



Photo 13 – Cracking surrounding window sub frame. Also flaking finishes to steel window casings.



Photo 14 – Stepped cracking to brickwork wall above external window of Tropical Room.



Photo 15 - Stepped cracking to brickwork wall above external window to Tropical Room.



Photo 16 - External steps of main entrance to the Temperate Room cracked and spalled to edges.



Photo 17 - Rotting timber to Temperate Room main entrance panelled door.



Photo 18 - Efflorescence and algae growth to West wall within The Bird Room. Extensive vegetation growth where high-level wall meets iron roofing structure.



Photo 19 - Door set leading from the Bird Room into the Temperate Room damaged at low level.



Photo 20 - Extensive efflorescence staining and algae growth to the East wall of the Temperate Room.





Photo 21 - Damaged brickwork to pillar within the Temperate Room.



Photo 22 - Algae growth and efflorescence to South wall and pillar within the Temperate Room.



Photo 23 - Efflorescence to Tropical Room wall.



Photo 24 - Flaking finishes to redundant pipework to the perimeter of the Temperate Room.



Photo 25 – Damaged blue brick hard wearing paver finish to corroded access panel.



Photo 26 - Flaking paint finishes to iron roofing structure.



Photo 27 - Flaking finishes and corrosion to iron roofing structure.



Photo 28 – Rot noted to edge of timber cornice.





Photo 29 – Timber frame to window rotten.



Photo 30 – Timber panel missing to window.



Photo 31 – General Overview Photo

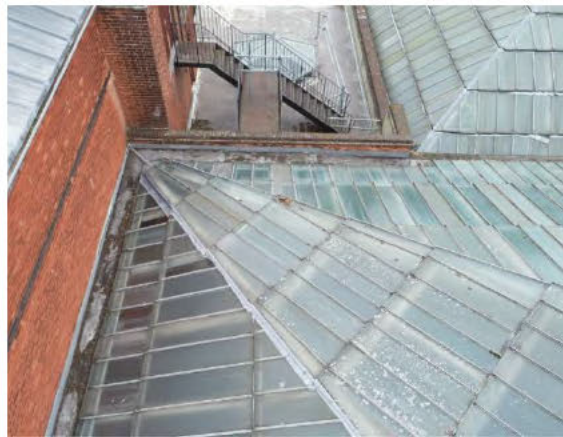


Photo 32 – Roof Access Photo



Photo 33 – Leaking Gutter



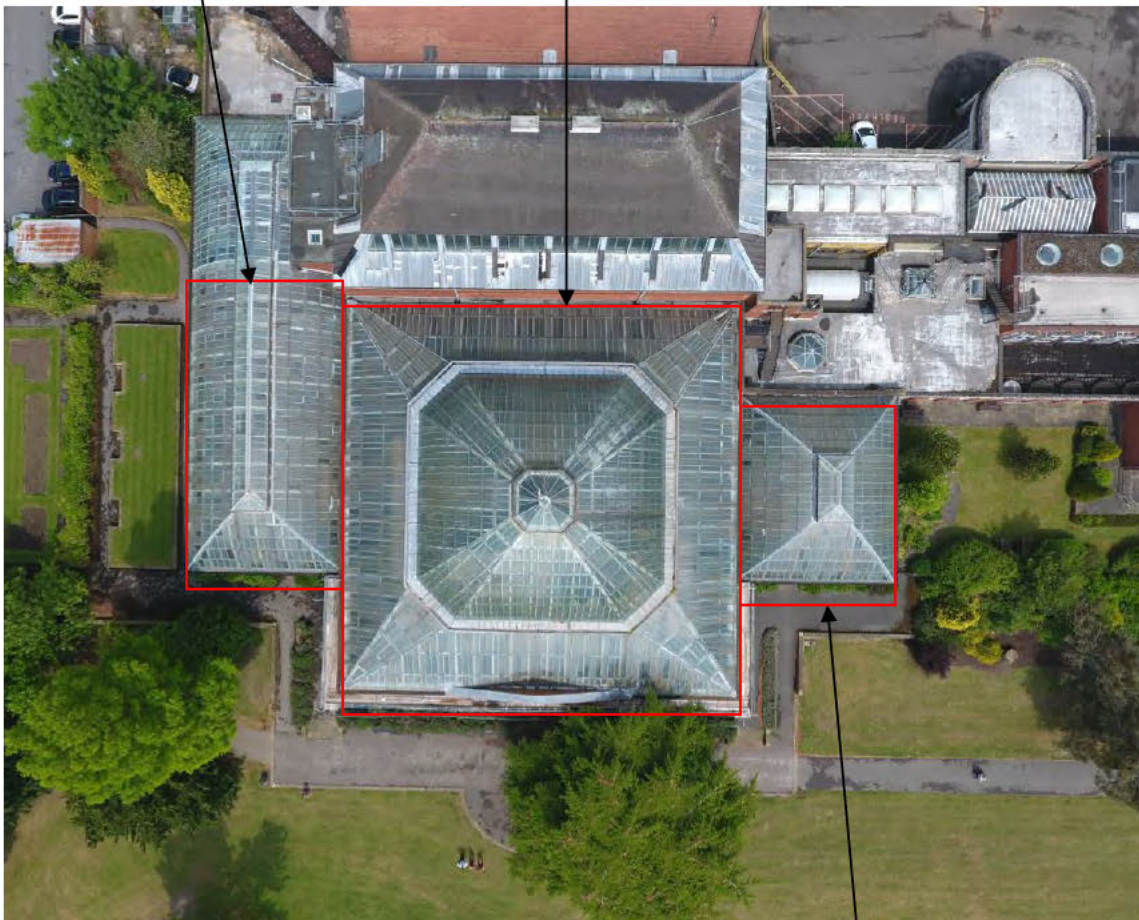
Photo 34 – Internal panelled room



**APPENDIX B:  
PLAN VIEW**

**Tropical Room**

**Temperate Room**



**Bird Room**



**RLB.com**

AFRICA | AMERICAS | ASIA | EUROPE | MIDDLE EAST | OCEANIA



Map showing Avery Hill Park and Winter Gardens







**Photographs showing the current condition of the Winter Garden**





## Market failure/ Context

## Intervention

The building is classified as 'Heritage at Risk' by Historic England, suffering from water ingress and considerable deterioration of the fabric. Several areas of concern need to be addressed to return the structure into a reasonable state of repair.

The site is not commercially viable given its poor state of repair and the need for it to operate primarily as an open access community facility given the lack of community space in the area

The site is currently disconnected from the wider area

Investment in the **restoration and green retrofit of the Avery Hill Winter Garden**, in order to retain this important piece of local history and culture and to create a new venue that is sustainable and long lasting for the whole community to enjoy.

**Fit out of the building** to support the development of a **sustainable community asset**

Investment in the surrounding public space to deliver **improved access to the site** including upgrades to footpaths, signage for pedestrians and cyclists, improved accessibility for wheelchairs and resurfacing of poor quality access road and parking area. In order to promote active and low carbon travel, cycle parking and a hub of four electric vehicle chargers will also be installed.



| Output | Outcome |
|--------|---------|
|--------|---------|

Green retrofits to existing non-residential units (i.e., improving energy efficiency and/or transitioning to clean heat)

Dilapidated building improved

(Structurally sound Winter Garden)

New trees planted - inside

Public amenities created/improved

Heritage buildings renovated/restored

Enhanced landscape

Change in the number of visitors to cultural venues

Change in the number of cultural events - (support outdoor events in the park, Open House)

Educational space created or improved

Community centre space created or improved

Hospitality space created or improved

Cultural space created or improved

Volunteering opportunities supported

(Apprenticeship opportunities supported)

Change in consumer spending at cultural venues

Change in perceptions of place (business, residents and visitors)

Public realm created or improved

Resurfaced/improved roads

New or improved car parking spaces

Alternative fuel charging/re-fuelling points

Change in cycle flow

Change in pedestrian flow

Change in Electric Vehicle (EV) take-up

Change in air quality

Change in the health of residents (physical and/or mental)

## Long term Impact

Greater footfall in the nearby Eltham high-street, leading to increased business activity.  
Improved health outcomes through greater use of the park and community assets.  
Increased visitors to this cultural asset and engagement with community activities.  
Collaboration with the soon to open Academy in the adjacent building on learning outcomes and apprenticeships.

Change in footfall  
Change in vacancy rates  
Change in employment rate  
Change in business sentiment  
Change in business investment  
Change in the number of students enrolling/completing FE and HE courses  
Change in the health of residents (physical and/or mental)

## ROYAL BOROUGH OF GREENWICH:

### CORPORATE PLAN 2018-22

[file:///C:/Users/Windows/Downloads/Royal Greenwich Corporate Plan 2018 to 2022 \(1\).pdf](file:///C:/Users/Windows/Downloads/Royal%20Greenwich%20Corporate%20Plan%202018%20to%202022%20(1).pdf)

- **A Healthier Greenwich**

The Council will work with partners in the NHS and elsewhere to ensure that anyone who falls ill or has a long-term health condition, will receive integrated and seamless social care support. The Council will also promote preventative measures that improve residents' health and subsequently reduce demand on the health and social care system so that resources can be more effectively allocated to those in need. Additionally, we will work across the Borough to ensure that we become more aware of illnesses such as dementia, and work with individuals, businesses and public bodies to adapt their practices to make the Borough as 'dementia friendly' as possible.

- **A Safer Greenwich**

Ensuring residents feel safe in their homes and communities is of the upmost importance for the Council. Over the next four years, we will continue to work closely with partners in the Metropolitan Police and community sectors to work towards a reduction in the rates of crime in the Borough, specifically in relation to knife and gang violence and Anti-Social Behaviour. In addition, we will continue to lobby central government to deliver extra funding for our police forces to ensure they are adequately resourced to keep our Borough safe.

