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| <b>DECISION-MAKER</b><br>Cabinet Member for Environment, Sustainability and Transport | <b>DATE:</b><br>14 September 2020   |
| <b>TITLE</b><br>Funding Contribution to TfL Thamesmead Strategic Transport Study      | <b>WARD(S)</b><br>Thamesmead Moorings                                     |
| <b>CHIEF OFFICER</b><br>Director - Regeneration, Enterprise & Skills                  | <b>CABINET MEMBER</b><br>Environment, Sustainability and Transport        |
| <b>LEAD OFFICER:</b><br>Assistant Director of Transportation & BSR                    | <b>FINAL DECISION</b><br>To be made on the recommendations in this report |
| <b>DECISION CLASSIFICATION</b><br>- Non-Key Decision<br>- Non-exempt                  |   |

I. Decision Required

This report makes the following recommendations to the decision-maker:

- I.1 Approve in principle the Council entering into a Funding and Collaboration Agreement and associated governance arrangements with Transport for London (TfL) and the other participating partners for the delivery of a public transport study and economic appraisal, being undertaken in support of the planned growth in homes and jobs in Thamesmead;
- I.2 Delegate to the Director of Regeneration Enterprise and Skills, in consultation with the Director of Legal Services, agreement of the detail of the Funding and Collaboration Agreement; and
- I.3 Note that the Funding and Collaboration Agreement formalises the commitment of the Council's contribution of £150k of Section 106 contributions, the draw down of which has already been approved by the Director of Regeneration Enterprise and Skills as the Chief Officer responsible for local planning authority functions.

**Agreed/Not Agreed:**

**Date:**

## 2. Links to the Royal Greenwich high level objectives

2.1 This report relates to the Council's agreed high level objectives as follows:

- Delivering Homes Through Economic Growth
- Economic Prosperity for All

## 3. Purpose of Report and Executive Summary

3.1 This report is necessary to obtain approval to the Council entering into a Funding and Collaboration Agreement required to fund and govern a public transport study in support of the regeneration and growth of Thamesmead.

## 4. Introduction and Background

4.1 Thamesmead is London's only post-war New Town, initially developed in the 1960s to address London's housing shortage. Original plans for a new rail station and road tunnel or bridge were dropped due to high cost. This has left the area largely isolated and disconnected from London's rail-based public transport network. Consequently bus services offer the only public transport connections and public transport accessibility (PTAL) is generally low across the area. Car ownership is 57%, slightly lower than for the whole borough.

4.2 Thamesmead has been identified as an area for growth in the London Plan and the current draft Opportunity Area Planning Framework (OAPF) for Thamesmead and Abbey Wood has significantly increased the growth targets, based on Good Growth principles and improved public transport connectivity, to a Higher Growth scenario of 15,500 new homes and 8,000 jobs.

4.3 Transport for London (TfL) carried out a Transport Study in support of the OAPF. This considered a number of options and concluded that, in addition to the Elizabeth Line and bus network improvements, this Higher Growth targets requires both a Bus Rapid Transit (BRT) and an extension of the Docklands Light Railway (DLR). The BRT would run between Woolwich, Thamesmead and Abbey Wood, providing rapid connection to the Elizabeth Line and mainline rail services. The DLR extension would run from north of the River Thames, with the potential for an additional new station to serve potential development at Becton Riverside.

4.4 Following a meeting of senior representatives from GLA, TfL, the boroughs and developers in February 2020 it was agreed to work collaboratively and

co-fund a public transport study to develop BRT and DLR to Single Option Selection and an assessment of the economic impacts, necessary to justify further funding. Due to potential development on both sides of the river the project is known as the 'Thamesmead and Becton Riverside Public Transport Programme' and the parties to the agreement are:

- Aberdeen Standard Investments
- St William/Berkeley
- London Borough of Newham
- Royal Borough of Greenwich
- Thamesmead Waterfront JV (Peabody/Lend Lease)
- Transport for London

4.5 The Funding and Collaboration Agreement sets out the roles, responsibilities and funding contributions of the parties, plus terms covering payment, dispute resolution, etc. Schedule I sets out an overview, stages and deliverables for the public transport programme.

