

# ROYAL BOROUGH OF GREENWICH

## WEST GREENWICH TRAFFIC REDUCTION AREA ENGAGEMENT ANALYSIS REPORT

# WEST GREENWICH TRAFFIC REDUCTION AREA ENGAGEMENT ANALYSIS

## EXECUTIVE SUMMARY

This report includes details of the analysis of the responses to the Royal Borough of Greenwich’s engagement on traffic management proposals for the West Greenwich Traffic Reduction (WGTR) area.

The engagement provided respondents with two options to provide their views, further comments and suggestions on.

The Options were two variations on traffic management proposals for the project area, one using a series of measures that would full-time change to the way traffic is managed with the second using timed measures as an alternative.

Views provided by respondents suggested that neither option were popular as proposed. The majority of local respondents were quite or very negative about Option 1 (53.5%) and Option 2 (52.4%).

However nearly a third of respondents (29.2%) from inside the WGTR area were very positive toward Option 1 compared to only 5.4% of respondents from inside the area to Option 2.

Responses indicate that the hours of operation suggested for Option 2 would not solve the issues people experience in the area.

Responses to both Options suggested that there is support for measures to address the amount of non-local traffic travelling through the area. Concerns focused on the impacts of both schemes on specific streets which respondents thought may suffer increased levels of traffic.

Both positive and negative respondents to both Options suggested that both did not go far enough to address issues whilst relocating measures further north in the area was suggested by some as a better solution than either options.

## CONTENTS

|                   |    |
|-------------------|----|
| INTRODUCTION..... | 3  |
| THE SURVEY.....   | 4  |
| RESPONSES.....    | 5  |
| ANALYSIS.....     | 6  |
| OPTION 1.....     | 7  |
| OPTION 2.....     | 23 |
| SUMMARY.....      | 36 |

# WEST GREENWICH TRAFFIC REDUCTION AREA ENGAGEMENT ANALYSIS

## INTRODUCTION

We are Bespoke. This is our report on the analysis of the responses to the Royal Borough of Greenwich's engagement on traffic management proposals for the West Greenwich Traffic Reduction (WGTR) area.

It includes:

- An introduction to the engagement process
- Content from the engagement materials
- A more detailed review of the results for the two options developed
- A summary of additional correspondence and representation of views including emails, letters and petitions.
- A summary and discussion of the overall results

## BACKGROUND

The Royal Borough of Greenwich engaged residents and businesses in the WGTR area of the borough, on two proposals to address issues associated with non local motor traffic travelling through the area to avoid the local main road network.

Traffic data identified significant volumes of non local motor traffic using the local road network, with heavy volumes recorded on certain routes.

Using this background information, and other data, two design options were developed. Residents and businesses were sent a letter asking them to comment on the two options to help the Council understand what measures should be implemented.

The survey was hosted on-line on the Councils website. Additionally paper copies of the surveys were provided on request.

Two drop-in sessions were held during the engagement period.

The sessions provided interested parties the opportunity to view proposals and discuss them with Council officers. The drop-in sessions were held on:

- Saturday 9 November, 1pm to 4pm at James Wolfe School, Royal Hill SE10 8RZ
- Wednesday 20 November, 5pm to 8pm at James Wolfe School, Royal Hill SE10 8RZ

There was no limitation on who could take part in the engagement. People from outside the project area were entitled to provide responses to the engagement. However, responses from people who provided a postal address inside the project area are considered the highest priority .

# INTRODUCTION

# WEST GREENWICH TRAFFIC REDUCTION AREA ENGAGEMENT ANALYSIS

## THE SURVEY

The resident and business survey asked respondents for their views on two traffic management options, known as *Option 1* and *Option 2*.

*Option 1* proposed a combination of locations where streets would be made pedestrian and cycle access only, and new one-way restrictions introduced to address traffic issues identified in the area.

*Option 2* proposed a combination of locations where streets would be made pedestrian and cycle access on a permanent basis, one-way workings, and the use of camera enforcement to prevent access to and from the A2 from Hyde Vale during peak periods.

A 'likert' scale type question was used to gauge views on the design options. Likert scales enable respondents to state the extent to which they agree with a statement or have a preference, as opposed a binary yes/no choice.

To help people clarify their responses to the questions related to the options, respondents were able to provide additional comments to clarify and expand on their views .

The aim was to understand peoples views on the options developed particularly the preference between a permanent solution using physical measures or a timed scheme.

Respondents were encouraged to provide comments, ideas and issues that would help the council develop a final design option that could be implemented, either as a trial or a permanent scheme.

An extract from the engagement letter showing the survey section is included right.

### West Greenwich (Hills & Vales) traffic reduction survey

#### Proposed options

##### 1: How do you feel about Option 1?

Please tick one option only

- Very negative     Quite negative     Neutral     Quite positive     Very positive

##### 2: Why do you feel that way?

##### 3: How do you feel about Option 2?

Please tick one option only

- Very negative     Quite negative     Neutral     Quite positive     Very positive

##### 4: Why do you feel that way?

##### 5: Please tell us your thoughts about the proposed timed restriction between Monday and Friday 6-9.30am and 4-7pm. (for option 2).

THE SURVEY

# WEST GREENWICH TRAFFIC REDUCTION AREA ENGAGEMENT ANALYSIS

## RESPONSES

A total of 854 responses were received to the on-line survey with 572 from people who live or operate a business in the project area. One additional survey response was also received by post. The total number of responses included in the analysis is 855.

Additionally, 2 petitions and 37 emails were sent in during, or immediately after the engagement period. These included more detailed responses to the engagement and some included photo and video evidence submitted to show traffic management issues and poor driver behaviour. These items of correspondence have been considered alongside the analysis of the response but not included in the data set.

This report outlines the overall response to the engagement and explores the additional comments provided by respondents to better understand the views of residents and businesses in the area.

This includes views on the design options and any further opportunities or issues they have identified.

As shown on page 4, the survey provided respondents with free text boxes to comment. This was used by the majority of respondents, primarily to clarify their preferences. Additional comments provided by respondents in the main provided further information, comments or suggestions.

This valuable information has been analysed, to better understand the responses to the engagement and identify any patterns, trends or preferences that could suggest a way to develop a solution that addresses the issues and meets the needs of the project area.

## CODING RESPONSES

To analyse the free text comments a coding frame has been produced. The frame has been developed using a sample of responses which have been analysed in detail to identify commonly mentioned locations, issues and subjects.

These codes have been used to initially interrogate the free text responses. Following an initial analysis codes were reviewed by the project team and additional codes added. This process included a review of all categories including a focus on those placed in other.

Where relevant, additional codes and categories were then generated. This was carried out as a team including all those involved in the analysis to avoid the risk of surveyor bias. The complete set of codes can be seen in the data analysis.

Each response was fully analysed using the codes. Each section or subject of each response was coded and included in the complete analysis.

RESPONSES

# WEST GREENWICH TRAFFIC REDUCTION AREA ENGAGEMENT ANALYSIS

## RESPONSES

### SURVEY RESPONSES

A total of 855 responses were received during the engagement period. The vast majority (854) were received on line with an additional response received via the post.

When asked, 807 responses provided a postal address. The majority provided an address within the project area (572 or 67% of all responses).

Of the remaining 283, 181 (21% of total responses) provided an address in another part of the borough and 54 (6.3% of overall response) stated they lived outside the borough.

The remaining 48 (5.6%) did not provide an address.

Whilst all responses to the engagement have been analysed more analysis and consideration has been given to the views of those who live in the

**TABLE SHOWING WHERE RESPONSES TO THE ON-LINE ENGAGEMENT WERE FROM**

|                               | TOTAL | PERCENTAGE |
|-------------------------------|-------|------------|
| INSIDE AREA                   | 572   | 66.9%      |
| OUTSIDE AREA (BUT IN BOROUGH) | 181   | 21.2%      |
| OUTSIDE BOROUGH               | 54    | 6.3%       |
| NO ADDRESS                    | 48    | 5.6%       |
| TOTAL                         | 855   | 100.0%     |

project area as it impacts the streets in which they live and work in.

### OTHER RESPONSES

As introduced previously, in addition to the on-line survey responses, comments were received in 37 emails/letters and two petitions.

These responses are to be considered as part of the overall response to engagement but not combined with the survey results in any analysis to ensure a consistent approach.

Other responses are discussed at the end of the analysis section.

ANALYSIS

# WEST GREENWICH TRAFFIC REDUCTION AREA ENGAGEMENT ANALYSIS

## OPTION 1

The following section explores the responses provided to Option 1.

Option 1 is a fixed arrangement designed to reduce through traffic across the area at all times, on every day of the week.

The design proposal included a series of measures known as modal filters.

The measures as proposed in the engagement letter and survey are outlined below:

Measures (see map on page 8)

- Modal filter at junction of Royal Hill & Greenwich High Road – a modal filter prevents vehicular access at that point, while maintaining access for people walking and cycling. This could be done using bollards or planters, (example image below):
- Modal filter on Crooms Hill to south of junction with King George Street
- Modal filter where Hyde Vale meets West Grove
- Modal filter at junction of Lindsell St and Greenwich South Street
- One way westbound on 'Little' Royal Hill
- Minor works at eastern end of Maidenstone Hill to prevent overrunning of kerb by large vehicles



In addition to the details of the measures included in Option 1, respondents were provided with a list of pro's and cons. These are included overleaf and primarily focus on the changes to motor vehicle access and the positive and negative implications of these (depending upon your viewpoint).

A Frequently Asked Questions section provided information on questions related to the design process for the option and background information.

The engagement letter also included a map showing the proposal and associated measures which is included on page 7 of this report.

ANALYSIS

# WEST GREENWICH TRAFFIC REDUCTION AREA ENGAGEMENT ANALYSIS

## OPTION 1

The pros and cons of Option 1, as outlined in the engagement letter, are included below:

### PROS:

- Reduced traffic across the area, at all times and every day of the week - creating a permanently quieter, safer neighbourhood
- A consistent environment would be simpler for residents, especially children, to understand. They would not have to change their behaviour at different times of the day or week.
- All residents in the area would still have vehicular access to the three main roads (A2, Greenwich South Street & Greenwich High Road) adjacent to it, apart from those living on Crooms Hill to the south of the junction with King George Street (see FAQ).
- Vehicular access to St Ursula's Convent Secondary School and Our Lady Star of the Sea Roman Catholic Church on Crooms is maintained at all times from the A2 via General Wolfe Road.
- Vehicular access to the businesses on Royal Hill is maintained from all three main roads adjacent to the area.
- Reduces traffic on the narrow 'Little' Royal Hill to one-way.
- Removes cut through for southbound through traffic avoiding the traffic lights at the junction of Greenwich South Street and the A2

### CONS:

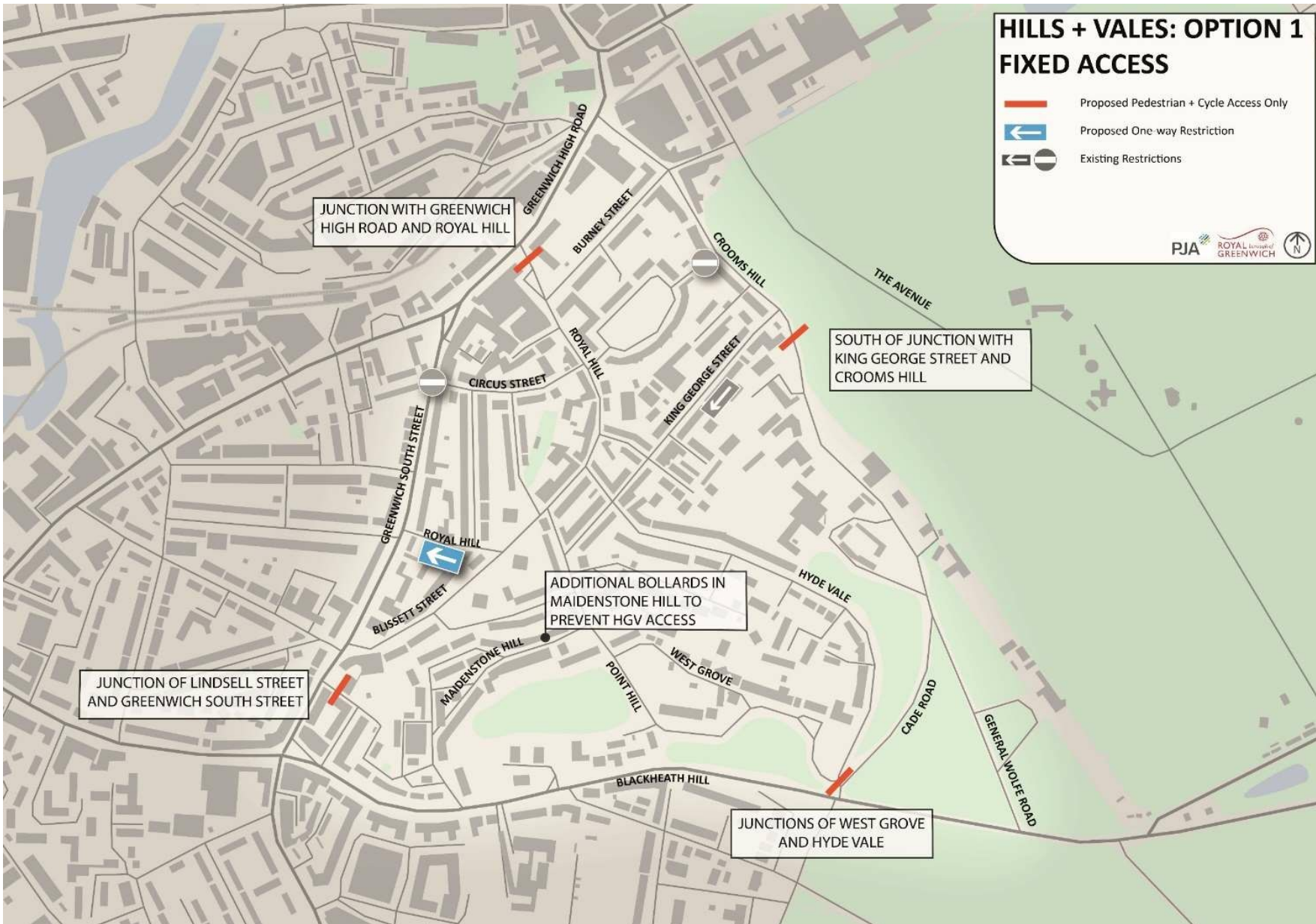
- Residents living on Crooms Hill south of the junction with King George Street would no longer have vehicular access to Greenwich South Street and Greenwich High Road (see FAQ)
- Only residents living on Crooms Hill south of the junction with King George Street would have vehicular access to the A2 in both directions via General Wolfe Road or eastbound via Cade Road
- It would still be possible to drive through the area via Maidenstone Hill, Point Hill, Royal Hill, Burney Street and Stockwell Street. This not a very desirable route for through traffic (which is generally trying to travel in a north western or south eastern direction), so flows on those roads would still be expected to reduce noticeably.

