

From: StreetspaceLondon <StreetspaceLondon@tfl.gov.uk>

Sent: 18 September 2020 13:01

Subject: Improvements between Greenwich and Woolwich for pedestrians, cyclists and bus passengers

I am writing because you have contacted us with your comments about our plans to make temporary changes to Trafalgar Road and Woolwich Road, between Greenwich and Woolwich. For reference, there is more information about the changes we are making [on our website](#).

While we have received supportive comments about the temporary changes we need to make, we recognise that some people have concerns. We are listening and wanted to write and demonstrate that to you. We have made some amendments to the temporary changes as a result of the issues you have raised, and we wanted to explain what they are and how they will help. Before doing so however, we thought it would be useful to explain in a little more detail what the background to these temporary changes is, and why they are necessary.

Why is the Streetspace programme necessary?

We and London's boroughs are working together to quickly develop and introduce a range of measures to help London recover from the coronavirus emergency.

As London's workplaces continue to reopen there will be an increase in the number of people needing to travel: if even a fraction of these people chose to travel by private transport (on the basis that public transport capacity is limited by social distancing effects, or perhaps because they are nervous about travelling by public transport), then our roads would become unmanageably congested. The Streetspace programme will encourage everyone who can do so to walk and cycle more often, as an alternative to using private or public transport, limiting demand for both. This would mean that essential trips by freight and the emergency services would be more efficient, and public transport capacity would be maximised for those who need it most. There are significant health and environmental benefits from active travel such as walking and cycling. We know for example that fitter people do better in recovering from the effects of the coronavirus.

All of the measures we are introducing are temporary. We will consider whether they should be amended or withdrawn, or perhaps made permanent additions to London's walking and cycling network from the end of this year or early next.

Working with the Royal Borough of Greenwich

We discussed the temporary changes we plan to make to Trafalgar Road and Woolwich Road extensively with the Royal Borough of Greenwich prior to announcing them. Over the last few weeks we and Greenwich have been reviewing these changes in light of the concerns that were raised with us by local people.

The temporary changes to Trafalgar Road and Woolwich Road have been designed to provide a direct, safer and attractive route for cyclists between Greenwich and Charlton. We had originally intended to prevent motor vehicles from turning into

Christchurch Way from Trafalgar Road, so that a protected waiting area could be provided for cyclists wishing to turn right into Old Woolwich Road. This would also help protect cyclists, many of whom may be new to cycling and therefore particularly vulnerable, from potentially being hit by cars and other vehicles turning right or left into Christchurch Way.

We consider a number of factors when developing changes of this kind, including what alternative routes are available and other traffic restrictions in the local area. Following consideration of the issues you have raised with us over the last few weeks, we have reviewed our proposals for Christchurch Way and have amended our scheme so that **access from Trafalgar Road into Christchurch Way will be retained**, whilst barriers will still provide protection to cyclists turning into Old Woolwich Road.

We believe that the scheme will help to encourage and support more people to take up cycling as an alternative to the car or public transport. We think this could include people who have not considered cycling previously, perhaps because they feel intimidated by the volume of traffic on Trafalgar Road and Woolwich Road. People who cannot walk or cycle would benefit because there would be less pressure on our roads and public transport networks than would otherwise be the case.

We will also be monitoring the scheme very closely over the coming months, and we will continue to listen to any concerns you might have.

Listening to your concerns

We have listened closely to all of the concerns that were raised with us when we first announced these temporary measures, and we will continue to do so. If you have any further thoughts or comments about the temporary measures, please write to us at streetspacelondon@tfl.gov.uk.

We have listed below the concerns that have been most frequently raised with us, and we have included our response with them.

