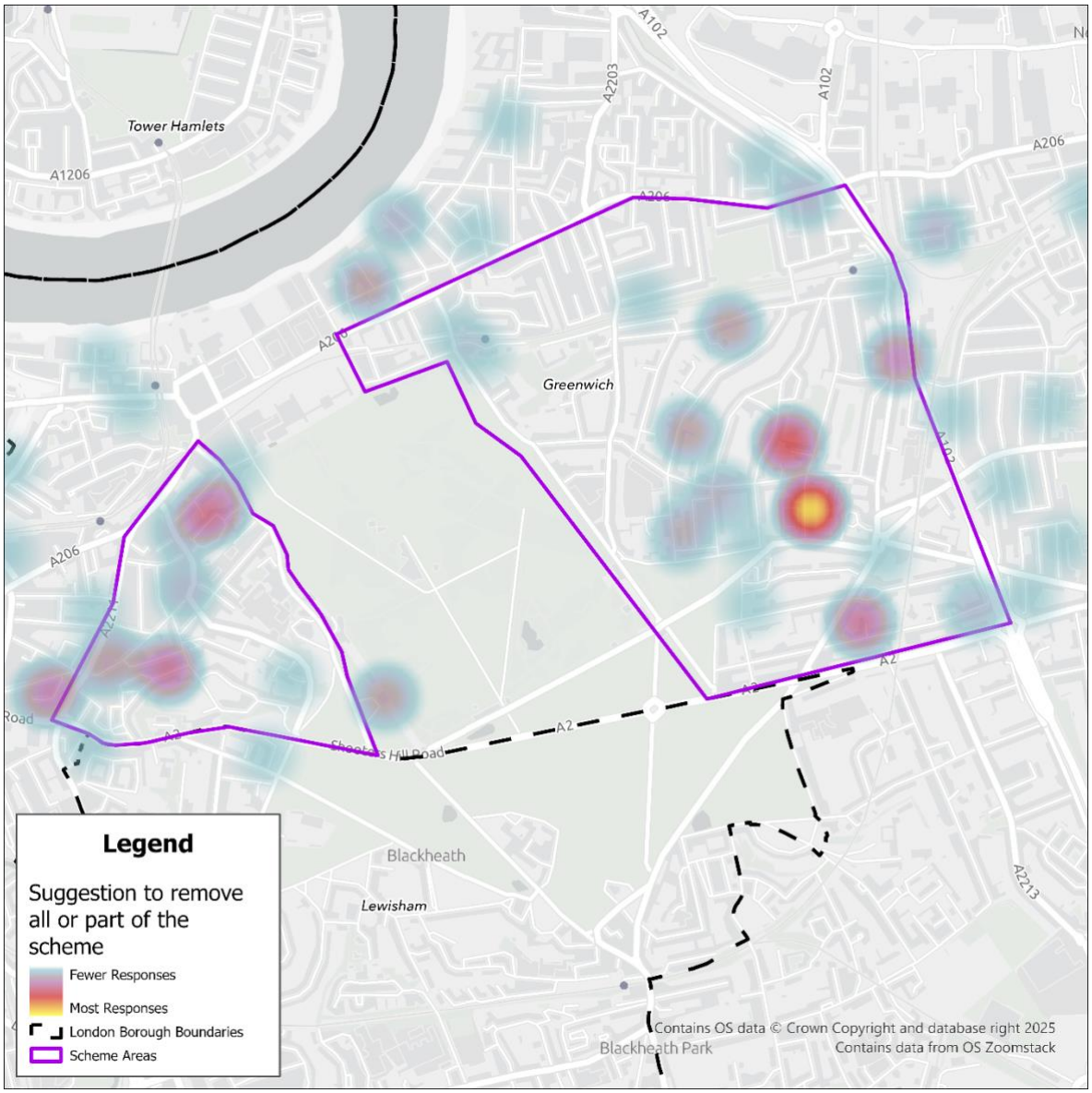


Suggestion to remove all or part of the scheme

4.68 In all, 257 respondents made the suggestion to remove all or part of the scheme. Of these, 130 provided a valid postcode (51 per cent) and these locations are mapped in Figure 4.14.

4.69 The most common postcode location associated with making this suggestion is around Mycenae Road / Vanburgh Park, followed by Beaconsfield Road and Strathenden Road / Langton Way in the East scheme area. Fewer postcodes were associated with this suggestion in the West scheme area, however key locations include Burney Street / Gloucester Circus, Maidenstone Hill / Winforton Street and Greenwich South Street / Devonshire Drive.