ANALYSIS



# WEST GREENWICH TRAFFIC REDUCTION AREA ENGAGEMENT ANALYSIS

## OPTION 1 PLAN SHOWING PROPOSED CHANGES TO LOCAL TRAFFIC MANAGEMENT



ANALYSIS

# WEST GREENWICH TRAFFIC REDUCTION AREA ENGAGEMENT ANALYSIS

## HOW DO YOU FEEL ABOUT OPTION 1?

As introduced previously, the majority (572) of the 854 responses received to the online engagement were from people who stated they lived or represented in business in the WGTR area.

The 572 local responses were split between positive and negative views towards *Option 1* but with the majority having negative views toward the proposal.

*Option 1* was not popular with those who lived in the borough but outside the WGTR area. An overwhelming 51.4% of responses from this group were very negative towards *Option 1*

Interestingly the most polarised views were from those who stated they lived outside the borough. In total 59.3% of non borough residents stated they felt very negative toward *Option 1* whilst 33.3% stated they felt very positive towards the proposal.

TABLE SHOWING RESPONSES TO OPTION 1 BROKEN DOWN BY AREA

### OPTION 1

|                               | VERY POSITIVE |             | QUITE POSITIVE |             | NEUTRAL   |            | QUITE NEGATIVE |            | VERY NEGATIVE |             | TOTAL        |              |
|-------------------------------|---------------|-------------|----------------|-------------|-----------|------------|----------------|------------|---------------|-------------|--------------|--------------|
|                               | NUMBER        | %           | NUMBER         | %           | NUMBER    | %          | NUMBER         | %          | NUMBER        | %           | NUMBER       | %            |
| <b>INSIDE AREA</b>            | <b>167</b>    | <b>29.2</b> | <b>71</b>      | <b>12.4</b> | <b>28</b> | <b>4.9</b> | <b>54</b>      | <b>9.4</b> | <b>252</b>    | <b>44.1</b> | <b>572.0</b> | <b>100.0</b> |
| OUTSIDE AREA (BUT IN BOROUGH) | 38            | 21.0        | 21             | 11.6        | 6         | 3.3        | 23             | 12.7       | 93            | 51.4        | 181.0        | 100.0        |
| OUTSIDE BOROUGH               | 18            | 33.3        | 3              | 5.6         | 1         | 1.9        | 0              | 0.0        | 32            | 59.3        | 54.0         | 100.0        |
| NO ADDRESS                    | 7             | 14.6        | 6              | 12.5        | 6         | 12.5       | 8              | 16.7       | 21            | 43.8        | 48.0         | 100.0        |

ANALYSIS

# WEST GREENWICH TRAFFIC REDUCTION AREA ENGAGEMENT ANALYSIS

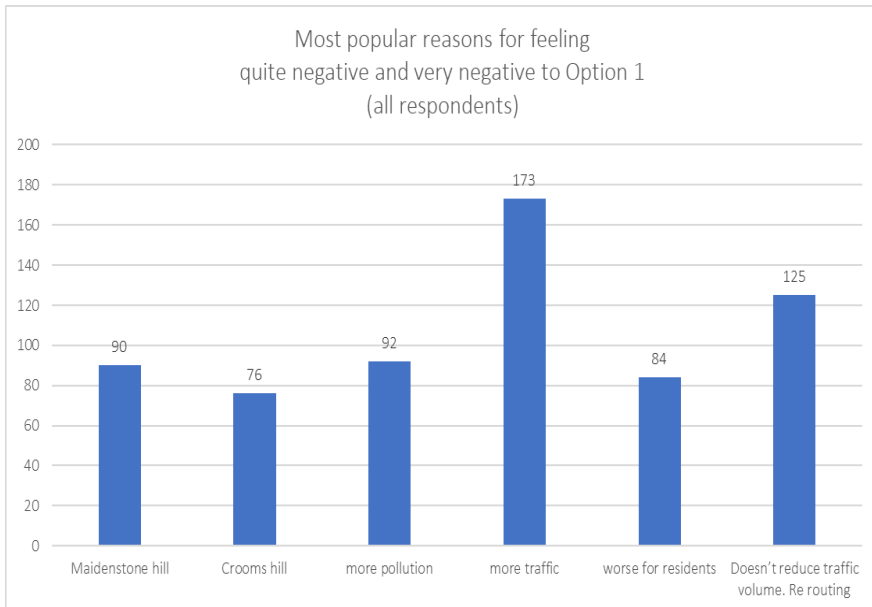
## OPTION 1 ALL RESPONDENTS

### HOW DO YOU FEEL ABOUT OPTION 1?

When considering **all** responses, a total of 482 (56.4% of the 855 received) felt negatively or very negatively toward the scheme. The bar chart below (chart 1) shows these responses.

The most popular reasons for being negative or quite negative to Option 1 from **all** respondents were:

- Concerns the scheme would create more traffic (173)
- That the proposal wont reduce traffic volumes but will re-route it (125)
- The scheme would create more pollution (92)
- Concerns about Maidenstone Hill (90)
- The scheme will make things worse for residents (84)



### WHY DO YOU FEEL THAT WAY?

The additional comments provided by **all** respondents who were negative to Option 1 suggest that that their issues and concerns are more associated with the overall impact or perceived lack of impact of the scheme and not opposed to the idea of measures to address traffic in the area.

The most mentioned concern when including **all** responses was that the proposal would create more traffic on certain routes. The second most frequently mentioned view was that the scheme would move and not solve the problems currently experienced in the area.

When including results from all respondents (as opposed the WGTR area only) there is significantly more people concerned about increased traffic (173 respondents vs 89) and concerned that the scheme will not reduce traffic but will instead just re-route it.

This may suggest these responses are from people who drive through the area with concerns based on their convenience and ability to do so. It may also suggest that people from outside the area would continue to drive through the area if possible.

Respondents were also concerned that the impact of this would be felt significantly on Maidenstone Hill.

It should be noted that disapproval or rejection of a scheme in its entirety was not evident in the comments provided to explain or expand on views on Option 1.

ANALYSIS

# WEST GREENWICH TRAFFIC REDUCTION AREA ENGAGEMENT ANALYSIS

## OPTION 1 INSIDE THE WGTR AREA

### HOW DO YOU FEEL ABOUT OPTION 1?

When focusing on the people who responded to the on-line engagement, who stated they lived or worked in the WGTR area, the majority stated they were negative or very negative about Option 1.

Of those feeling negatively toward the scheme significantly more people felt very negative (252 or 44.1%) than quite negative (54 or 9.4%), with a combined total of 53.5% .

Those feeling quite positive or very positive towards Option 1 represented 238 of the 572 responses or 41.6% of respondents. Nearly 5% of respondents felt neutral towards the proposal.

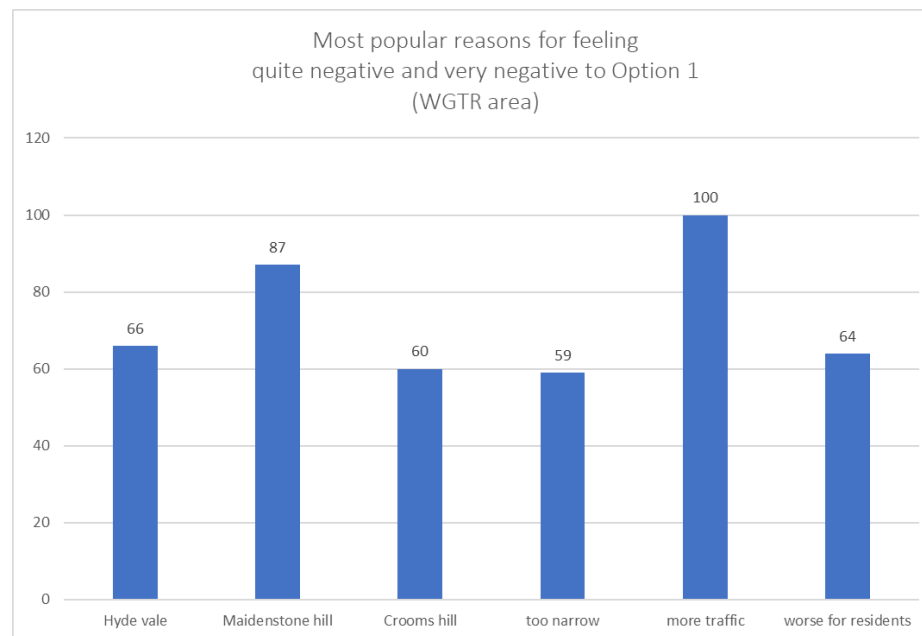
TABLE SHOWING THE RESPONSE TO OPTION 1 FROM RESPONDENTS FROM INSIDE THE WGTR PROJECT AREA

| RESPONSE       | RESPONDENTS (NUMBER) | RESPONDENTS (PERCENTAGE) |
|----------------|----------------------|--------------------------|
| VERY POSITIVE  | 167                  | 29.2%                    |
| QUITE POSITIVE | 71                   | 12.4%                    |
| NEUTRAL        | 28                   | 4.9%                     |
| QUITE NEGATIVE | 54                   | 9.4%                     |
| VERY NEGATIVE  | 252                  | 44.1%                    |

### WHY DO YOU FEEL THAT WAY?

When asked why respondents felt that way those who felt negatively towards Option 1 stated the following reasons:

- Concerns the scheme would create more traffic (100)
- Concerns about Maidenstone Hill (84)
- Concerns about Hyde Vale (63)
- The scheme will make things worse for residents (59)
- Reduced access (53)



ANALYSIS

# WEST GREENWICH TRAFFIC REDUCTION AREA ENGAGEMENT ANALYSIS

## OPTION 1 INSIDE THE WGTR AREA

### WHY DO YOU FEEL THAT WAY?

#### CONCERNS THE SCHEME WOULD CREATE MORE TRAFFIC

The most given reason for negative or very negative feelings towards Option 1 was that the scheme would increase traffic volumes, as opposed to reduce it as intended.

This was included in comments by 89 respondents, in the region of a third (29%) of all negative responses to Option 1 from those in the WGTR area.

#### CONCERNS ABOUT MAIDENSTONE HILL

Maidenstone Hill was mentioned by 84 of the 306 who provided negative comments on option 1, representing nearly one in three responses or 27.5% of those from the WGTR area.

Negative comments mainly focused on the unsuitability of the road to serve as the access route as it is too narrow and concerns increases in traffic volumes would occur. Those who mentioned Maidenstone Hill also felt it would be more dangerous and the motor vehicle access route for the scheme area should take a different route.

#### CONCERNS ABOUT HYDE VALE

In addition to concerns about Maidenstone Hill 63 respondents stated they had concerns about the effect of Option 1 on Hyde Vale. These concerns focused on increases in traffic and that the scheme wouldn't reduce traffic but would just reroute it.

