

### 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.

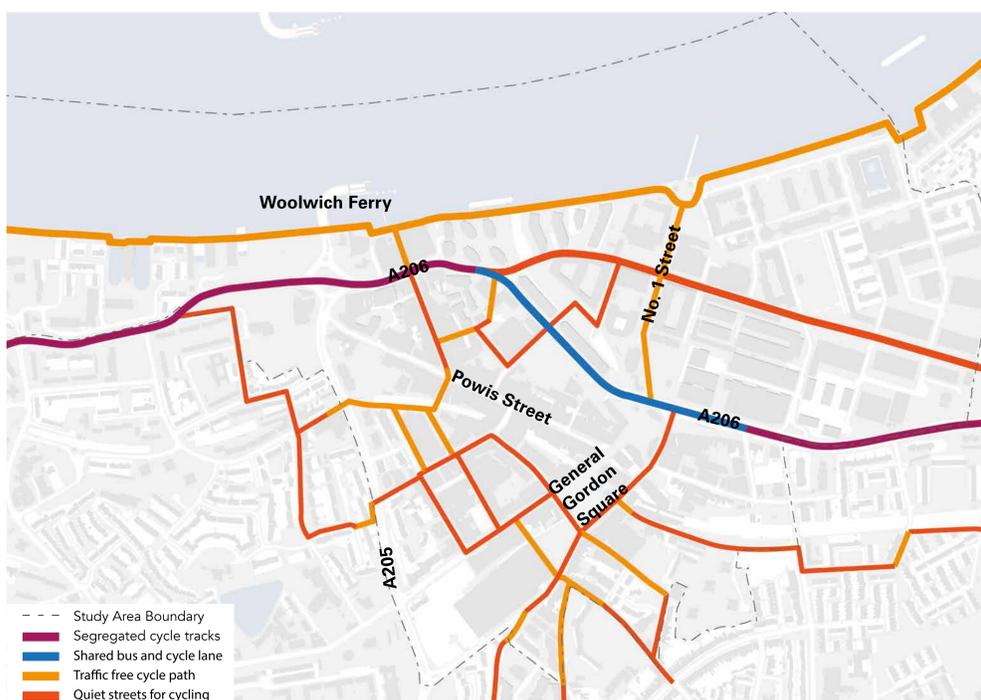
### MAKING IT EASIER TO WALK



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.

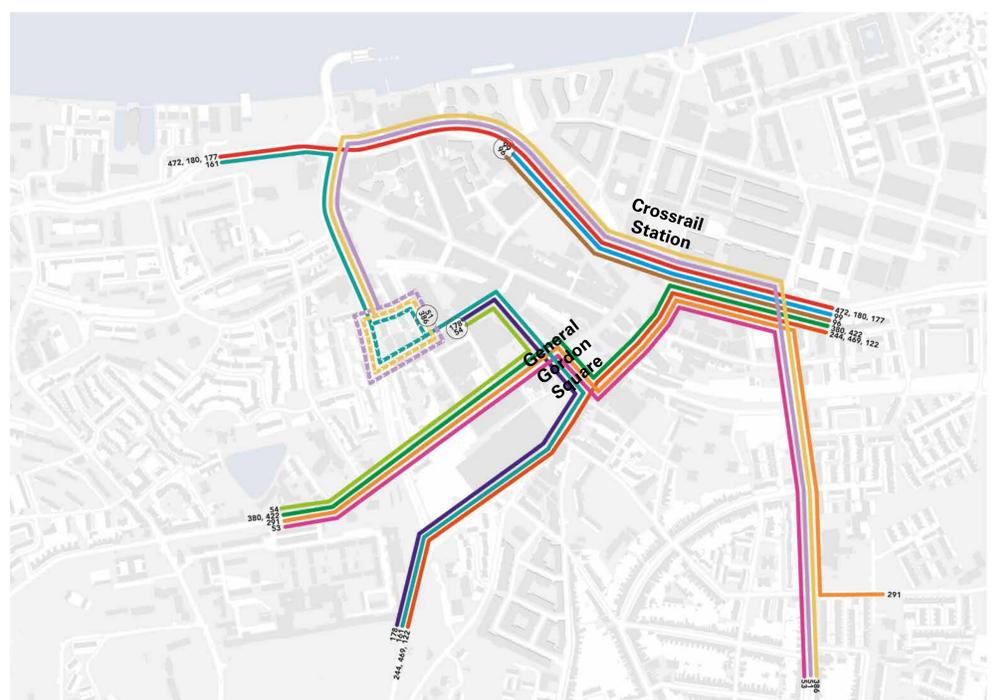
### PROPOSED CYCLE NETWORK



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.