

Greenwich to Woolwich walking and cycling changes

July 2024

Between 12 June and 12 December 2023 we held a six-month consultation on changes we made to help people to walk and cycle between Greenwich and Woolwich. We introduced this scheme as part of an experiment, to help us understand what effects the changes would have in the local area. This report shows data about the effects of the scheme on cycling, buses and other traffic. For more details about the scheme and consultation, please visit our dedicated webpage: haveyoursay.tfl.gov.uk/greenwich-woolwich.

We originally introduced the scheme in December 2020, as an emergency response to the pandemic. Since then however we have made several improvements to it, including several that were built from summer 2022. These changes were intended to address issues that local people had raised with us, and to maintain the benefits of the scheme to people walking, cycling and using the bus.

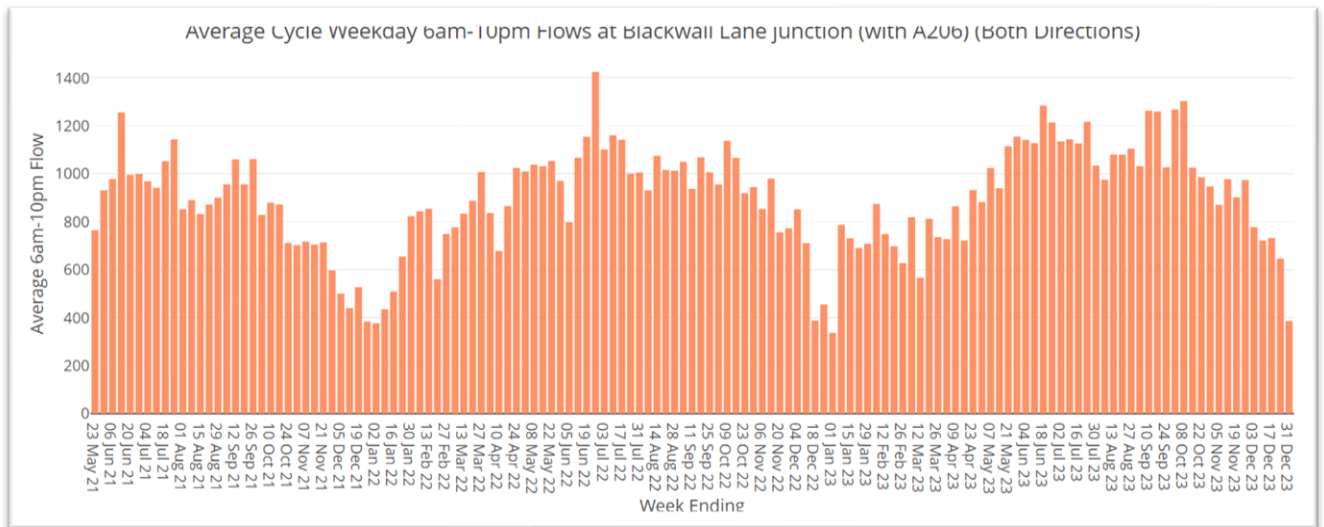
Impacts on cycling

We measure cycling rates by counting cyclists with cameras monitoring the road, which were installed in April 2021. We do not have comparable data to show pre-pandemic levels of cycling but we have included the charts below to show the number of people cycling on the scheme at the junction of A206 and Blackwall Lane, and at the Angerstein roundabout. To account for seasonal variation, we analysed cycling data from the period May to September 2021 with data from May to September 2022 and 2023. In overall terms, we found that cycling levels at these locations in 2023 had increased by around a quarter when compared to levels in 2021.

