

## Greenwich Town Centre proposals

As it is over 10 years since I worked for Greenwich Council developing similar proposals (which LBG then dropped) I am relieved that GTC's pointless gyratory which blights the town centre is at last going to be removed – as NB has since happened elsewhere in London, without 'gridlock' occurring – traffic demand is elastic i.e. it can go down, not just up, as most traffic models wrongly assume. Walking & cycling must now be prioritised here – please expedite these proposals.

I am now a local resident who has lived within easy cycling distance of GTC for the last 7 years, which is how I usually travel to Greenwich for shopping & recreation both on weekdays & weekends, but I also travel by bus, or occasionally drive, or walk the whole way. Walking & cycling is poor in GTC currently so these overdue proposals are welcome, but complementary measures are also needed.

I also worked on proposals to encourage cycling & deter driving through Greenwich Park (which TRP have not delivered) which should also be reconsidered along with these proposals. An outcome we must avoid is more through traffic in the park i.e. the existing off-peak closure should become 24/7. Currently cyclists are deterred by peak traffic using the unsuitable park road: its narrow & cambered. However the Park should NOT be closed to walkers & cyclists on winter evenings.

To encourage drivers to cycle instead more safe & convenient cycle routes are essential:

- a) along North Walk, which is a WIDE path between Park Row & Gloucester Circus
- b) extend the existing route from Bower Ave to Westcombe Park Rd, via a wider path
- c) on the wide road through the University, which is traffic free & more direct
- d) rather than a seg.track along A200, provide a quietway link to CS4 via Thames St
- e) a toucan crossing of the High Rd is needed linking Roan St & Stockwell
- f) foot tunnel should be shared use, but the idiot minority who abuse it should be fined
- g) east of Maze Hill the A206 needs continuous mandatory cycle lanes & SAFE junctions

All the above changes could & should be implemented asap – before gyratory removal.

The existing very poor quality advisory lanes on A206 should be removed. CS4 will provide good quality segregated cycle facilities, when it is finally delivered, but between Norman Rd and Maze Hill cyclists should be encourage to use parallel alternatives to this congested & polluted section. However there are no parallel alternatives to the A206 east of Maze Hill.

Cycle parking is inadequate and must be improved e.g. by the Park Gate; on the University road.