

## **2 Introduction**

### **2.1 Background**

The London Borough of Greenwich is experiencing levels of exceptional growth and change, which presents both opportunities and challenges. Providing an effective and efficient transport system remains critical to adding value to our Borough and its respective centres. This document, the Second Local Implementation Plan for the London Borough of Greenwich, sets out how the Borough proposes to tackle the regional and local transport challenges while ensuring the Borough's assets are protected. Greenwich's Local Implementation Plan has been prepared in line with the Mayor's revised Transport Strategy. The Local Implementation Plan is a statutory document, prepared under section 145 of the Greater London Authority Act of 1999.

The Mayor's document sets out the strategic vision for transport in London over the next twenty years and describes how that vision can be delivered. The Local Implementation Plan covers the same period as the revised Mayor's Transport Strategy and contains specific delivery proposals for the period 2011/12– 2013/14. It is clear that the proposed outcomes that can be realised through Mayor's Transport Strategy delivery will directly benefit the people who live, work, learn in and visit this borough. The Local Implementation Plan provides Greenwich Council with the opportunity to demonstrate how we can deliver London wide objectives contained in the Mayor's Transport Strategy and align these to meet sub-regional requirements, while prioritising local needs.

The location of the Borough of Greenwich gives it the advantage of being close to Central London and the Docklands, including Canary Wharf. It is part of the Thames Gateway regeneration area, which includes London City Airport, as well as being on the route between central London and the Channel Tunnel and Channel Ports.

Greenwich has a key location on the navigation channels and terminals that comprise the Port of London. Both City Airport and the Channel Tunnel are opening up new international/ pan-European markets, which should help Greenwich Council to attract inward investment. Access to City Airport has been significantly improved with opening of the Docklands Light Railway (DLR) extension to Woolwich in January 2009, linking the town centre directly to the airport and helping to address the severance caused by the River Thames. In 2011 travel for residents will be further enhanced with the direct DLR link from Woolwich to Stratford International Station and the Olympic Park.

Although public transport radial links to Central London are strong (and will be further enhanced by Crossrail in 2018), north-south links within the Borough are bus reliant. Whilst Crossrail and the DLR give additional cross-river access, the Thames still acts as a major barrier to movement, and the limited vehicle crossings (at Blackwall Tunnel and Woolwich Ferry) constitute major traffic attractors.

The Borough is unusual in that it displays both Inner and Outer London characteristics. Regeneration opportunities and links to Inner London have been strengthened by significant transport investment including the Jubilee Line extension to North Greenwich and the DLR extensions to Greenwich and Woolwich. Crossrail's termination at Abbey Wood and safeguarding for its extension into Kent will enhance regeneration prospects in the 'outer' part of the borough and beyond Greenwich's Council's boundaries to the east.

The Local Implementation Plan will set out the mid term objectives and longer term aspirations for delivery of an effective and efficient transportation system in the Borough. It is based on the social, economic and environmental objectives of the Greenwich Strategy together with other relevant plans, programmes and strategies all of which have implications for transport delivery within the borough.

Development of this document also allows us to identify what has been achieved since the original Local Implementation Plan was produced in 2005. The Council's new Local Implementation Plan will guide decisions about transport provision in the Borough over the forthcoming years.

This Draft Local Implementation Plan sets out:

- The current geographic, economic, social and environmental situation in the Borough and the transportation challenges that need to be addressed.
- A proposed approach for addressing these challenges.

This is looked at in the context of the Borough's unique characteristics.

### **2.1.1 Purpose of this document**

This document is produced by Greenwich Council in response to the Mayor's Transport Strategy, which was published in May 2010 and covers to period to 2031.

The Local Implementation Plan also gives the Council the opportunity to identify how it can work locally to deliver the London wide goals contained in the Mayor's Transport Strategy of:

- Supporting economic development and population growth;
- Enhancing the quality of life for all Londoners;
- Improving the safety and security of all Londoners;
- Improving transport opportunities for all Londoners; and
- Reducing transport's contribution to climate change and improving its resilience.
- Supporting the delivery of the 2012 Olympic and Paralympic games and their legacy

It sets out the key transportation opportunities, issues and constraints that the Borough has to deal with and identifies the Council's proposed strategy for addressing them.

The Local Implementation Plan is accompanied by Equality Impact and a Strategic Environmental Assessments. Together these look at the positive and negative impacts the Local Implementation Plan may have on the community and environment.

### **2.1.2 Key Influences**

The Local Implementation Plan is shaped by a number of different influences. There are some key factors, which influence the Plan.