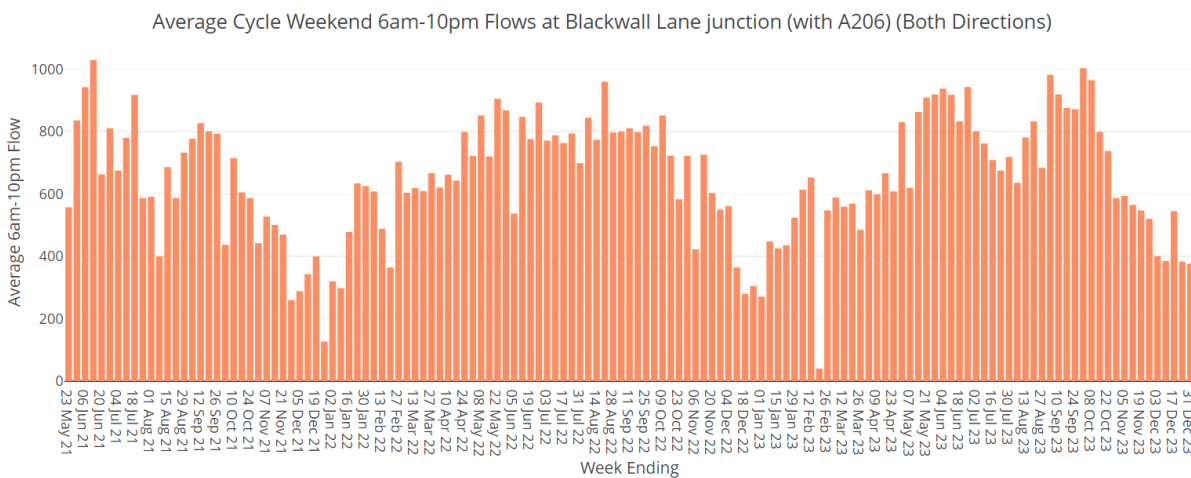
We also monitored cycle flows at either end of the trial route, at the junction of A206 and Anchor and Hope Lane, and Christchurch Way. At these locations, there is not a consistent cycle facility beyond the trial route for onward journeys, which is likely to influence cycle flows. These counts showed a reduction in cycle flows during the trial period.



A206 junction with Blackwall Lane (weekday and weekend):

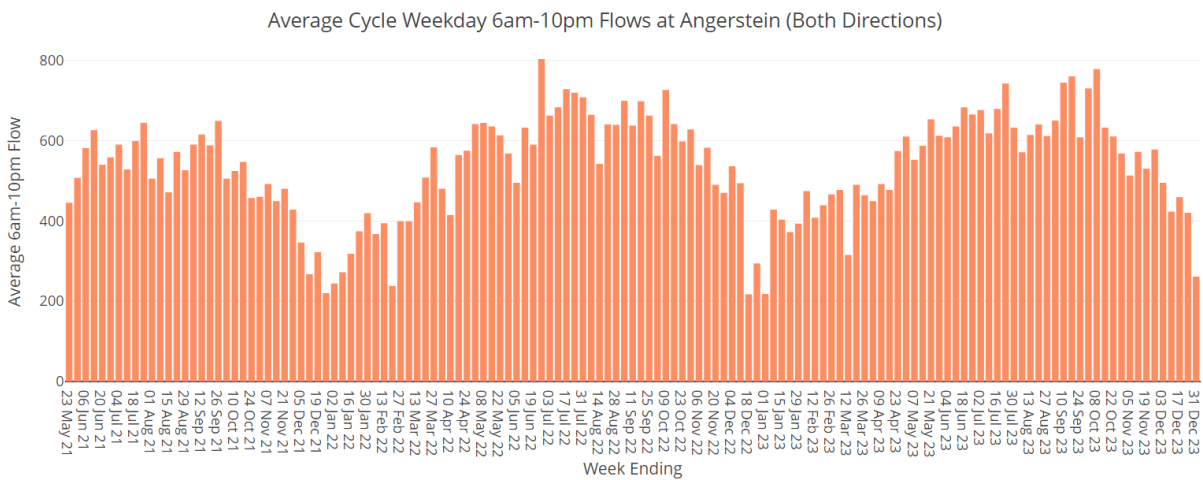


Analysis of weekday data between May to September 2021 and May to September 2023 show cycle flows increased by 27 per cent between 2021 and 2023.