- **A Great Place to Grow Up**

To lay the foundations for the future of Royal Greenwich, the Council will continue to work to ensure that all our children have the best possible start in life. High education standards support economic growth and encourage families to make Greenwich their home whilst also promoting personal independence and social mobility. The Council will also work to help ensure that our children reach their potential by improving standards of Key Stage 3 & 4 education and work to provide excellent vocational qualification opportunities for our young people.

- **Delivering Homes through Economic Growth**

We will continue to tenaciously pursue the best possible deals from partners and developers to ensure the delivery genuinely affordable homes where they are needed. A further priority will be to work with landlords in the Borough to ensure that residents who are living in Private Rented accommodation are living in safe environments, but also that landlords ensure their tenants behave in a responsible manner. This will be achieved, in part, through the continuing roll out of our HMO licencing scheme.

- **A Cleaner, Greener Greenwich**

We will coordinate our services to promote sustainable choices including the use of renewable energy and reducing waste, specifically single use plastics. The Council will also continue to take a lead in combating the London wide issue of poor air quality, through pre-emptive interventions designed to help reduce pollutants from a number of sources including transport, industry and residential. Part of this effort will be to work with TFL to help promote public transport usage in the Borough.

- **Economic Prosperity for All**

'Economic prosperity for all' encapsulates Royal Greenwich's over-arching ambition to develop a Borough where every individual and business has the ability prosper. This ideal works hand in



glove with our commitment to ensure our residents have access to a great education and move into the workplace with the opportunity to maximise their potential. This means promoting small and medium sized business, promoting fair employment practices and ensuring that Greenwich is an attractive place to companies that offer high value jobs.

- **A Great Place to Be**

To ensure residents and visitors make the most of Royal Greenwich and to attract visitors, the Council will continue to invest in making the Borough a unique place to live, work and study. Our diverse population is supported by a network of invaluable voluntary organisations that support cohesive and resilient communities. The Council will continue to develop its relationship with these organisations and find new and innovative ways to support their work in the Borough.

- **A Strong Vibrant and Well-Run Borough**

We will continue to ensure the Council operates to the highest possible standards and that we spend resources both effectively and efficiently. This includes embedding social value in our procurement and commissioning activities and using our buying power to support local businesses and keep Council taxpayers' money in the Borough.

## **BIODIVERSITY ACTION PLAN**

[https://www.royalgreenwich.gov.uk/downloads/download/218/biodiversity\\_action\\_plan](https://www.royalgreenwich.gov.uk/downloads/download/218/biodiversity_action_plan)

The Council's planning policies ensure that development schemes do not cause fragmentation of wildlife corridors and that mitigation to prevent this (for example, through landscaping) is included before planning permission is granted. Rehabilitation and restoration of existing fragmented corridors will be promoted for new development proposals.

## **DESTINATION MANAGEMENT PLAN 2019-23**

[https://www.visitgreenwich.org.uk/dbimsgs/Greenwich\\_DMP\\_2019-2023\\_FINAL.pdf](https://www.visitgreenwich.org.uk/dbimsgs/Greenwich_DMP_2019-2023_FINAL.pdf)

Destination Management is a process of leading, influencing and coordinating the management of all the aspects of a destination that contribute to a visitor's experience, taking account of the needs of visitors, local residents, businesses and the environment.

A DMP is a shared statement of intent to manage a destination over a stated period of time, articulating the roles of the different stakeholders and identifying clear actions that they will take and the apportionment of resources.

This DMP is also a working document, capable of evolving as opportunities arise, market circumstances change, and the financial and operating environment fluctuates. It also contains credible methods for measuring its success, so that activities can be refined and resources refocused as appropriate to achieve Greenwich's objectives.

## **HEALTH AND WELLBEING STRATEGY 2019-2024 (JOINT)**

[https://www.royalgreenwich.gov.uk/downloads/download/466/health\\_and\\_wellbeing\\_strategy](https://www.royalgreenwich.gov.uk/downloads/download/466/health_and_wellbeing_strategy)

- **Improving mental health and wellbeing**

The Royal Borough of Greenwich is adopting the Thrive LDN approach to improving mental health and wellbeing, working across six key areas: individuals and communities taking the lead, tackling mental health stigma and discrimination, maximising the potential of children and young people, a happy, healthy and productive workforce, mental health services available when and where needed, and working towards zero suicide.

- **Improving Healthy Weight**

Over the last few years, we have been pursuing a whole systems approach in the Royal Borough of Greenwich involving strategic efforts to address healthy weight across 10 key areas. These areas have been identified through a London wide sector-led improvement process facilitated by the Association of Directors of Public Health (ADPH) and are based on the original 'Foresight' map of influences on obesity. The key areas are outlined below and cover a wide range of health, education and community based interventions with a focus on food, physical, economic and social environments, planning and community approaches:

- **Live Well Greenwich**

Embedding a prevention approach Live Well Greenwich is our approach to 'prevention at scale'. It aims to unite efforts across all local organisations to maximise opportunities to improve health and wellbeing for everyone in the Royal Borough of Greenwich. Live Well Greenwich is working across three levels to create a systematic approach to prevention:

- **Health and Social Care Development**

The Health and Social Care services available to people in the Royal Borough of Greenwich seek to achieve a range of important outcomes for our population.

## **EVENTS: A DESTINATION FIRST STRATEGY 2015-2018**



Greenwich Events  
Strategy Final Apr18.

This report proposes the development of a strategic approach to the creation, programming and promotion of events in Greenwich, under the brand 'Royal Borough of Greenwich Events'. The report identifies clear opportunities for Visit Greenwich to take a more strategic approach to events within the tourist and visitor offer of the destination. With its partners, Visit Greenwich should aim to use events to enhance the positive impacts of tourism and visitation in Greenwich.

A key driver of the events sector in the Borough of Greenwich in the medium-term will be the establishment of a significant new creative district in Woolwich. This major new set of investments will be coming on stream during the same period as the opening of Crossrail and its anticipated benefits. One of the aims of this strategy is to consider how to maximise this opportunity through the inclusion of Woolwich as an events destination in its own right within the Visit Greenwich area.

The Royal Borough of Greenwich Events brand will help to position Greenwich as a national and international 'eventful' destination that is an exciting, dynamic place to visit, and where something is always going on in amazing settings.

## **PLAYING PITCH STRATEGY**

[https://www.royalgreenwich.gov.uk/downloads/download/1003/playing\\_pitch\\_strategy](https://www.royalgreenwich.gov.uk/downloads/download/1003/playing_pitch_strategy)  
[file:///C:/Users/Windows/Downloads/RBG\\_Playing\\_Pitch\\_Strategy\\_2015.pdf](file:///C:/Users/Windows/Downloads/RBG_Playing_Pitch_Strategy_2015.pdf)

The overall vision for the Greenwich Playing Pitch Strategy, based on the drivers below, is that by 2027, the end of the current Core Strategy period Greenwich will be a place with high quality playing pitches and ancillary facilities that meet the needs of people living, working or studying in the borough whether for formal competition or informal play.

The agreed key objective of the Strategy is to encourage more people in Greenwich to get more active more often through participating in playing pitch sports.

The playing pitch strategy sub-areas have been selected to correspond to the Council's Planning Committee Areas as they reflect the broad demographic differences that are considered to impact most on the balance of supply and demand for pitch sports. The sub-areas are:

- Sub Area A: Eltham and Kidbrooke area
- Sub Area B: Greenwich area
- Sub Area C: Woolwich and Thamesmead area

## **CYCLING STRATEGY**

[https://www.royalgreenwich.gov.uk/downloads/download/594/cycling\\_strategy](https://www.royalgreenwich.gov.uk/downloads/download/594/cycling_strategy)

### **The cycling vision**

Royal Greenwich's vision for cycling in the Borough is for 'more cycling, more often, and even more safely'. That vision flows through this strategy and associated objectives, actions and targets.

This cycling strategy has been developed around the following key objectives:

1. That the strategy should support the regeneration and growth agenda by prioritising improvements in cycling infrastructure (routes and facilities) that would provide improved access to employment opportunities,
2. That the strategy should support the anti-poverty agenda by prioritising the improvements to cycling infrastructure and projects that would improve, awareness of, and access to cycling so as to provide improved access to employment opportunities and services,
3. That the strategy should support improvements in road safety for cyclists and other road users,
4. That the strategy should support improvements in public health through a focus on behaviour change,
5. That the strategy should contribute to a reduction in (per capita) CO emissions through increases in cycling as an integral part of the Greener Greenwich agenda.

## **CARBON NEUTRAL PLAN**

[www.royalgreenwich.gov.uk/carbonneutralplan](http://www.royalgreenwich.gov.uk/carbonneutralplan)

- **Buildings**



Existing buildings, homes and businesses are the single biggest source of emissions in Royal Greenwich. We need to constantly improve the energy efficiency and resilience of buildings. Building the skills and jobs required to do this will also strengthen our local economy.

- **New development**

New buildings will be a big part of the future Royal Greenwich. New development and the infrastructure that supports it must minimise or eliminate emissions and support achievement of carbon neutrality.

- **Transport**

Transport is the second biggest source of emissions in Royal Greenwich, after buildings. We need to reduce the need to travel and make public transport, walking, and cycling the first choice and support the roll-out of ultra-low emission vehicles.

- **Energy supply**

This is about how our energy is generated, distributed, and used. We need to source more from clean, renewable sources and help build businesses that create local renewable energy capacity and support our local economy.

- **Circular economy**

We need to buy less, throw less away, reuse more and recycle more to reduce the carbon arising from our consumption and our waste. Someone's unavoidable waste material can be someone else's resource.

