

Personal details - 3 Resident, business, stakeholder group	Survey - 4 Support	Survey - 5 Comments	Officer comments
Resident	Yes	Looks good but two issues raised earlier have not been addressed: (1) Cyclists eastbound on Charlton Way are already squeezed by other traffic against the north kerb by the narrowing before the bus stop, and blocked by buses stopped there. The existing bus shelter should be moved closer to the kerb edge and provision made for them to pass behind it, ideally dismounted (? small ramp at kerb edge and marked narrow lane). (2) On the south-east corner of junction; EITHER clean up the current messy provision for vehicular entry to Circus Field by ramping the kerb, providing new gate/barrier and remediating the ground in the gate area (eg. aggregate rather than mud and potholes), OR abolish vehicle entry to the Field altogether by an earth bund or other barrier to make it impossible. On the west side of Duke Humphrey Road, EITHER entirely remove the old cobbled donkey ride OR de-weed it and repair/ replace its rotting-concrete-bollard and scaffold-pole barrier as part of the general 'de-cluttering'. The end result - which is the southern gateway to the World Heritage Site -should look well done as a whole, not just an 'elastoplast' job of new additions to old mess prompted by road safety and related public liability anxieties.	
		No comment provided	
Resident	Yes	It is important to protect walkers and cyclists at this junction by slowing down traffic.	
Resident			
Resident	Yes	Hugely supportive of the moves to make this crossing safer. I have seen a lot of near misses as east bound cars often fail to give way to cycle traffic heading north into the park. Particularly bad early mornings.	
Resident	Yes		
Resident	Yes	Regarding viewport 1, my common experience cycling across the Charlton Way/Blackheath Gate junction towards the park is that vehicles are generally reluctant to give way in making a right-hand turn into the park. I welcome the raised table to reduce vehicle speeds here. When cycling across from the park towards Blackheath, the major problem is cars speeding from right-to-left across the junction as they head towards Charlton. The narrowing of the road would help alleviate this. A single lane "pinch point" (similar to that used in Queenscroft Road in Eltham) on Charlton Way could additionally help to lower speeds. Regarding	
Resident	Yes	Measures also needed to slow down cyclists who regularly endanger pedestrians	
Resident			
Resident	Yes	Making the borough more attractive and safe for cyclists is a great idea and one I fully support	
Resident	Yes	Good idea to slow traffic down as I have been over taken whilst driving on Charlton way By another car! Agree crossing on the way piece is much easier.	
Resident	Yes	I commute by cycle over this route, usually in an East-West direction. The proposed changes will make the junction safer. To improve it further: A cycle lane should be provided through the narrow, one-way section of Charlton Way. This section is currently dangerous if a motorist tries to overtake a cyclist. Cycling should be permitted in both directions along this road. The peak hours rat run through the park for motor vehicles should be closed to improve the environment in the park and reduce traffic in Greenwich Town Centre.	
Resident	Yes	Support removing vehicular access to duke Humphrey road, and the improvements to the cycle way	
Resident	Yes		
Resident	Yes	Strongly support this proposal and the implementation to be carried out as soon as possible. As a cyclist, walker and motor user, this scheme helps keep everyone safe and as such should be implemented as soon as possible.	
Resident	Yes	No comment provided	
Resident	Yes	Seems a lot safer for pedestrians and cyclists.	
Resident	Yes	It is a very awkward junction for cyclists and pedestrians so any improvements those groups should be encouraged.	
Business	Yes	I've worked at Greenwich Park since October and have seen first hand several bike/traffic collisions. It's also hard to cross the road, so the improvements sound good.	
Resident	Yes	Donkey rides next to Duke Humphrey Road were very popular, and if still in operation could be moved onto it.	
Resident	Yes	It looks so much safer than what is there at the moment and is an important part of a route for many cyclists on the way to work.	
Resident	Yes	It will be better for pedestrians and cyclists. It is consistent with improvements elsewhere on the Heath where roads have become pedestrian/cycle paths	
Resident	Yes		
Resident	Yes		

Resident	Yes	Good idea to remove vehicles from duke Humphrey rd it's often congested with cars driving dangerously for both walkers and cyclists. Grass will be more in fitting with the heath and park. The borough needs more sustainable walking and cycling infrastructure and to support public transport.	
Resident	I Have No Opinion	I have indicated that I have no opinion, though in truth it is just that my opinion is divided, and that option is very poorly worded. In general, I am in favour of the changes, though I fear that by removing vehicular access to Duke Humphrey way means that eastbound drivers are even less likely to slow down (human nature) if they think that no vehicular traffic is approaching from the right, and may therefore presume a lesser need to give way. Also, I often do not feel safe as a pedestrian when space is shared with cyclists, many of whom I feel behave to those on foot the same way they complain of being treated by drivers. There are many such shared spaces around the borough, and personally I feel far safer crossing a road than a cycle path. Removal of powered vehicles I think gives a feeling of safety to the cyclist, which in turn increases vulnerability for pedestrians, with riders weaving between the cycle lanes and the pedestrian parts at will. Greater awareness on the part of the pedestrians not to wander across the cycle areas is also necessary, but hard to achieve whilst also reducing signage. The green surface of the paths fades in time, and not everyone knows what it means anyway... the cyclist logo is only ever printed at the beginning of each path, not along the way, so often not seen or easily forgotten. It is a laudable aim to increase walking and cycling, but it is often overlooked, I think, whilst seeing both activities as healthy 'green' transport, that the interests of one party do not always chime with each other.	
Resident	Yes	We would welcome safer conditions and less pollution as we walk with our young children to school this way to get to All Saints on the heath. We have seen a bicycle being hit by a car on this road. It would also be great if pedestrian lights could be put in at the traffic lights on Maze Hill/Charlton Way. It's so dangerous for the children because it's very hard to see the cars coming.	
Resident	Yes		
Resident	Yes	I am fully in favour as it will be a huge improvement the area surrounding the Blackheath Gate to Greenwich Park for both cycle safety and visual amenity (removal coach parking). Well done Greenwich!	
Resident	Yes	It should go further, car drivers are a menace in and around the park.	
Resident	Yes		
Resident	Yes	I like the look of the proposals. My only reservation is that, as recent collisions demonstrate, a minority of drivers ignore road signs and rules. Will the new signage and 'bumps' persuade them to comply? I hope so.	
Business	Yes	The Blackheath Society is very much in favour of these proposals for both their contribution to cyclists' safety and improving the visual amenity of the Blackheath Gate area by removing coach parking from the section of Duke Humphrey Road to be converted to a cycleway and pedestrian paths. David Walker Committee member The Blackheath Society	
Resident			
Resident	No	The standard of driving is so bad now that no matter what you do. You need to change peoples attitude to driving/riding more carefully and obeying the highway code, in this instance, giving way to the right. I expect the decision has already been made anyway and you are only going through the motions.	The proposals in this scheme intend to drastically minimise the risk between motorists heading eastbound and cyclists heading northbound, where there have been 26 collisions in the past 5 years. A key element of this scheme is the removal of the mini roundabout and replacing it with priority for Duke Humphrey Road. On the risk posed by mini-roundabouts to vulnerable road users, Section 5.5.4 of London Cycling Design Standards states that: "Mini-roundabouts are not generally recommended for inclusion on cycle routes. The main problems they raise are failure of vehicles to observe give way due to the geometry and failure to reduce speed through the junction." The decision on this scheme will be made in accordance with Council policy, which is to draft a consultation report for approval by the Chief Officer after the consultation responses have been
		No comment provided	
Resident	Yes		
Resident	Yes	I think this is a good idea. Since I use public transport and walk a lot in Greenwich the proposal to separate pedestrian and cycle riders is a good one. Sometimes cycle riders do not seem to use bells to alert pedestrians and can silently and quickly be behind you before you know it. Cyclists sometimes do not obey instructions to dismount in certain places such as Cutty Sark gardens, for example.	
Business	Yes	Just realised that I think I completed this already, but I fully support the proposals	
Resident	Yes		

Resident	Yes	Reject proposal to remove vehicular access to Duke Humphrey Road as residents live on this road and in Blackheath Vale Road. Perhaps you meant to refer to Talbot Place road instead - which is hopefully having vehicular access being removed as part of the Lewisham Council redevelopment of the Talbot Place changing rooms area	
Resident	Yes	I support the proposals. My friend was cycling and had the nearest of misses at precisely this spot 2 weeks ago. He had complete right of way and the driver just assumed they had right of way because they were in a car (clearly didn't know Highway Code) so just carried on and almost hit him. Whenever I cross that junction I do my best to make eye contact with a driver but I assume the car driver will pull out anyway. They often do. Its a really dangerous junction.	
Resident	Yes		
Resident	Yes		
Resident	Yes	I support the proposed measures which I think will improve the environment and reduce accidents at this location	
Resident	Yes		
Resident	Yes		
Resident	Yes	As a local resident and cyclists I think this is a great idea.	
Resident	Yes	As a regular cyclist who commutes to work on Quietway 1 I have witnessed a bad accident here where a cyclist was injured. Very recently I too had a very near miss at the same junction where an eastbound car ignored my right of way. The need for change and greater safety is clear.	
Resident	Yes	I am a cyclist and use the Blackheath Gate to get into Greenwich a few times a month. It always feels dangerous crossing Charlton Way, so the proposal is an improvement. However, why does Charlton Way have to open to through traffic eastward at all? At peak times it's very busy and spoils the environment of the park entrance.	
Resident	Yes	On the whole the proposals look good. There are too many cars pushing through that area at speed. The pedestrian crossings need to be more clearly marked as zebras or with lights. The paved crossings are pretty but useless, as both cars and cyclists view raised paving as roadway that they can speed through (even with bumps). With the large numbers of pedestrians in that area they must be given priority. Glad to see tactile pavement being included.	
Resident	Yes	Great idea to close Duke Humphrey Road to traffic. Regularly seen issues caused by confusion with manoeuvring traffic in the dead end road. Also addressing traffic heading from the west to the junction is very important, seen a few near misses here between traffic and cyclists. Look forward to this implementation	
Resident	Yes		
Resident	Yes	I think this will be an improvement for cyclists and pedestrians.	
Resident	No	Seems like a lot of money and the pedestrian and cycle experience is the same. why not pedestrianise the whole route and provide a proper segregated cycle lane?	Continuous footways create an enhanced pedestrian experience by reinforcing priority over the carriageway. Segregation is not appropriate for a scheme of this nature due to the proposed removal of all motor traffic
Resident	Yes	Long over due and a good solution.	
Resident	Yes	It looks like a great improvement.....better safety and removal of unsightly coach parking in Duke Humphrey	
Resident	Yes		
Resident	Yes	Hooray!	
		No comment provided	
Resident	Yes	As a regular cyclist who uses Blackheath gate to Greenwich Park multiple times a week, I am very much in favour. I have faced many near miss situations where I feel cars have been going too fast and not looking out for cyclists. This is a good proposal to serve the needs of the cycling community and local residents	
Resident	Yes	As both a cyclist and a motorist, I have used the junction for many years, and I have always found it tricky, with traffic in all directions seemingly unsure of who has right of way. The proposals should help to clarify that.	
Resident	Yes	A great improvement to Duke Humphrey Road spur and the crossing to the Blackheath Gate. I am all in favour of encouraging pedestrians, and to a lesser extent, cyclists - and discouraging vehicular use.	
Resident	Yes	safer for cyclists and pedestrians	
Resident	Yes	Must make it safer for bicycles	
Resident	Yes	Will have a positive effect on the area	
Resident			
Resident	Yes	Long overdue works to safeguard pedestrians and put a stop to inappropriate late night parking	