#### THE SCHEME WILL MAKE THINGS WORSE FOR RESIDENTS

A total of 84 of those who were negative about the scheme thought the scheme would make things worse for residents. Reasons for making it worse included properties opening directly onto pavement, cars regularly being damaged and emergency vehicle access.

#### REDUCED ACCESS

A total of 53 respondents from the area included concerns about reduced access by car into and out of the area.

# WEST GREENWICH TRAFFIC REDUCTION AREA ENGAGEMENT ANALYSIS

## OPTION 1 INSIDE THE WGTR AREA

### WHERE DO PEOPLE LIVE?

As discussed the majority of people who stated they lived or worked in the project area felt negatively towards Option 1. Concerns that the scheme will create traffic was the most frequently mentioned reason.

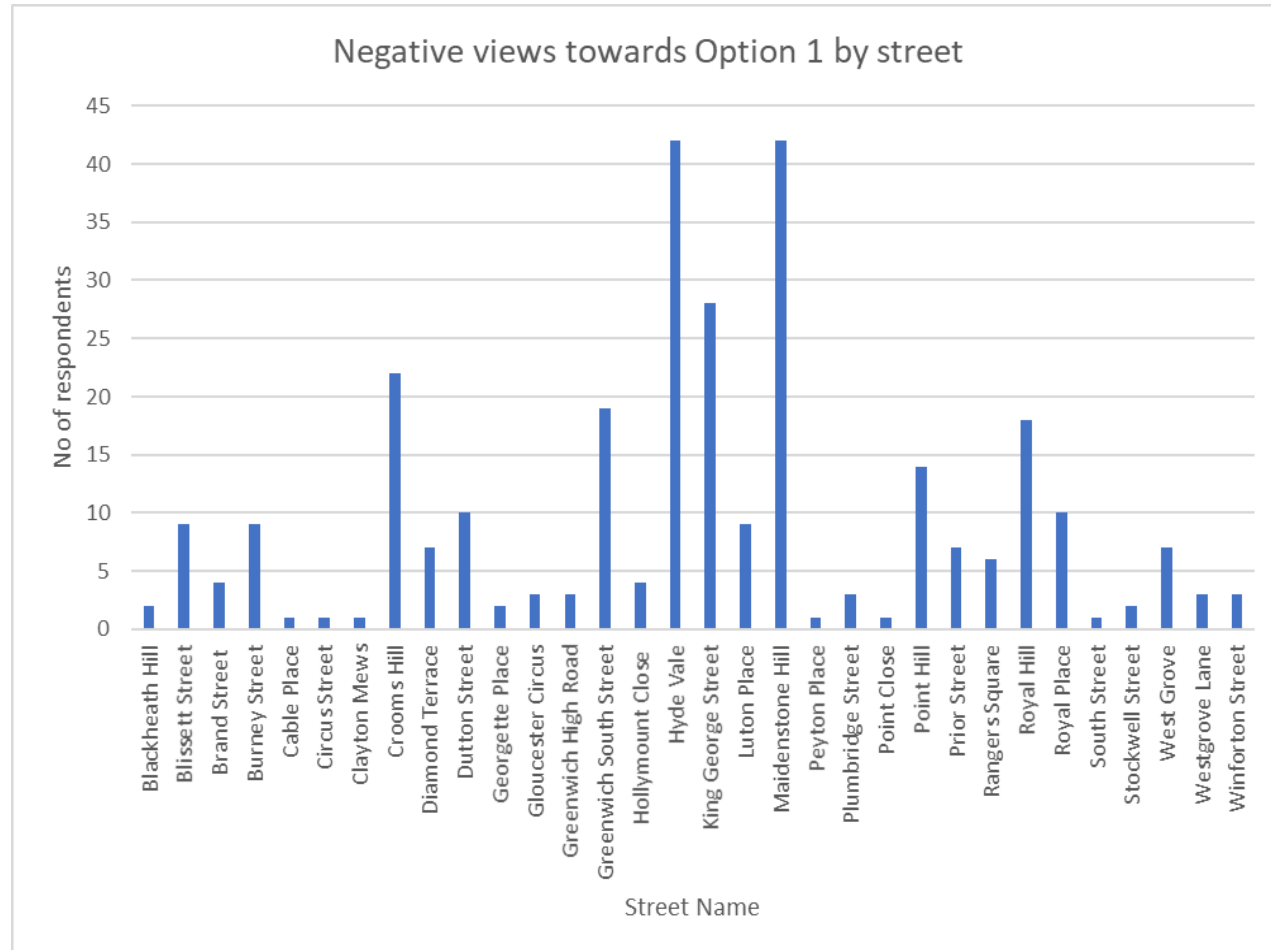
When looking at where negative responses came from, a handful of streets dominate, as can be seen in the bar chart .

The highest number of negative responses from streets in the area was 42. This total was received from people who live in both Hyde Vale and Maidenstone Hill.

Other streets where significant numbers of negative responses were received from include King George Street (28), Crooms Hill (22), Greenwich South Street (19) and Royal Hill (18).

Many of the streets with higher numbers of negative responses comprise one of the only through routes that would exist if Option 1 were implemented (Crooms Hill, King George Street. Maidenstone Hill).

Respondents from Maidenstone Hill suggested that they felt negatively towards Option 1 due to concerns about the suitability of their street for the anticipated increases in traffic.



Respondents from Hyde Vale, whilst not being a through route if Option 1 was implemented stated concerns around increases in traffic in nearby roads.

ANALYSIS

# WEST GREENWICH TRAFFIC REDUCTION AREA ENGAGEMENT ANALYSIS

## OPTION 1 ALL RESPONDENTS

### HOW DO YOU FEEL ABOUT OPTION 1?

As introduced previously those stating they were quite positive or very positive towards Option 1 represented 331 of the 854 responses or 38.7%.

As with negative views opinions were strong. There were twice as many very positive responses as quite positive. A total of 230 (46.6% of all respondents) stated they felt very positive toward Option 1 whilst a total of 41 respondents stated that they felt neutral towards Option 1, representing 4.8% of respondents.

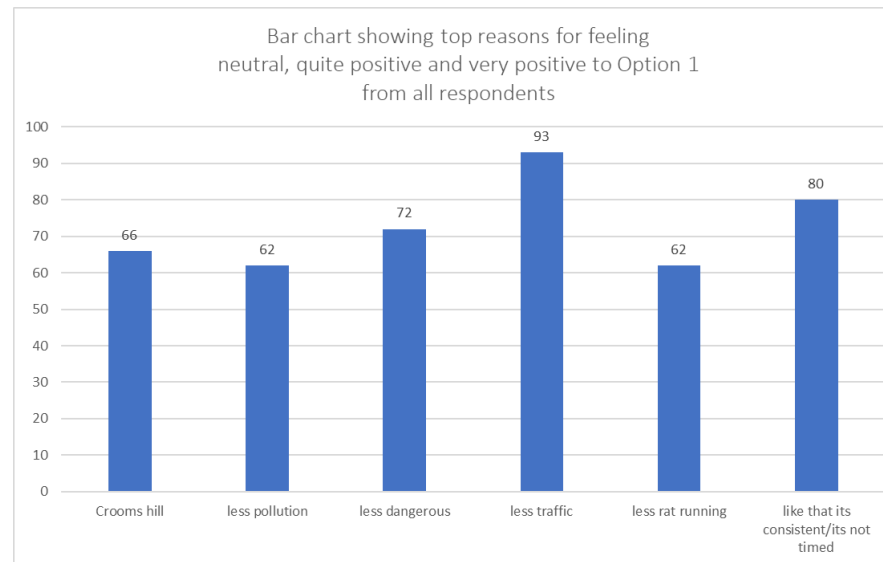
### WHY DO YOU FEEL THAT WAY?

The most frequently mentioned subjects included in comments supporting Option 1 were:

- Less traffic (93)
- Like that its consistent/it isn't just a timed period (80)
- Less dangerous (72)
- Less pollution (62)
- Less rat running (62)

TABLE SHOWING ALL RESPONSES TO QUESTION 1,  
HOW DO YOU FEEL ABOUT OPTION 1?

| RESPONSE       | RESPONDENTS (NUMBER) | RESPONDENTS (PERCENTAGE) |
|----------------|----------------------|--------------------------|
| VERY POSITIVE  | 230                  | 26.93%                   |
| QUITE POSITIVE | 101                  | 11.83%                   |
| NEUTRAL        | 41                   | 4.80%                    |
| QUITE NEGATIVE | 84                   | 9.84%                    |
| VERY NEGATIVE  | 398                  | 46.60%                   |



ANALYSIS



# WEST GREENWICH TRAFFIC REDUCTION AREA ENGAGEMENT ANALYSIS

## OPTION 1 INSIDE THE WGTR AREA

### HOW DO YOU FEEL ABOUT OPTION 1?

Focusing on responses from the WGTR area those stating they felt positive towards Option 1 increases to 41.6%.

In total 167 (29.2%) of respondents stated they were very positive for Option 1 whilst 71 respondents (12.4%) stated they were quite positive.

TABLE SHOWING RESPONSES TO QUESTION 1, HOW DO YOU FEEL ABOUT OPTION 1? FROM INSIDE THE WGTR AREA

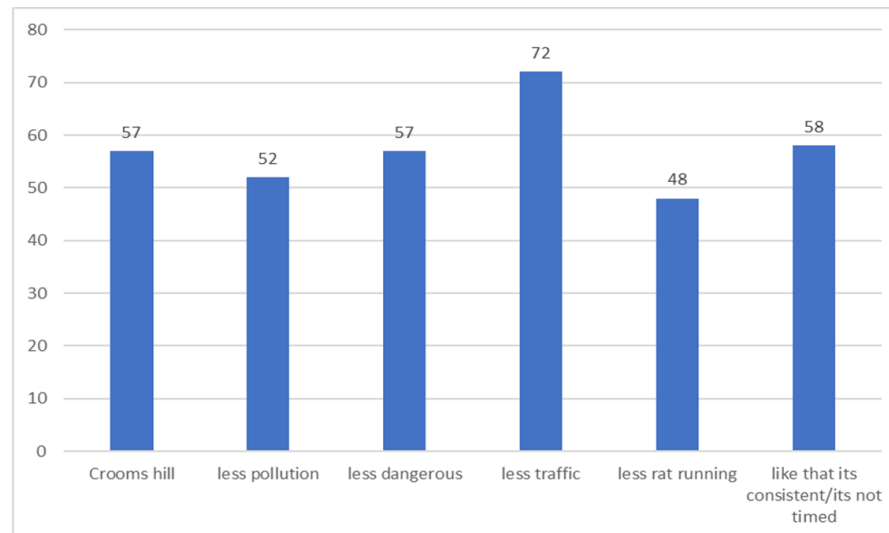
| RESPONSE       | RESPONDENTS (NUMBER) | RESPONDENTS (PERCENTAGE) |
|----------------|----------------------|--------------------------|
| VERY POSITIVE  | 167                  | 29.2%                    |
| QUITE POSITIVE | 71                   | 12.4%                    |
| NEUTRAL        | 28                   | 4.9%                     |
| QUITE NEGATIVE | 54                   | 9.4%                     |
| VERY NEGATIVE  | 252                  | 44.1%                    |

### WHY DO YOU FEEL THAT WAY?

The most frequently mentioned comments or popular reasons for supporting (*quite positive or very positive*). **Those that responded that they were neutral were included in the positive category as they are not opposed to the implementation of the option.**

Option 1 from people who lived or worked in the area are shown in the chart below. As can be seen in the chart, the most mentioned comments from people who were positive toward Option 1 were:

- Less traffic (72)
- Like that its consistent/it isn't just a timed period (58)
- Less dangerous (57)
- Less pollution (52)
- Less rat running (48)



ANALYSIS



# WEST GREENWICH TRAFFIC REDUCTION AREA ENGAGEMENT ANALYSIS

## OPTION 1 INSIDE THE WGTR AREA

### WHY DO YOU FEEL THAT WAY?

#### LESS TRAFFIC

Less traffic was the most popular reason for supporting (or feeling neutral) about Option 1. This was included in 72 of the 238 positive comments provided with support in question 1 *how do you feel about option 1?*

#### THAT IT IS CONSISTENT/NOT TIMED

A considerable proportion (24.4% or 58 of 238) of those supporting option 1 stated they did so due to its consistency, and the fact it wasn't timed. People who responded in this manner stated that timed option would not solve the issues and also that a lack of consistency would confuse people, not just car drivers driving through the area, but also local people including children.

#### LESS DANGEROUS

Of the 238 supporting comments to option 1, 57 or about 1 in 4 include comments that they thought it would be less dangerous in the area. This was mainly in comments about improvements to road safety, primarily through reduced traffic and slower speeds.

#### LESS POLLUTION

A total of 52 responses included comments that they thought the scheme would reduce levels of pollution in the area through reduced emissions from motor traffic.

#### LESS RAT RUNNING

Rat running was a concern also mentioned in 48 of the 372 positive comments about option 1.