4.6 Key governance arrangements set out in the Agreement comprise:

- A Delivery Board comprising senior members of all parties. Whilst not specified in the Agreement, the intention is that the Delivery Board will be chaired by Cllr Thorpe, with the inaugural meeting scheduled for September;
- A Steering Group, on which all external parties are to be represented. Whilst not specified in the Agreement, the intention is that the Steering Group will meet on a regular basis to oversee the technical and programme issues and progress of the public transport programme.

## 5. Available Options

5.1 The preferred option is to enter into the Funding and Collaboration Agreement.

5.2 The do nothing option- to withdraw the provisionally committed funding and not to enter into the Funding and Collaboration Agreement- would jeopardise the Transport Study and the collaborative approach between the partners, consequently delaying the regeneration of Thamesmead.

## 6. Preferred Option

6.1 The preferred option is to approve the Council entering into the Funding and Collaboration Agreement.

7. Reasons for Recommendations

7.1 The preferred option is recommended as it has already been agreed in principle by the Leader of the Council and not to enter into the Agreement would jeopardise the Transport Study and the collaborative approach between the partners, consequently delaying the regeneration of Thamesmead.

8. Consultation Results

8.1 Consultation has been undertaken as part of the OAPF development process and stakeholders broadly support the proposed public transport provision (68% positive or somewhat positive).

8.2 Further consultation is planned as part of the Agreement.

9. Next Steps: Communication and Implementation of the Decision

9.1 Once the recommendations have been agreed officers will finalise their review of the Agreement and, subject to the approval of the Directors of Legal Services and Regeneration Enterprise and Skills, the Agreement will be signed and executed.

10. Cross-Cutting Issues and Implications

| <b>Issue</b>                            | <b>Implications</b>   | <b>Sign-off</b>  |
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| <b>Legal</b> including Human Rights Act | The Lead Member is asked to approve in principle the Council entering into a Funding and Collaboration Agreement and associated governance arrangements with Transport for London (TfL) and the other participating partners for the delivery of the services set out in the report. Section 1 of the Localism Act 2011 gives the Council a general power of competence which can be exercised anywhere and in any way, provided that any action is in accordance with any restrictions applying to existing powers that are overlapped by the general power. The proposed action should be reasonable in all the circumstances, be | Eleanor Penn, Assistant Head of Legal Services, 26 <sup>th</sup> August 2020 |

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|   | <p>taken in light of all material considerations and be a proper and prudent use of the authority's financial and other resources.</p> <p>The Lead Member will need to be satisfied that the Council's contribution of £150k of Section 106 monies towards the delivery of the services set out in this report is consistent with the purposes for which the S106 monies were paid to the Council as defined within the relevant Section 106 Agreements, and also that the £150k monies are being spent within the spending time limits specified within the relevant Section 106 Agreements.</p> |  |
| <b>Finance</b> and other resources including procurement implications | <p>The Cabinet Member for Environment, Sustainability &amp; Transport is requested to approve in principle the entering into a Funding and Collaboration Agreement and associated governance arrangements with Transport for London (TfL) and the other participating partners.</p> <p>The Cabinet Member is also requested to note formalisation of the Council's contribution of £150,000 of Section 106 contributions</p>  | Sue Rock<br>Accountancy<br>Business<br>Change<br>Manager<br>07-08-2020 |
| <b>Equalities</b>   | <p>The decisions recommended through this paper have a remote or low relevance to the substance of the Equality Act. There is no apparent equality impact on end users.</p>   | Graham Nash,<br>AD<br>Transportation<br>6/8/20                         |
| <b>Environment</b> and sustainability                                 | <p>An initial review of the study brief indicates that environmental and sustainability targets are aligned with those of the Council</p>   | Graham Nash,<br>AD<br>Transportation<br>6/8/20                         |

## 11. Report Appendices

11.1 The following documents are to be published with and form part of the report:

- *None*

## 12. Background Papers

- Thamesmead and Abbey Wood Opportunity Area Planning Framework
- OAPF Transport Strategy
- Draft Funding and Collaboration Agreement

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