Resident	Yes	It would make the entrance to the park area much more pleasant and safer for cyclists	
Resident	Yes	Should have been done years ago - proposals look excellent	
Resident	Yes	I think it is a very good idea although a lot of the accidents are caused by cyclist coming across the mini roundabout when a car is already doing a right turn into the park. Maybe a way of slowing the Cyclist down needs to be looked at I have personally witnessed a cyclist traveling over 30mph down the hill of the park and barley missing a Lady and small child crossing over the Park road. There are also a lot of Cyclist who over take the cars in the park going at massive speeds. I travel through the park during the 7-10 am and 4pm - 6pm times. I hope this is not being stopped. It alleviates a lot of traffic issues on the main Blackheath drag.	
Resident	Yes	They look good. I walk the dog there about 4 times a week and it is difficult navigating the traffic	
Resident	Yes	Of necessity there is much traffic at this point and some improvements in favour of pedestrians are welcome	
Resident	Yes	Excellent idea. On my bike I have twice been in the situation where, had I proceeded where according to traffic regulations I had priority, I would have been hit by fast traffic approaching from the east.	
Resident	Yes	I cycle thru the park every day, and it's lethal.	
Resident	Yes	This will be a welcome improvement for pedestrians and cyclists entering and leaving the Park from the Heath.	
Resident	Yes	Will be a big improvement for pedestrians and cyclists.	
Resident	Yes	I commute on my bike 3 days out of 5 and it is clear that the cars going past, (who are generally taking a shortcut,) aren't expecting any vehicles (cars or bikes) to be coming from that direction and several times I have had near misses, once fairly recently, with my 4 yr old son on the back of my bike. It is also similar the other way when you are cycling out of the park.	
Resident	Yes	Protection of cyclists is overdue at this area!	
Resident	Yes	Traffic along there needs to be reduced! Priority should be given to pedestrians	
Resident	Yes	I support the measure proposed but would go one step further and make the entire junction area pedestrian and cyclist priority with clear signage on both approach routes making it clear that vehicles MUST give way to people.	
Resident	Yes		
Resident		No comment provided	
Resident			
Resident			
Resident	No	Vehicles are using the road near the gate (Charlton Way) due to poor positioning of the pelican crossing and resulting traffic congestion on Shooters Hill Road. Any improvements should be made in respect of the pelican crossing. Perhaps even the creation of an 'up and over' bridge to enable traffic to flow more easily and to remove the need for people to use Charlton Way as a 'rat run'.	The A2 is managed by Transport for London. RBG will liaise with TfL regarding this issue.
Resident	Yes	Good idea - it is currently a really difficult crossing to make as a pedestrian. This is well used route by pedestrians walking towards Blackheath and vice versa. It maybe worth revisiting the timing of the traffic lights at the Junction of Charlton Way/Maze Hill as I would assume this change would reduce the traffic coming down Charlton Way.	
		No comment provided	
		No comment provided	
Resident	Yes	This is an excellent proposal. Last year I was riding my bike towards the park and was knocked off by a car approaching from the west on Charlton Way. I was actually on the roundabout and the car just piled into me from the left. The driver said, and I quote, 'thought you'd stop' i.e. give up my right of way because he was in a car and I was on a bike. I suffered an arm injury and had to have a course of physiotherapy at Lewisham Hospital.	
Resident	Yes	The proposals look good and clearly some change has to be implemented.	
Resident	Yes	The proposal will make the entrance/exit to Greenwich safer for both cyclists and pedestrians.	
Resident	Yes		
Resident	Yes	I agree this redesign should improve considerably conditions for pedestrians and cyclist, without adversely impacting other users of the local road network. Inconsiderate parking and manoeuvring of vehicles on Duke Humphrey Road is often a threat and obscured visibility of cyclists moving from Duke Humphrey Road into the park makes entering the existing roundabout somewhat hazardous, especially in relation to traffic coming from the west.	
Resident	Yes	This is a long overdue improvement, my son and I have almost been hit a number of times by cars who don't know or care that the junction is a roundabout. It is used as a shortcut from the A2 but isn't really in the right place to facilitate that.	
Resident	Yes		

Resident	Yes		
Resident	Yes		
Resident	Yes		
Resident	Yes	As a driver, a regular cyclist who uses this entry for commuting and a father who uses the park I fully support these proposals	
Resident	Yes	Would be good to make the western crossing a zebra to further encourage usage	
Resident	I Have No Opinion	It's not clear to me that removing the island will improve traffic flow. The plan doesn't make clear whether cars share the entrance and exit with cycles, as now. If not, it will create a logjam and impatient drivers are not considerate. Putting pedestrian crossings both east and west will back traffic up further (particularly at weekends). Makes more sense to me to have the regular right of way of a traffic circle, and only one pedestrian crossing on the west.	
Resident	Yes		
Resident	Yes		
Resident	Yes	I cycle across this junction regularly and really like the proposals to make things safer	
Resident	Yes		
Resident	Yes	Excellent idea. It is way too dangerous and the parking is completely unnecessary with all the space inside the park.	
Resident	Yes	Great idea. Junction is a minefield of issues at the moment; especially with kids and trying to cross safely. Fully support the changes.	
Resident	Yes	Plan looks good, hopefully this will ensure less accidents	
Resident	I Have No Opinion	Wouldn't speed restriction signs, say, 10mph and some road humps solve the problem. 26 accidents over 1,800 days isn't a horrific record - and cyclists have a poor record for adhering to the rules of the road.	
		No comment provided	
Resident	Yes	This is a great idea to help improve road safety.	
Resident	Yes	Cars go thru red light 80% of time I am at the crossing. They really don't care.	
Resident	Yes	Please get this built. That crossing is a death trap for cyclists. Cars just drive through red lights.	
Resident	Yes	Supportive measures sounds needed and justified for safety reasons. Ensuring a strong safe cycling lane, that pedestrians and cyclist are not felt confused by.	
Resident	Yes		
Resident	No	I don't see how this is an "improvement" at all - it would make the traffic on the A2 so much worse as coaches try and stop there to let their tourists off. It also significantly restricts traffic (cars) trying to get into the park which is important for disabled people and other less-mobile people. Personally, I run along this road a few times a week. The issue is cyclists, not road users. I see countless cyclists trying to "jump" the roundabout and get across it quickly, as we see cyclists ignoring traffic light systems in the centre of Greenwich as well. Surely the solution here is not to pander to inconsiderate cyclists?! Perhaps your money (and that provided by our council tax) would be better spent on resolving dangerous on-street parking on double-yellows, or resolving the horrific traffic systems around the new Ikea, or by encouraging cyclists to take road safety training and use the roads in a considerate and safe environment for all.	Motor traffic to the park will not be restricted, but the speed at which it approaches the park along Charlton Way and priority for vulnerable road users is being addressed as part of this scheme. This scheme is funded by TfL's Quietways programme and is ringfenced for improvements for cyclists, pedestrians and public realm. Comments on dangerous parking have been noted but fall outside the scope of this scheme. RBG offers free cycle training to every resident in the borough to raise skill, awareness and confidence levels on roads in London. Recent data from TfL shows that 96% of trainees feel more confident and 75% cycle more after taking cycle
Business	Yes	As a regular cyclist in and around Blackheath I am pleased to see well considered action being taken to resolve issues at this junction	