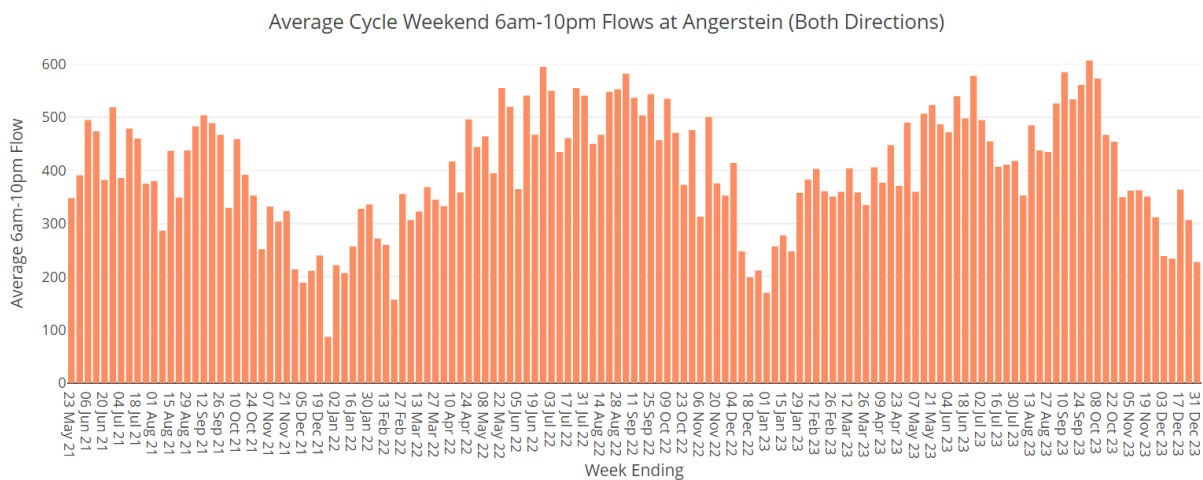


Analysis of weekend data between May to September 2021 and May to September 2023 show cycle flows increased by 23 per cent between 2021 and 2023.

Angerstein Roundabout (weekday and weekend)



Analysis of weekend data between May to September 2021 and May to September 2023 show cycle flows increased by 27 per cent between 2021 and 2023



Analysis of weekend data between May to September 2021 and May to September 2023 show cycle flows increased by 24 per cent between 2021 and 2023

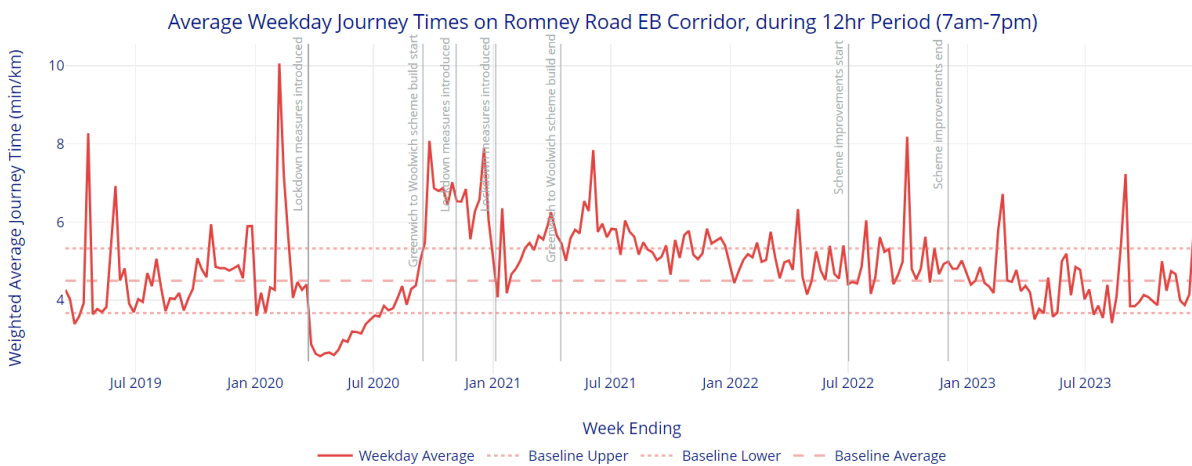
Impacts on buses

We use a system called 'iBus' to track the journey time of buses travelling from stop to stop. We've been monitoring the journey times of local buses within the scheme extents between Greenwich town centre and the Anchor and Hope Lane in Charlton, and have included bus journey time data from July 2019, to understand the impact of this experimental scheme.