- **Natural environment**

Our green spaces need to be protected and enhanced to make Royal Greenwich more resilient to climate change and support carbon neutral living.

- **Empowering wider change**

Inspiring and enabling others to achieve more.

## **LOCAL PLAN 2014-28**

[https://www.royalgreenwich.gov.uk/downloads/download/718/core\\_strategy\\_with\\_detailed\\_policies](https://www.royalgreenwich.gov.uk/downloads/download/718/core_strategy_with_detailed_policies)

- **Growing Royal Greenwich**

Successfully encouraging, enabling and managing major changes in Royal Greenwich's physical environment – the transformation of the Greenwich Peninsula and Charlton Riverside; the revitalisation of Woolwich and Kidbrooke; and major new infrastructure that will benefit all residents and visitors, such as Crossrail and improved public transport links in the waterfront area, new open spaces and community facilities.

- **Enhancing Royal Greenwich**

Protecting and improving the things that make Royal Greenwich a great place to live, work, learn and visit – this includes conserving the unique heritage and green spaces, delivering high quality sustainable development, helping to improve deprived communities and increase access to jobs and key services.

## LONDON:

### THE 24 HOUR LONDON VISION

[https://www.london.gov.uk/sites/default/files/24\\_hour\\_london\\_vision.pdf](https://www.london.gov.uk/sites/default/files/24_hour_london_vision.pdf)

#### London at night will:

1. Be a global leader.
2. Provide vibrant opportunities for all Londoners, regardless of age, disability, gender, gender identity, race, religion, sexual orientation or means.
3. Promote all forms of cultural, leisure, retail and service activity.
4. Promote the safety and wellbeing of residents, workers and visitors.
5. Promote welcoming and accessible nightlife.
6. Promote and protect investment, activity and entrepreneurship.
7. Promote domestic and international visits to London.
8. Be strategically located across London to promote opportunity and minimise impact.
9. Become a 24-hour city that supports flexible lifestyles.
10. Take account of future global and domestic trends in leisure, migration, technology, employment and economics.

### THE MAYOR'S ECONOMIC DEVELOPMENT STRATEGY FOR LONDON

[https://www.london.gov.uk/sites/default/files/economic-development-strategy-2018\\_1.pdf](https://www.london.gov.uk/sites/default/files/economic-development-strategy-2018_1.pdf)

- **A fairer, more inclusive economy**  
Creating a fairer economy – one which works for all Londoners, and in which no one finds themselves locked out from opportunity – is central to the Mayor's mission. An economy in which the talents of some Londoners are not fully realised is not only unfair, it is wasteful and inefficient. The more Londoners that have the opportunity to make the most of their talents in tomorrow's economy, the faster our new industries can grow and prosper. There is some evidence that more equal economies could do better in the long-term - with more stable and quicker growth over longer periods - than economies that have higher levels of inequality<sup>2</sup>. There is also evidence that they are safer, healthier and happier places.
- **Creating the conditions for growth**  
London's economy is expected to continue to grow in the years ahead. However, a range of factors could affect future growth and prosperity, not least Brexit. Many businesses are deeply concerned about the impact that leaving the EU will have. For London to retain its global competitiveness, the UK must achieve a future relationship that protects our ability to trade across the EU, as well as our ability to attract talent. During the Brexit negotiations, the Mayor is making the case to Government for the UK to remain part of the Single Market. Once the detail of the UK's future relationship with the EU becomes clear, the Mayor will review the need for additional, shorter term interventions to address the specific challenges posed by Brexit. He will continue promoting London globally as a destination and partner for investment, trade, and tourism, and build links with other cities around the world.
- **Supporting London's sectors**  
Through the actions and priorities outlined above, the Mayor will support Good Growth across London's economy. Meeting the needs of London's economy and employer's now and in the future is a key priority for the Mayor.

The transformational impact of digital technology in particular is touching all sectors of the economy and will support productivity gains both in higher value sectors and in the 'Everyday Economy', in services such as retail, construction, hospitality and tourism. The Mayor will support businesses and Londoners to take advantage of the opportunities in digital technology and work with trade unions and skills providers to help mitigate any detrimental impacts. Businesses have a critical role to play in investing in new technologies and in a skilled, adaptable and diverse workforce.

- **Delivering the Mayor's vision**

The Mayor needs the support of public, private, voluntary, community and social enterprise sector organisations, trade unions - and everyone with a stake in London's economy – to make his economic vision a reality.

#### **THE NATIONAL LOTTERY HERITAGE FUND STRATEGIC FUNDING FRAMEWORK 2019–2024**

<https://www.heritagefund.org.uk/sites/default/files/media/attachments/Heritage%20Fund%20-%20Strategic%20Funding%20Framework%202019-2024.pdf>

- **Landscapes and nature**

Landscapes and nature form the bedrock of our culture and heritage. But over recent years, the scale of nature loss and people's lack of understanding of the importance of nature has become increasingly stark. Never before has the need to aid nature's recovery been more urgent. We are one of the UK's largest investors in landscapes and nature, and with that comes great responsibility. In this Strategic Funding Framework, we will make sure that the projects we support do their utmost to reduce biodiversity loss, to maintain the beauty and quality of our urban and rural landscapes, and help people to reconnect with the UK's natural heritage.

- **Community heritage**

We have championed the idea that heritage is what people value and want to hand on to the future, regardless of official recognition or designation. We will continue our strong support for local and community heritage in a number of ways. We have simplified the application process for grants up to £10,000, and will continue to make the majority of our awards (by number) through National Lottery Grants for Heritage £3,000–£10,000, which is designed to be accessible to community groups. New local heritage campaigns (see page 34) may focus on community heritage, for example to encourage applications celebrating a locally important anniversary, a much-loved local building or space, or local heritage heroes.

#### **THE LONDON PLAN**

[https://www.london.gov.uk/sites/default/files/the\\_london\\_plan\\_2021.pdf](https://www.london.gov.uk/sites/default/files/the_london_plan_2021.pdf)

Under the legislation establishing the Greater London Authority (GLA), the Mayor is required to publish a Spatial Development Strategy (SDS) and keep it under review. The SDS is known as the London Plan. As the overall strategic plan for London, it sets out an integrated economic, environmental, transport and social framework for the development of London over the next 20-25 years.

The general objectives for the London Plan, and the process for drawing it up, altering it and replacing it, are set out in the Greater London Authority Act 1999 (as amended) and the Town and Country



Planning (London Spatial Development Strategy) Regulations 2000. The London Plan has been developed in line with these requirements.

## **NATIONAL:**

### **DCMS THE CULTURE WHITE PAPER**

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/510798/DCMS The Culture White Paper 3 .pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/510798/DCMS_The_Culture_White_Paper_3.pdf)

#### **Everyone should enjoy the opportunities culture offers no matter where they start in life**

- Culture should be an essential part of every child's education, both in and out of school
- There should be better access to skills development and clearer pathways for talent, where it emerges
- Public-funded culture should reflect the diversity of our country

#### **The riches of our culture should benefit communities across the country**

- We will promote the role that culture has in building stronger and healthier communities and boosting economic growth
- Greater local and national partnerships are necessary to develop the role of culture in place-making. We will require national institutions to back local vision
- Our historic built environment is a unique asset and local communities will be supported to make the most of the buildings they cherish
- Technology is expanding the ways in which we make and experience culture; the digital dimension is becoming a 'place' in itself

#### **The power of culture can increase our international standing**

- By promoting the UK through our cultural exports we will enhance our global reputation and soft power
- The GREAT campaign will draw on culture to promote 'brand Britain' and will enhance our cultural offer to visitors by bringing us the best the world has to offer
- We will work with partners globally to protect world heritage

#### **Cultural investment, resilience and reform**

- The government will continue to invest in our growing cultural sectors
- Government support to help cultural organisations develop more mixed funding models makes a demonstrable difference
- We will support public bodies to meet the objectives set out in this white paper

### **INDUSTRIAL STRATEGY: TOURISM SECTOR DEAL**

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/812943/tourism-sector-deal-web.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/812943/tourism-sector-deal-web.pdf)

A key ambition for the Industrial Strategy is to establish long term partnerships between industry and the government that aim to transform productivity and boost earning power in sectors across the UK.

This Sector Deal brings together a coalition of government, businesses and trade associations who have a shared ambition to improve the industry's performance and help to fulfil its potential and

deliver wide reaching benefits. It reinforces the five foundations of the Industrial Strategy: Ideas, People, Infrastructure, Business Environment and Places, as well as maximising the opportunities from the Grand Challenges.

Royal Greenwich  
**Third Local Implementation Plan**  
2019







GREENWICH MARKET  
ERECTED MDCCLXXI



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## Foreword



Transport is a vital part of everyday life. It enables people to make their regular journeys to and from home for work, study, leisure, social or shopping and provides essential means of access to health care and welfare services;

Businesses rely on transport to bring employees and customers to their premises and convey their goods and services; An efficient and sustainable transport system is critically vital for addressing issues relating to public health, air quality, accessibility and growth.

In light of this critical role that transport plays in our everyday lives I'm delighted to endorse this exciting and ambitious Local Implementation Plan and the transport benefits it will bring to the Royal Borough of Greenwich. This document sets out how we will work in partnership with Transport for London (TfL) and others to help deliver the vision set out in the Mayor's Transport Strategy. The core

of this vision is to encourage more trips in London to be made by walking, cycling or public transport and hence to facilitate a reduction in traffic. This will lead to healthier streets, with improvements in public health, air quality and road safety, a reduction in congestion and improved accessibility, helping to facilitate London's growth in population, homes and jobs.