Resident	No	I think it's another attack on sensible motorists. The road safety figures are probably higher, that's if these figures are accurate, due to poor visibility. I don't think it necessary to impose more speed tables which have theadverse effect of damaging vehicles suspension. Will residents be able to claim from the Council if damage is done to their vehicles and tyres as a result of these humps? Also it seems to me that those of us who are on lower incomes like myself a Council tenant with prostate cancer and crohns disease and have no option but to use our cars to get about, are once again being penalised amd made to suffer by these plans. Cyclists get away with breaking rules and causing accidents. A month ago I was nearly run over by a cyclist in the Greenwich foot tunnel coming up from behind and nothing was done about it. Rather than regressive measures, there needs to be more enforcement of dangerous driving by yourselves working in co-operation with the police and other agencies but as a Council you do not seem to be interested in carrying out enforcement measures and I just cannot understand why. I am sure this is what most sensible motorists would want, not further attacks on the road network with more obstacles. Also if you improved the signage here, give way signs, flashing speed limits signs etc, that would decrease the number of collisions in one fell swoop. Please also notify people how they can appeal using the planning system if these measures you are proposing are passed.	This junction has had a poor safety record with vulnerable road users, with 26 collisions in the past 5 years. Camera monitoring picked up serious issues with eastbound drivers on Charlton Way not giving way to northbound cyclists entering the park from Duke Humphrey Road, resulting in several collisions and near misses. Measures have been proposed to slow motor traffic and create an enhanced pedestrian and cycling environment, which is in line with local and regional policies. The Council's proposals to install new traffic calming measures will conform with current Highways Regulations and will be subject to road safety audits as part of the design and review of the scheme. General comments on greater enforcement of road danger and poor cyclist behaviour are separate issues that are outside the scope of this scheme.
Resident	Yes	This seems like a very good plan. Hopefully it is part of a larger long-term strategy to reduce the impact of motor traffic on the Heath	
Resident	Yes	improves safety improves access for pedestrians and bicycle users	
Business	No	Just get the cyclists to observe road signals. I have had several near misses due to cyclists attempting to cross whilst the traffic lights are green for cars.	This junction has had a poor safety record with vulnerable road users, with 26 collisions in the past 5 years. Camera monitoring picked up serious issues with eastbound drivers on Charlton Way not giving way to northbound cyclists entering the park from Duke Humphrey Road, resulting in several collisions and near misses. Cyclists not obeying the traffic lights on Shooters Hill Road is a separate issue that is not addressed as part of this scheme.
Resident	No	Absolute waste of money and time. Does nothing it's about 50m long road with no speed or traffic problems, taking away the roundabout will create more problems and become dangerous when the park is closed.	This junction has had a poor safety record with vulnerable road users, with 26 collisions in the past 5 years. Camera monitoring picked up serious issues with eastbound drivers on Charlton Way not giving way to northbound cyclists entering the park from Duke Humphrey Road, resulting in several collisions and near misses. Measures have been proposed to slow motor traffic and create an enhanced pedestrian and cycling environment, which
Resident	Yes	I support the better safety and environment for pedestrians and cyclists.	
Resident	Yes		
Resident	Yes	I regularly use this area to cycle to work. Slowing down traffic at the gates would make things safer, as would pedestrianising duke Humphrey road. The new design also makes for a more pleasant entrance/exit to the park.	
Resident	Yes	More work in the borough could be done to improve conditions for cyclists and pedestrians	
		No comment provided	
		No comment provided	
Resident	Yes	I am a cyclist (for work around the Borough every day) who often uses that junction and feels I have to go quite slowly to maintain my safety	
Resident	No	A foot or cycle bridge would provide significantly more safety	A foot or cycle bridge would be too costly for a scheme of this nature and was never considered a viable option.
Resident	Yes		
Resident	No	The proposal should not be to restrict motorists but to enhance the flow, and thus reducing the stress points for drivers. Widen the roundabout so cars filtering left towards blackheath or right towards the park don't have to sit in avoidable queues. All this money is wasted on schemes by people who don't even drive, making roads more dangerous and stressful for motorists. Let the traffic flow and the roads become safer. Endless schemes like this endanger lives...not save them!	This junction has had a poor safety record with vulnerable road users, with 26 collisions in the past 5 years. Camera monitoring picked up serious issues with eastbound drivers on Charlton Way not giving way to northbound cyclists entering the park from Duke Humphrey Road, resulting in several collisions and near misses. Measures have been proposed to slow motor traffic and create an enhanced pedestrian and cycling environment, which
Resident	Yes	Air pollution kills over 9.000 people every year in London. It is important to guarantee the safety of cyclist and pedestrian increasing the number of people using alternative transport.	
Resident	Yes		
Resident	Yes		
Resident	Yes	Excellent idea - improves safety for road users and helps cyclists and pedestrians in particular	
Business	Yes	It's a good idea. I use this route to and from work occasionally.	
Resident	Yes	anything that prioritises sustainable transport over cars is good. the road is only used for parking so improvements will have little impact on cars	

Resident	Yes	Proposals to improve air quality and reduce accidents with roads, bikes and pedestrians have my full support	
Resident	No	Money could be better spent, crossing no worse than anywhere else in London. People need to take responsibility and care.	This junction has had a poor safety record with vulnerable road users, with 26 collisions in the past 5 years. Camera monitoring picked up serious issues with eastbound drivers on Charlton Way not giving way to northbound cyclists entering the park from Duke Humphrey Road, resulting in several
Resident	Yes	The proposals are a positive move. The current design and layout is dangerous for both cycle and pedestrians as the current mini roundabout does not deter east bound traffic from slowing down.	
Resident	Yes	I believe the proposals will definitely have a positive effect on pedestrian and cycle safety, and are to be applauded.	
Resident	Yes	Hello I use that way a few times a week what I find is that vehicles seem to driving over 30 mph and are reluctant to slow down or stop until the last second And that people waiting and cyclists are vulnerable even after the lights are red.. ! Regards	
Resident	Yes	I have been knocked off my bike and had bike written off in Duke Humphrey Road by car reversing when not realising it was dead end - traffic light used to be heavily weighted towards pedestrians but now is towards cars and long waits causes impatience amongst pedestrians and cyclists	
Resident	Yes	I think they are a good idea. Vehicles coming from the one way street do not always look and give way to cyclists exiting duke h road. Slowing down vehicles on the approach is also a good idea	
Resident	Yes	Look good, thank you	
Resident	Yes		
Resident	Yes		
Resident	Yes	I think itâ€™s a really great idea, and a really necessary improvement. The focus on cycling is welcome.	
Resident	Yes		
Resident	Yes		
Resident	Yes		
Resident	Yes	Cars should not be allowed to park on Duke Humphrey Road or the road that runs parallel to the park	
Resident	No		
Resident	Yes	It all looks a good thing	
		No comment provided	
Resident	Yes	Iâ€™m delighted, I use this route every day for 10 years and the A2 and this gate section are the most terrifying to cycle	
Resident	Yes	Looks Safer. This junction can be a bit of a safety lottery when I commute into town.	
Resident	Yes	Priority needs to be given to cyclists and pedestrians entering Greenwich Park. Cars approach at speed	
Resident	Yes	All measures to improve cyclist and pedestrian safety in the borough very welcome. I cycle through these park gates every weekend and frequently have to give way to motorists who are not taking adequate care at this junction.	
Resident	Yes		
Resident	Yes		
Business	No	The priority should be to address the crossing with the A2. Here there should either be an underpass or a pedestrian and cycle bridge over the A2. The controlled cross lights mean that the A2 is on a constant cycle if being stopped due to the must more heavy flow of cyclists and pedestrians in recent years. This frequent stopping generated a build up of traffic and thus pollution. A fixed crossing over or under the A2 would also be far safer for those crossing.	The A2 is managed by Transport for London. RBG will liaise with TfL regarding this issue.
Resident	Yes	If traffic calming measures are introduced then raised pedestrian crossing will not be necessary and will be an eyesore	
Resident	Yes		
Resident	Yes	They look good overall. I only ever use this route as a pedestrian (donâ€™t own a cycle or car) but I have to note that cyclists here are as dangerous and reckless as the cars.	
Resident	Yes	I fully support cyclists and pedestrians	
Resident	Yes	Junction of Duke Humphrey Rd and Charlton Way still looks complicated. I like DHR being pedestrian and cycle only.	
Resident	Yes		
Resident	Yes	The proposal was hard to view on a tablet but looks ok	
Resident	Yes	As a cyclist who cycles through Blackheath Gate regularly I have come to have to preempt that drivers will not give way to the right as they should at a mini-roundabout and will often just shoot straight across.	
Resident	Yes	A good idea, this is a dangerous pedestrian crossing.	
		No comment provided	
Resident	Yes	I cycle through here every day to work and think the proposals will really help those cycling and walking!	

Resident	Yes	As a cyclist who commutes to work in London I applaud this sensible decision particularly as I have been involved in 2 accidents on the roundabout leading into the park. The first of which resulted in numerous stitches to my face, broken teeth and a slight change in physical appearance. The second I was more fortunate as the cyclist in from bore the brunt of the collision and my wounds were only superficial. It is worth noting that on both occasion I had right of way and that in the first accident I made a claim and was rewarded approximately £12,000.00.	
Business	No	Why does it always come down to vehicles	This junction has had a poor safety record with vulnerable road users, with 26 collisions in the past 5 years. Camera monitoring picked up serious issues with eastbound drivers on Charlton Way not giving way to northbound cyclists entering the park from Duke Humphrey Road, resulting in several
Resident	Yes	They're great, I think you should add yellow boxes Further up the cycle path on Hyde Vale and Gen Wolfe Rd to make it easier to cross.	
Resident	Yes	This is a very sensible proposal that prioritises the safety of vulnerable road users.	
Business	No	I am not against making the area a much safer place for cyclists and pedestrians however I don't think that closing Duke Humphrey Road is the answer to the on going problem. The coaches will then park along Chalton Way, this will have a huge impact on cyclists, pedestrians, buses. I believe that something needs to be done to control the area but closing Duke Humphrey's Road May not be the answer. It gets very busy on weekends and parking has always been an issue, people want to visit the park but we currently don't have enough spaces in the area. Duke Humphrey's road and Charlton Way offers people additional car park spaces, this is when it's not taken up by coaches !! Taking this away will make it more congested. The coaches seem to be the real issue in this area, so I believe we need to stop coaches from being able to park up here all day and every day . Please make the area safer for the whole community by removing the problem not by closing Duke Humphrey's Road.	This scheme is part of a wider Cycleway route from Greenwich to Bexleyheath to encourage more cycle traffic to and through Greenwich Park. RBG is working with local tourism stakeholders to improve coach parking management in and around Greenwich, though it should be noted that this scheme proposes no net loss to coach parking.
Business	Yes	Well overdue, see near misses all the time. Use this route daily.	
Resident	Yes	I am delighted that vehicular access to Duke Humphries road will be closed. Does this include the ice cream van, which parks in such a way as to block vision of approaching cyclists / eastbound vehicles? I am not so sure about separating pedestrians and cyclists by a grassed area. Is this necessary? There is plenty of space, especially if vehicles are not allowed there.	Officers will work with colleagues in the Street Trading team to manage the location of the ice cream vendor, trying where possible to keep them in the same area. The grass area on Duke Humphrey Road will provide public realm improvements befitting of the green space directly around it.
Resident	Yes	Speed limit for traffic approaching park entrance should be 20mph with camera enforcement.	Officers have raised this with TfL in the past, who indicated that additional funding was not available at the time. This will be revisited post-
Resident	Yes	The less motor vehicle access the better to the park. Would support closing down all motor vehicle access to the park following on from this,	Royal Parks manage traffic in Greenwich Park therefore this suggestion cannot be directly influenced by the Council. The Royal Parks recently consulted on a draft Movement Strategy in May 2019, one of the proposals of which was to restrict motor traffic movements through the parks and
Resident	Yes	I don't think they go far enough - cars should be prevented from driving through Greenwich park entirely. I am also not sure how much difference a 'raised crossing' is going to make - is that really a significant improvement?	Royal Parks manage traffic in Greenwich Park therefore this suggestion cannot be directly influenced by the Council. The Royal Parks recently consulted on a draft Movement Strategy in May 2019, one of the proposals of which was to restrict motor traffic movements through the parks and open spaces under their management. The raised crossing will provide a simple solution for pedestrians of all abilities entering and leaving the park, with no difference in levels between the footpath and the crossing.
Resident	No	The proposal will be a detrimental to the traffic flow, especially on Blackheath hill, which suffers traffic jams most of the day	Blackheath Hill / the A2 is managed by Transport for London so any future improvement works on the road or at this crossing will fall outside of the Council's remit. This scheme underwent a sponsor review from TfL, who deemed that improvements at Blackheath Gate would have no significant impact on congestion on the A2
Resident	No	Unfortunately Blackheath is a major entry into Central London, and the traffic across the heath is already slow and backed up at many times of the day. Traffic does not need to be slowed or calmed any further. The issues with cyclists are not caused by traffic driving quickly across the heath.	Traffic flow on the A2 is a separate issue that is unaffected by these proposals. RBG continue to work with TfL to understand the impact of proposed schemes on the strategic road network that they manage.
Resident	No	Proposals will affect traffic flow in an already congested area making pollution worse. I frequent this junction on a bike and majority of issues are caused by cyclists dangerous cycling	Traffic flow on the A2 is a separate issue that is unaffected by these proposals. RBG continue to work with TfL to understand the impact of proposed schemes on the strategic road network that they manage. This junction has a poor safety record with vulnerable road users, with 26 collisions in the past 5 years. Camera monitoring picked up serious issues with eastbound drivers on Charlton Way not giving way to northbound cyclists entering the park from Duke Humphrey Road, resulting in several