The graphs below display average weekday bus journey times between the Angerstein roundabout and Anchor and Hope Lane (eastbound and westbound), and also on Trafalgar Road and Romney Road (eastbound and westbound). The graphs show performance in comparison to a 2019 baseline. The upper and lower thresholds for 'normal' bus journey times are illustrated with the dotted pink lines. Any journey times registering above the upper dotted line would give us cause for concern and anything within or below the dotted lines shows a good standard of service.

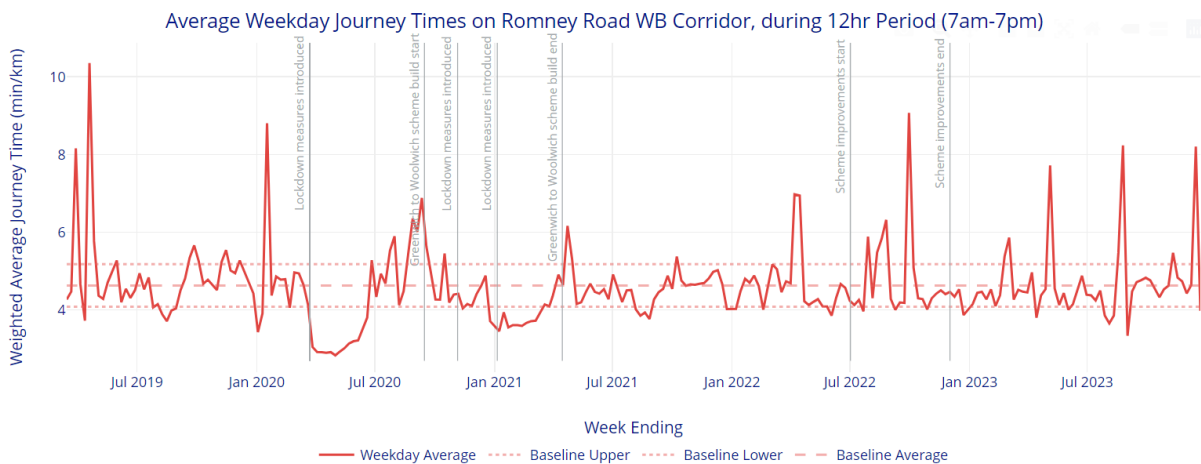
In both the eastbound and westbound direction, a number of spikes in journey time are shown from the end of 2022 and into 2023. It should be noted that a number of significant works have been undertaken on the A206 corridor and surrounding area since the end of 2022, which might have contributed to these more unusual events. In general terms however, average bus performance is now broadly in line with what we would expect based on pre-pandemic data.

Romney Road (eastbound):



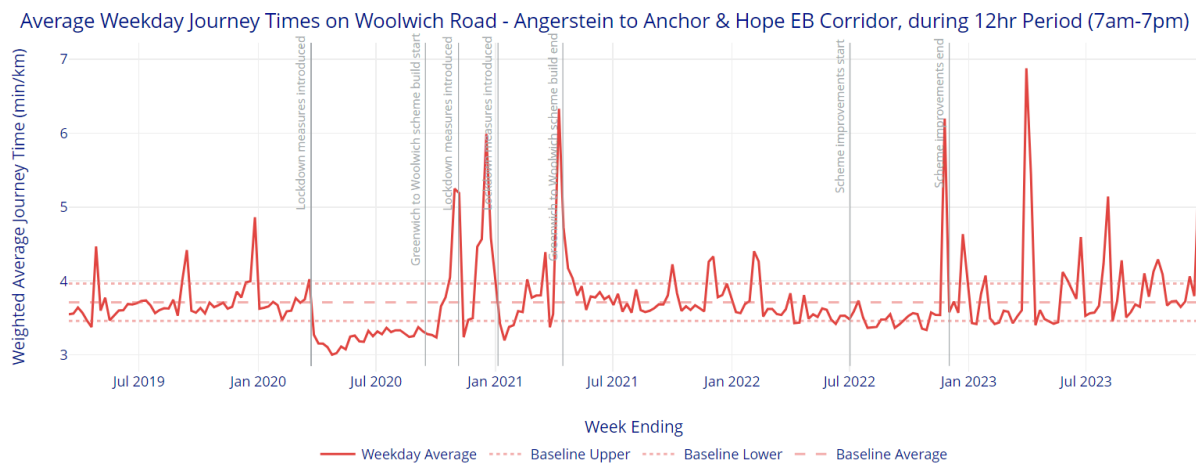
This graph illustrates the average weekday journey times for buses travelling eastbound along Romney Road. The data shows that, despite a number of occasions of extended bus journey times, average bus performance is now broadly in line with what we would expect based on pre-pandemic data. The spikes illustrate where the upper threshold of suitable journey times has been exceeded, although the majority of these spikes are thought to be due to works impacting performance on the network.

