

<b>REGENERATION, TRANSPORT AND CULTURE SCRUTINY PANEL</b>	<b>DATE</b> 20/02/2020	<b>ITEM NO</b> 5
<b>TITLE</b> Transport Links and Major Redevelopment.	<b>WARDS</b> All	
<b>CHIEF OFFICER</b> Director Regeneration, Enterprise & Skills	<b>CABINET MEMBERS</b> Air Quality, Public Realm & Transport Children's Services and Community Safety Regeneration and Growth Culture, Leisure and Third Sector	

## 1. Decision required

1.1. To note this update, on a range of specific issues identified by a member of public, related to development around Charlton.

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

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

- A Safer Greenwich
- A Great Place to Grow Up
- Delivering Homes Through Economic Growth
- A Cleaner, Greener Greenwich
- Economic Prosperity for All
- A Great Place to Be
- A Strong Vibrant and Well-run Borough

## 3. Purpose of the Report

3.1. The purpose of this report is to provide the Panel with an update, on a range of specific issues identified by a member of public, related to development around Charlton.

3.2. The report covers the following issues:

- Transport investment in Charlton
- Potential for a London Underground service to Charlton
- Parks investment in Charlton
- Pre-School Childcare

- Charlton Village built environment
- Financial support for heritage properties

#### 4. Transport investment in Charlton

- 4.1. **Context:** the Royal Borough's plans for transport investment are, currently, primarily set out in its third [Local Implementation Plan](#) for Transport. This takes a Borough-wide approach, identifying the best ways to address our transport challenges wherever they sit. Resultantly, many measures are Borough-wide and not specific to particular locations. Where investments *are* location specific (e.g. infrastructure investments), they are targeted primarily according to their impact, not to direct investment to particular local areas.
- 4.2. With significant transport challenges facing Royal Greenwich – particularly in the light of the Council's recent Climate Emergency declaration – there is a huge range of transport investments the Council could make. Whilst seeking to maximise the funding available, it falls significantly short of that which could be beneficially spent (and increasingly so in recent years). In considering investment in any given area, this overarching constraint should be kept in mind.
- 4.3. The level of transport investment in particular local areas can provide an indication of the impact of a Borough-wide approach. However, it is important to consider:
- How investment in that area is balanced with maximising progress towards objectives at a borough-wide level;
  - The relevance of that area to objectives (in terms of the need for, likely effectiveness and cost of action), which will affect how representative an area is of the borough-wide approach; and
  - The overall funding constraints in which the Council is operating (see Paragraph 4.2).
- 4.4. The remainder of this section summarises key transport work in and around Charlton.
- 4.5. **Borough-wide programmes:** the following programmes operate across Royal Greenwich and can be expected to benefit Charlton:
- Maintenance: including street lighting, repairs, resurfacing, structures (such as bridges), trees and gritting.
  - Travel behaviour change measures: including targeted measures to support groups at higher risk of road collisions, school and adult cycle training, and School Travel Planning.

- Road safety infrastructure: including local safety engineering schemes, traffic calming, and 20 mph zones.
- Active travel infrastructure: including cycle parking, and walking and cycling route improvements.
- Traffic and emissions reduction measures: including car clubs, electric vehicle chargers, controlled parking zones, advice on planning applications and traffic control modernisation.

- 4.6. **Planning for growth**: Charlton Riverside is designated as an Opportunity Area in the London Plan. This is a designation given to London's major sources of brownfield land with significant capacity for development. The Royal Borough's the [Local Plan Core Strategy](#) and [Charlton Riverside Masterplan Supplementary Planning document \(SPD\)](#) envisage up to 3,500-7,500 new homes and up to 4,000 new jobs in Charlton Riverside.
- 4.7. The Masterplan SPD sets out a significant programme of infrastructure likely to be required to support growth (see its Chapter 11). It includes the following transport investments in a list of key projects:
- “A new east-west link road, to improve internal access to parcels of land in Phase I to allow both access and act as the first part of a sustainable transport route through the site.”
  - “Improvements to the Thames path”
  - “A new Thames ‘Clipper’ pier”.
- 4.8. Both the development capacity of the site and the transport infrastructure required will depend on more detailed assessments, building on the SPD. The Royal Borough is working with Greater London Authority (as the Strategic Regional Planning Authority) and Transport for London (as the Strategic Transport Authority) to strengthen the evidence base for Charlton Riverside. Transport investment will form an important part of this work.
- 4.9. Unfortunately, this work is still in its initial stages and has not reached any conclusions. Once complete it will identify the type of walking, cycling public transport and other transport investment that would be required to support growth.
- 4.10. **Greenwich to Woolwich Cycleway**: Transport for London is currently [consulting on the Greenwich to Woolwich Cycleway](#), which will create a high quality sustainable transport corridor through the north of Charlton and connect key transport hubs to its east and west.