While we intend to play our part in transforming transport in London for all Londoners the Plan is shaped by the specific context, needs and priorities in the Royal Borough. As such it aligns strongly with our new Corporate Strategy and will help deliver great places, new homes and economic prosperity for all in a healthier, safer, greener Greenwich.

This is the Third Local Implementation Plan for the Royal Borough of Greenwich - as such it will build on the successes of the first two LIPs which delivered significant improvements in road safety, cycling infrastructure, bus priority, major town centre improvements in Woolwich and Eltham and newer initiatives like the Low Emission Neighbourhood.





Examples of these recent successes include the missing link and Eltham High Street, which are pictured above.

**However this Third Plan is more visionary and ambitious:**

- **it sets out new borough transport objectives and a three year investment programme focussed on objectives to promote active travel (through infrastructure and behaviour change), reduce road danger, encourage traffic reduction, reduce emissions and improve public transport.**
- **it paves the way for further bids to the Liveable Neighbourhoods programme and the Mayor’s Air Quality Fund.**
- **it will support the Royal Borough in lobbying and working with TfL to:**
  - Optimise the benefits of Crossrail;
  - Mitigate the local impacts of the Silvertown tunnel;
  - Examine further sustainable travel-focussed river crossings;

- Facilitate the growth and regeneration of Thamesmead through a DLR extension from Becton and a rapid bus transit connection to the Crossrail stations;
- Shape the bus network to serve other areas of growth in the Royal Borough;
- Extend Cycle Superhighway 4 from Greenwich to Woolwich via a walking, cycling and public transport prioritised corridor.

I commend this LIP to all those with an interest in the Royal Borough: local residents, organisations and businesses located here; people who visit, study, or work here. Finally I would invite you to join with the Council in working together to take this ambitious plan forward, so that we can improve people’s everyday lives.

**Councillor Denise Scott-McDonald**  
**Lead member for Air Quality,**  
**Transport and Public Realm**





## Greenwich Foot Tunnel

**The Greenwich Foot Tunnel is situated beneath the River Thames in and connects Cutty Sark Gardens to the Royal Borough of Greenwich to the south, with Island Gardens in the London Borough of Tower Hamlets to the north. It is a listed building.**

The tunnel replaced an unreliable ferry service to enable dock workers, living on the south bank of the river, to get to and from the thriving docks and shipyards that operated in and around the Canary Wharf now stands. At their busiest, London's docks employed over 100,000 people, landing goods from all over the world.

It was built following approval of the London County Council Bridges Committee (chaired by Mr Will Crooks (1852-1921)) in 1898. Will Crooks was a working-class politician who once worked on the docks before a political career saw him become the local Member of Parliament.

The Royal Borough of Greenwich and the London Borough of Tower Hamlets are joint equal owners of the tunnel.

**Dimensions and design**

Over 25 metres below the tunnel, the last tunnel in 370 metres long, with an average diameter of around 4 metres and 1.75 metres thick cast iron and concrete walls.

The wall thickness varied with 25,000 original strands that, which are set in place from the 1890s onwards at the former Greenway and the 1000 strands and some are 17 strands in the middle.

Come to the members with the diameter is reduced to 2.4 metres for a short section in the Second World War.

The Foot Tunnel was designed by British London County Council's Chief Engineer by Alexander Brodie (1858-1910) and built by civil engineering contractor John Colvocate & Co.

The tunnel was built by specialist diggers through the chalk by hand. Work on the tunnel started in June 1899 and it was completed on 1 August 1902. Two years later the toll was replaced. The toll was replaced in 1991 and then completely replaced in 2012, when major renovation works on the tunnel were undertaken.

**History of the old ferry and new Foot Tunnel**

Before the opening of the tunnel, over 1000 people were made to ferry across the river daily to carry their goods to the docks. The toll was replaced in 1991 and then completely replaced in 2012, when major renovation works on the tunnel were undertaken.

In the 1800s, it was known as the 'Boat Ferry' and was used to carry goods from the docks to the warehouses on the north bank of the river. The ferry was used by the French, English and Spanish to carry their goods and was a very busy route to Greenwich during the great plague.

Today it has been replaced by a new ferry that carries 300 people.

Over the years, the tunnel has been used for many purposes.

**THE WORKERS TUNNEL BETWEEN GREENWICH AND POPLAR**



# Executive summary

This LIP is a statutory document prepared under section 145 of The GLA Act of 1999 and sets out how The Royal Borough will deliver the Mayor's Transport Strategy (MTS). All boroughs are required to produce a LIP, which must be approved by the Mayor. The LIP sets out the proposals for the implementation of the MTS in the Royal Borough. In The GLA Act 1999 states that a LIP must contain:

- **A timetable for implementing the different proposals in the plan**
- **The date by which all the proposals in the plan will be implemented (section 145(3))**

Third Round LIPs (LIP3) become effective from April 2019, subject to agreement by the Council's elected members and the Mayor of London. This LIP3 contains the Royal Borough's transport objectives which provide the context for, and help to establish, the Delivery Plan and the Performance Monitoring Plan which can be found in later sections. LIP3's objectives are based on evidence of local circumstances and is structured in the following way in accordance with the model template issued by TfL.

## Chapter 1: Introduction and preparing a LIP

This chapter (Chapter 1) sets out the statutory background of the LIP and the process taken to approve this submission at the borough level.

## Chapter 2: Borough Transport Objectives

Chapter 2 sets the scene, describing the current situation in Greenwich. It looks at geography, people and existing transport provision. Chapter 2 also looks

at strengths, weaknesses, opportunities and challenges to transport in Greenwich. These inform the Royal Borough's objectives for delivering a first-class transport system in the Borough.

Chapter 2 also sets out which sets out the Borough's transport vision and objectives which assist with meeting the Mayor's Transport Strategy aim of increasing the sustainable travel mode share. For each borough objective, we consider range of interventions that will contribute towards achieving it.

### Borough Vision:

By 2041, Royal Greenwich will have an attractive, accessible, healthy and sustainable transport network. This will help make Royal Greenwich a brilliant place to live, work and play – opening up the great opportunities it offers to all of its residents.

Royal Greenwich will be on-track to help realise the Mayor of London's aim for 80 per cent of all trips in London to be made on foot, by cycle or using public transport by 2041.

## Borough Transport Objectives with corresponding LIP priorities:

### Strategic Objective: Healthier Greenwich

A transport network, places and streets that encourage active travel, keeping us all fit and healthy, mentally and physically. Making our roads safer, particularly for walking and cycling. We all feel safe and secure when we're out and about.

- **LPI:** Promoting a sustainable transport network in Royal Greenwich that provides opportunities for active travel, and thereby good physical and mental health, for everyone.
- **LP2:** Encouraging active travel through behaviour change and awareness initiatives. This will include cycle and driver training schemes.
- **LP3:** Improving safety, particularly for vulnerable road users, reducing collisions and ensuring people feel secure on streets and in public areas.

#### **Strategic Objective: Greener Greenwich**

Reducing pollution from transport, to keep us healthy, happy and reduce our contribution to climate change. There will be a reduction in car ownership and single occupancy car trips.

- **LP4:** Improving air quality by reducing the levels of key pollutants that are associated with traffic and transport in the Royal Borough.
- **LP5:** Reducing transport's contribution to climate change including the introduction of Green Infrastructure and Sustainable Drainage.
- **LP6:** Promoting an innovative and future-proof transport network befitting London's leading 'Smart City' Borough.

#### **Strategic objective: Connected Greenwich**

A joined-up transport network provides great access to all of the opportunities Royal Greenwich offers. It connects all areas and all people. It is efficient, affordable and attractive to create a connected Greenwich. A range of great public transport, walking and cycling options offer the best way to travel in Royal Greenwich.

- **LP7:** Maintaining existing transport infrastructure to secure its longevity and improve its quality,

capacity and effective operation.

- **LP8:** Improving the accessibility, efficiency and affordability of the transport network so that everyone can enjoy the benefits of living in, working in and visiting the Royal Borough of Greenwich.

#### **Strategic objective 4: Growing Greenwich**

Get people into 21,000 new jobs and 40,275 new homes in Royal Greenwich by 2031. Making growth good for existing residents, during construction and beyond.

- **LPI0:** Supporting the creation of, and access to, a minimum of 40,275 new homes and 21,000 additional jobs by 2031 in the Royal Borough whilst minimizing the impact of construction and growth on existing residents.
- **LPI1:** Supporting Planning policy that encourages mixed-use developments within the Royal Borough, which reduce the need to travel.

### **Chapter 3: The Delivery Plan**

The centrepiece of the Delivery Plan is a three-year Programme of Investment that sets out the initiatives and projects designed to deliver the borough's LIP objectives and the policies and proposals in the MTS. A more detailed annual programme for 2019/20 is also included.

Chapter 3 also sets out how the delivery of the programme will be monitored.



# Chapter 1: Introduction and preparing a LIP





## Introduction

This LIP3 replaces LIP2 which was adopted in 2011. It sets out the proposals considered appropriate for implementation of the 2018 MTS. The new MTS sets out an ambitious vision for transport in London up until 2041 emphasising the role of streets as places where we live, shop and spend time, where businesses grow, and where communities come together.

This LIP3 covers the same period as the revised MTS and contains specific delivery proposals for the period 2019/20 to 2021/22. This LIP identifies how the Royal Borough of Greenwich will work towards achieving overarching the aim of the MTS, for 80 per cent of all trips in London to be made on foot, by cycle or using public transport by 2041.

This LIP3 has been produced in accordance with the 1999 Greater London Authority (GLA) Act, which requires each borough to prepare a LIP and has been prepared in accordance with the requirements set out in guidance published by Transport for London (TfL) in March 2018.