Romney Road (westbound):



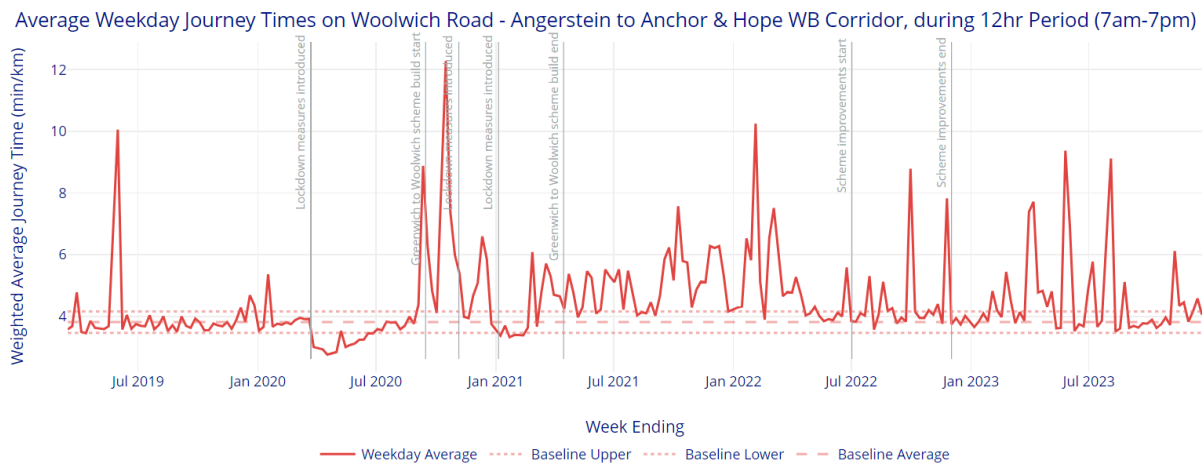
This graph illustrates the average weekday journey times for buses travelling westbound along Romney Road. Again, the data shows that – despite a number of occasions of extended bus journey times – average bus performance is now broadly in line with what we would expect based on pre-pandemic data. The spikes illustrate where the upper threshold of suitable journey times has been exceeded, again this is thought to be due to works or traffic incidents

Angerstein roundabout to Anchor and Hope Lane (eastbound):



This graph illustrates the average weekday journey times for buses travelling eastbound along the A206 between the Angerstein roundabout to Anchor and Hope Lane. The data shows that, despite a number of occasions of extended bus journey times, average bus performance is now broadly in line what we would expect based on pre-pandemic data. The spikes illustrate where the upper threshold of suitable journey times has been exceeded.

Angerstein roundabout to Anchor and Hope Lane (westbound):



This graph illustrates the average weekday journey times for buses travelling westbound along the A206 between the Angerstein roundabout to Anchor and Hope Lane. The data shows that bus performance is not as good as we would hope, with regular spikes beyond the average journey time recorded pre-pandemic. As before, the spikes illustrate where the upper threshold of suitable journey times has been exceeded.

Road safety

You might have seen in our [Monitoring Strategy](#) that we ordinarily take three years' worth of data into account before coming to a conclusion about the effects of a scheme on road safety. That approach isn't possible in this situation – following improvements made in 2022, our experiment has been running for only a few months.