Figure 4.14: Suggestion to remove all or part of the scheme



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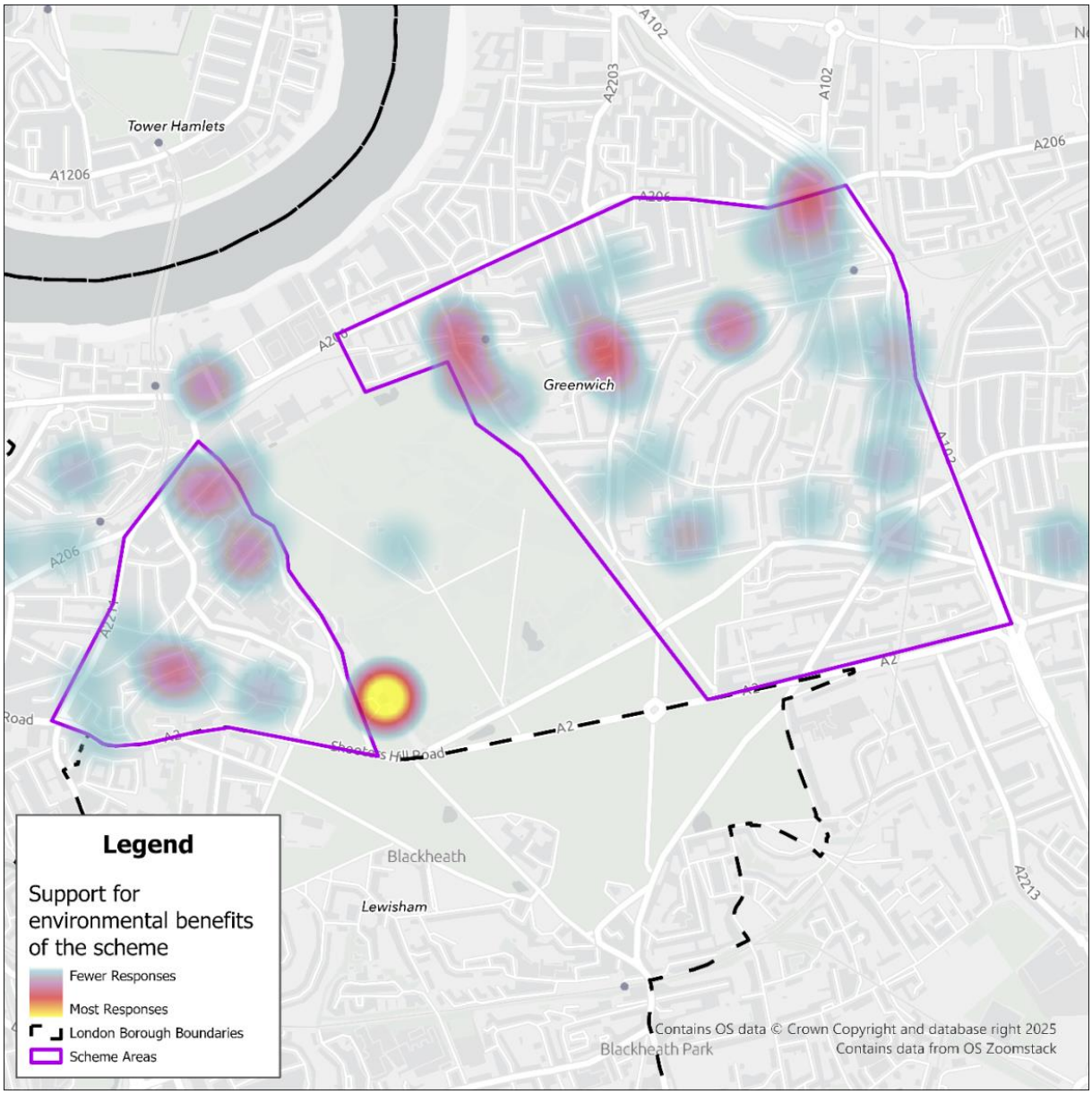
Support for the environmental benefits of the scheme

4.70 In all, 241 respondents expressed support for the environmental benefits of the scheme. Of these, 115 provided a valid postcode (48 per cent) and these locations are mapped in Figure 4.15 below.

4.71 The most common area where respondents raised this point is around General Wolfe Road in the West scheme area. Locations were less pronounced in the East scheme area, with most focused around Maze Hill, Woolwich Road and Vanburgh Hill.

Figure 4.15: Support for the environmental benefits of the scheme



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A Full Codeframe Results

A.1 The table below shows the full consultation analysis codeframe, covering the results of the Commonplace responses, Traffic Management Inbox emails, stakeholder response emails and paper questionnaires completed at the public drop-in events.