#### DISCUSSION

The additional comments provided by respondents who were positive (or neutral) to Option 1 suggest that people supported it due to the impact it would have in reducing traffic levels.

It seems respondents also use terminology interchangeably with different people identifying similar issues but using different terms to describe less traffic overall and different people suggesting a reduction in rat running.

Unlike those who were negative towards Option 1 those supporting the scheme from both inside and outside the area included similar reasons for having positive views.

# ANALYSIS

# WEST GREENWICH TRAFFIC REDUCTION AREA ENGAGEMENT ANALYSIS

## OPTION 1, WHERE DID POSITIVE RESPONSES COME FROM?

The streets where people who were positive about Option 1 said they lived or worked, differed from those who had negative views towards it.

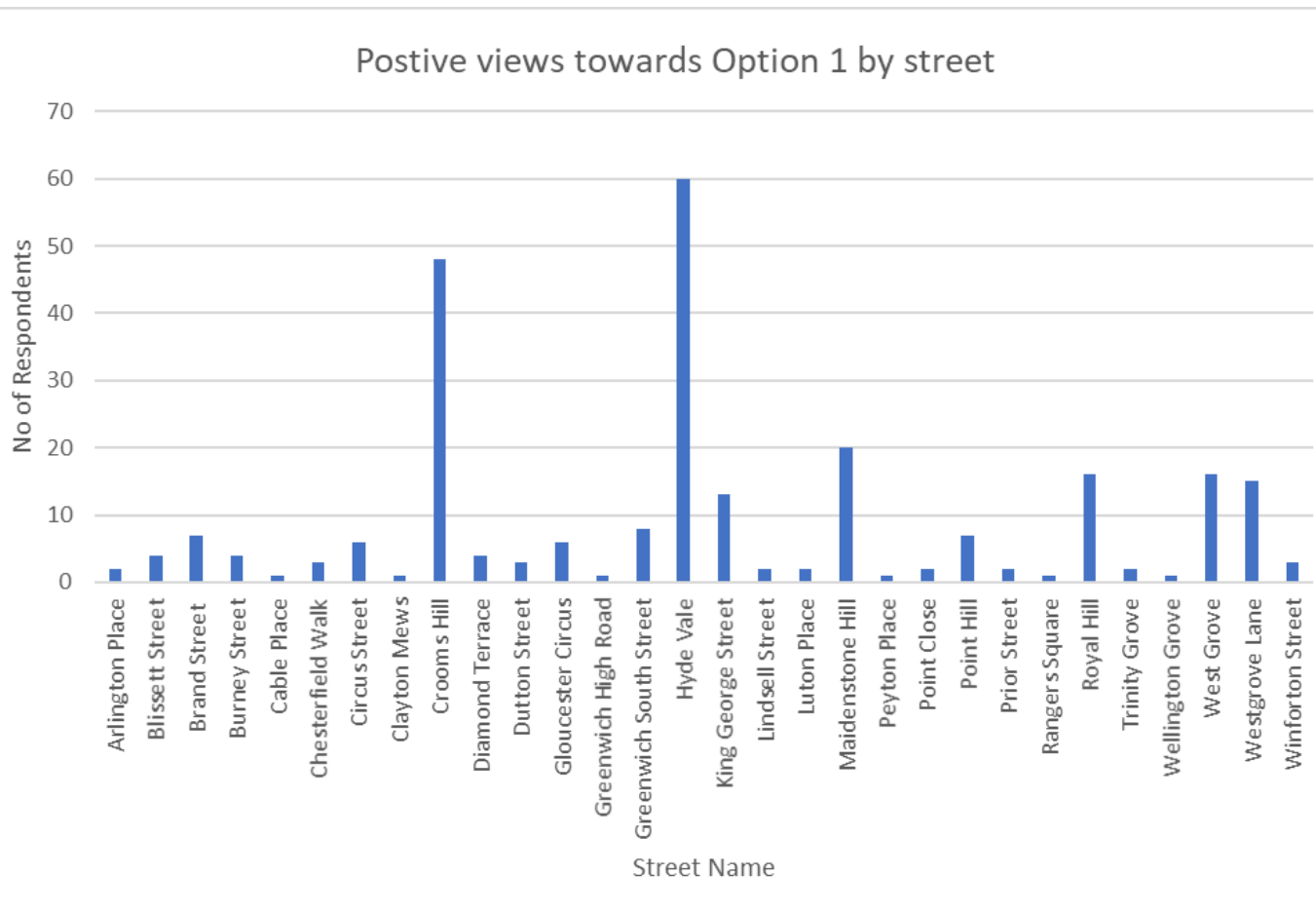
The highest number of positive responses came from Hyde Vale. In total 60 respondents from the street stated they felt positively towards Option 1.

Positive responses from Hyde Vale mentioned reductions in traffic whilst negative responses focused on the potential for traffic issues to be moved to other streets.

Interestingly Hyde Vale was also provided the joint highest number of negative views towards Option 1 (42).

The street in the project area that provided the second highest number of positive responses to Option 1 was Crooms Hill (48).

This is of course not surprising considering the street would likely benefit significantly from the implementation of the proposal or a similar scheme through significantly reduced traffic levels.



Support from other streets was spread across the WGTR area with Maidenstone Hill (20) providing the third highest number of positive responses to Option 1.

ANALYSIS

# WEST GREENWICH TRAFFIC REDUCTION AREA ENGAGEMENT ANALYSIS

## OPTION 1 CONCERNS ABOUT SPECIFIC STREETS

With any area wide traffic management proposal respondents identified certain streets and included them in their text comments.

These included that they thought would benefit from the scheme, those that may experience changes in traffic conditions including increases.

This section explores the mentions of specific streets on the comments provided from all responses to Option 1, including other roads mentioned in the same responses.

The most mentioned streets were Crooms Hill (142) Maidenstone Hill (115), Maidenstone Hill, Hyde Vale (103), Greenwich South Street (94). Maidenstone Hill was also the most mentioned in negative or very negative responses to Option 1 as introduced previously on page 8.

The mentions were of course made in longer responses which include wider statements about the impact of proposals, conditions or alternative ideas meaning most streets were mentioned but smaller streets and those that may be less impacted mentioned less frequently.

The table below shows the number of times street were mentioned in comment along with another streets.

A TABLE SHOWING STREETS IN THE WGTR AREA MENTIONED IN CONJUNCTION WITH OTHER STREETS IN RESPONSES TO OPTION 1

|                        | KING GEORGE STREET | CIRCUS STREET | ROYAL HILL | BURNEY STREET | POINT HILL | DUTTON STREET | HYDE VALE | MAIDENSTONE HILL | CROOMS HILL | GREENWICH SOUTH STREET |
|------------------------|--------------------|---------------|------------|---------------|------------|---------------|-----------|------------------|-------------|------------------------|
| KING GEORGE STREET     | 46                 | 3             | 13         | 8             | 6          | 2             | 14        | 13               | 26          | 8                      |
| CIRCUS STREET          | 3                  | 17            | 7          | 6             | 4          | 0             | 3         | 0                | 7           | 2                      |
| ROYAL HILL             | 13                 | 7             | 84         | 29            | 20         | 2             | 20        | 22               | 28          | 26                     |
| BURNEY STREET          | 8                  | 6             | 29         | 43            | 15         | 2             | 12        | 10               | 16          | 10                     |
| POINT HILL             | 6                  | 4             | 20         | 15            | 59         | 6             | 18        | 30               | 18          | 9                      |
| DUTTON STREET          | 2                  | 0             | 2          | 2             | 6          | 20            | 7         | 20               | 6           | 5                      |
| HYDE VALE              | 14                 | 3             | 20         | 12            | 18         | 7             | 103       | 25               | 50          | 15                     |
| MAIDENSTONE HILL       | 13                 | 0             | 22         | 10            | 30         | 20            | 25        | 115              | 25          | 13                     |
| CROOMS HILL            | 26                 | 7             | 28         | 16            | 18         | 6             | 50        | 25               | 142         | 21                     |
| GREENWICH SOUTH STREET | 8                  | 2             | 26         | 10            | 9          | 5             | 15        | 13               | 21          | 94                     |

ANALYSIS

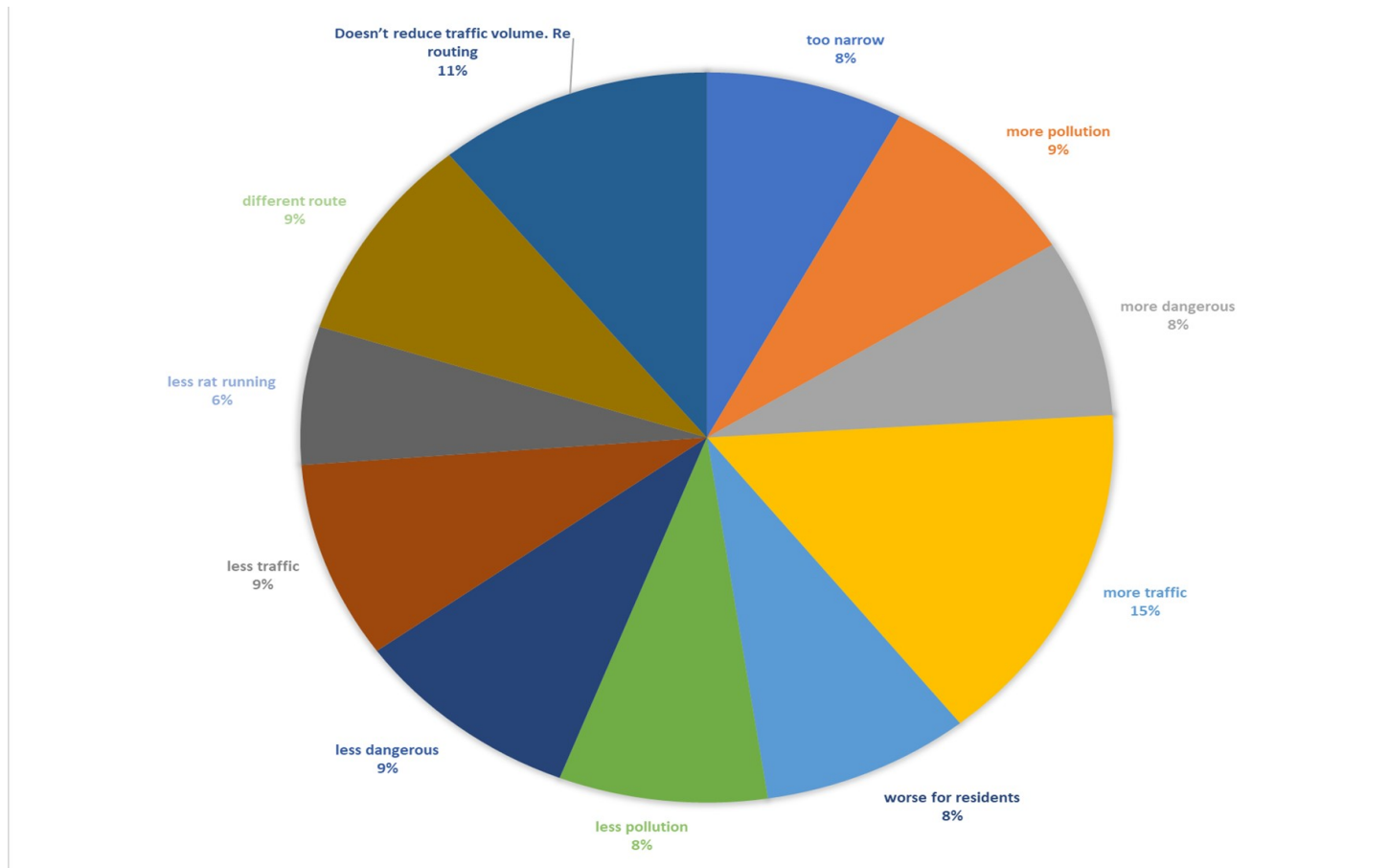
# WEST GREENWICH TRAFFIC REDUCTION AREA ENGAGEMENT ANALYSIS

## CROOMS HILL AND OPTION 1 – ALL RESPONSES

Crooms Hill was the most mentioned street. Respondents who mentioned Crooms Hill in comments along with their view on Option 1 also mentioned that the scheme will be more traffic (15%), that the option doesn't reduce traffic volume but reroutes it (11%).

A total of 9% mentioned less traffic and less dangerous but more pollution, whilst 8% stated it would be more dangerous, would create less pollution, would be worse for residents and that Crooms Hill is too narrow.

