

AN ACCESSIBLE TOWN CENTRE

The presence of strategic roads and a poor street environment means Woolwich is currently uninviting for pedestrians and cyclists. This strategy proposes a number of interventions to make the town more accessible, improve safety, and to improve the bus network.

MANAGING VEHICLE MOVEMENT



The following changes to the movement network are proposed:

- The A205 and A206 become key bus corridors with dedicated bus lanes;
- The town centre becomes predominantly pedestrian priority; creating friendly spaces and routes to support walking and cycling;
- Vehicles can access car parks and service businesses, but can't travel through the town centre; and
- Thomas Street and the eastern end of Woolwich New Road become bus and cycle access only, enabling these streets to become more pedestrian friendly.

MAKING IT EASIER TO WALK

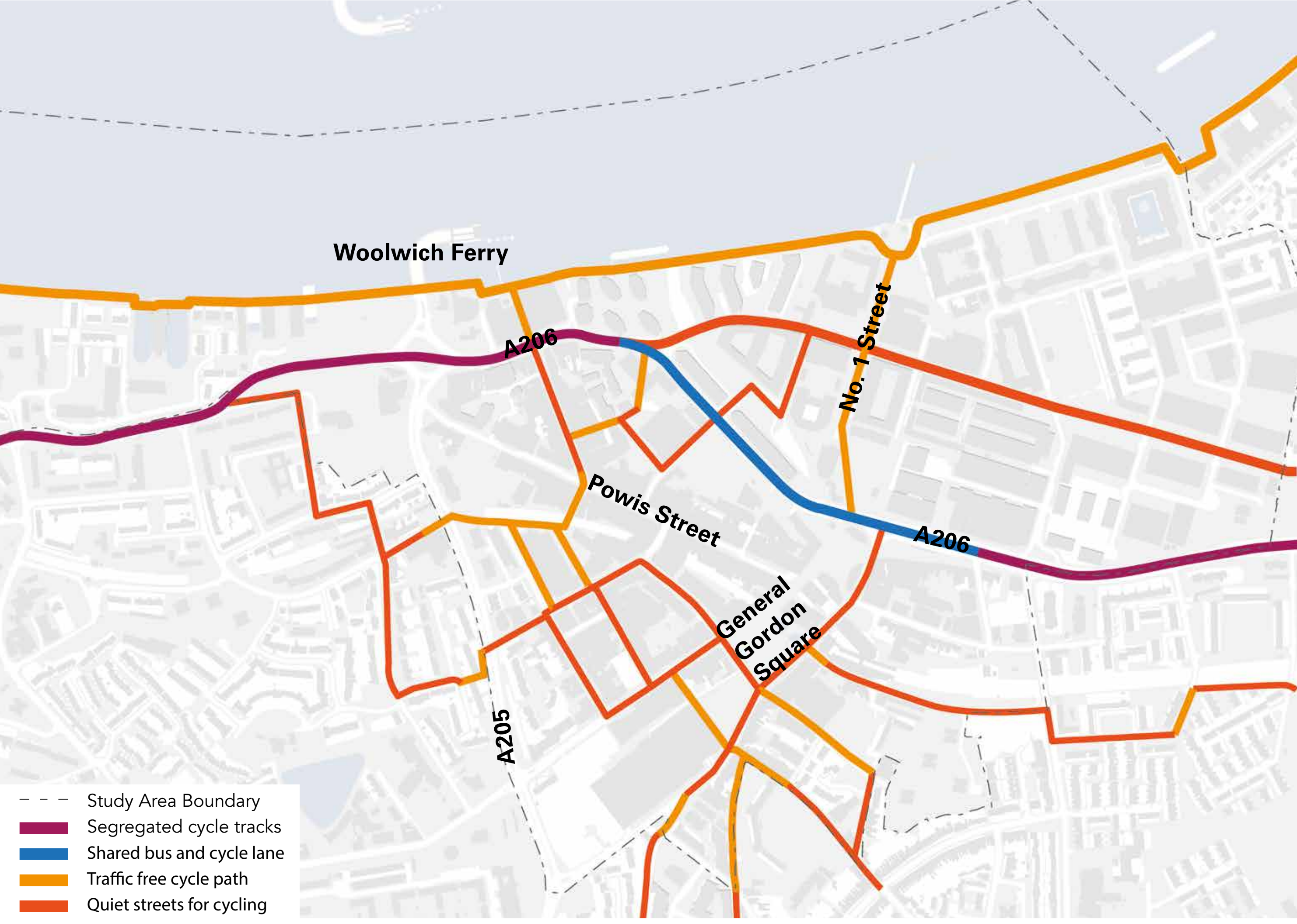


To improve connections within Woolwich, the map above identifies many small projects each of which are circled in red.

These include:

- Better pedestrian crossings on the A205 and A206;
- Delivering a continuous riverfront walkway;
- A new direct connection from Hare Street to the riverfront; and
- Establishing and improving many back streets in the town centre to improve permeability and create new frontages for businesses.