Third Round LIPs become effective from April 2019, subject to agreement by the Council's Elected Members and the Mayor of London. The LIP3 contains the Royal Borough's transport objectives which provide the context for, and help to establish, the Delivery Plan and the Performance Monitoring Plan which can be found in later sections. The LIP's local objectives are based on evidence of local circumstances.

## Statutory background of the LIP process

This LIP3 is a statutory document prepared under Section 145 of The GLA Act of 1999. It sets out how The Royal Borough will deliver the Mayor's Transport Strategy. All boroughs are required to produce a LIP, which must be approved by the Mayor.

This document sets out proposals for the implementation of the MTS in the Royal Borough and

the GLA Act 1999 states that a LIP3 must contain:

- A timetable for implementing the different proposals in the plan
- The date by which all the proposals in the plan will be implemented (section 145(3))

The Act also provides a list of stakeholders the borough must consult. After the consultation process each London borough must submit a LIP for the Mayor's approval.

There are a number of statutory duties, which the Council needs to comply with in preparing the Local Implementation Plan. Two of these (the Strategic Environmental and the Equality Impact Assessments) are included as Appendices to this Plan. The sub-sections below describe the Council's statutory duties further.

## Statutory duties

In addition to the requirements of The GLA Act, there are a number of statutory duties and processes that boroughs are required to consider when preparing their LIPs.

### The Strategic Environmental Assessment (SEA)

Under European Union Directive 2001/42/EC, authorities within the UK must carry out an Environmental Assessment of the effects of a wide range of plans and programmes on the environment. This is implemented in England through the Environmental Assessment of Plans and Programmes Regulations 2004 (SI 2004 No. 1633).

We have, therefore, undertaken a Strategic Environmental Assessment (SEA) as part of this Local Implementation Plan process. The SEA has been integrated into the development of targets and programmes to ensure that environmental impacts are considered from the earliest stage of the Plan's development. It allows for the identification of any significant negative impacts, and gives the opportunity for them to be assessed, mitigated, communicated to



decision makers, and subsequently, monitored. The SEA process also ensures that further opportunities for public involvement have been provided and the results of these consultations have been considered in the decision-making process.

### **Equality Impact Assessment (EQIA)**

The Equality Act 2010 brings together the provisions of previous equal rights legislation into a single legal framework and creates a single Equality Duty (the S149 general duty). The Equality Act sets out the different ways in which it is unlawful to treat someone, such as direct and indirect discrimination, harassment, victimisation and failing to make a reasonable adjustment for a disabled person. Every person has one or more of the protected characteristics, so the act protects everyone against unfair treatment.

An EQIA has been carried out with reference to the Council's Social Inclusion Policy. This Policy applies at all levels of the Council's activities including corporate, departmental, service and individual and aims to:

- Eliminate unlawful direct and indirect discrimination;
- Promote equality of opportunity;
- Celebrate and value diversity, and
- Promote community cohesion.

By using the EQIA to inspect Third Local Implementation Plan's proposals, we have been able to ensure that they would not discriminate on the grounds of religion, sexual orientation, disability or ethnicity. Additionally, the EQIA checks that the service provision involves all sections of the community and makes no discrimination, direct or indirect. The EQIA for this LIP has been developed in compliance with the Borough's Disability Equality Duty. The complete EQIA is shown as Appendix B.

### **Air Quality**

Through the Local Air Quality Management (LAQM) system local authorities are required to assess air quality in their area and designate Air Quality Management Areas (AQMAs) if improvements are

necessary. Where an AQMA is designated, local authorities are required to produce an air quality Action Plan describing the pollution reduction measures it will put in place. Local Authorities in England are expected to report on NO<sub>2</sub>, PM<sub>10</sub> and SO<sub>2</sub> as standard within Annual Status Reports (ASRs).

Section 82 of the Environment Act 1995 provides that every local authority shall review the air quality within its area, both at the present time and the likely future air quality. Section 83 requires local authorities to designate an Air Quality Management Area (AQMA) where air quality objectives are not being achieved, or are not likely to be achieved, as set out in the Air Quality (England) Regulations 2000. Once the area has been designated, Section 84 requires the local authority to develop an Action Plan detailing remedial measures to tackle the problem within the AQMA.

### **Crime**

Greenwich has a statutory duty under Section 17 of the Crime and Disorder Act 1998 (revised) to consider the crime, disorder, environmental issues and substance misuse affecting the local area, and to do all it reasonably can to prevent them. Crime and the perception of crime have a big influence on willingness to walk, cycle and use public transport.

### **Public Health**

Local authorities have, since 1 April 2013, been responsible for improving the health of their local population and for public health services including most sexual health services and services aimed at reducing drug and alcohol misuse. The Secretary of State continues to have overall responsibility for improving health – with national public health functions delegated to Public Health England.

### **Traffic Management Act 2004 (TMA)**

The Traffic Management Act 2004 aims to provide better travelling conditions for all road users. A key objective is to ensure that road and street works are properly planned and co-ordinated. This co-ordination is especially important in London where there are currently 35 highway authorities managing

the road network.

Greenwich has appointed a Traffic Manager as required by the TMA. This post is tasked with enhancing both the current enforcement role carried out under the New Roads and Street Works Act 1991 and the administration role required by the TMA. This role must be considered in the development of programmes and projects implemented as part of this LIP.

## Statutory consultation

Section 145 (2) of The GLA Act places a duty on boroughs to consult the following persons or bodies when preparing their LIP:

- The relevant Commissioner or Commissioners of Police for the City of London and the Metropolis
- Transport for London
- Such organisations representing disabled people as the boroughs consider appropriate
- Other London boroughs whose area is, in the opinion of the council preparing the LIP, likely to be affected by the plan
- Any other body or person required to be consulted by the direction of the Mayor.
- As part of the consultation process, which will commence in November 2018 for a period of 6 weeks. A range of bodies will be directly consulted, including the relevant statutory consultees. The consultation will be available online for all to respond to, and promoted locally to engage residents and businesses.

**Table 1.1: List of consultees**

|  |
|--|
| Metropolitan Police Service                      |
| City of London Police                            |
| Transport for London                             |
| Southeastern Trains                              |
| Network Rail                                     |
| The Docklands Light Railway                      |
| Charlton Station Users Group                     |
| Greenwich Cyclists                               |
| Greenwich Inclusive and Active Forum             |
| The Greenwich Association of Disabled People     |
| Greenwich Primary Care Trust                     |
| The London Fire and Emergency Planning Authority |
| The London Ambulance Service                     |
| The Highways Agency                              |
| The Environment Agency                           |
| Living Streets                                   |
| The British Motorcycle Federation                |
| The Road Haulage Association                     |
| The Freight Transport Association                |
| The Automobile Association                       |
| The Royal Automobile Club (Aviva)                |
| Natural England                                  |
| English Heritage                                 |
| The Blackheath Society                           |
| The Greenwich Society                            |
| London Travel Watch                              |
| Bexley Council                                   |
| Tower Hamlets Council                            |
| Newham Council                                   |
| Lewisham Council                                 |
| Bromley Council                                  |

All statutory consultees will be written to drawing attention to the consultation, where it can be found on the borough's website, and the closing date.

## Local approval process

The process followed in developing the third Local Implementation Plan is as outlined below:

Table 1.2 LIP Development Timeframe

|                |   |
|----------------|---|
| September 2018 | <ul style="list-style-type: none"><li>• Briefing meeting and working draft to lead Councillor/Cabinet Member</li></ul>  |
| October 2018   | <ul style="list-style-type: none"><li>• Cabinet approval</li></ul>  |
| November 2018  | <ul style="list-style-type: none"><li>• Submission of consultation Draft to TfL and commence public consultation. Alongside this the Royal Boroughs 2019/20 Annual Spending Submission was submitted.</li></ul>                             |
| December 2018  | <ul style="list-style-type: none"><li>• TfL responds to the Borough with feedback on the LIP</li></ul>  |
| February 2019  | <ul style="list-style-type: none"><li>• Boroughs amended LIP in response to consultation, including TfL's recommendations, and submit final draft version to TfL</li><li>• TfL/mayoral approval and commencement of delivery plan</li></ul> |

The document has been prepared in line with the requirements set out in 'Guidance for Borough Officers on Developing LIP3, published by the Greater London Authority (GLA) in March 2018. When preparing LIP3 document, boroughs are required to give due regard to the core requirements detailed in the guidance.



## Chapter 2: Borough Transport Objectives





## Introduction

This chapter of the LIP identifies key local issues, challenges and opportunities for delivering the MTS outcomes. It sets out the Royal Borough's key Borough Objectives. It sets out a delivery programme for the lifetime of this LIP which has been shaped by the following:

- Evidence and analysis of local needs and issues
- The MTS vision, policies, proposals and outcomes
- The MTS Healthy Streets Approach
- Wider regional policy context
- Other key frameworks against which the Borough plans and delivers local services

## Local Context

### London Plan

London's Opportunity and Intensification Areas, which are identified in the London Plan are vital to supporting growth in London. These sites provide potential space for both homes and jobs. In Greenwich four Opportunity Areas (Thamesmead and Abbey Wood, Woolwich, Charlton Riverside and Greenwich Peninsula) are identified in the Mayor's draft London Plan. The Core Strategy identifies significant development and employment opportunities along the Waterfront particularly on the Greenwich Peninsula, Charlton Riverside, Woolwich and Thamesmead.

### Mayor's Health Inequalities Strategy

This document sets out some of the main issues that lead to inequalities in the health of different groups of Londoners, and proposes a set of aims for reducing them. Promoting active travel is seen as a key part of improving the health of Londoners. There are five overarching aims of the strategy and Aim 3 is:

All Londoners benefit from an environment and economy that promote good mental and physical health.

This aim can be achieved by improving air quality and encouraging active travel through the application of the 'Healthy Streets' approach to streets and places.