PIE CHART SHOWING COMMENTS THAT ALSO MENTIONED CROOMS HILL (ALL RESPONSES)



ANALYSIS

# WEST GREENWICH TRAFFIC REDUCTION AREA ENGAGEMENT ANALYSIS

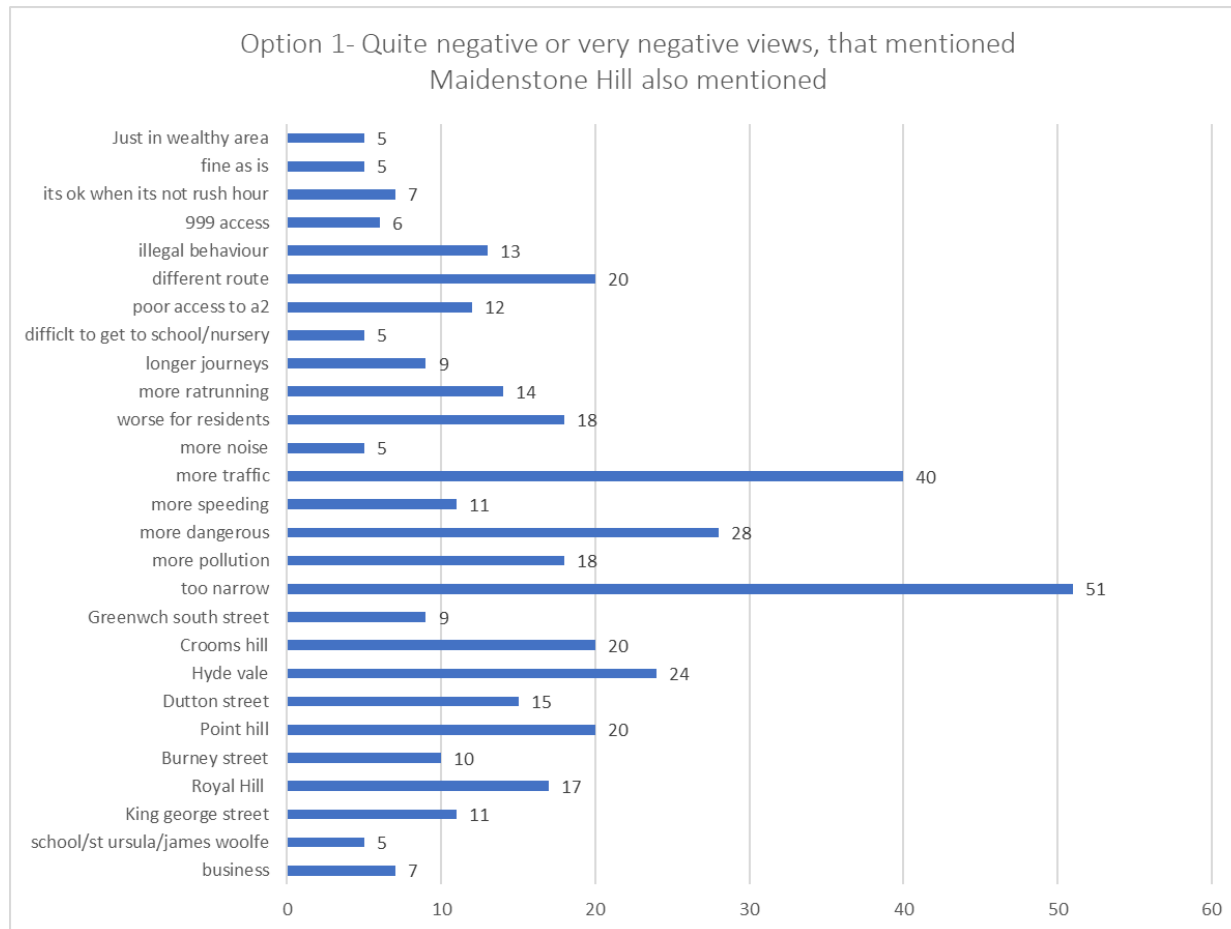
## CONCERNS ABOUT MAIDENSTONE HILL AND OPTION 1

Maidenstone Hill was the second most mentioned local street. It was mentioned by 115 of the people who left comments in answer to question 2 *how do feel about Option 1?*

Importantly it was the most mentioned in negative comments. Of the 482 respondents who provided negative comments on option 1, 90 mentioned Maidenstone Hill, representing nearly one in 5 or 19%.

The majority of comments mentioning Maidenstone Hill were from residents of the road or those immediately adjoining the street.

Negative comments mainly focused on the unsuitability of the road to serve as the access route due to it being narrow and increases in traffic volumes that would occur.



Those who mentioned Maidenstone Hill also mentioned that the scheme would make it will increase traffic, be more dangerous and drivers will still get through the areas using a different route.

When looking at only people who live and work in the WGTR area concerns about the suitability of the street and concerns about increases in traffic are magnified as can be seen in the bar chart.

ANALYSIS

# WEST GREENWICH TRAFFIC REDUCTION AREA ENGAGEMENT ANALYSIS

## FOCUS ON BUSINESS RESPONSES TO OPTION 1

A total of 56 responses to Option 1 mentioned businesses or were from businesses. Of these 40 were from respondents who were negative or very negative towards the scheme.

Of the 56 respondents from businesses , over half (30) mentioned Royal Hill, mainly to express concern at reduced access by car but also concerns around safety and commercial vehicles both delivering locally and cutting through the area .

Four responses were identified from businesses including a hairdressers, a business located in Stockwell Street, someone who lives in the area and works for a local business and one business who didn't provide details. All four thought either option would adversely impact the ability of people to access the area by car and therefore impact local businesses detrimentally.

In addition to the responses received to the on-line engagement one business responded to the engagement by letter. The Burney Street Practice (GPs) stated their concerns with the proposal.

They state that they are dependent on access by car across the borough and further afield. The response also mentions need for urgent samples to be taken to Queen Elizabeth Hospital.

ANALYSIS

# WEST GREENWICH TRAFFIC REDUCTION AREA ENGAGEMENT ANALYSIS

## OPTION 2

The second proposed option is a timed arrangement which would reduce through traffic across the area, at peak times, between Monday and Friday.

- Modal filter at the junction of General Wolfe Road and Crooms Hill – a modal filter prevents vehicular access, while maintaining access for people walking and cycling. This could be done using bollards or planters, (example image right):
- Timed modal filter at junction of Hyde Vale and A2 with camera enforcement – no access would be permitted in either direction except pedestrians and cycles. The restriction would be enforced between Monday and Friday 6-9.30am and 4-7pm. Vehicles ignoring the restriction would be issued a penalty charge notice (PCN).
- Burney Street would be made one-way (westbound) only.
- Modal filter at junction of Lindsell St and Greenwich South Street
- One way westbound on 'Little' Royal Hill
- Minor works at eastern end of Maidenstone Hill to prevent overrunning of kerb by large vehicles



In addition to the details of the measures included in Option 2 respondents were provided with a list of pro's and cons. They are included overleaf for reference. The pros and con's and primarily focus on the changes to motor vehicle access and the positive and negative implications of these (depending upon your viewpoint).

A Frequently Asked Questions section provided information on questions related to the design process for the options and

The engagement letter also included a map showing the proposal and associated measures which is included on page 24 of this report.

ANALYSIS

# WEST GREENWICH TRAFFIC REDUCTION AREA ENGAGEMENT ANALYSIS

## OPTION 2

### PROS

- Reduced traffic across the area at peak times during the week, creating a quieter, safer, neighbourhood at those times.
- All residents within the area would have vehicular access to the three main roads adjacent to the area (A2, Greenwich South Street, and Greenwich High Road) at all times.
- Stops through traffic using Burney Street to access The Avenue and Crooms Hill.
- Reduces traffic on the narrow 'Little' Royal Hill to one way.
- Removes cut through for southbound through traffic avoiding the traffic lights at the junction of Greenwich South Street and the A2.

### CONS

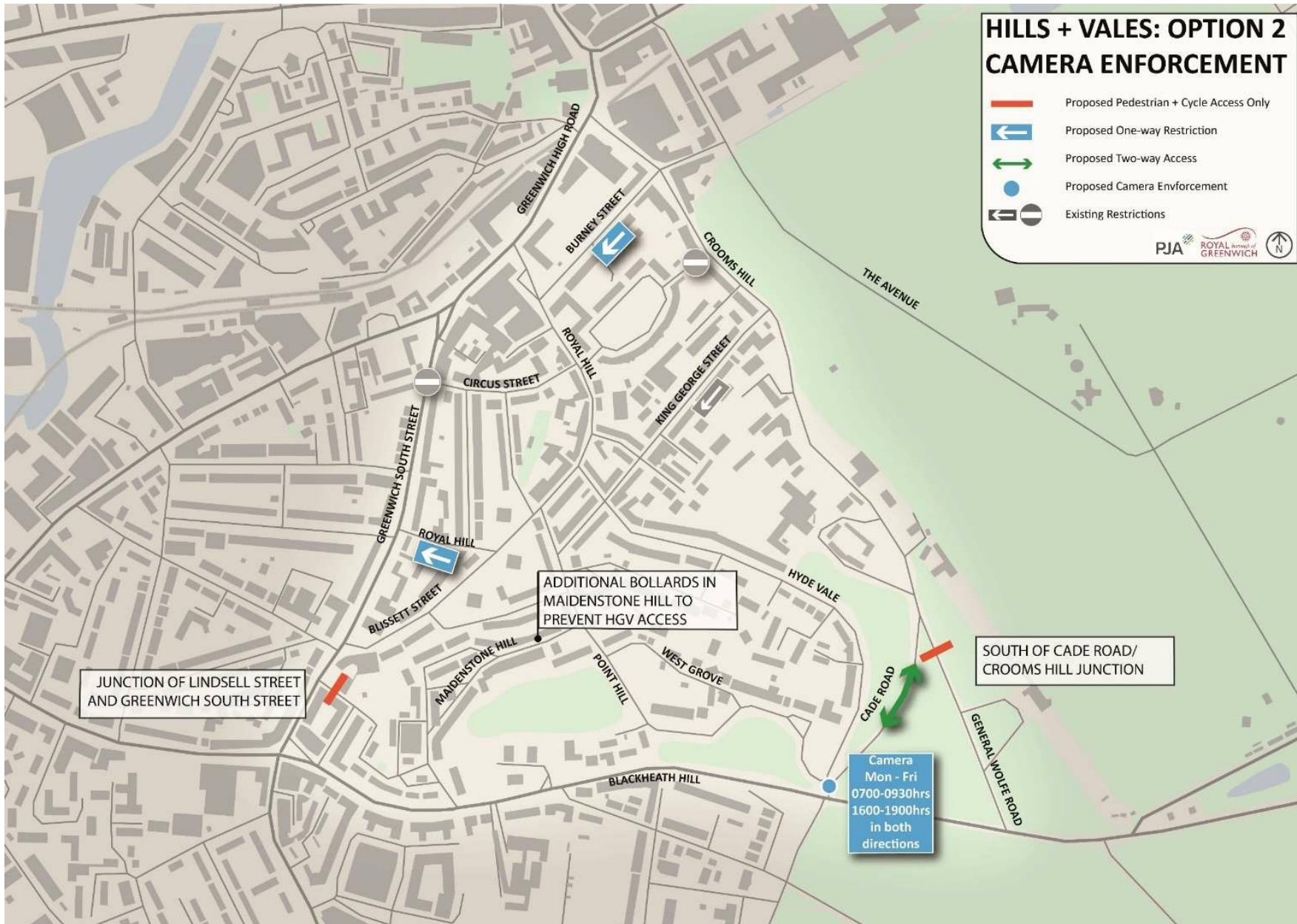
- Would not have any impact on through traffic outside of peak hours or at the weekend.
- Would make it more difficult for residents, especially children, to know what to expect in their streets, as traffic conditions would be very different at different times.
- During the hours of the restriction's operation residents would only have vehicular access to the A2 via Maidenstone Hill.

ANALYSIS



# WEST GREENWICH TRAFFIC REDUCTION AREA ENGAGEMENT ANALYSIS

## OPTION 2 PLAN SHOWING PROPOSED CHANGES TO LOCAL TRAFFIC MANAGEMENT



ANALYSIS

# WEST GREENWICH TRAFFIC REDUCTION AREA ENGAGEMENT ANALYSIS

## HOW DO YOU FEEL ABOUT OPTION 2?

As introduced previously the majority (572) of the 854 responses received to the online engagement were from people who stated they lived or represented in business in the WGTR area.

There was little support for the proposal from those who lived outside the borough or did not provide an address with 50% of respondents in both instances stating they felt very negatively towards the proposal.

The 572 local responses were mainly negative views towards *Option 2* but with over twice as many neutral opinions (28 for Option 1 versus 66 for Option 2). In the region of one in five local responses were positive, but only 5.4% of the local response was very positive toward Option 2.