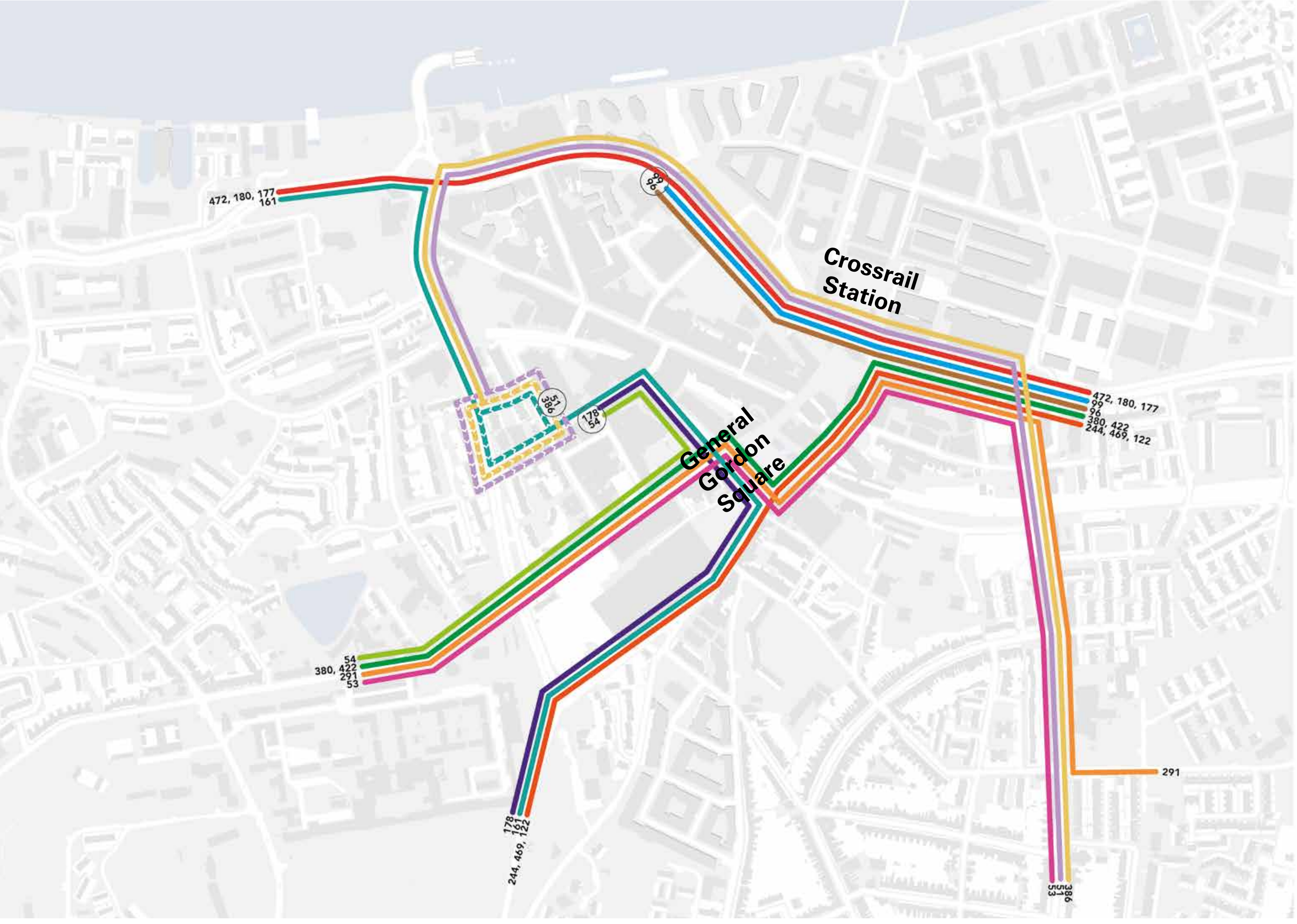
PROPOSED CYCLE NETWORK



There is huge untapped potential for cycling in Woolwich. The main interventions proposed are as follows:

- A coherent cycle network across the town centre providing links in all directions, while avoiding pedestrian areas at Powis Street, General Gordon Square and Beresford Square;
- A potential cycle route connecting Woolwich to Greenwich along Woolwich Road;
- Creation of a traffic-calmed, quieter street environment and introduction of traffic-free shared pedestrian/cycle paths; and
- A potential cycle path through Woolwich Foot Tunnel.

REFINED BUS NETWORK



Existing bus routes in the town centre are confusing with buses taking different routes in each direction;

- The bus network has been simplified to bring routes together in each direction. This means passengers can board a bus in either direction from the same street;
- Some routes have been moved onto Beresford Street to interchange with Crossrail, avoiding General Gordon Square; and
- This reduces bus dominance and improves safety around General Gordon Square, providing opportunities to redesign Woolwich New Road and Thomas Street as pedestrian friendly streets.