Yours sincerely

Fraser McDonald
Streetspace core engagement team

<p>The scheme will have a negative effect on traffic/congestion and air quality, including concerns about rat running (and calls for traffic calming on rat runs)</p> <p>&</p>	<p>We acknowledge the changes required to introduce safer cycling facilities will have an impact on traffic flow, however we have sought to minimise the potential impact and will continue to review signal timings as part of the scheme monitoring.</p>
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<p>The closure of the northbound access to the A102 will cause additional congestion on Woolwich Road</p>	<p>We will continue to listen to local people and will be monitoring the effects of the changes once they have been introduced.</p>
<p>The banned right turn at Vanbrugh Hill will lead to rat running (particularly at Colomb Street & Walnut Tree Road) or cause other problems for local people</p>	<p>Although the numbers of vehicles turning right into Vanburgh Hill from Trafalgar Road is relatively low, it has not been possible to accommodate this movement at the junction as we have reduced the available space so that the cycle track can be introduced.</p> <p>If we maintained the right turn, vehicles waiting to turn would block other traffic movements, which would likely cause further queuing and delay to bus services and other traffic. We will continue to monitor the effects of these changes after they have been introduced.</p>
<p>The changes will disrupt/disadvantage businesses (concerns for loading/deliveries)</p>	<p>Research has shown that people who walk, cycle or use public transport shop more often than those who drive, and they spend up to 40 per cent more in high streets and town centres than those who drive there.</p> <p>We do not believe that the scheme would be disruptive to business. If any local business believes that the temporary changes would be disruptive to them, we would very much like to hear from them direct at streetspacelondon@tfl.gov.uk</p>
<p>Concern about removal of pedestrian islands</p>	<p>We are relocating pedestrian refuge islands slightly north of their current locations. Making these adjustments to current island locations helps create the space needed to maintain two traffic lanes and the new segregated cycle track.</p> <p>We are making improvements for pedestrians at the same time, including extending the pavement on the north eastern corner of the Blackwall Lane/Woolwich Road junction. We will also be making temporary changes to</p>

	<p>the Angerstein roundabout to help people walking to navigate it more easily.</p>
<p>Objections to lack of consultation</p>	<p>The Government has requested that Highway Authorities across the Country quickly introduce measures to help people to walk and cycle more often, as a means to help our Country recover from the effects of the coronavirus. The changes we are making are temporary measures in direct response to the coronavirus pandemic. As London is now beginning to emerge from the lockdown we will need quickly to provide the means for people to travel on foot or by bike as much as possible, to reduce demand for public transport and ensure the recovery is sustainable. There isn't the time or scope to conduct a full in depth public consultation in these circumstances. We will however continue to listen to any concerns local people or other stakeholders have, and will take this feedback into account when deciding whether or not these changes should be made permanent. There would be a statutory consultation should we decide to propose that the changes be made on a permanent basis.</p>
<p>Concern cyclists will not use facilities at Angerstein roundabout as won't wait at 4 sets of lights</p>	<p>The Angerstein roundabout is a significant barrier for people walking or cycling. Two people were killed at or near the roundabout in the last two years and it is very difficult for people on foot or bikes to navigate through it. Our changes are intended to make it much easier for pedestrians and cyclists to pass through the roundabout safely. We will be monitoring the impacts of the temporary changes once they come into effect and believe that they will help encourage people to cycle who had not previously felt safe enough to do so.</p>
<p>Objections to the closure of Christchurch Way – restricts access for residents and deliveries, will</p>	<p>As we explained above, we have reviewed all aspects of the changes in light of your feedback. As a result, we</p>