*Option 2* was particularly unpopular with those who lived in the borough but outside the WGTR area. An overwhelming 70.7% of responses from this group were negative towards Option 2

TABLE SHOWING RESPONSES TO OPTION 2 BROKEN DOWN BY AREA

### OPTION 2

|                               | VERY POSITIVE |            | QUITE POSITIVE |              | NEUTRAL   |             | QUITE NEGATIVE |             | VERY NEGATIVE |            | TOTAL      |               |
|-------------------------------|---------------|------------|----------------|--------------|-----------|-------------|----------------|-------------|---------------|------------|------------|---------------|
|                               | NUMBER        | %          | NUMBER         | %            | NUMBER    | %           | NUMBER         | %           | NUMBER        | %          | NUMBER     | %             |
| <b>INSIDE AREA</b>            | <b>31</b>     | <b>5.4</b> | <b>99</b>      | <b>17.3%</b> | <b>66</b> | <b>4.9%</b> | <b>130</b>     | <b>9.4%</b> | <b>246</b>    | <b>43%</b> | <b>572</b> | <b>100.0%</b> |
| OUTSIDE AREA (BUT IN BOROUGH) | 9             | 5          | 15             | 8.2%         | 29        | 11.5%       | 51             | 28.2%       | 77            | 42.5%      | 181        | 100.0%        |
| OUTSIDE BOROUGH               | 0             | 0          | 7              | 13%          | 9         | 16.6%       | 11             | 20.4%       | 27            | 50%        | 54         | 100.0%        |
| NO ADDRESS                    | 0             | 0          | 6              | 12.5%        | 9         | 18.8%       | 9              | 18.8%       | 24            | 50%        | 48         | 100.0%        |

ANALYSIS

# WEST GREENWICH TRAFFIC REDUCTION AREA ENGAGEMENT ANALYSIS

## OPTION 2 ALL RESPONDENTS

### HOW DO YOU FEEL ABOUT OPTION 2?

As introduced the 855 people who responded to the engagement, the majority felt negatively towards Option 2.

In total 374 stated they were very negative (43.79%) with a further 127 (23.4%) stating they were quite negative, a combined 67.2% of the response.

There was less overall support for Option 2 than Option 1 with only 32.78% stating they were neutral (13.23%), quite positive (14.87%) or very positive (4.68%).

A total of 767 provided additional comments to clarify their opinion on Option 2.

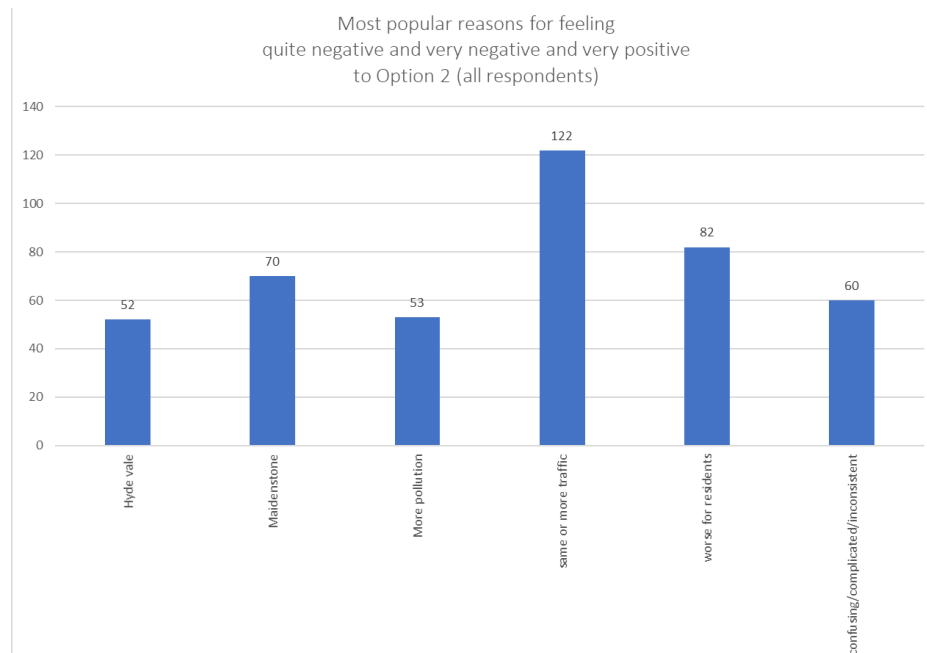
TABLE SHOWING ALL RESPONSES TO QUESTION 4, HOW DO YOU FEEL ABOUT OPTION 2?

| RESPONSE       | RESPONDENTS (NUMBER) | RESPONDENTS (PERCENTAGE) |
|----------------|----------------------|--------------------------|
| Very positive  | 40                   | 4.68%                    |
| Quite positive | 127                  | 14.87%                   |
| Neutral        | 113                  | 13.23%                   |
| Quite negative | 200                  | 23.42%                   |
| Very negative  | 374                  | 43.79%                   |

### WHY DO YOU FEEL THAT WAY?

The reasons for people feeling negative towards Option 2 provided in the additional comments were categorised in the same way as Option 1. . The most mentioned comments, provided as part of answers to question 4 (*why do you feel that way?*) were:

- Traffic will stay the same (122)
- Worse for residents (82)
- Maidenstone Hill (70)
- Confusing/complicated/inconsistent (60)
- More pollution (53)
- Hyde Vale (52)



ANALYSIS

# WEST GREENWICH TRAFFIC REDUCTION AREA ENGAGEMENT ANALYSIS

## OPTION 2 INSIDE THE WGTR AREA

### HOW DO YOU FEEL ABOUT OPTION 2?

Focusing on the 572 people who responded to the on-line engagement who lived and worked in the area over half (376 or 52.4%) were negative toward Option 2. The majority were in fact very negative towards the proposal with 246 or 43% stating that was the way they felt toward the proposal.

There was less overall support for option 2 with only 32.78% stating they were Neutral (13.23%), quite positive (14.87%) or very positive (4.68%).

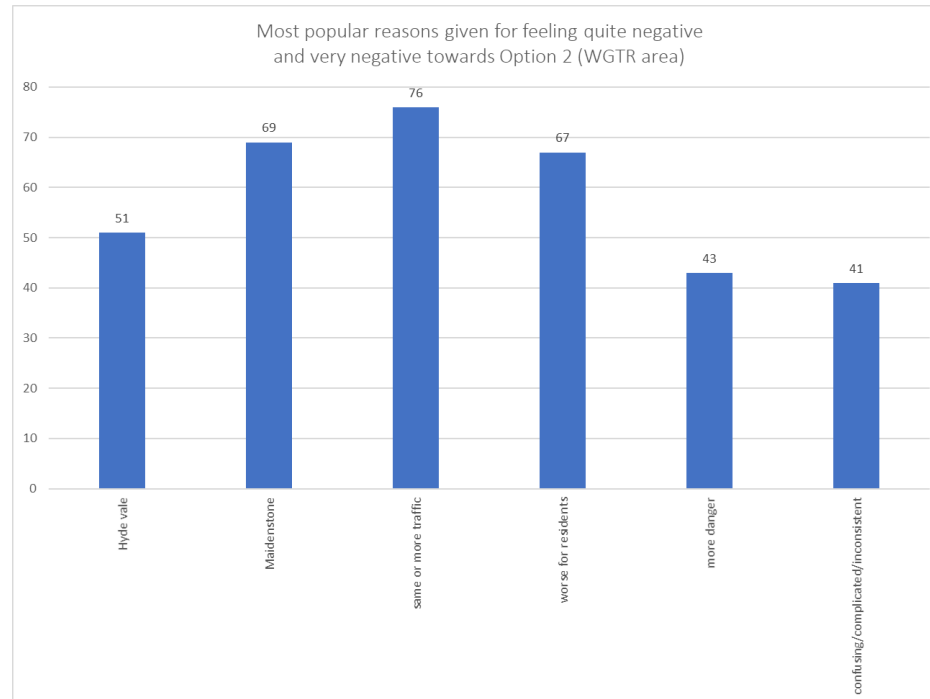
TABLE SHOWING RESPONSES FROM INSIDE THE WGTR AREA TO QUESTION 4, HOW DO YOU FEEL ABOUT OPTION 2?

| RESPONSE       | RESPONDENTS (NUMBER) | RESPONDENTS (PERCENTAGE) |
|----------------|----------------------|--------------------------|
| VERY POSITIVE  | 31                   | 5.4%                     |
| QUITE POSITIVE | 99                   | 17.3%                    |
| NEUTRAL        | 66                   | 4.9%                     |
| QUITE NEGATIVE | 130                  | 9.4%                     |
| VERY NEGATIVE  | 246                  | 43%                      |

### WHY DO YOU FEEL THAT WAY?

The most mentioned comments, provided as part of answers to question 4 to clarify negative responses to (*why do you feel that way?*) were:

- Traffic will stay the same or increase (76)
- Maidenstone Hill (69)
- Worse for residents (67)
- Hyde Vale (51)
- More danger (43)
- Doesn't reduce traffic (43)



ANALYSIS

# WEST GREENWICH TRAFFIC REDUCTION AREA ENGAGEMENT ANALYSIS

## OPTION 2 INSIDE THE WGTR AREA

### WHY DO YOU FEEL THAT WAY?

#### TRAFFIC WILL STAY THE SAME OR INCREASE (76)

The most mentioned comment provided with a negative response to question 4 *how do you feel about option 2* was that traffic would stay the same. This was stated by 76 (20%) of the negative 376 respondents to the question asking why they felt like they did about Option 2.

#### MAIDENSTONE HILL (69)

As with Option 1 respondents were concerned of the impact of the scheme on Maidenstone Hill. This concern was particularly evident in responses from people who lived in the area and specifically the street itself. Again in the region of one in 5 negative responses included Maidenstone Hill in comments. These included concerns about the additional traffic and suitability of the road as a local access route.

#### WORSE FOR RESIDENTS (67)

A total of 67 of the respondents state that they thought Option 2 would in fact make the situation worse for residents. Comments suggested the scheme would adversely impact accessibility for residents whilst not addressing the issues of through traffic.

#### CONFUSING/COMPLICATED/INCONSISTENT (60)

Some respondents (60) felt the timed closures would be confusing as they were complicated and the timed nature would mean an inconsistent and unpredictable street network

#### MORE DANGER (50)

A total of 50 respondents stated that they thought the option would make it more not less dangerous in the area with concentrated traffic in some roads but still ways to get through the area.

#### WON'T REDUCE TRAFFIC (43)

There were concerns that traffic levels would remain the same or increase. As with Option 1 there were concerns regarding the impact on Maidenstone Hill. This was mentioned by 43 respondents when asked why they felt as they did toward Option 2.

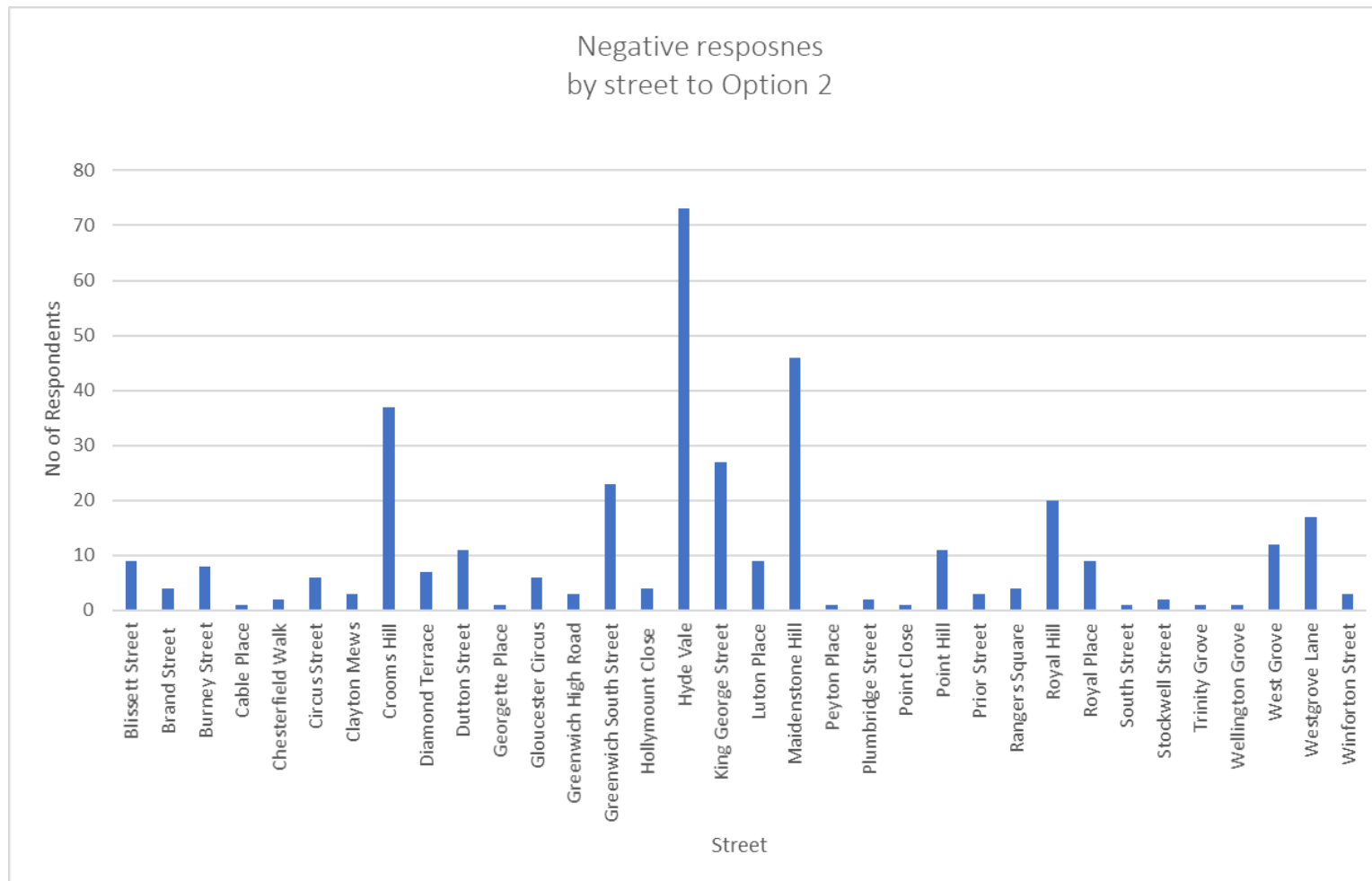
# WEST GREENWICH TRAFFIC REDUCTION AREA ENGAGEMENT ANALYSIS

## OPTION 2 INSIDE THE WGTR AREA

### WHERE DID NEGATIVE RESPONSES COME FROM?

As discussed, people who said they lived or worked in the area were not supportive of Option 2. The majority of respondents were either quite negative or very negative, a combined 52.4%.

