Greenwich to Woolwich walking and cycling changes

Summary of changes

June 2023

Changes introduced Summer 2022:

Following monitoring and feedback, further changes are being implemented on the scheme as follows:

- Extend raised tables over the cycle track at Christchurch Way, Armitage Road, Marlton Street, Chilver Street, Denham Street and increase waiting space for turning traffic to help increase the visibility of cyclists to drivers turning in to and out of side roads
- Provide colour contrasting surfacing within the cycle track at side roads to highlight the presence of cyclists using the cycle track to motorists
- Relocate bus shelters on to bus stop bypass islands or towards relocated bus stops to ensure passengers have opportunities to rest and shelter and reduce distance to walk for those less mobile
- Widen the carriageway to provide more space for emergency services to overtake traffic and stationary buses at bus stops
- Where the cycle track is at footway level at bus stop bypasses, provide new surfacing, colour contrasting materials and tactile delineator strips either side of the cycle facility to help visually impaired pedestrians identify the cycle track from the footway
- Reintroduce the eastbound Tyler Street bus stop J as a bus stop bypass
    - The footway will be narrowed outside 197-199 Trafalgar Road in order to create space for the bus stop. The bus stop shelter will be relocated on to the new bus stop waiting area, to ensure the effective width of the footway remains as existing
- Provide new parking bay between Commerell Place and Armitage Road, where vehicles have been seen to park in the cycle track. Bay operational Monday to Saturday, 7am – 7pm, 20 mins. No return within 1 hour
- Provide new cycle stands near Hatcliffe Street and Fingal Street
- Remove two trees near Marlton Street and plant two new trees nearby
- Provide a new parking bay near Marlton Street, where vehicles have been seen to park in the cycle track. Bay operational; Monday to Saturday, 7am-7pm, 20mins. No return within 1 hour
- Relocate westbound Kemsing Road bus stop D back to its original relocation where the bus shelter is located and closer to the assisted living residence on Kemsing Road
- Relocate eastbound Kemsing Road bus stop E c.40m to the west towards Denham Street to provide more space for vehicles to overtake stationary buses at bus stops

- Provide zebra crossings either side of the eastbound Kemsing Road bus stop so pedestrians can cross over the cycle track to continue their journey on the footway

Previous implemented changes Sept 2020 and April 2021:

Improvements for cyclists and pedestrians:

- A two-way segregated cycle track on the northern side of the A206 to help encourage people to cycle more as an alternative to public or private transport
- 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
- A dedicated traffic signal phase for cyclists at the junction of Blackwall Lane/ A206 to allow cyclists to proceed through the junction whilst motor traffic is held on a red signal, significantly reducing the risk of left or right turn hook collisions
- New toucan crossings, shared footway and a new 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
- The eastbound Vanburgh Hill (stop D), Marlton Street (stop P), Kemsing Road (stop E), eastbound Rainton Road (Stop H), Woolwich Road/Victoria Way and Woolwich Road/Gallions Road bus stops now include bus stop bypasses. These will allow cyclists to safely pass a stationary bus by using the cycle track. Bus passengers will need to cross the cycle track using a raised zebra crossing to wait on an island to access the bus
- Segregated with-flow cycle lanes provided between Gallions Road and Anchor and Hope Lane in both directions
- New signal junction at Gallions Road. This gives westbound cyclists enough time to safely cross the road and join the two-way cycle track, whilst motor vehicles are held at a red signal
- No entry into Gallions Road from Woolwich Road. Restricting access makes the new signal junction more efficient as there are less traffic movements to accommodate; it also allows us to locate the signal equipment in the mouth of the junction, minimising the distance a cyclist must travel to cross the road. This all reduces the time vehicles must wait at a red signal. Motorists can still access Gallions Road via Bugsby's Way
- A cycle gate provided on the eastbound approach to the junction with Anchor and Hope Lane. A 'cycle gate' is a method of giving cyclists some time and space to move away from a junction ahead of motorised vehicles and relies on there being two sets of signals and two stop lines for cyclists - the first acts as a 'gate' to allow cyclists into a 'cycle reservoir' ahead of general traffic to await a green light at the second stop line
- Improved Advanced Stop Lines for cycles provided on the eastern and western arms of the Anchor and Hope Lane junction

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

- Provided new sections of bus lane on A206 between Maze Hill and Christchurch Way, and on Blackwall Lane to help buses to run more reliably
- Provided new bus lanes in either direction between Anchor and Hope Lane and Woolwich Ferry Roundabout
- Relocated stop P Marlton Street (stop P), Kemsing Road (stops E and D) and Rainton Road (stop H). Removed the Tyler Street (stop J) bus stop. 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 speed in which these changes were made, and their temporary nature it was 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:

- Rodmere Street made 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. Traffic is allowed to travel in both directions on a small part of the one-way section on Rodmere Street, to ensure there is access from Vanbrugh Hill
- No right turn from Woolwich Road into Aldeburgh Street for all traffic except the emergency services. This has reduced the potential for collisions between cyclists and traffic turning right
- Relocated one parking space outside 35 Woolwich Road to make room for a cycle track to be introduced. The bay was relocated to the outside of the cycle track and reduced in length by around 2.5m. Passengers of vehicles using the relocated parking bay 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)
- Relocated one parking space from outside 41 Woolwich Road 8m east, to the west side of Armitage Road