Theme	Code	Number	Percent (out of 3874)
Environmental impact	Concern about air pollution and its health impacts	858	22%
Traffic and Congestion	General concern about traffic congestion	779	20%
Traffic and Congestion	Concern about longer journey times	727	19%
General	Statutory Objection	539	14%
Access, Accessibility and Equality	Suggestion that residents are exempt	372	10%
Other	No response	366	9%
Access, Accessibility and Equality	Concern about access for residents	365	9%
Safety	Concern about illegal / dangerous driving	347	9%
Traffic and Congestion	Support for reduced traffic	346	9%
Business and Economy	Concern about impacts on/ increased costs to local businesses and/ or workers	315	8%
Traffic and Congestion	Concern about increase in traffic on boundary roads - Trafalgar Road / Woolwich Road/ A206	297	8%
Safety	Support about road safety - General	267	7%
General	Suggestion to remove all or part of the scheme	257	7%
Business and Economy	Concern about access to work/to businesses for employees/ tradespeople/ deliveries	249	6%
Environmental impact	Support for environmental benefits of scheme	241	6%
Safety	Concern about road safety - General	226	6%
Consultation Process	Concern about previous consultations / views not listened to	222	6%

Theme	Code	Number	Percent (of 3874
General	Concern scheme is not well thought through / planned	219	6%
Access, Accessibility and Equality	Concern about access to key services / amenities	214	6%
Signage	Concern that signage is unclear/ confusing/ information should change	214	6%
Traffic and Congestion	Concern about traffic congestion on specific non-boundary roads	204	5%
Access, Accessibility and Equality	Concern about access for disabled and elderly people, carers and health workers	203	5%
Fares and Pricing	Concern about tickets / fines / penalties	197	5%
Access, Accessibility and Equality	Concern about impact on school commute	181	5%
General	Concern scheme is designed to make money	177	5%
Consultation Process	Concern about lack of / unclear communication or miscommunication	170	4%
General	General support (no detail)	165	4%
Access, Accessibility and Equality	Other	163	4%
Public Transport	Concern about public transport journey / commute delays	162	4%
Access, Accessibility and Equality	Concern about disproportionate impact/ on low income households	151	4%
Traffic and Congestion	Other	149	4%
Signage	Concern about lack of signage	144	4%
Access, Accessibility and Equality	Concern about access - General	138	4%
General	Concern that scheme is unnecessary	133	3%
Safety	Concern about road safety impacts on young people / school commute	132	3%
Environmental impact	Concern about noise pollution	132	3%
Traffic and Congestion	Concern about increase in traffic on		

Theme	Code	Number	Percent (of 3874)
Active Travel	Support that scheme encourages more active travel	118	3%
Public Transport	Concern existing public transport is not sufficient alternative to car commute	102	3%
Scheme Scope	Suggestion to change hours of operation on weekdays (including increasing and decreasing hours)	102	3%
Traffic and Congestion	Concern about increase in traffic on boundary roads - Shooters Hill / A2	94	2%
Other	Concern about anticipated future issue of the scheme	90	2%
Signage	Concern about signage location - functionality	87	2%
General	Support to make the scheme permanent	85	2%
Traffic and Congestion	Concern about increase in traffic on Victoria Way	84	2%
General	General concern (no detail)	83	2%
Traffic and Congestion	Concern about increase in traffic on Eastcombe Avenue	80	2%
General	Concern the scheme is a waste of money / money is better spent elsewhere	78	2%
Active Travel	Concern active travel is not a feasible alternative to the car	78	2%
Scheme Scope	Other	78	2%
Public Transport	Other	71	2%
Quality of life impacts	Concern about worse quality of life (including mental health/ stress)	70	2%
Signage	Suggestion for signage to be installed in specific location(s)	68	2%
Consultation Process	Concern about scheme's monitoring/data collection and results (e.g. not enough is taking place)	63	2%
Scheme Scope	Suggestion to make scheme or part of scheme operate 24/7	63	2%

Theme	Code	Number	Percent (out of 3874)
Scheme Scope	Suggestion to remove restrictions / cameras from Royal Hill	59	2%
Other	Duplicate response	57	1%
Access, Accessibility and Equality	Concern about delivery vehicle access/ suggestion for improved delivery vehicle access	57	1%
Consultation Process	Concern questions/ consultation are purposely limiting/biased	57	1%
General	General - Other	54	1%
General	Concern about legality of scheme / interventions	54	1%
Traffic and Congestion	Concern about increase in traffic on boundary roads - Greenwich High Road / Greenwich South Street	54	1%
Quality of life impacts	Support for improved quality of life	53	1%
Traffic and Congestion	Concern about increase in traffic on boundary roads - Blackwall Tunnel Approach / A102	52	1%
Access, Accessibility and Equality	Concern that it is more difficult to find residential parking	52	1%
Consultation Process	Other	52	1%
Access, Accessibility and Equality	Concern about electric vehicle exemptions	50	1%
Other Suggestions	Transport suggestions not directly linked to the scheme	50	1%
Private Vehicles	Concern that people rely on cars / it is the only feasible way to get around	49	1%
Traffic and Congestion	Concern about fuel consumption	48	1%
Access, Accessibility and Equality	Concern/ confusion around taxi access (exemption for hackney carriage vs. private hire)	47	1%
Scheme Scope	Suggestion to extend the scheme to weekends	47	1%
Public Transport	Suggestion to increase public transport provision	45	1%
Public Transport	Concern public transport is infrequent /	44	1%