### Mayor's Economic Development Strategy for London

The Economic Development Strategy sets out the Mayor's plans to create a fairer, more inclusive city with an economy that works for all Londoners. Transport & infrastructure is one of the key drivers of growth and competitiveness. It is need to achieve and foster 'good' economic growth that doesn't come at the expense of disadvantaged Londoners, our air quality, natural environment, employment standards or social cohesion.

By channelling investment into key areas, equipping Londoners with the skills, education and training they need to participate in the modern economy, and by investing in

infrastructure and offering targeted support to certain sectors. The following Mayor's aims for London's Economy which relate to transport are:

1. Londoners are living healthier and happier lives.
2. Living standards are improving with real incomes growing year- on-year.
3. London has a fairer and more inclusive economy.
4. London is a more affordable city to live and work.
5. Londoners who want to work, and are able to, have access to quality employment.
6. More people are walking, cycling and using public transport to travel, helping London to grow sustainably.

### Royal Greenwich Local Plan

Local Plans, produced by the local planning authority, need to be in general conformity with the London Plan, and their policies guide decisions on planning applications. The Local Plan provides greater detail,

more evidence and policies than are contained within the Opportunity Area Planning Frameworks (OAPFs) and has greater material weight in the determination of planning applications.

**Royal Greenwich's Local Plan consists of:**

- **The Core Strategy** – the key strategic planning document for the Royal Borough of Greenwich;
- **A policies map** – sets out the policies and site allocations in Royal Greenwich; and
- **The site allocations plan** – identifies particular sites in Royal Greenwich for specific uses such as housing or education.

## Masterplans

Masterplans for four areas in Royal Greenwich - Charlton Riverside, Eltham Town Centre, Greenwich Peninsula West and Woolwich Riverside - were adopted as Supplementary Planning Documents (SPDs) in April 2012. Each masterplan's status as an SPD means that, it can be used as a material consideration when assessing planning applications. The masterplans set out the planning vision and objectives for each area based on local history, present requirements and future ambitions.

## Greenwich Transport Strategy

This LIP has been developed alongside Greenwich's emerging long-term Transport Strategy, which sets a broader strategy for all of the Royal Borough's transport work. It supports and is supported by the LIP but extends beyond the plans set out in this LIP to cover activities not funded by TfL.

## Greener Greenwich Strategy

The Greener Greenwich Strategy is the Royal Borough's response to climate change including air pollution and Sustainable Drainage. The strategy outlines the Council's past achievements and current activity, and explains how it will respond to climate change and reduce emissions in the coming years. The main aim is to take, and encourage, actions which respond to climate change and air pollution. It focuses on the reduction of emissions and managing impacts,

whilst enhancing the lives of residents and fostering sustainable growth. The strategy has a section on transport which sets out commitments under two strategic objectives:

- **Strategic Objective 5:** To bring forward and implement the transport strategy as it relates to tackling climate change and improving air quality
- **Strategic Objective 6:** To further a modal shift towards low emission and sustainable forms of transport through infrastructural improvements and behavioural change

## Geography

Greenwich lies in South East London, and forms part of the Thames Gateway. Although classed as an Inner London borough it also displays many characteristics of an Outer London borough. Housing comprises the largest land use within Greenwich, covering approximately 35% of the total area. The Borough is bounded to the north by the River Thames, to the east by the London Borough of Bexley, to the south by the London Borough of Bromley and to the west by the London Borough of Lewisham. The Borough has a land area of 5,044 hectares and is the twelfth largest Borough in London.

## Topography

The physical structure of the London Borough of Greenwich is marked by a 13km frontage to the River Thames (from Deptford to Thamesmead); the former marshy river flood plain; and the steep slope of the river cliff escarpment that rises to a plateau stretching from Blackheath to Plumstead and Bostall Heath. This plateau in turn rises to Shooters Hill, the highest point in the Borough (at 129 metres). To the south and west the land slopes away to the Ravensbourne and its tributaries, before rising again to the southern boundary. The Ravensbourne marks the Borough's western edge and joins the Thames at Deptford Creek.

Due to its river frontage, areas of flood plain and low-lying land, the Borough has areas of land

categorised as being at risk of flood (see figure 3.2). Whilst the Environment Agency has the lead responsibility, The Flood and Water Management Act (FWMA) 2010 places duties and responsibilities on local authorities as the Lead Local Flood Authority (LLFA) and the Highway Service as a Risk Management Authority (RMA) to manage responses to local flood risk including Surface Water, Groundwater and Ordinary Watercourses.

## People

The population of the borough currently stands at 286,300, a 12% increase since the 2011 Census. By 2022 it is projected that the borough have gained a further 10,700 new residents, taking the population to 297,000<sup>1</sup>. By 2041 it is anticipated that the population will have grown to 374,300 (a 30% increase from 2018). Accommodating this high level of population growth in the Borough is a significant challenge. The Borough has a relatively young population with over 42% of the Borough's residents aged less than 29 years. However the proportion of the population over 60 is set to rise from 14.4% in 2018 to 19.6% in 2041.

## Town Centres

The Royal Borough's main town centres are Woolwich, Eltham and Greenwich. Woolwich and Eltham are designated Major Centres and the Borough's largest and second largest shopping and office-employment areas respectively. Greenwich, a district centre, is a vital asset in terms of heritage and tourism, to the Royal Borough and London wide.

Woolwich is a key historic town and designated a Major Centre in the Mayor's draft London Plan and has experienced significant development and investment. It has the potential for continued residential, commercial and retail growth over the next decade. Interest in the area has been revived by the regeneration of the historic Woolwich Arsenal and the extension of the Docklands Light Railway to the area.

While these changes have dramatically improved Woolwich, it is constrained to the north by the River

Thames and access to the Royal Arsenal, Riverside Walk and Riverside Park is hampered by the busy A206. However, Woolwich has grown in importance as a transport hub and offers further potential for regeneration with the anticipated arrival of Crossrail in autumn 2019.

Eltham (also designated a Major Centre) is a significant employment and retail centre. Eltham Palace, the Tudor Barn and Well Hall Pleasaunce also make the town a key leisure attraction. However, its modest size makes it vulnerable to competition from larger centres outside the Borough. Bluewater shopping centre and the more successful town centre at Bromley have affected the area's ability to thrive.

Greenwich (East and West) are recognised as the most significant of the Borough's District Centres, being a visitor destination of international status. Part of the town centre falls within the Greenwich Maritime World Heritage Site, with most of the remainder of the town centre area falling within either the West Greenwich or Greenwich Park Conservation Areas. The historic Greenwich Market and a wide range of additional visitor facilities further complement the architectural and cultural attractions.

In addition to the three main town centres other designated District Centres include Plumstead, Thamesmead, North Greenwich, Lee Green and Blackheath.

## Future Land Use: Integrating transport and land use planning

The north of the Borough, near the river, has a contrasting mix of older developed areas (where communities have grown in association with the river and riverside industries), and contemporary waterfront developments. The urban fabric is generally tight knit with streets of terraced housing interwoven with other commercial uses. Interspersed with the older areas are a number of relatively recent developments of housing and industrial estates. Thamesmead comprises medium rise linear

<sup>1</sup> GLA 2016-based Demographic Projections



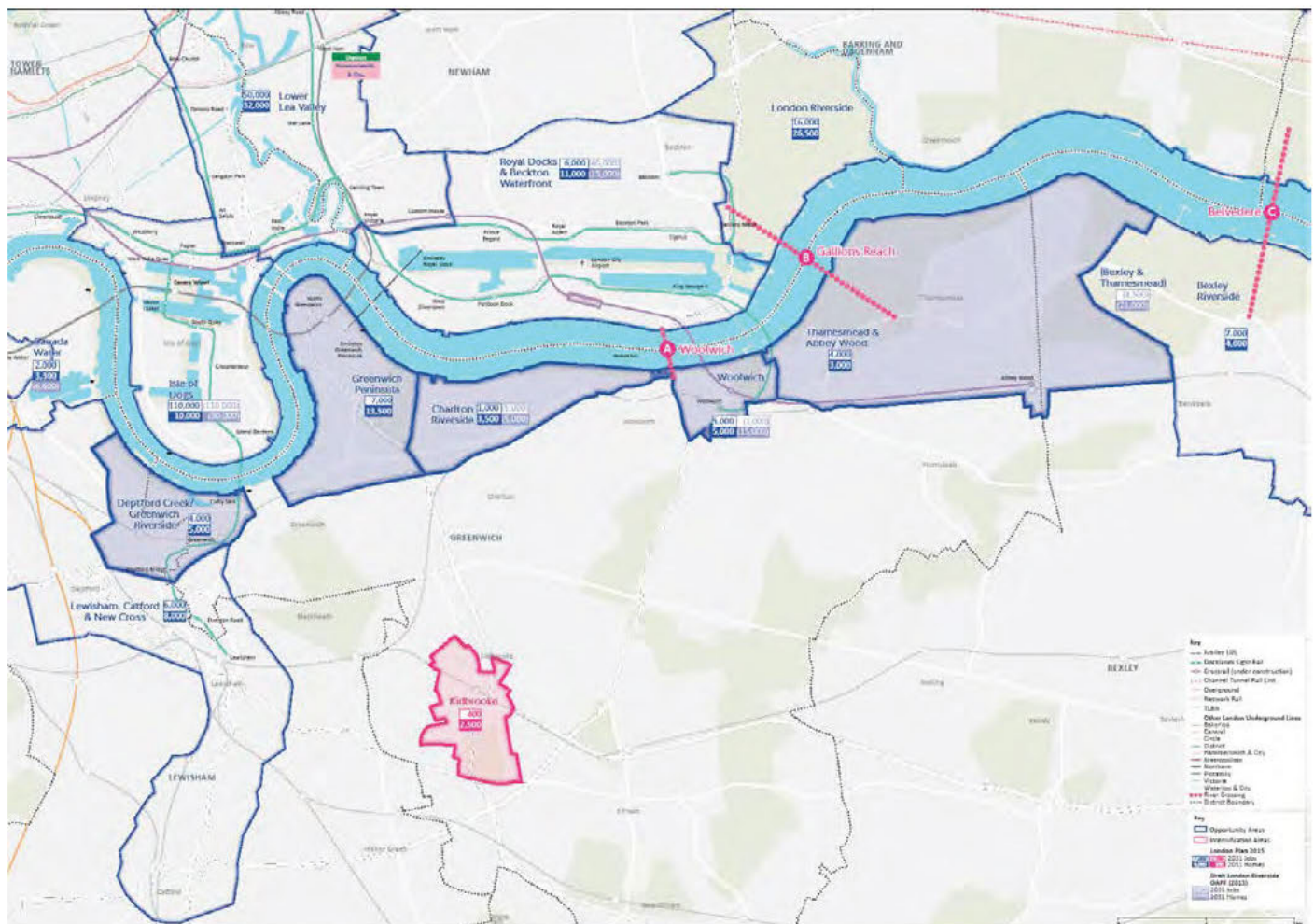
blocks with interconnecting walkways and presents a significant opportunity for regeneration.