As with Option 1 the majority of negative responses came from a handful of roads. The highest number of negative responses to Option 2 were from residents of Hyde Vale (73). The second and third highest number of responses were received from Maidenstone Hill (46) and Crooms Hill (37).



ANALYSIS

# WEST GREENWICH TRAFFIC REDUCTION AREA ENGAGEMENT ANALYSIS

## OPTION 2 ALL RESPONDENTS

### HOW DO YOU FEEL ABOUT OPTION 2?

As discussed of the 855 people who responded to the engagement the majority were either very negative or quite negative about Option 2 with a combined 67.2% of the overall response.

There was also less overall support for Option 2 than Option 1 with only 32.78% stating they felt positively (14.87% quite positive, 4.68% very positive ) or neutral (13.23%). Interestingly there were 113 neutral responses to Option 2 compared with only 28 Option 1.

A total of 767 provided additional comments to clarify their opinion on Option 2.

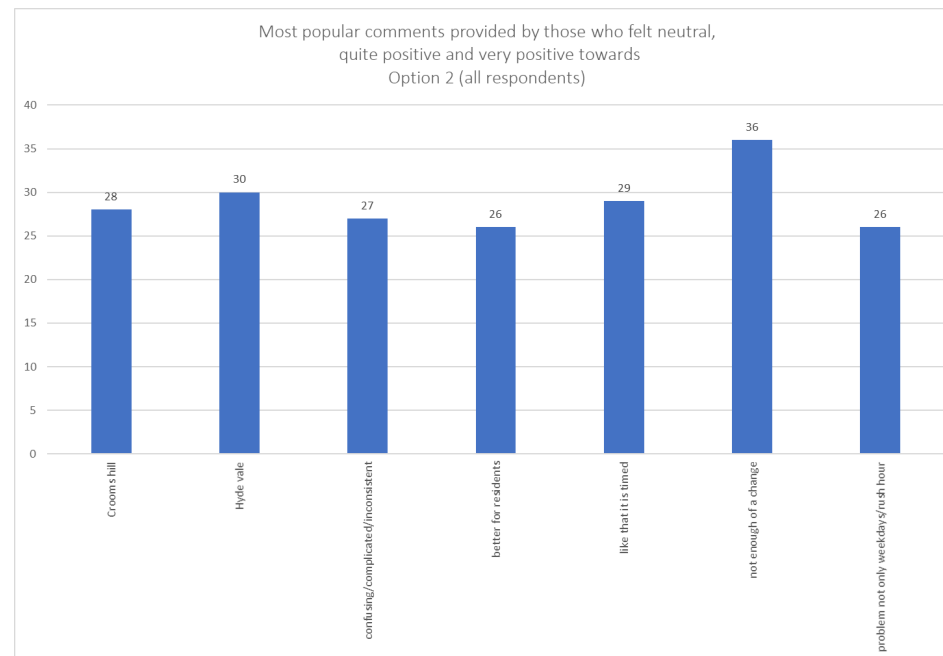
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| RESPONSE       | RESPONDENTS (NUMBER) | RESPONDENTS (PERCENTAGE) |
|----------------|----------------------|--------------------------|
| Very positive  | 40                   | 4.68%                    |
| Quite positive | 127                  | 14.87%                   |
| Neutral        | 113                  | 13.23%                   |
| Quite negative | 200                  | 23.42%                   |
| Very negative  | 374                  | 43.79%                   |

### WHY DO YOU FEEL THAT WAY?

The most frequent responses, provided as part of a positive or neutral answer to question 4 (*why do you feel that way?*) were:

- Not enough of a change (36)
- Hyde Vale (30)
- Like that it is timed (29)
- Crooms Hill (28)
- Confusing/complicated/inconsistent (27)
- Problem not only weekdays and rush hours (26)
- Better for residents (26)



ANALYSIS

# WEST GREENWICH TRAFFIC REDUCTION AREA ENGAGEMENT ANALYSIS

## OPTION 2 INSIDE THE WGTR AREA

### HOW DO YOU FEEL ABOUT OPTION 2?

Focusing again on the people who responded to the engagement who stated they lived or worked in the WGTR area, as we have already discussed that the majority (52.4%) felt negatively towards about Option 2.

The results also suggest less overall support for Option 2 with the numbers of those who stated they were positive or neutral towards the ideas only making a combined 32.8% of the overall local response.

It is also worth noting that stating they were Neutral (13.23%), quite positive (14.87%) or very positive (4.68%).

A total of 767 provided additional comments to clarify their opinion on Option 2.

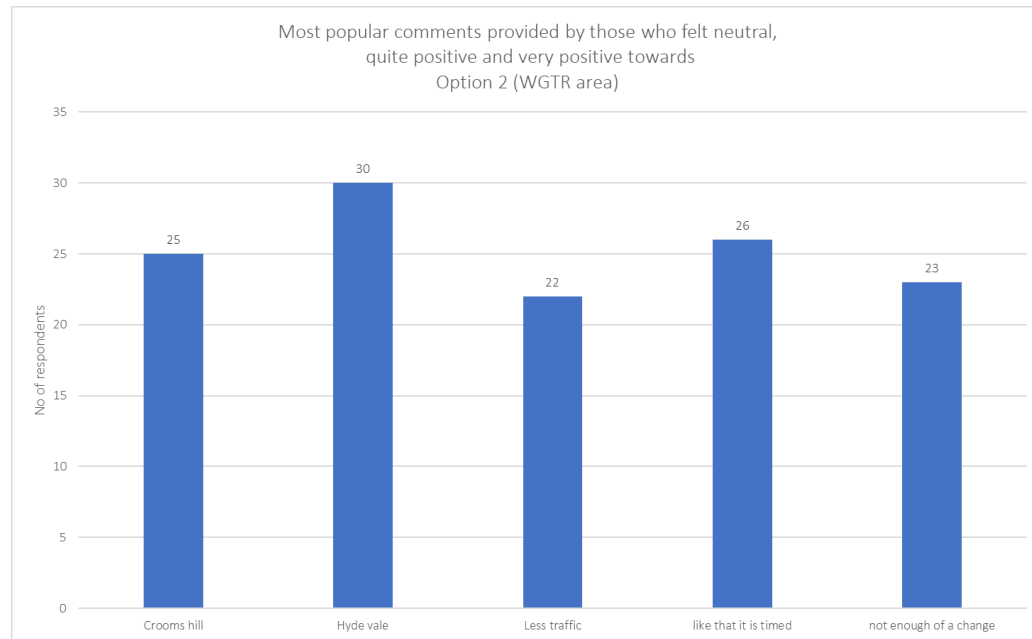
### WHY DO YOU FEEL THAT WAY?

The most frequent responses, provided as part of neutral or supportive responses to Option 2 answers to question 4 (*why do you feel that way?*) were:

- Hyde Vale (30)
- Like that it is timed (26)
- Crooms Hill (25)
- Not enough of a change (22)
- There will be less traffic (22)

TABLE SHOWING RESPONSES FROM INSIDE THE WGTR AREA TO QUESTION 4, HOW DO YOU FEEL ABOUT OPTION 2?

| RESPONSE       | RESPONDENTS (NUMBER) | RESPONDENTS (PERCENTAGE) |
|----------------|----------------------|--------------------------|
| Very positive  | 31                   | 5.4%                     |
| Quite positive | 99                   | 17.3%                    |
| Neutral        | 66                   | 4.9%                     |
| Quite negative | 130                  | 9.4%                     |
| Very negative  | 246                  | 43%                      |



ANALYSIS



# WEST GREENWICH TRAFFIC REDUCTION AREA ENGAGEMENT ANALYSIS

## OPTION 2 INSIDE THE WGTR AREA

### WHY DO YOU FEEL THAT WAY?

#### HYDE VALE

Hyde Vale was mentioned by 30 respondents. These comments were mainly focused on concerns the road would become much busier with motor traffic outside of the timed closure due to General Wolfe Road.

#### LIKE THAT IT IS TIMED

The timed nature of the proposals were mentioned by 26 respondents as being one of the reasons why they were supporting the proposal.

#### CROOMS HILL

Crooms Hill was another local road relatively frequently mentioned in comments by a total of 25 local respondents.

#### CONFUSING/COMPLICATED/INCONSISTENT

A total of 27 respondents mentioned the proposal was confusing/complicated and inconsistent whilst stating either positive or neutral feelings towards the proposal. It appears these respondents were supporting the scheme despite the timed nature rather than because of it.

#### NOT ENOUGH OF A CHANGE

Whilst supporting or feeling neutral about Option 2, 22 respondents stated that the proposal was not enough of a change. Similarly to respondents who mentioned the scheme was confusing it appears some respondents were supporting the scheme despite and not because of the timed nature.

# WEST GREENWICH TRAFFIC REDUCTION AREA ENGAGEMENT ANALYSIS

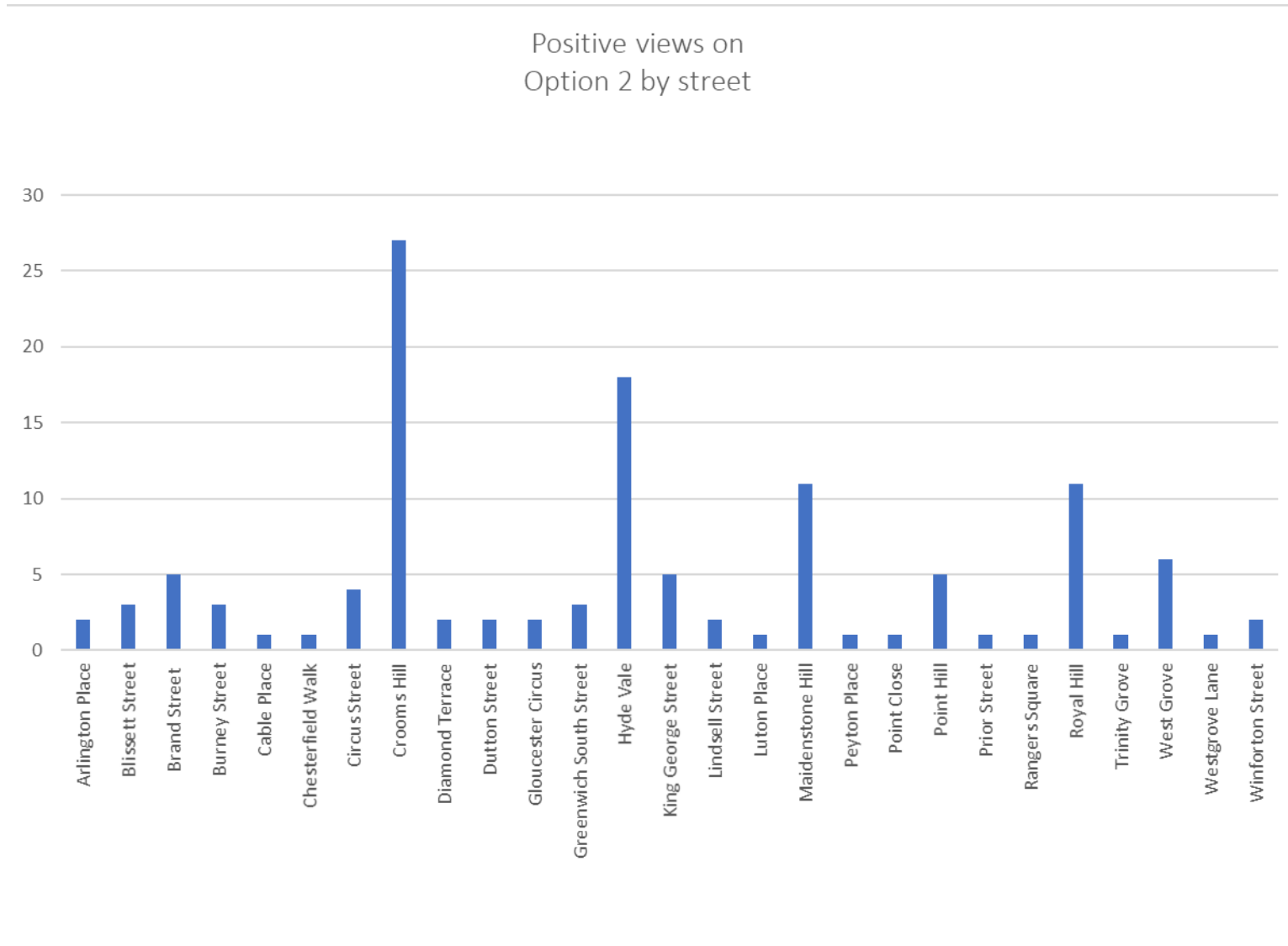
## OPTION 2 WHERE DID POSITIVE RESPONSES COME FROM?