Instead, we have carried out regular reviews of data to evaluate the safety impacts of the scheme, to ensure the changes would keep people walking and cycling safe. We're also using our consultation to give local people the opportunity to tell us about their experiences of the scheme, including how safe they now feel with the scheme in place.

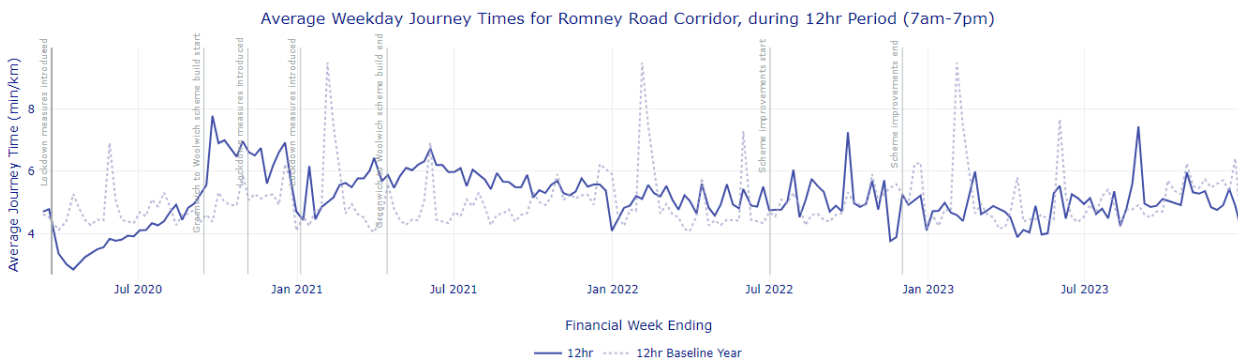
We will continue to monitor the scheme effects, before being in a position to understand any emerging safety patterns or trends.

Impacts on other traffic

We measure journey times for other traffic, including freight vehicles, using INRIX data. INRIX supply data on traffic performance, including journey times, that is predominately collected from GPS enabled vehicles. The charts below show average traffic journey times in both directions along A206 between the Angerstein roundabout and Anchor and Hope Lane, and Romney Road.

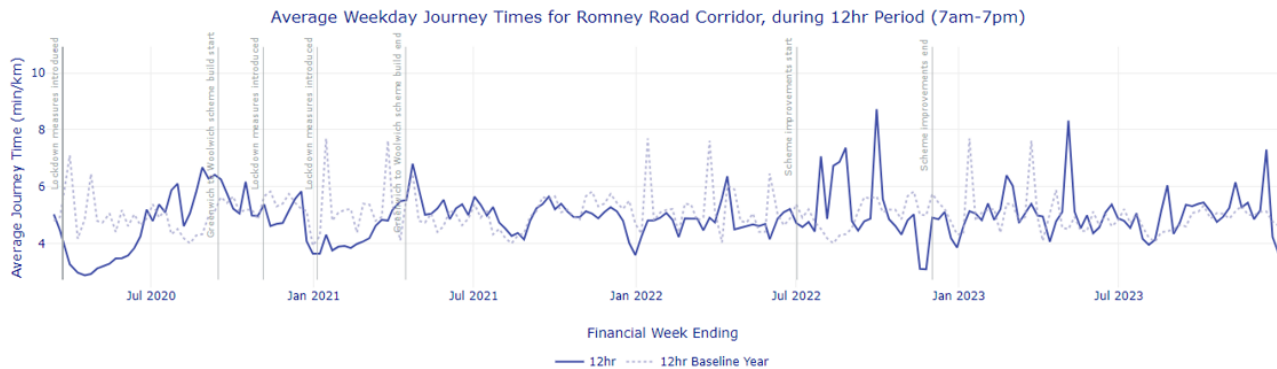
In both the eastbound and westbound data, a number of spikes in journey time are shown from the end of 2022 and into 2023. It should be noted that a number of significant works have been undertaken on the A206 corridor and surrounding area since the end of 2022, which might have contributed to these more unusual events. In general terms however, journey times for other traffic are now broadly in line with what we saw before the scheme was introduced.