The Draft London Plan has set provisional housing targets at 32,040 by 2028/29 with an annualised average of 3,204 dwellings. It also sets out the projected growth on homes and jobs for each of the opportunity areas set out in the Core Strategy.

**Table 2.1: Opportunity area homes and jobs targets**

| Opportunity Area             | Homes  | Jobs   |
|------------------------------|--------|--------|
| Greenwich Peninsula OA       | 17,000 | 15,000 |
| Charlton Riverside           | 8,000  | 1,000  |
| Woolwich OA                  | 5,000  | 2,500  |
| Thamesmead and Abbey Wood OA | 8,000  | 4,000  |

**Figure 2.1: Opportunity Areas Map**



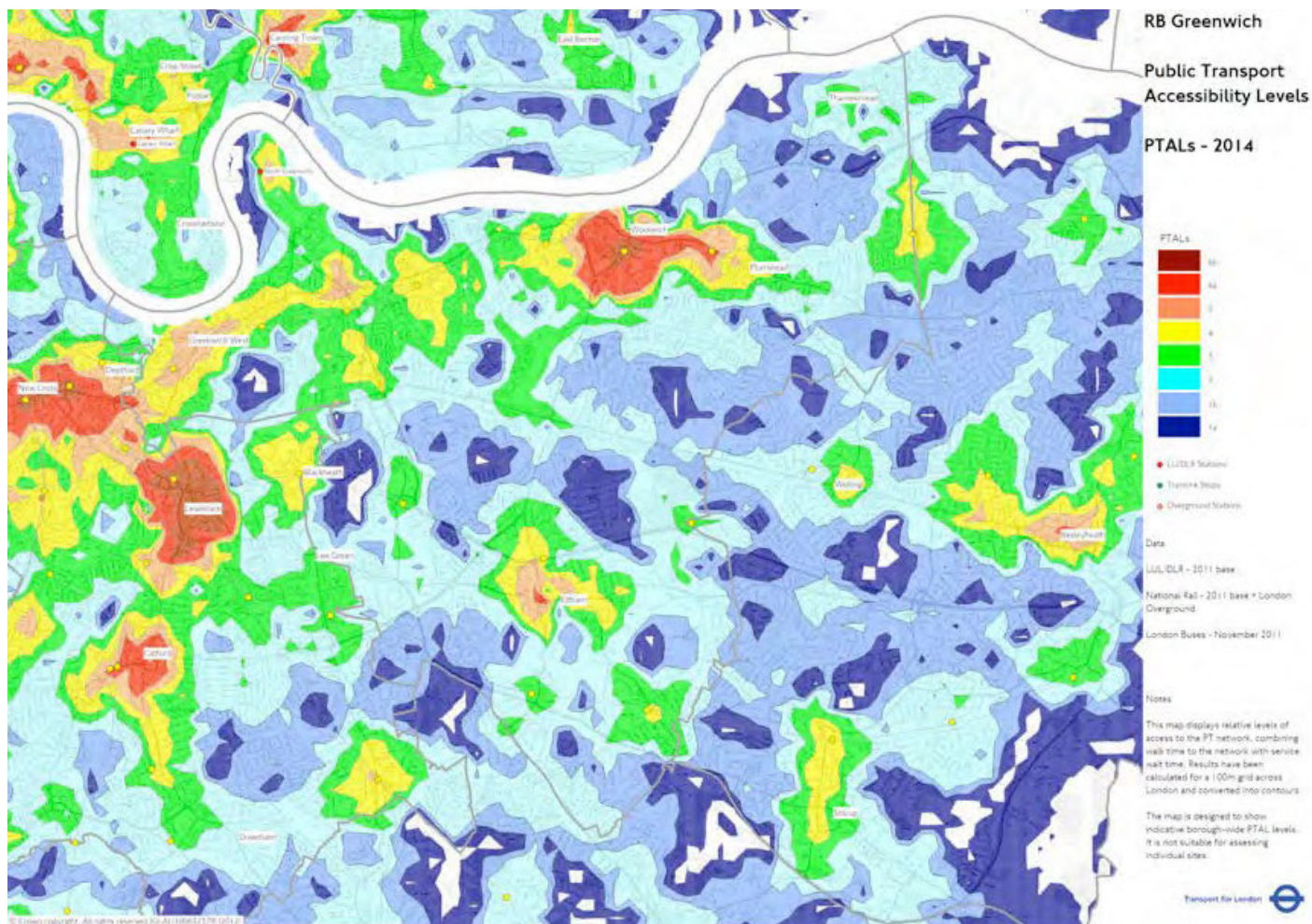
## Public Transport (existing and planned)

Public transport is vital in giving residents and visitors access to employment, shopping, educational opportunities and leisure. Often journeys require the use of more than one mode of transport, and the ability to interchange between them is critical to their effectiveness. Schemes such as the new interchange created in Woolwich town centre prioritise pedestrians, cyclists and public transport users. It allows ease of movement between bus routes, DLR,

Network Rail, the Thames Clipper ferry service (and from Autumn 2019, Crossrail).

Public transport is essential for travel to work and services for a large proportion of the population. Figure 2.2 is the Public Transport Accessibility (PTAL) map for the Borough. The colours represent the 'amount of access' to public transport in all areas of the Borough. They range from Level 1 (dark blue) which is poor access to Level 6b (dark red) which shows areas with the best possible access.

Figure 2.2: Greenwich's PTAL Ratings





## DLR

The DLR has two lines in the borough. The Lewisham line crosses the River Thames to pass through Cutty Sark, Greenwich and Deptford Bridge. The Woolwich line crosses the River Thames to terminate at Woolwich Arsenal.

## Underground

The Greenwich Peninsula has the Borough's only underground station, on the Jubilee line at North Greenwich. In Autumn 2019 Crossrail will open and the two stations in Greenwich at Woolwich and Abbey Wood will be served by faster trains to Canary Wharf, central London and further west (including Heathrow).

## Rail

The Borough has 3 heavy rail lines operated by Southeastern running through it, these form a series of radial (east – west) links for the Borough the between Central London and Kent.

- The North Kent (Woolwich) line passes through Abbey Wood, Plumstead, Woolwich Arsenal, Woolwich Dockyard, Charlton, Westcombe Park, Maze Hill and Greenwich.
- The Bexleyheath Line serves Falconwood, Eltham, Kidbrooke and Blackheath Stations.
- The Sidcup line serves Mottingham and New Eltham stations.

In May 2018 the Thameslink Programme was completed, providing new and longer trains between a wider range of stations to the north and south of London. Work included platform lengthening, station remodelling, new railway infrastructure, and additional rolling stock.

## Buses

There is a well-established network of London Transport Bus Services that run on both local and more strategic routes in Greenwich. Crucially they form the only north south links in the Borough and provide the links between major transport hubs and residential, opportunity and intensification areas.

In 2020 it is expected that the introduction of Crossrail will result in significant changes to bus travel patterns in Royal Greenwich. The addition of two new

Crossrail stations at Woolwich and Abbey Wood will change patterns significantly. This will include:

- An increase in demand from the southern corridors (Ha Ha Road, Plumstead Common Shrewsbury Lane etc)
- Slight decline from the east (including Thamesmead). Trips are likely to be reassigned to Abbey Wood.
- Increase in demand for services to Woolwich from the west. These trips are likely to be reassigned from North Greenwich.
- Demand is expected to fall at North Greenwich (but largely expected to be offset by new developments) and the number of trips through Woolwich to North Greenwich will decrease.

Changes will therefore be made to a number of routes in order to ensure an appropriate level of capacity is provided and bus connectivity to the new Crossrail stations is maximised.

## River Services

Thames Clippers provide a timetabled service stopping at Woolwich, North Greenwich (O2) and Greenwich, which then links westward to Canary Wharf and Central London. There is also a weekend service from North Greenwich which serves Woolwich Arsenal.

## Walking

There is a network of formal walking routes in the Royal Borough – on top of that provided by 'normal' streets - including the Thames Path and the Green Chain Walk (which also extend into the surrounding south-eastern boroughs).

There are two foot tunnels, which take pedestrians and cyclists across the river at Woolwich and Greenwich. These tunnels form vital parts of both cycle and walking networks. The Royal Borough promotes travelling by foot as a free, practical and reliable method of moving around the Borough, and it is now widely acknowledged that walking can contribute towards providing wider health and environmental benefits.