Resident	Yes	This an opportunity to look at the crossing where Duke Humphrey Road intersects with Shooters Hill Road. The lights on this crossing are a great source of the additional traffic on the roundabout nearby (where the A2 and Prince Charles Road meet). That is dangerously congested island and I've witnessed many minor (some major) road accidents there. Many seem to be caused by the flow of the island regularly stopping due to those lights further along. In addition, I noted one of the aims of the plans for the changes to the one-way system in the town centre, was to alleviate the additional stress that would be put onto the A2. Both the aims of this proposal and those plans could be met by: moving the crossing further up the A2 (away from the island), an overpass or underpass across the A2 for pedestrians (expensive I suspect, but the long term solution needed) or, making use of Charlton way around Folly Pond for a small one way system to keep traffic flowing better. A further suggestion, would be to reduce the two lanes on the A2 heading west, where it intersects with Vanbrugh Terrace, to a single lane prior to the island. Over 95% seems to be going straight on at the island, having the merging taking place on the island still seems dangerous.	The toucan crossing at the A2 is managed by Transport for London. RBG will liaise with TfL regarding this issue. Suggestions to change the movements on the A2 fall outside the scope of this scheme.
Resident	Yes	As a cyclist and pedestrian that uses the path across Blackheath frequently I can see the need for all of the proposed improvements. I often experience problems getting across at the lights from A2 onto Duke Humphrey Road due to large coaches and vehicles blocking the way. It is not uncommon for coaches in particular to park across the dead end nearest the A2 which causes cyclists and pedestrians to be channeled together onto the narrow pavements on either side. This happens despite road markings stipulating "No Parking" and is particularly bad during the morning rush hour, I and others have mentioned this to the Police on various occasions. In general, I welcome any improvements to the space around Blackheath Gate as it can become very congested with people, cyclists and vehicles. The increase in tourism during summer months and weekends also adds to the footfall and as this is set to grow I think it a good idea to make the flow around this space as harmonious as possible so that all users can enjoy improved access to the park.	The A2 is managed by Transport for London. RBG will liaise with TfL regarding this issue. RBG is working with local tourism stakeholders to improve coach parking management in and around Greenwich.
Resident	Yes	I strongly support measures to make this junction safer for cyclists. This design does not do enough to direct drivers exiting the park to turn left. Grassing Duke Humphrey Road leaves no turning head for cars that have got this wrong. The proposed layout does not make clear what drivers heading westbound should do if they find the park gates shut. The near misses I have had cycling through this junction have been caused by drivers heading east being fixated on crossing the junction before an oncoming westbound vehicle turns into the park, blocking them. The design puts cyclists slightly behind eastbound drivers' right shoulder as they cross the raised table, and still not in their line of vision. I would propose narrowing Duke Humphrey Road to a cycle track only, and moving that track to the east side of the existing road area. Along with this I would divert the westbound approach to the junction slightly southwards, to confront eastbound traffic with a single merged approaching flow and ensure that U-turning vehicles have room to complete the manoeuvre. I would remove the traffic island across the south of the junction but provide one on the east side. I would be concerned that the materials for the west-side raised table need to be strong enough to withstand bus and coach traffic. Has thought been given to where coaches displaced from parking on Duke Humphrey Rd will go? What mitigation is planned? The ice-cream van that parks by the old donkey walk gets a lot of business: will this facility be retained somehow?	<b>The issue of drivers heading westbound to find the gate is shut is something that will be addressed at detailed design</b> The design of the give way lines at Charlton Way makes no overall change to the angle of the junction but the raised tables will reduce speed differentials between motorists and cyclists, which will improve the visibility of cyclists and significantly reduce the likelihood of collisions. RBG is working with local tourism stakeholders to improve coach parking management in and around Greenwich. Officers will work with colleagues in the Street Trading team to manage the location of the ice cream vendor, trying where possible to keep them in the same area. The donkey area falls outside the scope of this scheme.
Business	No	Dont consider this junction dangerous	This junction has a poor safety record with vulnerable road users, with 26 collisions in the past 5 years. Camera monitoring picked up serious issues with eastbound drivers on Charlton Way not giving way to northbound cyclists entering the park from Duke Humphrey Road, resulting in several
Resident	Yes	I think these will be much needed improvements to the Blackheath gate entrance to the park, would it not be possible to have raised crossings on both sides of the junctions. Also where will the coaches go?	The provision of raised crossings on both arms of the junction will be addressed at detailed design. RBG is working with local tourism stakeholders to improve coach parking management in and around
Resident	Yes	As well as the plan to improve cyclist safety (I cycle through the gates very regularly, usually early morning), I welcome particularly the change to deny coaches access to Duke Humphrey. I don't understand why RBG doesn't charge coaches for parking outside the Park.	RBG is working with local tourism stakeholders to improve coach parking management in and around Greenwich.
Resident	Yes	There should not be through vehicle access to Greenwich town centre through the park. I have dealt with many RTCs when passing on my way to work and they are always during rush hour periods. People using the park for recreation are not the issue. There is no reason at all for the need for through access to Greenwich town centre. It turns a gem of a park in Greenwich into a polluted and dangerous environment and is an embarrassment considering how many overseas visitors it attracts.	Royal Parks manage traffic in Greenwich Park therefore this suggestion cannot be directly influenced by the Council. The Royal Parks recently consulted on a draft Movement Strategy in May 2019, one of the proposals of which was to restrict motor traffic movements through the parks and open spaces under their management.

Business	Yes	With reference to the proposals for Blackheath Gate Improvements, Parks, Estates & Open Spaces are supportive of the proposals and have the following comments: 1. Confirmation of who will be maintaining the additional grassed area in these proposals? 2. Additional budget would need to be provided for ongoing maintenance of additional grassed areas 3. Confirmation that the maintenance of the hard landscaping and street furniture of this area will remain under highways? 4. The proposals do not mention the donkey ride area "has the use of this area been considered / will the donkey ride fencing remain? 5. The circus field and folly pond area, either side of Duke Humphrey Road would need remain bunded / secured against unlawful encampments 6. Parks, Estates & Open Spaces would like to be fully consulted about proposals for this area	1) Parks & Open Spaces 2) There is no available budget - planting will be wildflower/meadow which requires minimal ongoing maintenance 3) We can confirm that this will remain under Highways remit 4) The donkey ride area is unaffected by these proposals 5) This scheme is only making changes to the layout of the public highway, so there is no change to any other areas. <b>REMOVE FROM CONSULTATION REPORT</b>
Resident	No	Why does everything have to benefit cyclists? When will they take responsibility for road safety instead of blaming everyone else	This junction has had a poor safety record with vulnerable road users, with 26 collisions in the past 5 years. Camera monitoring picked up serious issues with eastbound drivers on Charlton Way not giving way to northbound cyclists entering the park from Duke Humphrey Road, resulting in several collisions and near misses. This scheme benefits cyclists, pedestrians and bus users, in line with local and regional policies on transport, public health and air quality. Comments on cyclists behaviour are a separate issue and
Resident			
Resident	Yes	The plans look like an improvement but even better would be to restrict all vehicle access to Greenwich Park and make it accessible to pedestrians or cyclists only and drivers with disability badges. There's perfectly good public transport access.	Royal Parks manage traffic in Greenwich Park therefore this suggestion cannot be directly influenced by the Council. The Royal Parks recently consulted on a draft Movement Strategy in May 2019, one of the proposals of which was to restrict motor traffic movements through the parks and
Resident	No	Having used this route for over 10 years when commuting to central London by car it is apparent that cyclists fail to turn their heads left and right to check for vehicles. By simply changing the road layouts to compensate for the lack of education of cyclists isn't going to solve the issue in the long run nor the next junction. Does the Royal Borough of Greenwich want to do away with the car completely? Feels that way.	This junction has had a poor safety record with vulnerable road users, with 26 collisions in the past 5 years. Camera monitoring picked up serious issues with eastbound drivers on Charlton Way not giving way to northbound cyclists entering the park from Duke Humphrey Road, resulting in several collisions and near misses. This scheme benefits cyclists, pedestrians and bus users, in line with local and regional policies. Comments on cyclists behaviour are a separate issue and are outside of the scope of this scheme.
Resident	Yes	The waiting time for the pedestrian and cycle crossing across Shooters Hill Road is currently too long, whilst the crossing time itself is quite short, this should be improved as part of this quietway.	The toucan crossing at the A2 is managed by Transport for London. RBG will liaise with TfL regarding this issue.
Resident	Yes	Viewport 2 : Shooters hill road crossing should prioritise Pedestrians and cyclists. Currently it prioritises Cars and Lorries with elongated wait times for crossing users	The toucan crossing at the A2 is managed by Transport for London. RBG will liaise with TfL regarding this issue.
Resident	Yes	I think these proposals are an improvement BUT I have the following concerns: 1. Is this still a roundabout? Either way it is unclear from the plans what the vehicular priorities are. At first glance it looks like bicycles have priority. If this is the case and it is not clear then there may be further accidents because cyclists may assume they have right of way and other vehicles may not realise this. 2. Vehicles travelling from the east along Charlton Way will no longer have to cross traffic coming out of the park because Duke Humphrey Road is no longer a road. Therefore it is possible vehicles coming from the east along Charlton way may not notice cycles coming out of the park who need to cross their path to get to Charlton Way 3. Vehicles travelling from the west along Charlton Way will no longer have to look for traffic coming out of Duke Humphrey Road apart from cycles. Will this make them less likely to see a bicycle? 4. Does traffic turning right from Charlton Way to go into the park need to give way to eastbound traffic on Charlton Way? (Related to is this still a roundabout?) 5. What is the signage? Will signage warn traffic in both directions on Charlton Way that cycles will be crossing? 6. The widened pavement by the bus stop may need more bollards to stop it being used for parking. 7. I fully support the loss of Duke Humphrey road for parking but wonder if this will increase pressure on Charlton Way for coach parking. Are there associated plans to charge for Coach Parking in Charlton Way or restrict the length of time coaches can wait. If not this should be considered.	1. These proposals would remove the mini-roundabout and replace it with two give way lines on Charlton Way, making Duke Humphrey Road the major road. This will be reinforced with the appropriate signage which will be reviewed at detailed design. 2. Related to point 1, Duke Humphrey Road is still a road but the proposals would remove motor traffic from it. 3. The proposed raised tables will reduce speed differentials between motorists and cyclists, which will improve the visibility of cyclists and significantly reduce the likelihood of collisions. 4. The right-turning traffic should give way to oncoming traffic, although negotiation between both road users is necessary to pass through the junction safely. 5 & 6. These issues will be addressed at detailed design to ensure the appropriate signage and parking enforcement. 7. RBG is working with local tourism stakeholders to improve coach parking management in and around Greenwich.
Resident	Yes	1. It is not clear what the nature of the removable island is and what effect it will have on priorities. Is it an island, rather than a roundabout? If it is, how will westbound drivers on Charlton Way used to the existing roundabout know that they must give priority to eastbound traffic at the junction? 2. Are those "give way" signs shown either side of the junction? What sort of signage will there be to inform both drivers and cyclists about priorities? 3. There is a risk that cyclists will find it too easy to just speed through the junction and assume that they have priority over other traffic on Charlton Way or is that the intention? 4. Is there enough depth to the kerb on Charlton Way next to the proposed bus stop to allow two separate raised tables? 5. More bollards will probably be needed next to the bus stop to prevent parking	1 & 2. These proposals would remove the mini-roundabout and replace it with two give way lines on Charlton Way, making Duke Humphrey Road the major road. This will be reinforced with the appropriate signage which will be reviewed at detailed design. 3. It is the intention to give cyclists and pedestrians priority over other traffic on Charlton Way. 4. The intention is to only introduce one bus-friendly speed table. According to TfL guidance on traffic calming on bus routes, Speed tables and raised junctions are acceptable in small numbers at key locations, preferably as part of a series of traffic calming measures. 5. Issues around parking enforcement will be