- 4.11. As well as creating safe, protected, two-way cycle tracks, the scheme would improve pedestrian crossings and benefit bus passengers.
- 4.12. Subject to the outcome of consultation, TfL anticipates construction could start in 2021 and would take around 12 months to complete. The money to build the improvements is allocated in TfL's Business Plan.
- 4.13. The Cycleway will build on recent walking and cycling connection improvements, to better connect Charlton and neighbouring centres - in Greenwich and Woolwich. These include the Thames Path Missing Link and improvements on Trafalgar Road.
- 4.14. **Angerstein junction improvements:** the Council will be delivering interim improvements, this Spring, to make the Angerstein roundabout safer for cyclists to cross.
- 4.15. These changes will be in advance of a full re-design by TfL in the next few years, as part of the Greenwich to Woolwich Cycleway scheme described above. This will include further safety and public realm improvements to reduce severance between the communities around the junction.
- 4.16. **Ikea:** the Council works, through the planning, process to ensure new developments manage their transport impacts appropriately. Officers worked closely with IKEA to ensure its new Greenwich store minimised its transport impacts and secured mitigation measures where required.
- 4.17. There are 6 daytime bus routes serving the retail park, with a further 4 day and 1 night-time within walking distance, providing up to 42 services per hour in total. The nearest Rail Station is Westcombe Park which is approximately 650m (8 min walk) away, with up to six trains per hour in each direction on weekdays and Saturdays. The store is, therefore, considered to have good access to public transport. It is expected that around 38% of trips will come from a more central London location where there are good links to public transport and lower car ownership. It should also be remembered that the site was a retail outlet in the past, which generated significant traffic.
- 4.18. As part of its Travel Plan, IKEA's target is for the majority of customers to arrive at the store by walking, cycling or using public transport. IKEA is obliged to monitor and report to this Council on the travel mode share of its customers. IKEA will need to propose remedial measures if mode share levels do not meet targets set out in the Transport Assessment submitted to the Council.

4.19. The Council secured funding from IKEA to deliver improvements necessary to support sustainable travel to and from the new store. These measures include:

Description	Status
New bus stops on Commercial Way, outside Ikea.	Complete.
Legible London pedestrian wayfinding signage.	Legal agreements with landowners in progress and signs in production.
Lighting improvements to walking routes between Combedale Road – Angerstein Gyratory - Peartree Way.	Partly complete. Full completion anticipated this financial year.
Improvements to pedestrian and cycle facilities on routes including: <ul style="list-style-type: none"> <li>• Bugsby’s Way Toucan to the west of Peartree Way roundabout.</li> <li>• Bugsby’s Way Toucan to the east of Peartree Way roundabout (includes improvements to Horn Lane).</li> <li>• Peartree Way/Commercial Way.</li> </ul>	
Cycling improvements from Westcombe Park Rail Station to Ikea, including Toucan crossings at Woolwich Road.	Being developed in coordination with related walking and cycling improvements nearby.
An area-wide cycling signage review and improvements.	

4.20. A contribution was also secured from IKEA towards public transport capacity enhancements. It was anticipated that this would be delivered through a contribution to the new 335 Bus Route. As this was not required by TfL, the council will assess how enhancements might be best delivered once the impact of the 335 is understood.

4.21. IKEA was also required to do a range of things to manage the traffic it generates itself. These include:

- Offering subsidised home delivery, so people could get their purchases home without needing to drive to the store.
- A marketing campaign promoting the store on various public transport modes, such as on the underground, on buses and at railway stations.
- The Greenwich store’s website promotes public transport as the preferred mode of transport.

## 5. Potential for a London Underground service to Charlton

- 5.1. Transport for London (TfL) has selected an extension of the Bakerloo Line to Lewisham (via the Old Kent Road and New Cross Gate) as its preferred option for extending that line. Whilst the Council lobbied for this extension to serve Royal Greenwich in the lead up to this decision, it is no longer being considered by TfL.
- 5.2. As noted in Section 4 of this report, the Council is working with key partners to understand what transport investment would be required to support future growth in Charlton Riverside. This work is in its initial stages and has not reached any conclusions.
- 5.3. A number of existing sources of information that may be of interest to the Panel, should it wish to consider current evidence of the potential for a London Underground connection to Charlton before this work is completed.
- 5.4. The existing [Charlton Riverside Masterplan](#) SPD sets out a significant programme of infrastructure required to support growth (see its Chapter 11). This does not, however, include an Underground connection. It does state that:

*“Any significant upgrades in the level and type of public transport provision, e.g. a new DLR or Underground connection, would result in a review of some of the SPD principles relating to density and heights.*”
- 5.5. This is aligned with TfL’s current approach of linking public transport investment with significant growth areas. The Royal Borough recently worked with Transport for London, the Greater London Authority and the London Borough of Bexley on a [draft Opportunity Area Planning Framework](#) for the Thamesmead and Abbey Wood Opportunity Area. This sets out the key physical and social infrastructure that would be required to deliver good growth in the area.
- 5.6. Based on the technical work undertaken by TfL the (draft) Opportunity Area Planning Framework only considered a new light rail connection (Docklands Light Rail) as an appropriate option for a higher growth scenario: with 15,500 new homes and 8,000 new jobs<sup>1</sup>. No light rail options were identified as appropriate for a lower ‘intermediate growth’ scenario delivering 8,000 new homes and 5,500 new jobs.

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<sup>1</sup> A London Overground connection was also considered but could only support a lower growth scenario (9,000 new homes and 6,000 new jobs) and raised significant affordability issues.

5.7. Costs and benefits of light rail connections vary significantly and cannot be generalised easily from site to site. However, the Local Plan Core Strategy and Charlton Riverside Masterplan envisage 3,500 to 7,500 new homes and up to 4,000 new jobs (depending on a more detailed assessment of the site's capacity). Whilst undoubtedly significant, this level of growth is around half that of the higher growth scenario in Thamesmead and Abbey Wood linked to a light rail connection. This could begin to suggest the level of growth anticipated at Charlton Riverside may not be sufficient to support a light rail connection.

## **6. Parks investment in Charlton**

6.1. Parks and Open Spaces are a key part of the local environment, that positively add to the quality of life of local residents, contribute to mitigating the effects of climate change and support the economic prosperity of the local community. It is, therefore, important to ensure that there is good investment in Parks and Open Spaces.

6.2. In the Charlton area investment is required to improve facilities and the infrastructure in Charlton Park, Maryon Wilson Park, Maryon Park and Hornfair Park. Investment is required to improve the play, sports and toilet facilities, improve the condition of footpaths, gates and railings and update the signage at these sites.

6.3. Investment is also required at Gibert's Pit which is a designated Site of Special Scientific Interest (SSSI). Investment at this site is needed to help conserve the ridge at the top of the cliff face, which contains the important geology for which the site has its SSSI designation.

6.4. The Council is actively seeking investment to improve the infrastructure and facilities in these parks.

## **7. Pre-School Childcare**

7.1. The [Royal Greenwich Childcare Strategy and Sufficiency Assessment \(2019-2021\)](#) sets out the Council's statutory duties and provides information about the support we give to all childcare and early learning providers (nurseries, childminders etc). The Summary in the Assessment (pp.6-9) provides a helpful overview.

7.2. The local authority does not provide childcare. Early learning and education is delivered by both the maintained and non-maintained sectors. Pound Park Nursery School is one of four maintained nurseries in Royal Greenwich. It delivers provision to children from the term after they are two and until they

go to primary school. Most primary schools have a nursery class (maintained schools, academies, etc) mostly delivering to three-year olds and younger four-year olds.

7.3. Half of children aged two to four take up their early learning provision in the private, voluntary and independent sectors. All zero to two-year olds using childcare will do so in a private, voluntary or independent sector settings.

7.4. All early years settings will be registered with Ofsted, which is the appropriate regulatory body.

7.5. The Royal Borough provides a wide range of support to encourage the sector to thrive, this includes:

- Business and set-up support for prospective and new providers.
- Business support for existing providers, which can include recruitment, charging, publicity and promotion.
- Ofsted preparation activity.
- Post-Ofsted improvement planning.
- Improvement visits and support.
- A Families Information Service web presence, promoting all settings who wish to feature.
- Training and development for staff.
- Targeted support identified by RBG staff and settings.
- Using RBG social media to promote the value of early learning and awareness of the free entitlements.
- Engagement in local and national activities to support service development.

7.6. As part of the implementation of the additional offer to working parents (of 3 and 4-year olds) of 30 funded hours per week, in late 2017, the Council secured:

- £1.1m of external funding to expand provision (through capital works); and
- £500k for a small projects fund, to support providers with minor works (up to £20k) to enable them to expand their offer and deliver more places / more flexibly.