<p>cause/increase rat running, the alternative routes are not suitable for heavy traffic</p>	<p>have decided to retain full access to Christchurch Way from Trafalgar Road.</p>
<p>Concern about impact of narrowed carriageways on emergency services access</p>	<p>We have discussed the changes we will be making with the emergency services and have included their suggestions where possible. We do not believe that the changes would disrupt access for the emergency services. In fact, if we were not to provide measures to encourage people who can do so to walk and cycle more often, it is likely that there would be an increase in congestion across London, which would be enormously disruptive to the emergency services.</p>
<p>Request to remove bus stop D on Woolwich Road</p>	<p>We were asked to remove bus stop D from the new location it will be temporarily moved to. We have temporarily removed bus stop J (Tyler Street) only because it is necessary to do so in order to ensure there is enough space for vehicles to pass stationary buses using the stop. There is not the same necessity at bus stop D and so we are not able to remove it.</p>
<p>Reports of parking in cycle track and enforcement required to deter</p>	<p>We have noted these comments and have shared with the Royal Borough of Greenwich who will enforce parking restrictions to the best of their operational ability.</p>
<p>Removal of bus stop J (Tyler Street) will inconvenience local people, including increasing walking distance for vulnerable passengers</p>	<p>We understand that the temporary removal of bus stop J will cause some people to be inconvenienced. The new cycle track replaces the eastbound bus lane on the approach to Blackwall Lane. If stop J was retained, it would need to be located in the traffic lane, which would block traffic approaching the junction and cause queuing. It has therefore been necessary to remove stop J to minimise impact to other bus services and traffic.</p> <p>The next and preceding stops to stop J are stop K 170m to the west on Trafalgar Road, stop C 130m away on</p>

	Blackwall Lane, stop M 130m away on Vanburgh Hill and stop D 205m away to the east on Woolwich Road
Concerns that some people simply cannot cycle, walk or use public transport (ie. Older people/mobility issues/some journeys must be made with a vehicle)	We understand that some people cannot walk or cycle, and that some journeys must be made with a vehicle or on public transport. The Streetspace for London programme is intended to encourage only those people who can do so to walk or cycle more often. The purpose of the programme is to limit demand for public and private transport to all but the most essential trips. The alternative to the Streetspace programme would be enormous demand for public transport that could not be accommodated while social distancing requirements are in place, and, if even just a fraction of people switched to the car, significant congestion on our road network would occur.
Address rat running at Whitworth Street & Close Colomb Street and Whitworth Street to through traffic	These would be issues for the Royal Borough of Greenwich to consider, as highway authority for these roads. We have made the Royal Borough aware of these suggestions.
Supportive comments	We have noted these comments
The changes are unnecessary/do not make sense	The temporary changes we have agreed with the Royal Borough of Greenwich are intended to address issues which we know can make people feel unsafe when cycling, and which would dissuade them from giving cycling a try rather than using private or public transport. This includes restricting turns into/out of certain roads to reduce the number of vehicles turning left or right across the path of cyclists. We know that, across London, a major contributing factor to collisions in which vulnerable cyclists are killed or injured is traffic turning left or right into or out of a junction, across the path of a cyclist. We simply want to encourage people to

	<p>cycle as much as they can, and to keep them safe while doing so.</p>
<p>Address/enforce against anti-social cycling</p>	<p>We already offer a range of training opportunities for cyclists. This includes a new online cycling training course. We hope and expect that the new temporary facilities for cyclists will enable cyclists to confidently cycle in the segregated cycle lanes, avoiding the potential for anti-social behaviour such as cycling on the pavement.</p>
<p>Demands for the EqIA/other impact statements (eg. Traffic) to be published</p>	<p>We plan to publish Equality Impact Assessments for all of the 'Streetspace' schemes we have introduced which might have an impact on disabled people. We will publish this information on our website and can provide an update in a future email. The Streetspace programme comprises a series of temporary schemes which are being developed and implemented rapidly as an emergency response to the coronavirus crisis. The emergency requires us all to work in new ways, and while certainly we have assessed traffic and cycle-count data while developing the temporary measures, there simply hasn't been the time or scope for us to undertake the level of in-depth modelling we ordinarily would.</p>
<p>Provide 'get in lane' signs on the approach to Blackwall Lane</p> <p>&</p> <p>Close the s/bound A102 slipway at Angerstein roundabout</p>	<p>We have no immediate plans to provide these additional temporary measures but we will be monitoring the scheme closely over the coming months and, should we consider that changes would be necessary we will make them.</p>