For pedestrians, the Woolwich Ferry, and the foot tunnels at Greenwich and Woolwich are viable routes to access areas to the north of the river. The Thames Path crosses Greenwich and enters into the neighbouring borough, Bexley travelling through Woolwich, Thamesmead and on to Erith. Similarly, the Green Chain Network begins at three points along the Thames, climbing up from the river through Lesnes Abbey and Woolwich Common. The three paths converge at Shooters Hill and descend towards Eltham and Grove Park.

## Cycling

In 2014 the Royal Borough of Greenwich adopted its first borough wide Cycling Strategy setting out a vision and delivery plan to achieve a 5% cycling mode share by 2026. The cycling mode share is up from 1.1% in 2009, to 1.7% now (LTDS)<sup>2</sup>. This is a marked improvement and compared with the average cycling mode-share across outer London boroughs of 1.9% (LTDS) the Royal Borough is above average.

The Royal Borough of Greenwich delivers an extensive behaviour change programme each year to promote more and safer cycling. This includes cycle skills training, school travel planning, Dr Bikes and other events. Uptake is high and the programme is very well received locally. However, the number of individuals who progress to cycling on-road on a regular basis is low. The main reasons cited for this low conversion rate are: safety concerns about a road network that feels hostile to vulnerable road users; and inconsistent or insufficient cycling facilities. These conclusions recur in numerous reports at a regional and national level, highlighting the local, regional and national scale of this issue.

Schemes delivered through the Royal Greenwich Cycling Strategy (2014) have introduced new facilities that separate cyclists and motor vehicles (Rochester Way, Eltham Hill, Plumstead Road westbound and Repository Road) to create a more pleasant and consistent cycling network. In partnership with Transport for London delivery continues with Cycle Superhighway 4 (Phase 1 from Tower Bridge to

Greenwich and then onwards to Woolwich and Thamesmead.) and four Quietway routes spanning the Royal Borough. This reflects a step change in the quality of cycling infrastructure that can be expected in the Royal Borough – designed to address the barriers to cycling that restrict greater growth. This Local Implementation Plan sets out the programme through which the local cycling network in Royal Greenwich will be developed. This is a step forward: towards providing a consistent, high quality network of routes for people of all ages and abilities to enjoy.

## Cars and Roads

The Strategic Road Network (SRN) comprises roads of significant importance for which the boroughs have responsibility, but TfL has oversight of works that are likely to impact on highway performance. SRN roads in Greenwich are:

- A206 Creek Road to Plumstead Gyrotory
- A2016 Eastern and Western Way.

The Transport for London Road Network (TLRN) is made up of roads that are owned and maintained by TfL. Five per cent of the roads in London are TLRN but they carry about a third (approximately 33 per cent) of the city's traffic. These are the key routes or major arterial roads in London. TLRN roads in Greenwich are:

- A102 Blackwall Tunnel Southern Approach; Blackwall Tunnel
- A2 Shooters Hill Road; Rochester Way Relief Road; Blackheath Road;
- Deptford Bridge; Blackheath Hill
- A20 Sidcup Road; Eltham Road (part)
- A205 (the South Circular Road) Westthorne Avenue; Woolwich
- Common; John Wilson Street; Grand Depot Road; Woolwich New
- Road; Academy Road; Ferry Approach; Well Hall Road
- A210 Eltham Road (part)
- A2213 Kidbrooke Park Road (part)

<sup>2</sup> London Travel Demand Survey 2017  
[tfl.gov.uk/corporate/about-tfl/how-we-work/planning-for-the-future/consultations-and-surveys/london-travel-demand-survey](https://tfl.gov.uk/corporate/about-tfl/how-we-work/planning-for-the-future/consultations-and-surveys/london-travel-demand-survey)



## Changing the transport mix: Challenges and opportunities

The central aim of the MTS is for 80% of all trips in London to be made on foot, by cycle or using public transport by 2041. The current mode share for walking, cycling and public transport in Greenwich is 58% compared to 53% for outer London. This includes 28 % public transport, 28% walking and 1.7% cycling<sup>3</sup>. Success in changing the Borough's transport mix relies upon reducing dependency on cars in favour of increased walking, cycling and public transport. This will contribute to improving the health of residents, by reducing inactivity and improving air quality.

A shift from car use is also a more space-efficient means of travel which reduces congestion and creates a more efficient transport network. This will lead to more reliable, high-quality public services. Good access to workplaces, cultural venues and leisure attractions are all dependent on the development of an increasingly efficient transport network.

For Greenwich, the key challenges to achieving the MTS's central aim relate to having the necessary infrastructure in place to support the following:

- Good north south connections including better access for all residents to rail stations.
- Achieving good growth. The Borough's growth and intensification areas will require the necessary walking, cycling and public transport connections to make them more attractive travel modes than the car. This includes Cycle Superhighway 4 extending to Woolwich and beyond and a DLR extension to Thamesmead.
- Reducing reliance on car travel by creating spaces which encourage people to walking and cycling.

The borough objectives following this section set out how the Royal Borough will contribute to achieving the London-wide aim for 80% of all trips to be made on foot, by cycle or using public transport by 2041.

<sup>3</sup> Travel In London 10 Report <http://content.tfl.gov.uk/travel-in-london-report-10.pdf>





## RBG's Transport Objectives

The Royal Borough of Greenwich is developing a new high-level Transport Strategy alongside this LIP. This will set out the Royal Borough's transport vision and objectives up to 2041.

### **Borough Vision:**

By 2041, Royal Greenwich will have an attractive, accessible, healthy and sustainable transport network. This will help make Royal Greenwich a brilliant place to live, work and play – opening up the great opportunities it offers to all of its residents.

Royal Greenwich will be on-track to help realise the Mayor of London's aim for 80 per cent of all trips in London to be made on foot, by cycle or using public transport by 2041.

### **Borough Transport Objectives:**

1. **Healthier Greenwich:** a transport network, places and streets that encourage active travel, keeping us all fit and healthy, mentally and physically. Making our roads safer, particularly for walking and cycling. We all feel safe and secure when we're out and about.
2. **Greener Greenwich:** reducing pollution from

transport, to keep us healthy, happy and reduce our contribution to climate change. There will be a reduction in car ownership and single occupancy car trips.

3. **Connected Greenwich:** A joined-up transport network provides great access to all of the opportunities Royal Greenwich offers. It connects all areas and all people. It is efficient, affordable and attractive to create a connected Greenwich. A range of great public transport, walking and cycling options offer the best way to travel in Royal Greenwich.
4. **Growing Greenwich:** getting people into 21,000 new jobs and 40,275 new homes in Royal Greenwich by 2031. Making growth good for existing residents, during construction and beyond.

These borough strategic objectives inform each of the following sections of this chapter of the LIP. Challenges and opportunities will be outlined, as well as details of how the objectives assist with meeting the MTS aim of increasing the proportion of trips made by walking, cycling and public transport.



## Strategic Objective 1: Healthier Greenwich

A transport network, places and streets that encourage active travel, keeping us all fit and healthy, mentally and physically. Making our roads safer, particularly for walking and cycling. We all feel safe and secure when we're out and about.

### LiP Priorities

- **LPI:** Promoting a sustainable transport network in Royal Greenwich that provides opportunities for active travel, and thereby good physical and mental health, for everyone.
- **LP2:** Encouraging active travel through behaviour change and awareness initiatives. This will include cycle and driver training schemes.
- **LP3:** Improving safety, particularly for vulnerable road users, reducing collisions and ensuring people feel secure on streets and in public areas.

### Related MTS outcomes and indicators

#### Outcome 1: London's streets will be healthy and more Londoners will travel actively

- **MTS Indicator 1a:** Londoners to do at least the 20 minutes of active travel they need to stay healthy each day
- **MTS Indicator 1b:** Londoners have access to a safe and pleasant cycle network

#### Outcome 2: London's streets will be safe and secure

- **MTS Indicator 2:** Vision Zero - Deaths and serious injuries from all road collisions to be eliminated from our streets

## Health and active travel

The Borough continues to face significant challenges in relation to health of the local population. This is frequently linked to high levels of deprivation, especially in the north of the borough.

Obesity is one of the biggest causes of preventable illness and death worldwide. Obesity in adults is known to increase the risk of a number of long-term conditions, including diabetes, heart disease and liver disease. Obesity is also strongly associated with poorer mental health. Obesity is experienced at far greater rates in the more deprived sections of society, contributing to the challenges these communities face. Across the country obesity is known to be increasing, and it is forecast that obesity will affect 60% of adult men and 50% of adult women by 2050 (PHE, 2014)<sup>4</sup>.

Childhood obesity is a particular problem in Greenwich. Children in Reception classes in Greenwich have the 3rd highest rate of overweight/obesity in London. Rates of obesity in Year 6 are above London and national average rates.

The Council's Health and Wellbeing Strategy 2015-2018 outlines four key priorities between 2015 and 2018. The first of these priorities is 'good physical health – a focus on obesity'. This seeks to make the borough a place that provides an environment, services and support to enable people to choose healthy food and to be physically active as part of their daily lives.

Physical inactivity is a major cause of premature mortality from cardiovascular disease, type 2 diabetes and certain cancers. Increasing levels of physical activity across the whole population has the potential to improve physical and mental health throughout our lives and improve life expectancy. It can promote community cohesion and reduce social isolation. With 43.6% of adults in Greenwich not meeting national recommendations for activity and nearly 30% classified as inactive - a high proportion of Royal Greenwich's population is insufficiently active to be healthy.

<sup>4</sup> [gov.uk/government/news/phe-release-local-authority-adult-obesity-data](https://www.gov.uk/government/news/phe-release-local-authority-adult-obesity-data)