## **8. Charlton Village built environment**

8.1. The Council has undertaken a range of activity in Charlton Village to address unlawful changes to properties that impact on overall quality of the area, as part of the ongoing work of the Council's Integrated Enforcement team.

- 8.2. Charlton was an area of focus following a spate of targeted criminal activity. This included walkabouts and interaction with premises owners and occupiers, offering advice and assistance on:
- ‘target hardening’ to improve security;
  - appropriate measures to improve the condition and appearance of properties;
  - increasing their security and protecting their businesses; and
  - the planning powers held by the Council. These were explained to local premises owners/occupiers and positive support was provided in implementing appropriate uses, advertising and shop front works.
- The walkabouts included a multi-directorate team of officers: various areas of the Council’s enforcement teams, and business and town centre management were support included.
- 8.3. There appear to have been positive outcomes from this work, with recorded crime no longer occurring to the extent it was. Regular walkabouts of this nature are no longer required and are not being scheduled.
- 8.4. Planning Enforcement will continue to offer assistance and support where requested, and will investigate any alleged breaches of planning control when reported in accordance with the team’s procedures.
- 8.5. The Town & Country Planning Acts give the Council, as the Local Planning Authority, powers for the control of unauthorised development. The [Planning Enforcement Strategy](#) sets out the Council’s Strategy for planning enforcement. Effective enforcement is important as a means of maintaining public confidence in the planning system.
- 8.6. The Council is firmly committed to the effective and proportionate application of planning control. It views breaches of planning control very seriously and has a specialist planning enforcement team within the Planning Service.
- 8.7. Ideally, the Council would like there to be no breaches of planning control in Royal Greenwich. However, where breaches occur, planning law lays down strict requirements which the Council must follow before it can enforce against them. These requirements seek to balance the concerns of local people, the rights of owners and the need to secure proper planning control.
- 8.8. Whilst negotiation is always exhausted first, the primary enforcement routes this could include are listed below.
- S215 notices for untidy land.

- Enforcement Notices for breaches of planning control, either though how a property is used or relating to its physical structure.
- Advertisement Offences may be enforced against using discontinuance/removal notices or prosecution, as appropriate.

## 9. Financial support for heritage properties

- 9.1. For private owners of listed properties, there are unfortunately no longer any local or national government grants available to cover maintenance costs. For newly acquired buildings it is normally assumed that the purchase price took into account the cost of any necessary repair and modernisation works. Property owners are then expected to cover the cost of future repairs and to maintain the building in a good state of repair.
- 9.2. The Heritage Lottery Fund cannot normally help private owners, although it can assist Building Preservation Trusts or charities in the rescue of a building that eventually passes into private ownership. Historic England can provide grants in very exceptional circumstances, although they are focused on buildings of exceptional importance nationally (Grade I or II\* Listed Buildings) or buildings on the Heritage at Risk Register which are only viable with grant funding. Information on these grants can be found at: <https://historicengland.org.uk/services-skills/grants/our-grant-schemes/repair-grants/>.
- 9.3. Sources of funding that local communities can tap into may be of relevance, such as the Greenwich Neighbourhood Growth Fund. This funds schemes that address the demands that development places on an area. The next round of funding for this will be opening soon. Community projects can include environmental improvements or improvements to community buildings, which could potentially include heritage buildings.

## 10. Cross-Cutting Issues and Implications

Issue	Implications	Sign-off
<b>Legal</b> including Human Rights Act	The purpose of this report is to update the Scrutiny Panel on a range of issues related to development around Charlton. No formal decision will be taken. As such, there are no legal implications arising directly from the report.	Eleanor Penn, Assistant Head of Legal Services, 12 <sup>th</sup> February 2020

<b>Finance and other resources</b> including procurement implications	As this report is just providing an update on a range of specific issues identified by a member of public, related to development around Charlton, there are no direct financial implications.	Michael Bate, Assistant Director - Corporate Finance & Deputy s151 Officer
<b>Equalities</b>	This report is an update only. It proposes no decision or action, so has no impacts on equalities.	Ryan Bunce, Transport Strategy Manager, 25 <sup>th</sup> March 2019

Report Author: Ryan Bunce – Transport Strategy Manager<sup>2</sup>  
Tel No. 020 8921 8023  
Email. ryan.bunce@royalgreenwich.gov.uk

Chief Officer: Pippa Hack - Director of Regeneration, Enterprise and Skills  
Tel No. 020 8921 5519  
Email. pippa.hack@royalgreenwich.gov.uk

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<sup>2</sup> This report covers a wide range of issues and was compiled by the author from contributions from authors in other areas of the Council: Planning, Regeneration, Parks, Estates and Open Spaces, and Early Years and Childcare.