Resident	Yes	I generally support the proposals. However, they do not go far enough. Further measures need to be taken to reduce motor traffic around and through Greenwich Park and other transport modes like cycling and walking need to be encouraged even more. The Park is for relaxation and enjoyment but especially on weekends cars are congest the area around Blackheath Gate. Parking needs to be restricted. Weekdays Greenwich Park is used as a rat run by cars with excessive speeding and pushing cyclists out of the way. Also if this section is supposed to be part of a Quietway Park Opening times need to be considered. During the winter months the Park closes at 6pm and cyclist have to go on a dangerous detour around the park.	Royal Parks manage traffic in Greenwich Park therefore this suggestion cannot be directly influenced by the Council. The Royal Parks recently consulted on a draft Movement Strategy in May 2019, one of the proposals of which was to restrict motor traffic movements through the parks and open spaces under their management. The out of hours alignment when the park is shut is an issue that the Council are considering with TfL. Proposals will be brought forward in due course.
Resident	Yes	I commute through this junction daily, and in 2017 I was involved in an accident here. I was on a bike traveling north, and was struck by a car traveling east which failed to give way. The driver was prosecuted, but I was badly injured. As such I have a significant interest in this junction and its problems. The changes proposed here look sensible, and should make the junction safer. As such, I support them. I would add three things, though: 1) Eastbound motor traffic on Charlton Way is often "rat-running" down this side road as a way of skipping traffic on the A2. Why do we allow this? Closing this road to private motor traffic on the section West of Duke Humphrey Road would prevent this behaviour, making the area safer, while still allowing motor vehicle access to the Park. I would suggest that buses could be allowed through, but not private vehicles. 2) Please ensure that the bollards next to the crossing of Shooters Hill Road are sufficiently spaced as to allow large bikes (eg cargo bikes carrying children, several of which see regularly) to pass through. If bollards obstruct them it will serve to make the junction less safe. 3) This is perhaps a separate issue, but motor traffic is allowed to pass through the Park at peak times. Again, why do we allow this? Speeding in the park is a known problem - the police are regularly there doing radar speed checks - and this traffic is a danger to active users of the park (walkers, dog-walkers, cyclists, the groups of tourists who walk through). Surely it should be an aim to make the Park a safe - and un-polluted - space at all times, and removing this vehicle access would seem a sensible way to do so. Thank you.	Making Charlton Way bus and cycle only has been noted by officers but is outside the scope of this scheme. Spacing of bollards to allow non-standard cycles through will be reviewed at detailed design. Royal Parks manage traffic in Greenwich Park therefore this suggestion cannot be directly influenced by the Council. The Royal Parks recently consulted on a draft Movement Strategy in May 2019, one of the proposals of which was to restrict motor traffic movements through the parks and open spaces under their management.
Resident	Yes	Will the Donkey Walk be retained, although presently no donkeys on site?	The donkey area falls outside the scope of this scheme
Resident	Yes	The cycle lane should be clearly marked - unfortunately there are many rude and aggressive cyclists who have no consideration for pedestrians with young children or those walking their dogs	Cycle lane markings will be reviewed at detailed design and will conform to London Cycling Design Standards guidance.
Resident	Yes	firstly, poor question resident or business! I am both but no option offered for that choice! As a commuting cyclist Chislehurst to Greenwich for over 30 years i feel they will be beneficial changes, with proviso-extra grass between cyclists and pedestrians in kept in good condition and not semi-bare! And that SOMETHING is done to actually discourage cars entering park gates on busy fair weather weekends when the parking spaces are OVER FULL. The congestion, idling and general pollution generated by vehicles driving up and down awaiting a space is both frustrating for them and irritating for non vehicle park users-runners/walkers/picnicers. And there are NO staff there to assist, and Royal Parks have not replied even to my concerns. a simple 'csr park full' sign would be a start, with a single staff member (or volunteer). Finally you suggest no alternative parking for the displaced coaches-are you to leave them driving around to avoid parking fees- adding to the pollution? And where do they offload groups?	Royal Parks manage traffic in Greenwich Park therefore this suggestion cannot be directly influenced by the Council. The Royal Parks recently consulted on a draft Movement Strategy in May 2019, one of the proposals of which was to restrict motor traffic movements through the parks and open spaces under their management. RBG is working with local tourism stakeholders to improve coach parking management in and around Greenwich.
Resident	Yes	Wholeheartedly support the proposal BUT with one major concern regarding the parking of coaches. Love the idea of moving them out of Duke Humphrey Road, but am very concerned the overflow will move to Goffers Road near the Tea Hut. This busy road has already begun to take the overflow of coaches from Charlton Way near the Park Gate entrance presenting a danger to motorists by blocking sight lines for those driving on that road and often causing a serious back up of traffic turning into Goffers Road from the A2. The very size of parked coaches and lorries parking here allows for only one line of traffic to pass. The whole issue of parking control on this road needs to be addressed by both Greenwich, Lewisham and the Police as cars, lorries, (including POLICE vehicles) continue to park there for refreshment breaks at the Tea Hut, regardless of the yellow No Parking line along the length of the road. Address this issue and we shall ALL be happy.	RBG is working with local tourism stakeholders to improve coach parking management in and around Greenwich. Goffers Road is outside the borough boundary so any concerns regarding displaced traffic should be raised with Lewisham Council.
		No comment provided	
Resident	Yes	This seems to be a good way forward to reduce the incidents for pedestrians and cyclists around the Blackheath Gate. Please try to make sure that fast cyclists will be mindful of pedestrians. Will the ice-cream van still be allowed to trade somewhere close by, as I know that it is a popular spot to treat families on a day's outing?	Officers will work with colleagues in the Street Trading team to manage the location of the ice cream vendor, trying where possible to keep them in the same area.
Resident	No	It is not clear what will happen with traffic through Greenwich Park. The wording of the consultation is decidedly vague. Is the proposal to allow non-commercial vehicles to continue to access the parks during morning and evening peaks, except access can only be to and from the east? The park must remain open to vehicular access during the peaks otherwise it would cause utter chaos with even more rat racing traffic to the residential roads adjacent to the park. I will actively fight against any closure of the park to vehicular traffic if this is what's proposed.	Vehicle access to Greenwich Park is managed by the Royal Parks, not the Council. Changes to vehicle access to Greenwich Park fall outside of the scope of this scheme. The Royal Parks recently consulted on a draft Movement Strategy in May 2019, one of the proposals of which was to restrict motor traffic movements through the parks and open spaces under their management.