Romney Road (eastbound):



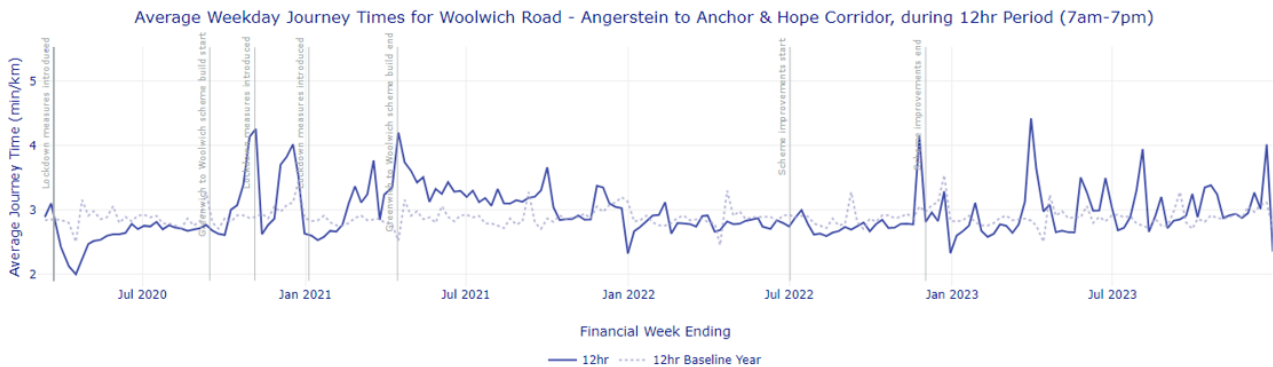
Average journey times for eastbound traffic on Romney Road and Trafalgar Road were initially longer than the average journey time in 2019 but have since returned to be broadly in line with average pre-pandemic performance.

Romney Road (westbound):



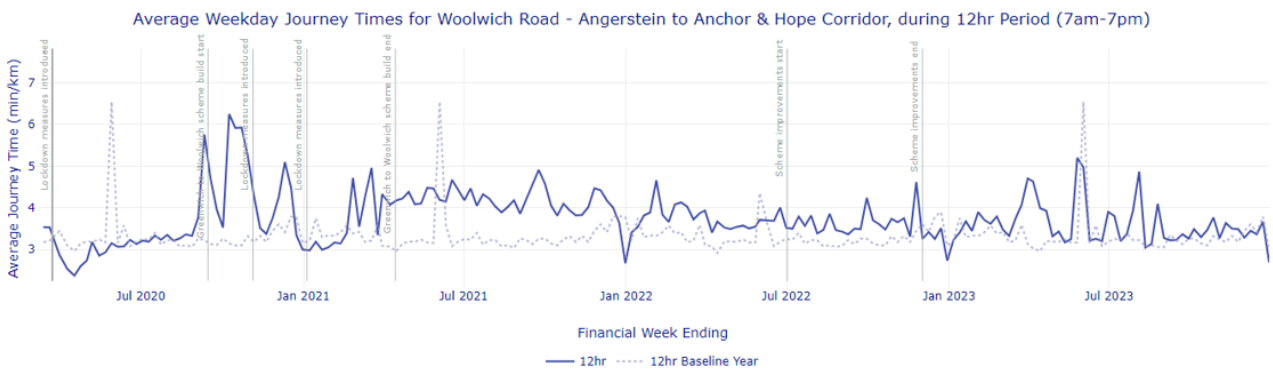
Average journey times for westbound traffic on Romney Road and Trafalgar Road has remained largely in line with pre-pandemic performance throughout our monitoring period.

Angerstein roundabout to Anchor and Hope Lane (eastbound):



This graph illustrates that following the conclusion of the Greenwich to Woolwich scheme build in April 2021, the average journey times for eastbound traffic on Woolwich Road were initially longer than the average journey time in 2019 but have since returned to be broadly in line with average pre-pandemic performance. Recent performance shows more spikes in journey times from the end of 2022.

Angerstein roundabout to Anchor and Hope Lane (westbound):



Westbound average journey times were above the pre-pandemic baseline for average journey times since the conclusion of the scheme build, but since the start of 2023 these have started to become more aligned to 2019 average journey times, with some spikes in journey times.