As discussed levels of support for Option 2 from people who said they lived or worked in the area were much lower than for Option 1.

Positive responses were received mainly from 4 streets dominate, as can be seen in the bar chart right.

The highest number of positive responses from the area was 27 from Crooms Hill.

Other streets where relatively high numbers of negative responses were received from include Hyde Vale (18), Maidstone Hill and Royal Hill with 11 positive responses each.



ANALYSIS

# WEST GREENWICH TRAFFIC REDUCTION AREA ENGAGEMENT ANALYSIS

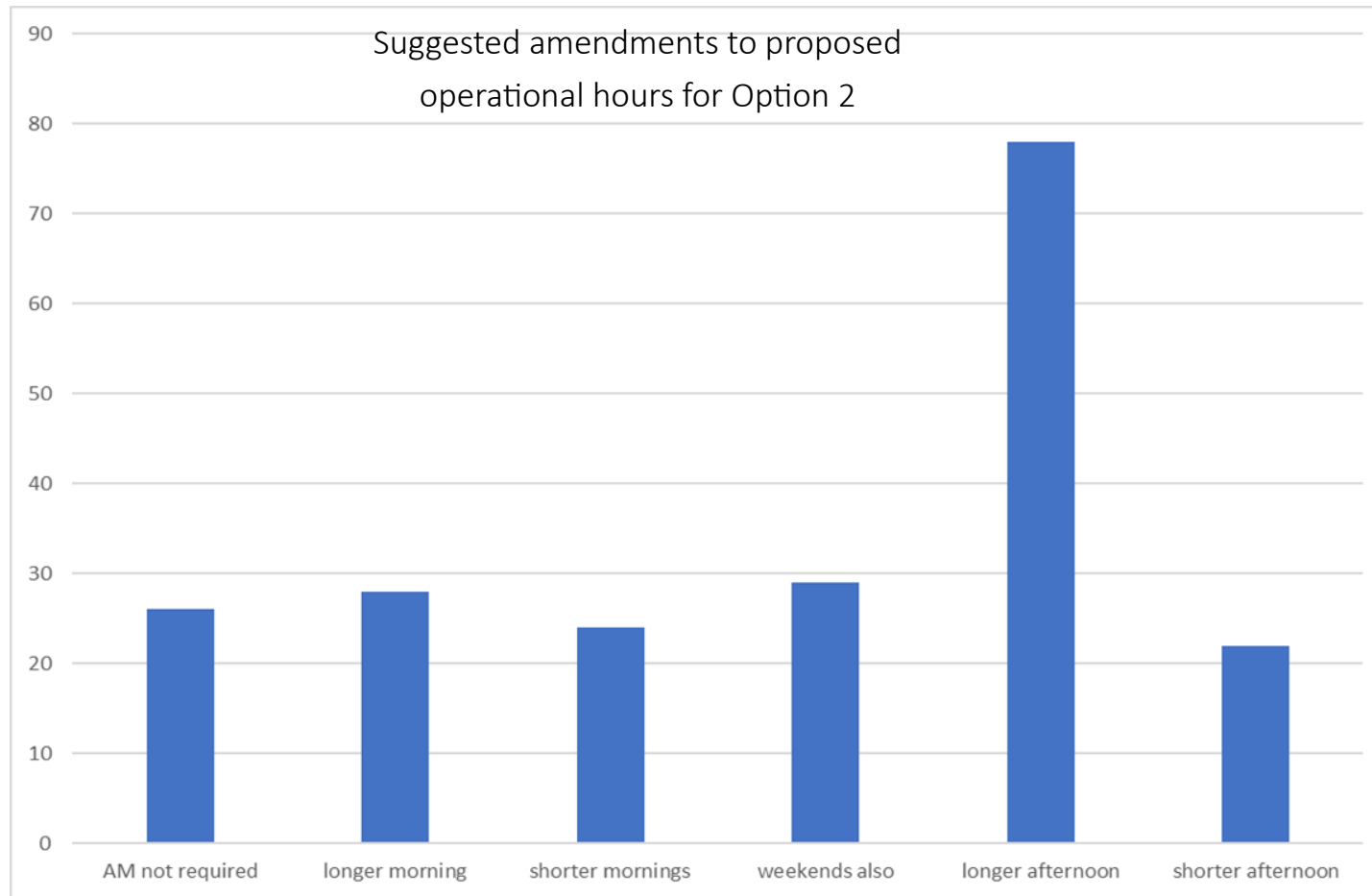
## OPTION 2 OTHER TIME OPTIONS

In addition to how they felt about Option 2 respondents to the survey were also asked for their thoughts about the proposed time restrictions (Monday-Friday 6.30-9.30am and 4.00-7.00pm).

A total of 702 respondents provided general comments about hours and specific times. Both datasets are shown below.

The bar chart shows people who mentioned amendments to the times grouped into categories, including general comments such as longer morning and specific times. The most mentioned change to hours of operation was to extend the afternoon hours of operation.

The second and third most popular were for weekends and longer morning hours of operation.



The hours of operation that people specifically mentioned were analysed in isolation.

The most popular amendment was to modify the afternoon start time to before 4pm, mentioned by 49 respondents.

The second most mentioned amendment was to start the scheme at 6am, followed by a 4pm start in the afternoon (23 respondents).

ANALYSIS

# WEST GREENWICH TRAFFIC REDUCTION AREA ENGAGEMENT ANALYSIS

## FOCUS ON BUSINESS RESPONSES TO OPTION 2

All 56 businesses who responded to the engagement provided their views on Option 2.

As with Option 1 the majority were either quite negative or very negative about Option 2, making up a combined total of 40 or 71%. In total 16 businesses were neutral, quite positive or very positive toward Option 2 with the majority (10) stating they felt quite positive towards it.

Most of those who stated they were quite positive about Option 2 stated that this was because it did not go far enough to address issues. This presumably meant with longer hours or more measures they would feel very positive towards Option 2.

Businesses who stated negative views towards Option 2 were split between those who felt the scheme wouldn't address issues but would inconvenience local people and those who didn't want any measures introduced.

ANALYSIS

# WEST GREENWICH TRAFFIC REDUCTION AREA ENGAGEMENT ANALYSIS

## OTHER RESPONSES

### PETITIONS

One petition was received from residents of Maidenstone Hill. The petition titled **Save Our Quiet Street** was signed by 127 residents of the street.

The petition states that 'both options in the WGTR traffic scheme say that all West Greenwich residents 'would still have access to the A2 via Maidenstone Hill. Commuting traffic will also use Maidenstone Hill. We, the residents of Maidenstone Hill and Dutton Street, strongly object to this proposal. We believe these narrow, residential and densely populated streets should also be closed'.

### ADDITIONAL RESPONSES

One additional hard copy of the on-line response was received. This response was considered alongside the 854 responses received on-line.

The response suggested the proposals would move and not solve traffic issues. It also suggested the Royal Hill closure was not required and this would again move as opposed solve the issue.

### EMAILS AND LETTERS

In total of 37 letters and emails were received during the engagement period. These included 25 items of correspondence from 24 local residents and 1 business. Stakeholders who responded to the engagement included London Cycling Campaign and the Royal Parks.

Many of the emails submitted provided additional information to support responses submitted on-line. Some mentioned ideas around moving traffic management measures north, to protect the area from non-local traffic but still enable local people to travel towards the A2 by car.

Emails from supportive residents included a number of videos showing motor vehicle drivers behaving inconsiderately at best and dangerously at worst on the through roads in the area.

The Royal Parks stated they support traffic reduction schemes in principle and agree that commuter and through traffic should use the main road network. They are however concerned that the scheme will lead to increased traffic using the parks roads.

The Royal Parks movement and access team ask to be part of any trial scheme and monitor any impact in partnership. It is not clear of this means to include measures to mitigate non local traffic using the parks roads or just measure the impact.

The London Cycling Campaign stated their support for proposals and strongly supported Option 1 or a similar scheme.

Two residents groups (Crooms Hill and Hyde Vale) stated their support for Option 1 particularly with Hyde Vale Residents also suggesting the introduction of parking controls in Cade Road, to enable management and resident use.

# WEST GREENWICH TRAFFIC REDUCTION AREA ENGAGEMENT ANALYSIS

## SUMMARY

### SURVEY RESULTS

The survey results indicate that neither option in their current form are seen by the majority of respondents as a preferred choice. Most people who responded to the survey felt negatively or very negatively toward both options.

#### OPTION 1

Responses to Option 1 suggest that opinions on the introduction of the scheme in its current form is varied. Whilst the majority of respondents were not supportive of the proposal 41.6% of those who stated they lived in the area did support it.

This included respondents who stated they were neutral towards the proposal, and those supported the proposal despite the fact they thought the scheme may have a negative impact on some roads.

Those who were not supportive of the scheme were also concerned that the implementation of the scheme would disproportionately impact on certain streets in the area and not solve existing issues. About 1 in 3 negative respondents mentioned concerns that the implementation of the option would increase traffic.

These concerns focused on certain roads, supported by Maidenstone Hill and Hyde Vale being among the most mentioned reasons for concerns in supporting comments. These concerns were associated with increases in motor vehicle traffic in these roads and those nearby that would provide a route through the area.

#### OPTION 2

Option 2 was less popular with respondents. However this shouldn't necessarily be considered a rejection of the need to implement traffic management measures in the area. The most popular reasons given for not supporting the option was that it wasn't enough of a change.

Similarly to Option 1, the impact on certain roads (Hyde Vale, Crooms Hill) was another popular reason for not supporting Option 2.

The responses both positive and negative in terms of Option 2 acknowledge traffic related issues in the area. This is of course supported by data collated by the council and photo and video evidence submitted to the council with emails during and prior to the public engagement.

SUMMARY

# WEST GREENWICH TRAFFIC REDUCTION AREA ENGAGEMENT ANALYSIS

## SUMMARY

### WHAT DOES IT MEAN?

The response to the engagement suggests that the introduction of either scheme option as they stand would not be popular.

What is interesting in the comments provided is that to clarify both positive and negative views on both options respondents used concerns about levels of traffic to legitimise supporting or opposing proposals.

In some instances this was to support the implementation of one of the options, with other respondents giving moving traffic or creating more traffic as reasons to not implement the options. It is clear therefore that people feel there is a need for measures to address levels of non-local motor traffic.

This was more evident with Option 2 with a greater number of respondents feeling neutral towards the proposal seemingly due to concerns around the lack of impact on existing issues.

When comparing the responses from the two options it appears that whilst it is evident a timed option is less popular this also indicates this is because people feel a timed option would not address the issues whilst impacting those who live in the area.

The additional correspondence, petitions and photos/videos sent to the council support the need to develop measures to address issues associated with non local motor traffic travelling through communities.

### WHAT SHOULD HAPPEN NEXT?

It is clear that neither scheme option is very popular as it stands with people who live and work in WGTR. The responses suggest that this may be because the option is seen as restricting resident access out of the area whilst still allowing non-local through traffic an opportunity to navigate through the area.

A scheme that fully addresses the issues associated with non local motor traffic and does not appear to funnel traffic down one or two routes would address many of the concerns included in responses. This would include concerns used to support both positive and negative responses.

It may also be worth considering the development of a scheme with intervention features further north. This would potentially address concerns people have about non local residential motor traffic entering the area whilst still providing accessibility into the area from the south.

It may mean a greater number of interventions are required and more streets would need to be filtered to achieve the overall aim of traffic reduction throughout the area.

This would judging by responses only be successful in the eyes of local people if it prevents non local motor vehicles travelling through the area but still provides accessibility for residents, particularly toward the A2.

Again, the most likely design solution would be to filter the area to the north to prevent motor vehicle permeability to/from Greenwich Town Centre significantly if not entirely whilst providing people who live in the area more options when wanting to travel out of the area by car towards the south and east.

SUMMARY

MADE BY BESPOKE FOR THE ROYAL BOROUGH OF GREENWICH 2020



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