Resident	Yes	<p>This is a big step forward. However, it will be frustrating to all cyclists (and pedestrians) who use this route regularly if so little is done to improve the crossing at the A2 (as shown in Viewport 2 of the diagram). There are several problems here: - many motorists seem surprised that a pelican crossing exists. Consequently, they are often travelling too quickly (ie greater than 30mph) to stop easily when the lights turn against them. This is especially true of large vehicles (ie lorries) and is particularly dangerous to cyclists, who may assume that a green pedestrian light leaves them safe. It does not. Some form of advanced warning or cushioning to slow motorists would be advisable. - The pedestrian priority at the pelican crossing needs to be improved. At present, pressing the button results in a long delay for permission to cross, even in circumstances when no-one has crossed (and therefore not slowed the traffic) for some time. This encourages pedestrians (especially runners) and cyclists to take risks by crossing in gaps in the traffic. I can see why traffic might be given extra priority in peak periods, but this problem exists off-peak, including at weekends. - The pedestrian/cyclist segregation on the southbound path (ie towards Blackheath) was obscured (indeed, removed) some years ago as a result of resurfacing. Consequently there is confusion as to where users should be, and even as to whether cyclists are legitimate users - I have been told to get off my bike despite cycling considerably, and was unable to point to any markings on the path which legitimised my presence. If you wish cyclists to use this, you need to make it clear to pedestrians that they are permitted, and probably create some segregated space for busy periods.</p>	<p>The toucan crossing at the A2 is managed by Transport for London. RBG will liaise with TfL regarding this issue.</p>
Resident	Yes	<p>I fully support proposals to make life safer for everyone and I believe that you proposals address this issue. However, a lot of the footfall comes from visitors whose coaches park alongside the park wall. Provided that there is parking space, then these people have a traffic-free access to the park gate. However, there is insufficient coach parking space at peak periods and some coaches park in Duke Humphrey Road - not from choice but necessity. As a coach driver (now retired) I have been ticketed for parking here and was interested to be told by Greenwich Council that I was one of very few. More space is essential.</p>	<p>RBG is working with local tourism stakeholders to improve coach parking management in and around Greenwich.</p>
Resident	Yes	<p>As a cyclist my main problem is that the lights do not stay on green for long enough to let all cyclists and buggies get through on the way into the park. I am not convinced that free parking for coaches actually enhances trade, it's just a freebie</p>	<p>RBG is working with local tourism stakeholders to improve coach parking management in and around Greenwich.</p>
Resident	No	<p>The consultation is unclear as to whether vehicular access will continue during weekday peaks. There will be traffic issues in surrounding areas if it were to be fully pedestrianised.</p>	<p>Vehicle access to Greenwich Park is managed by the Royal Parks, not the Council. Changes to vehicle access to Greenwich Park fall outside of the scope of this scheme. The Royal Parks recently consulted on a draft Movement Strategy in May 2019, one of the proposals of which was to restrict motor traffic movements through the parks and open spaces under</p>
Resident	Yes	<p>I wholeheartedly support this scheme which at last puts the interests of local cyclists and pedestrians before those of the motorist. The previous entry to the Park was dangerous, polluted, unsightly and unworthy of the entry to a WHS. The new scheme will be a great improvement, but please don't ruin it by allowing more coaches to park on Blackheath - please restrict coach visits to unloading and loading and insist that they park elsewhere e.g. on the peninsula.</p>	<p>RBG is working with local tourism stakeholders to improve coach parking management in and around Greenwich.</p>
Resident	Yes	<p>In general the proposals are an improvement but it must be very clear what the priorities are. Priority should be given to pedestrians and cycles and it is essential that signage is clear and simple with unimpeded sight lines. It needs to be clear that vehicles must stop at the junction and not treat it as a roundabout. I welcome the closure of Duke Humphrey Road to vehicles and the separation of pedestrians and cyclists. There is a danger that some coaches will travel westwards from Maze Hill along Charlton Way and then be forced to turn around. They might then damage signs, turn on the grass or try to access Duke Humphrey Road as before. So clear signs are needed at the Maze Hill junction. Consideration should be given to making the west end of Charlton Way no access to cars, but for coaches and buses only. This would reduce the amount of traffic crossing the junction outside Blackheath Gate.</p>	<p>Signage for the whole scheme will be reviewed at detailed design to ensure the new layout is clear to all users. Officers have noted the option to make the western arm of Charlton Way bus, cycle and coach only however this falls outside the scope of this scheme.</p>
Resident	No	<p>I agree with narrowing the road, better visibility. However it looks like vehicles need to give way to the new road. Cars travel at an average speed in single file. Cyclists can ride in lines, several in width sometimes. As soon as they cross shooters hill or are coming out of the park they will be travelling as fast as possible without due care and attention. This is asking for trouble. Especially going into autumn when it's sometimes difficult to see bikes with or without lights from the side- no legal light type or fittings for bikes. There are some cyclists that are very responsible...same as drivers, however until you ensure it is a legal requirement that ALL road users are competent, insured and vehicles are road worthy-brakes,lights this is going to continue.</p>	<p>The proposals create two new give way lines on Charlton Way, to give way to pedestrians and cyclists travelling to and from Greenwich Park. The proposed junction treatments on Charlton Way are designed to slow motorists down and improve visibility by reducing speed differentials between motorists and vulnerable road users. Comments on cyclists using lights and having insurance are separate issues that cannot be addressed by this scheme.</p>

Resident	Yes	WHERE will the large coaches with tourist visitors park? IS There signage on the slip road off the Shooters hill road telling people of Cyclists and pedestrians. THERE MUST BE CLEAR indication where the Cyclist ride and the walkway for pedestrians-there are too many cyclist who ignore pedestrians and think its their right of way ALL THE TIME. Guidance Cats eyes would be very helpful at NIGHT especially in the winter months when its dark early.	RBG is working with local tourism stakeholders to improve coach parking management in and around Greenwich
Resident	Yes	I agree wholeheartedly with the proposals. I have heard a suggestion that cars should not be allowed to travel eastwards along Charlton Way (from the A2). I think it is a bad suggestion as filtering the traffic off the A2 eases traffic queuing across the Heath...	Removing through traffic from Charlton Way is outside of the scope of this scheme.
Resident	No		
Resident	Yes	An underpass under the A2 should be a higher priority but as a daily commuter this is a sensible move forwards. Not really in favour of the bus stop blocking traffic, not clear what this achieves for anyone ? I am a daily cycle commuter to Canary Wharf.	The toucan crossing at the A2 is managed by Transport for London. RBG will liaise with TfL regarding this issue.
Resident	Yes	I agree improvements need to be made, but why can't an underpass be considered in place of the current crossing over shootershill road?	The toucan crossing at the A2 is managed by Transport for London. RBG will liaise with TfL regarding this issue.
Resident	No	1. Omit the grassed strips along D Humphrey Road, they will not survive all the pedestrian and cycle traffic. Pave and plant trees there instead. 2. Removable keep left etc sign in centre of raised table will not survive, it will be wiped out by turning traffic. You will need something more solid, maybe a mini, mini raised round granite sett feature, which cannot be wiped out? 3. Not sure about the slalom needed by eastbound traffic, as it crosses over the raised table, outside the gates. Drivers may take their eyes off any cyclists, actually on the roundabout, as they manoeuvre left then straighten up. 4. Ban the coach parking along Charlton Way-causes much pollution (engines of waiting coaches idle all day long in winter) and obstruct the highway and visibility for passing vehicles and pedestrians, at times. Not to mention their littering.	1. The grass strips are not intended to be walked or cycled on, there are dedicated pavements (existing) and a new cycle-only route (the carriageway on Duke Humphrey Road). 2. Permanent features such as granite setts are not advised due to the need for widespread street furniture removal at this location for large events. 3. The reduction in vehicle speeds at each arm of the junction on Charlton Way will reduce speed differentials between motorists and pedestrians/cyclists and thus make vulnerable road users more visible. 4. RBG is working with local
Resident	Yes	Great idea, as both a driver and a cyclist, I think that it's very difficult for cyclists to cross from south to north into the park without worrying about drivers travelling from west to east. My only concern is that the small strip of road that's proposed to be removed for vehicles does allow lots of coaches to park there, and so removing it may increase congestion nearby.	RBG is working with local tourism stakeholders to improve coach parking management in and around Greenwich
Resident			
Resident	Yes	This is excellent. It will improve cyclist safety in many ways. The raised table is if anything more key than new protections on Duke Humphrey Rd as rush hour drivers speed into the park as a short cut with little regard for cyclists. It would be great if cars could be banned from using the park as a thoroughfare also as many speed, do not concentrate (text, on the phone) and position dangerously on the narrow approach to Greenwich Town Centre on King William Walk.	Royal Parks manage traffic in Greenwich Park therefore this suggestion cannot be directly influenced by the Council. The Royal Parks recently consulted on a draft Movement Strategy in May 2019, one of the proposals of which was to restrict motor traffic movements through the parks and open spaces under their management.
Resident	No	Just two main comments: 1. Why site the bus stop (to the west of the junction) in the middle of Charlton Way thus completely blocking traffic whilst the bus is stationary? this will lead to unnecessary delays and potentially result in frustrated and angry drivers approaching the pedestrian/cycle junction. 2. I would prefer to see the changes to the old Duke Humphrey Road to the North of the A2 (the Greenwich side) matching the walking /cycle path to the South of the A2 (the Lewisham Side) This would achieve a consistent look and feel for visitors walking across the Heath no matter whether they are in an area managed by Lewisham or Greenwich. the proposed design appears over engineered and out of keeping with all existing walking/cycle paths elsewhere on the Heath.	1. This is an existing feature of the highway, which has been positioned as such due to the coach parking and its proximity to Blackheath Gate. It also has an effect of traffic calming for any vehicles behind the bus. Any comments on driver behaviour are erroneous and cannot be directly influenced by this scheme 2. Comments regarding the specification of the materials on Duke Humphrey Road have been noted and officers will consider the practicalities at the detailed design stage.
Resident	Yes	I think this is a great improvement to Duke Humphrey Road. It's currently not clear to cyclists coming out of the park that they can follow the road ahead (especially if an inconsiderate driver has parked in an inappropriate spot). Getting rid of the parked cars and making the path much clearer will be a big boost to safety. To be honest, I don't think you should need a dedicated consultation for such a small change which is clearly positive and has the support of the park. Just go ahead and make things better please :D	Formal consultation is a statutory requirement whenever changes to the public highway are being proposed.
Resident	Yes	I like the idea of making it a cycling and pedestrian zone only. One thing comes to mind though, ice cream van use that road frequently during the summer months. Would there be any scope for an exemption as pushing them to use Charlton Way instead would be less safe for customers.	Officers will work with colleagues in the Street Trading team to manage the location of the ice cream vendor, trying where possible to keep them in the same area.
Resident	Yes	I think anything that slows the approach to the roundabout and increases visibility for/of cyclists is a positive proposal. I wonder whether more signage on the approach roads to alert/remind drivers of cyclists could be beneficial also (though I rarely use the roads and stick to cycle paths/lanes so might be missing existing signs).	Signage for the whole scheme will be reviewed at detailed design to ensure the new layout is clear to all users.