Theme	Code	Number	Percent (out of 3874)
Other Suggestions	Wider policy suggestions	42	1%
Safety	Concern about people's personal safety	41	1%
Safety	Suggestion to introduce and improve speed enforcement / monitoring	41	1%
Safety	Other	41	1%
Active Travel	Concern that scheme does not encourage more active travel	41	1%
Public Transport	Concern about access to public transport	40	1%
Safety	Support for improved personal safety	37	1%
Environmental impact	Concern about impact on environment - general	34	1%
Environmental impact	Concern about health of school pupils at schools in the boundary roads	33	1%
Private Vehicles	Other	33	1%
Quality of life impacts	Other	32	1%
Access, Accessibility and Equality	Concern access for those with non-disability qualifying mobility issues	31	1%
Environmental impact	Other	30	1%
Business and Economy	Concern about business exemptions	29	1%
Business and Economy	Other	29	1%
Private Vehicles	Support for scheme reducing car use	29	1%
Scheme Scope	Suggestion to relocate camera position(s)	27	1%
Traffic and Congestion	Suggestion to resolve traffic problems	26	1%
Quality of life impacts	Concern for having to re-locate because of scheme	22	1%
Access, Accessibility and Equality	Concern about impacts on child's development	21	1%
Public Transport	Concern about buses causing congestion	21	1%
Traffic and Congestion	Concern about increase in traffic on		

Theme	Code	Number	Percent (out of 3874)
Environmental impact	Concern about clutter or poor aesthetics from cameras / signage	16	0%
Other	Comment Out of Scope	15	0%
Other	Support for anticipated future benefit of the scheme	15	0%
Safety	Suggestion for a safer road crossing at a specific location(s)	15	0%
Signage	Concern signs have been installed by mistake / do not align with plans	14	0%
Consultation Process	Comments about public drop-in events	14	0%
Traffic and Congestion	Support for improved journeys / journey times	13	0%
Scheme Scope	Suggestion to remove scheme restrictions on bank holidays/ public holidays	13	0%
Other	Comment unclear	12	0%
Access, Accessibility and Equality	Suggestion for residents to have additional permits (e.g. for tradespeople/visitors)	12	0%
Access, Accessibility and Equality	Suggestion for school pick up/carer exemptions	10	0%
Other Suggestions	Suggestion to change arrangements to one way or two way roads within scheme area	10	0%
Environmental impact	Suggestion to improve air quality	9	0%
Quality of life impacts	Concern for having to change job because of the scheme	8	0%
Safety	Concern about illegal parking	7	0%
Signage	Support signage now gives advance warnings	7	0%
Scheme Scope	Suggestion to reduce scheme trial timescales	7	0%
Other Suggestions	Suggestion to make changes to parking to improve traffic flow within the scheme area	7	0%
Safety	Concern about personal safety due to poor lighting	6	0%
Safety	Concern about safety on commute for women/ girls (includes walking at night, on public transport etc)	6	0%
Access, Accessibility and Equality	Suggestion for system where blue badge holders are recognised irrespective of vehicle	5	0%

Theme	Code	Number	Percent (out of 3874)
Access, Accessibility and Equality	Concern that it is more difficult to access electric car chargers	5	0%
Signage	Concern about excess signage / too many signs	5	0%
Other Suggestions	Suggestion for timed resident parking	5	0%
Signage	Concern signage obstructs residential views	4	0%
Signage	Concern signage has been damaged in specific location(s)	4	0%
Other Suggestions	Suggestion to add placemaking enhancements to the scheme	4	0%
Other	Abusive comment - to be escalated to RBG and excluded from analysis	2	0%
Access, Accessibility and Equality	Concern parking restrictions limit access to University	2	0%
Access, Accessibility and Equality	Concerns about increase in taxi / PHV prices	2	0%
Environmental impact	Suggestion to decrease noise pollution	2	0%
Other Suggestions	Other	2	0%
General	Concern that scheme has been 'watered down' due to opposition	1	0%

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