



Transport for London
Local Communities and
Partnerships
Floor 9, 5 Endeavour Square
Westfield Avenue
London E20 1JN
Phone: 0343 222 1234*
www.tfl.gov.uk

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Dear Resident

The London Streetspace programme – improvements between Greenwich and Woolwich

I am writing to let you know about some changes we will be making nearby, as part of our Streetspace for London programme.

As London continues to emerge from the Coronavirus lockdown we will need to find new ways to travel. Enabling social distancing to happen on public transport as lockdown restrictions are eased will mean everyone who can do so will need to find alternative ways to travel. Public transport must only be used when absolutely necessary. However, if the number of trips taken by private vehicles increases, London will grind to a halt, with essential deliveries and emergency services stuck in gridlock.

That's why, together with London's boroughs, we are developing the Streetspace programme to create more space for people to safely walk and cycle. The programme will both help Londoners to walk and cycle more often and enable them to safely social distance while they do so. It will also help improve our air quality, making London greener. Our scheme is part of this wider programme. Further information is available at tfl.gov.uk/streetspace

What we are doing

We are making the following changes on a temporary basis:

Improvements for cyclists and pedestrians

- A two-way segregated cycle track will be provided on the northern side of the A206 to help encourage people to cycle more as an alternative to public or private transport

- Providing a new temporary cycle track through the centre of Angerstein roundabout to provide a direct route east-west separated from motorised traffic, to improve road safety for cyclists and encourage everyone who can do so to cycle
- We will make minor changes to help people cycle on Park Row and Old Woolwich Road, including providing new directional signage and on-street cycle logos, to help cyclists feel more assured and confident
- We will widen the footway on the north eastern corner of the Blackwall Lane/ Woolwich Road junction to provide more space for pedestrians and help people to socially distance.

Improvements and changes for bus passengers

- Removal of the section of bus lane on the eastbound approach to the A206/Blackwall Lane junction and reducing the number of traffic lanes on the approaches to the junction from two to one lanes eastbound and westbound. These changes are needed to create the space for the two-way cycle track.
- Providing new sections of bus lane on Blackwall Lane to help buses to run more reliably
- As part of a bus improvement package, nearly 3km of new bus lane will be introduced to the nearside traffic lane in either direction between Anchor and Hope Lane and Woolwich Ferry Roundabout.
- Relocating stop D (Vanbrugh Hill), P (Marlton Street), E and D (Kensing Road) and H (Rainton Road). Removing the bus stop at Calvert Road and stop J at Tyler Street. These changes are necessary to create space for the two-way cycle track. It is necessary to remove stop J because there is not enough space to allow vehicles to pass stationary buses using it. Owing to the temporary nature of this scheme, it is not possible to relocate bus shelters to new bus stop locations

Changes to local access and parking, to support the improvements for cyclists, pedestrians and bus passengers

- Making Christchurch Way no entry from Trafalgar Road for all traffic except cyclists and the emergency services. This will make it easier for cyclists who wish to turn right into Old Woolwich Road to do so, and it will reduce the potential for collisions between cyclists and traffic turning left or right into Christchurch Road. It will also help reduce rat running between Colomb Street and Christchurch Way helping to reduce the potential for queuing at the Christchurch Way/Trafalgar Road junction, which in turn would help buses to run more reliably
- Making Rodmere Street no entry from Trafalgar Road except cyclists and the emergency services. If vehicles attempted to turn right into Rodmere Street from Trafalgar Road they could come into conflict with other vehicles moving through the junction unless we made Rodmere Street no entry. We

will also allow traffic to travel in both directions on a small part of the one-way section on Rodmere Street, to ensure there is access from Vanburgh Hill

- Banning the right turn from Trafalgar Road into Vanburgh Hill for all traffic except buses and the emergency services. This is to avoid a situation where traffic on Trafalgar Road wishing to turn right onto Vanburgh Hill blocks traffic wishing to travel straight on. We will permit buses to turn right here because relatively few of them will need to do so, compared to other traffic
- Closing entry to the northbound A102 slip road for all traffic except the emergency services. This will reduce the amount of traffic travelling through the Angerstein roundabout, which is a significant barrier to cycling and the site of a fatal collision in which a cyclist was killed in 2018. This will also address and reduce traffic rat running via the on and off slip roads to avoid queues on the A102. Traffic will still be able to access the A102 using Bugsby's Way.
- Banning the right turn from Woolwich Road into Aldeburgh Street for all traffic except the emergency services. This will reduce the potential for collisions between cyclists and traffic turning right
- We will relocate one parking space outside 35 Woolwich Road to make room for a cycle track to be introduced here. The bay will be relocated to the outside of the cycle track and reduced in length by around 2.5m. Passengers of vehicles using the relocated parking bay will step out onto a 1m area between the parking bay and the cycle track – this is to avoid the potential for 'dooring' (where cyclists collide with vehicle doors opened into their path – which is a major factor in cycling collisions across London).
- We will relocate one parking space from outside 41 Woolwich Road 8m east, to the west side of Armitage Road
- We will remove 5.6m and 3.6m of space from two of the parking spaces outside Frobisher Court on Old Woolwich Road. We will remove 5m of parking space outside 54 Old Woolwich Road.
- We will reduce the size of the parking bay on the east side of Lassell Street from 14m – 11m to enable large refuse lorries to turn into this street, when necessary

The works to deliver these changes will begin from the end of August and we expect that they will be complete by early October.

Next steps

Although we are not undertaking a formal consultation on this scheme, we would like to know about your experiences of it once it is in place. We will be monitoring the effects of the Streetspace programme over the coming months and hope many of the schemes we are introducing could become permanent additions to London's walking and cycling network. We would need to undertake a consultation on any scheme we propose be made permanent, and

we will use the outcome of any consultation to help decide which schemes we should take forward over the next 18 months.

If you have any comments about the effects of our scheme, or suggestions for changes or improvements we might make, please let us know at streetspacelondon@tfl.gov.uk. With Sustrans, we have produced a map of the Streetspace schemes that have been produced across London. The map also includes a short survey, through which you can tell us your experiences of the measures we are introducing. The map is available at <https://www.sustrans.org.uk/streetspace-for-london/>

We would like to talk to local people about the changes we are making. If you would be interested in taking part in discussions about this scheme, please write to us at streetspacelondon@tfl.gov.uk. We will then be in touch with the details of how you can do so.

Yours sincerely

Andrew Miles
Engagement Specialist
Local Communities and Partnerships
Transport for London