Resident	Yes	Access for vehicles across the current roundabout might become extremely slow as they are expected to give way to traffic coming out of and going straight through the gate. This may create additional risks and hazards.	This junction has a poor safety record with vulnerable road users, with 26 collisions in the past 5 years. Camera monitoring picked up serious issues with eastbound drivers on Charlton Way not giving way to northbound cyclists entering the park from Duke Humphrey Road, resulting in several serious collisions and near misses. The aim of the scheme is therefore to reduce vehicle speeds through the junction and improve safety for
Resident	No	It seems to make more sense to pedestrianise Charlton Way between Goffers Road and Maze Hill entirely including Duke Humphrey Road; although I realise this poses a problem for car access to Greenwich car parking (which likely generates much-needed revenue for the Park), and through-park traffic during designated times. I agree better measures are needed to separate cycling paths from pedestrian paths (this really should be looked into more thoroughly across Blackheath Common in general since many of the paths do not suitably accommodate pedestrians and cyclists). Suggest the creation of better parking for coaches on General Wolfe Road near Rangers House. More effort needs to be made into looking at improving the existing Shooters Hill Road pedestrian crossing to slow down traffic. I agree converting Duke Humphrey Road into grass will provide greater visibility for the existing Shooters Hill Road pedestrian crossing.	Comments on banning motor traffic between Charlton Way and Maze Hill have been noted, but fall outside the scope of this scheme. RBG is working with local tourism stakeholders to improve coach parking management in and around Greenwich. The A2 is managed by Transport for London. RBG will liaise separately with TfL regarding this issue.
Resident	No	It is, without doubt, a good idea to stop vehicles using Duke Humphrey Road, but: 1. Why is the bus stop (to the west of the junction) sited in the middle of Charlton Way, thus completely blocking traffic whilst the bus is stationary? This will lead to unnecessary delays and potentially result in frustrated and angry drivers arriving at the pedestrian/cycle junction in an aggressive state of mind. Surely the bus stop could be moved westwards down Charlton Way, and the width of the pavement reduced, thus allowing traffic to pass when a bus has stopped. 2. It would be preferable to see the alterations to the last part of the old Duke Humphrey Road to the North of the A2 (the Greenwich side) matching the walking /cycle path to the South of the A2. (the Lewisham Side) This would achieve a consistent look and feel for visitors walking across the Heath no matter whether they are in an area managed by Lewisham or Greenwich. The proposed design appears over engineered and in its massing and scale out of keeping with all other existing walking/cycle paths elsewhere on the Heath.	1. This is an existing feature of the highway, which has been positioned as such due to the coach parking and its proximity to Blackheath Gate. It also has an effect of traffic calming for any vehicles behind the bus. Any comments on driver behaviour are erroneous and cannot be directly influenced by this scheme 2. Comments regarding the specification of the materials on Duke Humphrey Road have been noted and officers will consider the practicalities at the detailed design stage.
		No comment provided	
Resident	No	You say to reduce pollution. Traffic calming measures rarely do this, those that you are proposing increase it. Every time a vehicle accelerates after being slowed down it creates more pollution, raise sections create extra wear on vehicle suspension and steering this again creates extra pollution. Once again I see you blaming the motorist when cavalier attitudes by cyclists are often the cause. I suggest you set up a camera and record their actions.	This junction has a poor safety record with vulnerable road users, with 26 collisions in the past 5 years. Camera monitoring picked up serious issues with eastbound drivers on Charlton Way not giving way to northbound cyclists entering the park from Duke Humphrey Road, resulting in several collisions and near misses.
Resident	Yes	Not sure how the route is going to function when the park is shut at night - needs to be an alternative route signposted. Make sure the cycle track along Duke Humphrey Road is wide enough - 3.5m and bollard separation is wide enough for all type of cycles e.g, cargo bikes. Improve the toucan crossing across Shooters Hill Road - widen it and separate pedestrians and cyclists. Also reduce waiting times and increase crossing time. Consider closing Charlton Way western section to all but buses, coaches and cycles to reduce the vehicular throughput at Blackheath Gate.	The out of hours alignment when the park is shut is an issue that the Council are considering with TfL. Proposals will be brought forward in due course. The spacing of the bollards and the width of the cycle track will be reviewed at detailed design to ensure non-standard adapted cycles are accommodated. The toucan crossing at the A2 is managed by Transport for London. RBG will liaise with TfL regarding this issue. Officers have noted the option to make the western arm of Charlton Way bus, cycle and coach only
Resident	No	The traffic lights there already cause a massive tailback on traffic on the A2. Anything that slows the traffic will make that even worse. Why not build an elevated crossing like the one created for the Olympics so there's no need for the traffic to stop at all and pedestrians can cross without having to go on the road at all	Traffic flow on the A2 is a separate issue that is unaffected by these proposals. RBG continue to work with TfL to understand the impact of proposed schemes on the strategic road network that they manage.
Resident	Yes	Concerned where coaches will park if free parking area is removed. I agree they should pay a fee for staying all day. This might knock on to local area.	RBG is working with local tourism stakeholders to improve coach parking management in and around Greenwich
Resident	Yes	Agree that removing traffic from Duke Humphrey Rd is a good idea. Of course the best option would be to tunnel the A2 underneath the heath!	The toucan crossing at the A2 is managed by Transport for London. RBG will liaise with TfL regarding this issue.
Resident	Yes	I would like to suggest some modifications. (1) Wider cycle lanes on Duke Humphrey Rd. (2) Wider gaps between the bollards at Shooters Hill Rd to reduce conflict. (3) wider crossing on Shooters Hill Rd to reduce conflict. (4) More responsive traffic signals (shorter wait) on Shooters Hill Rd especially when there has been a large time gap between activations (5) Close Greenwich Park to peak time traffic - this would considerably reduce conflict. (6) make the eastern (one way) section of Charlton Way for buses and coaches only. (7) What is the route of Quietway 1 when Greenwich Park is closed?	1), 2) The width of the cycle track and the bollards will be reviewed at detailed design 3), 4), The toucan crossing at the A2 is managed by Transport for London. RBG will liaise with TfL regarding this issue. 5) Royal Parks manage traffic in Greenwich Park therefore this suggestion cannot be directly influenced by the Council. The Royal Parks recently consulted on a draft Movement Strategy in May 2019, one of the proposals of which was to restrict motor traffic movements through the parks and open spaces under their management 6) Officers have noted the option to make the western arm of Charlton Way bus only however this falls outside the scope of this scheme. 7) The out of hours alignment when the park is shut is an
Resident	Yes	Proposal seem great, maybe some Improved lighting too.	Lighting improvements will be reviewed at detailed design.

		No comment provided	
Business	No	Instead of making it harder for tourists et al to visit the area, why not consider making the access easier and safer?	This junction has had a poor safety record with vulnerable road users, with 26 collisions in the past 5 years. These proposals have no impact on tourists visiting the area.
Greenwich Cyclists	Yes	Facilitate an alternative route when the park is closed	This is an issue that the Council are considering with TFL. Proposals will be brought forward in due course.
		Remove roundabout sign at park exit	This will be addressed with Royal Parks to conform to TSRGD for the new
		The western part of Charlton Way should be restricted to bus/coach/cycles only with an ANPR camera to ensure enforcement	This measure is outside of the scope of this scheme.
		We would also suggest that the area would be improved with double yellow lines on the two way section of Charlton Way	This will be passed onto the Council's Traffic team.
		At least 2m wide	The proposed width of 4.5m will be reviewed at detailed design to ensure appropriate width.
		If the curbs at the entrance to Duke Humphrey Rd were straight with tight corners as shown in red on the diagram below, then vehicles would be discouraged from turning into this road and bollards may not be required.	When there are major events, the design needs to work for these too. Removable bollards offer a flexible solution when the Royal Borough needs to remove street furniture. Occasionally large vehicles need to turn
		Signage is required on the removeable bollard to show no entry to motor vehicles.	This will be reviewed at the detailed design stage.
		The bollards at any point in this scheme need to allow access for all type of bicycles including cargo bikes.	This is a sensible option which will be reviewed in detailed design
		The traffic lights on Shooters Hill Road require significant modification to support the improvements to Blackheath Gate. The wait time for pedestrians and cyclists is far too long and needs to be reduced. This does not need to necessarily change the time between pedestrian phases. The duration of the pedestrian phase is too short for the current crossing layout. When the crossing is updated it should be doubled in width to allow for a much higher flow during the pedestrian light phase. The new light layout could separate pedestrians and cyclists to align with the wide routes on Duke Humphrey Road. The south side of the traffic lights needs added access paths to mirror those on the north side of the traffic lights which could be installed at the same time as the lights are changed although this is in the London Borough of Lewisham.	The A2 is managed by Transport for London. RBG will liaise separately with TFL regarding this issue.
Please can you confirm the full detail of the Q1 extension route and confirm if there will be a consultation for the entire route to ensure issues in areas where there are no current works planned, can be addressed	Officers have shared the full route with Greenwich Cyclists in the past, if Greenwich Cyclists have specific concerns over elements of this route they should contact the RBG Transport Strategy team		
The crossings on Charlton Way may not ensure drivers always give way to more vulnerable road users. If this is the case, at the least, formal (zebra and elephant's feet) crossing markings should be used. Post implementation, monitoring should be carried out to ensure the scheme has delivered safe crossing for those walking and cycling.	Officers are of the opinion that zebra crossings and parallel crossings could add unnecessary confusion and exacerbate the issue of lack of visibility for cyclists at this location. However, the Council will monitor the effectiveness of the implemented changes and will consider options to mitigate the risks to pedestrians and cyclists in the event of the scheme not delivering road		
Cyclists entering Greenwich Park: consultation shows they are supposed to use car gates. Car gates only open at 7am in the morning, while Pedestrian gates open at 6am already. Which gate are cyclists supposed to use between 6am and 7am? At the moment it's the middle pedestrian gate. This should be made cyclist only for whenever the larger car gates are closed and there needs to be proper alignment / barrier / curb free path through the middle gate	Officers will discuss with the Royal Parks and will be picked up at detailed design.		
Blackheath Joint Working Party	Yes	Many of [the coaches] are foreign, and discharge their passengers onto the road, not the pavement. This does represent a safety hazard. The coaches/HGV's have an adverse effect on the environment through regular and substantial pollution from diesel engines. These are often idling all day long to keep the air conditioning on due to either cold or hot weather	Officers will investigate the possibility of more anti-idling campaigns in the future.
		(From Shirley Broughton in a separate email): I do not feel that a lockable bollard, for instance, would adequately deal with the problem of east-bound coaches, arriving at the park gates to offload passengers and needing to turn round (as Charlton Way is one way from that point). Lockable bollards can work perfectly well in certain circumstances, but tend to be damaged and misused in busier, more heavy duty areas. My own feeling is that there should be a no access to Charlton Way for east-bound coaches/HGV's etc from Maze Hill and no hammer-head outside the park gates, as they can end up being misused, eg. for parking bays and thus not being available for their intended use	The Council will monitor the effectiveness of lockable bollards, as they provide a suitable option for filtered permeability for cyclists whilst allowing occasional vehicle access into Duke Humphrey Road. Crucially they also form part of a flexible solution for street furniture removal for large events. Changes to coach parking is a wider issue that is outside the scope of this scheme.

		It would be great for wildlife if the grass strip along either side of the cycle track could be seeded with locally-sourced wildflowers and grasses rather than either just ecologically dull rye grass or ornamental species	This is something the Council can consider at detailed design
		there may a problem with the location of the ice cream seller who may have a licence for the current location. I understand that you might propose that the vendor be "given" a site on the East side of the DHR spur, across the road from the present site. This would pose less of a potential sightline problem for traffic travelling east along CW. The plan to block off the spur might give the van an access problem, unless the owner had a key to a removable bollard	Officers will work with colleagues in the Street Trading team to manage the location of the ice cream vendor, trying where possible to keep them in the same area. Removable bollards will need to be considered as part of the wider impacts for large events.
		made a simple but compelling case for charging the coaches to park in Charlton Way - the Royal Parks were happy for G'wich to use their traffic warden to patrol Charlton Way and issue tickets if necessary.	RBG is working with local tourism stakeholders to improve coach parking management in and around Greenwich
Friends of Greenwich Park	Yes	The Committee noted that the ice cream seller is thought to have a license for the present location "in perpetuity" and this might delay the implementation of the scheme. It is to be hoped that this issue can be solved quickly, though FOGP would not support the transfer of that van into the Park.	Officers will work with colleagues in the Street Trading team to manage the location of the ice cream vendor, trying where possible to keep them in the same area.
London Cycling Campaign	Yes	20mph limit on Charlton Way	Officers have raised this with TfL in the past, who indicated that additional funding was not available at the time. This will be revisited post-
		Consider making Charlton Way bus/cycle only	This measure is outside of the scope of this scheme.
		The crossings on Charlton Way may not ensure drivers always give way to more vulnerable road users. If this is the case, at the least, formal (zebra and elephant's feet) crossing markings should be used. Post implementation, monitoring should be carried out to ensure the scheme has delivered safe crossing for those walking and cycling.	Officers are of the opinion that zebra crossings and parallel crossings could add unnecessary confusion and exacerbate the issue of lack of visibility for cyclists at this location. However, the Council will monitor the effectiveness of the implemented changes and will consider options to mitigate the risks to pedestrians and cyclists in the event of the scheme not delivering road
		Through motor traffic should not be enabled through Greenwich Park, or any of the other parks in London – and removing through motor traffic from the park would further increase the quality of this scheme and the Quietway	Royal Parks manage traffic in Greenwich Park therefore this suggestion cannot be directly influenced by the Council. The Royal Parks recently consulted on a draft Movement Strategy in May 2019, one of the proposals of which was to restrict motor traffic movements through the parks and
		Cycle paths here, given the potential for cycling, should be a minimum of 2m in each direction	The proposed width of 4.5m will be reviewed at detailed design to ensure appropriate width.
		Bollards should be spaced with 1.5m gaps to enable a wide range of cycles to access the scheme	This is a sensible option which will be considered in detailed design
		Signal times for Shooters Hill Road should not leave those waiting to cross for long periods	The A2 is managed by Transport for London. RBG will liaise with TfL regarding this issue.
		Greenwich Park is currently closed during the night – this significantly reduces the amenity of this route as it will not be accessible when the park is closed. Given the stated intent of Quietways to enable those who are less confident to cycle, this is a major flaw in the current route alignment/scheme.	This is an issue that the Council are considering with TfL. Proposals will be brought forward in due course.
		A width restriction on Charlton Way or other method to ensure coaches do not travel on to use the Charlton Way/Duke Humphrey Road crossing area to turn around should be considered	This could also be facilitated by signage, deflecting coaches earlier on, at the Maze Hill / Charlton Way junction. This will be picked up at detailed
Lewisham Cyclists	Yes	Make western side of Charlton Way bus and cycle only	This measure is outside of the scope of this scheme
		Making the western section of Charlton Way (travelling eastbound) bus, coach and bicycle only (with appropriate enforcement and signage) would significantly reduce the vehicular hazards at this junction.	This measure is outside of the scope of this scheme
		The eastern section of Charlton Way needs a restriction to prevent long vehicles inadvertently entering the section travelling westbound. This could be a width restriction at the traffic light controlled junction with Maze Hill.	This could also be facilitated by signage, deflecting coaches earlier on, at the Maze Hill / Charlton Way junction. This will be picked up at detailed design.
		Facilitate a route to Crooms Hill	This is an issue that the Council are considering with TfL. Proposals will be brought forward in due course.
		3.5m width to address future demand	The proposed width of 4.5m will be reviewed at detailed design to ensure appropriate width.
		1.5m bollards to allow a range of different cycles	This is a sensible option which will be considered in detailed design
		Widen it with separate section for pedestrians and cyclists	The A2 is managed by Transport for London. RBG will liaise with TfL regarding this issue.
		Remove through-traffic from Greenwich Park at weekday peak hours	Royal Parks manage traffic in Greenwich Park therefore this suggestion cannot be directly influenced by the Council. The Royal Parks recently consulted on a draft Movement Strategy in May 2019, one of the proposals of which was to restrict motor traffic movements through the parks and

Greenwich Living Streets	Yes	<p>The RBG proposals are based on a principle that drivers, aware of increased danger for vulnerable road users, will moderate their speed and pay more attention. We are concerned that there will be actual increased dangers for vulnerable road users and the scheme introduces no new formal methods to slow drivers or help them to pay more attention.</p>	<p>Officers disagree that this scheme will have no significant impacts on road danger reduction. One of the major issues is that motorists travelling east on Charlton Way are not expecting cyclists approaching from their right hand side, and thus many do not give way which has unfortunately resulted in several serious collisions. There have been 26 such incidents in the past 5 years. There have been no reported incidents with pedestrians at this</p>
		<p>Highway Code rules for roundabouts are clear and unambiguous and we propose that a removeable compact roundabout (with or without a central overrun area) – is urgently considered. Our proposal is to offset the roundabout from its current position to allow for improved vehicle turning and safety for cyclists and pedestrians.</p>	<p>Officers disagree with the assertion that the mini roundabout is unambiguous in this instance. Section 5.5.4 of London Cycling Design Standards states that: "Mini-roundabouts are not generally recommended for inclusion on cycle routes. The main problems they raise are failure of vehicles to observe give way due to the geometry and failure to reduce</p>
		<p>Proposed zebra crossing whilst maintaining the mini roundabout</p>	<p>Officers are of the opinion that informal crossing points, along with lower traffic speeds caused by the treatments on Charlton way, will not have a negative impact on pedestrian safety. This junction has a poor safety record with vulnerable road users, with 26 collisions in the past 5 years. Camera monitoring picked up serious issues with eastbound drivers on Charlton Way not giving way to northbound cyclists entering the park from Duke Humphrey Road, resulting in several collisions and near misses. Officers are of the opinion that zebra crossings could add unnecessary confusion and</p>
		<p>While the RBG proposal drawings are unlikely to be an accurate scale representation we are concerned that the 'main' informal crossing distance (carriageway width) has been unnecessarily increased. We strongly recommend that the carriageway should be no wider than 3 metres at this point. This will reduce speeds of motor traffic and the length of the narrowed approach proposed will be an additional benefit.</p>	<p>The width of the carriageway and overrun area will be examined in detailed design to ensure that road danger reduction is not compromised. Although the drawing does not show scales the overall carriageway width will not be increased on the crossing point.</p>
		<p>The RBG proposals show 'give way' signs and road markings in Charlton Way (both directions) positioned ten metres before the junction itself to accommodate informal pedestrian crossings. We believe that motor vehicle drivers will not be able to use these correctly and this will cause ambiguity at the junction and at the informal pedestrian crossings. Note: the proposal drawing actually indicates a 'stop' sign.</p>	<p>All signage, both erected on finger posts and imprinted into the carriageway, will comply with TSRGD and the specifics of where they are located will be picked up in detailed design</p>
		<p>The simple solution to solve this problem is to give priority to eastbound road traffic in Charlton Way and make the right-turning road traffic from Charlton Way and the northbound road traffic in Duke Humphrey Road give-way, or even stop, at this junction.</p>	<p>This suggestion would give priority to motor vehicles over vulnerable road users at this location. The aim is to create a high quality walking and cycling link into and out of Greenwich Park. The proposed layout would have no impact on vehicle speeds and would therefore not address the key road</p>
<p>This crossing should not be excluded from the scheme as the existing arrangement will produce dangerous ambiguities with the RBG proposed scheme.</p>	<p>The A2 is managed by Transport for London. RBG will liaise with TfL regarding this issue.</p>		
Greenwich Park Safer Park Group	Yes	<p>At present there is a clear "paracetamol" roundabout just outside the Gate. Priorities are clear – those from the right have priority. Take away the roundabout and replace it with keep left signs may lead to some driver being unclear about who now has the priority. It will need to be made very clear whether the "rules of roundabouts" remain or whether all cyclists now have the right of way in both directions</p>	<p>Officers disagree that the new road layout would create ambiguity. Give Way lines and appropriate signage will make it clear that Duke Humphrey Road has priority over Charlton Way, and raised tables will reduce speeds on the approach to the junction. The rules of the roundabout will not remain - a crossroads junction is being proposed. Cyclists on Duke Humphrey Road will have priority in both directions to and from Greenwich</p>
		<p>suggestion that coach parking times on CW should be limited to 3-4 hours. There will be more pressure on parking spaces if DHR is closed and it would prevent all day parking. Coaches park along CW, and their passengers can disembark with relative safety to the west of the Park Gate. Most coaches come from the west to travel eastwards along CW and then park.</p>	<p>RBG is working with local tourism stakeholders to improve coach parking management in and around Greenwich</p>
		<p>While coaches can now park in DHR, some come from the east travelling westwards along CW and turn into DHR. With no parking on DHR, any coach coming that way will have to return. With the new layout of bollards, such an about turn will not be possible at the Gate junction. There needs to a clear "No Coaches" sign at the traffic lights at the junction of CW with Maze Hill/ Prince Charles Road.</p>	<p>This is a sensible option which will be considered in detailed design</p>
		<p>Part of the need for the changes at this junction is the speed with which car and lorries travel along CW. CW is a deflected route to the Standard. One suggestion which might again be explore with TfL is to make the first (west) section for coaches and public service vehicles only. This proposal had general support from the group, though they noted that it had once been rejected</p>	<p>This measure is outside the scope of this scheme</p>

Westcombe Society	Yes	Clear signage to deflect coaches using westbound Charlton Way	This could also be facilitated by signage, deflecting coaches earlier on, at the Maze Hill / Charlton Way junction. This will be picked up at detailed
		Loss of coach parking on Duke Humphrey Road will need to be managed/monitored	RBG is working with local tourism stakeholders to improve coach parking management in and around Greenwich
		Reinforce the need for clear signage with the change of priority	All signage, both erected on finger posts and imprinted into the carriageway, will comply with TSRGD and the specifics of where they are located will be picked up in detailed design

Themes	No. of responses	%
Better road layout for cyclists and pedestrians	49	44%
Improving road safety	44	40%
Improving local air quality	3	3%
Slowing down motor traffic	7	6%
Public realm improvements fitting in with green space / world heritage site status	7	6%
General traffic reduction in the area	1	1%
TOTAL	110	100%