1. The unique characteristics of Greenwich – issues distinctive to Greenwich, which provide a picture of transport provision in the Borough.
2. The Local Implementation Plan is required to take into account a range of National, Regional and Local policies and strategies; it must reflect the Greenwich Strategy, be consistent with the Mayor's Transport Strategy and be in conformity with the London Plan.
3. The Strategic Environmental and the Equalities Impact Assessments have guided the development of the Plan in relation to its environmental, social and economic implication.

## 2.2 The Second Local Implementation Plan's Development

The Table below shows the process we followed in the development: of the Plan:

**Table 2.1: The Local Implementation Plan's Development process**

July 2010	Briefing meeting and working draft to lead Councillor/Cabinet Member
September	Report of Objectives and Spending Plans to Highways Committee
October	Greenwich officer internal consultation
December	First Draft to Informal Leader's meeting and Labour Group for comments
December 2010/January 2011	Submission of first Draft to TfL and commence public consultation
February 2011	Post consultation revisions completed
March	Revised document submitted for Members approval
April	Approved document submitted to TfL for sign off

The document has been prepared in line with 'Guidance on Developing the Second Local Implementation Plan', published by the Greater London Authority (GLA) in May 2010. When preparing the Local Implementation Plan document, boroughs are required to give due regard to the core requirements detailed in the guidance which includes:

- An **evidence based identification** of Borough Transport Objectives, covering the period 2011-2014.
- A **costed and funded Delivery Plan** of schemes and complementary measures

- A **performance monitoring plan**, developed to continually review the delivery of locally specific targets and the Delivery Plan.

Alongside responding to the Mayor's Transport Strategy and emerging sub-regional plans, this document has been written to reflect Greenwich Council's own adopted and emerging strategies.

The strategies include:

- The Greenwich Strategy (March 08)
- Local Area Agreement (2008 to 2011)
- Unitary Development Plan (July 2006)
- The emerging Local Development Framework

This strategy works towards achieving the Council's high level objectives of making Greenwich the place of choice to live, work, learn and visit, to develop a Greener Greenwich and a successful Olympic and Paralympic host borough with a lasting legacy. The Council's vision is built on the three key principles of:

- **Inclusion and Cohesion:** by providing access to opportunities and services, allowing all residents to take advantage of the benefits of living, working and learning in the Borough, as well as accessing its unique cultural sites both as residents and visitors.
- **Sustainability:** to ensure The Council's actions meet the needs of existing residents without compromising the ability of future generations to meet their own needs.
- **Prosperity:** The Council will seek to make Greenwich economically competitive, attract investment and provide an environment that allows wealth to be created.

## 2.3 The Plan's Strategic Aim and Objectives

On 22<sup>nd</sup> September 2010 the elected Members of the Council's Highways Committee agreed the objectives that will facilitate the delivery of the Council's vision for the future of transport in the Borough.

The overall aim of the Local Implementation Plan's programme is to:

1. ***Increase sustainable travel capacity and opportunities for trips to and from key growth and employment centres within the Borough, and ensure the network enables all residents and visitors to access health, education (including 16+ establishments), employment, social and leisure facilities within and beyond the borough of Greenwich.***

The more detailed local objectives which will deliver the aim are to:

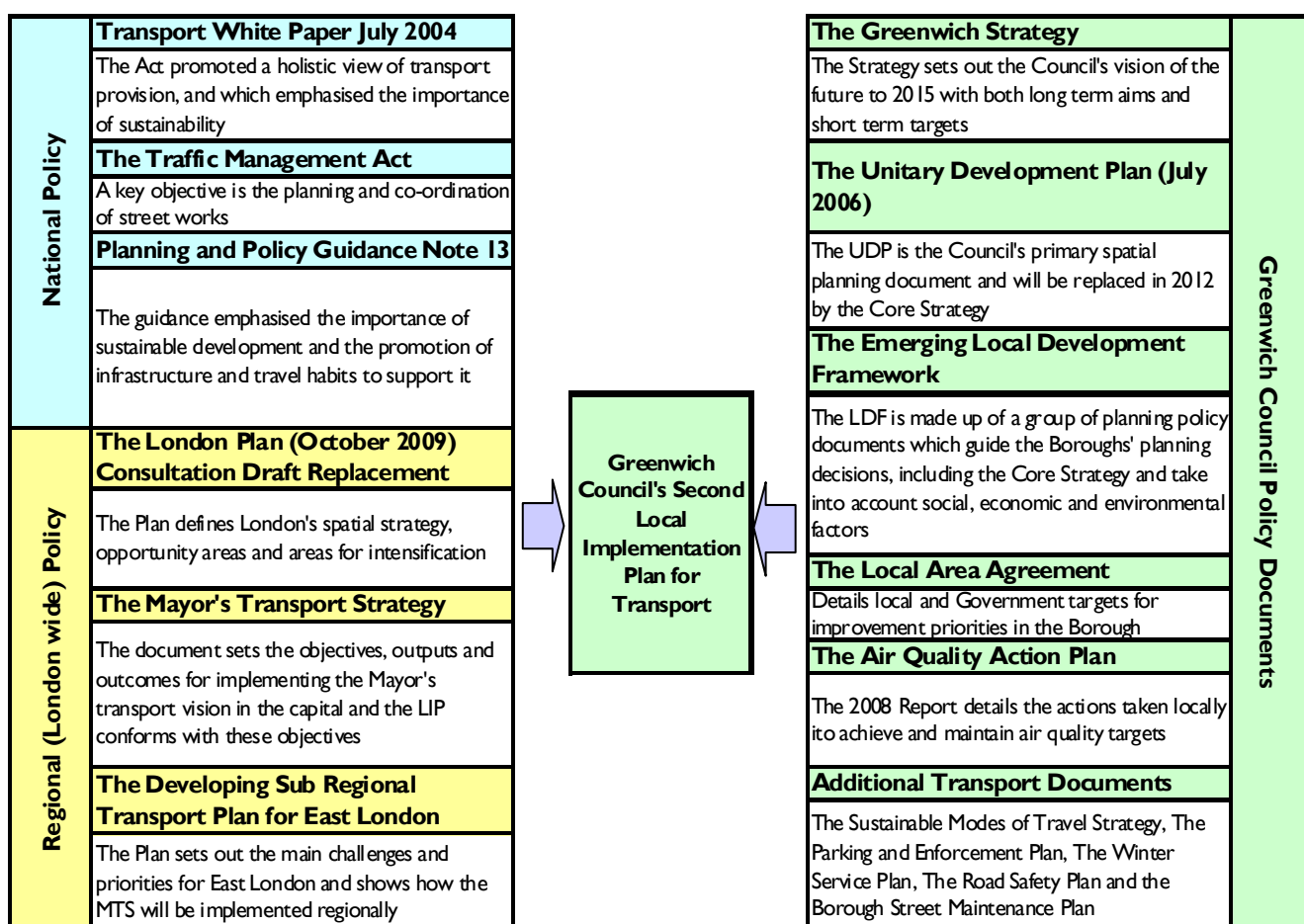
2. Improve the condition of principal roads (to sit within the top quartile of London roads).
3. Improve the health of residents by promoting Active Travel - increasing walking and cycling.
4. Increase walking, cycling and public transport access by reducing crime, fear of crime and antisocial behaviour through well designed, high quality and historically sensitive public realm improvements.
5. Reduce the number of people killed and seriously injured on the Borough's roads, and reduce the overall number of pedestrian and cycle casualties.
6. Improve access to the Borough's three Olympic and Paralympic sites and develop the legacy this provides for the Borough, including improvements to walking and cycling facilities as well as access to public transport.
7. Improve transport provision and the quality of the transport environment particularly in areas that show high indices of multiple deprivation.
8. Reduce Greenwich's contribution to climate change and work to improve the Borough's air quality. (Reduce transport-related CO<sub>2</sub> emissions, tackle congestion, smooth traffic flow and increase the proportion of trips made by sustainable modes).
9. Continue to promote and support a package of Thames River Crossings (including the development of a fixed crossing at Gallions Reach) and the further development of passenger River Services, to improve access to key employment areas and address severance in the East of the Borough and intensification of river use overall.
10. Implement Crossrail complementary measures to allow better access to already committed infrastructure.
11. Work towards the implementation of express bus routes both in and beyond the Borough to improve orbital links and journey times for public transport users in the Borough.
12. Improve North/South public transport links within the Borough including the investigation of extending Docklands Light Railway services to Kidbrooke and Eltham and beyond.

## **2.4 Policy Influences**

There are a number of policies (national, regional and local), which support, influence and direct the Plan. The Local Development Framework's (LDF) Core Strategy and its consultation responses have been used to inform the Plan. The LDF, once adopted will replace the Unitary Development Plan as the Council's spatial development strategy document, and will cover the period 2012 to 2027.

The Council has also taken into account the Transportation Evidence Base (Appendix G). This contains detail of specific research and reports undertaken to ensure that the transportation opportunities, issues and constraints that affect the Borough are fully considered. The following figure shows the inter-relationship between these policies and strategies:

**Figure 2.1: Primary Policy Influences**



## 2.4.1 Statutory Processes

There are a number of statutory duties, which the Council has complied 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.

## 2.4.2 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 and the full assessment is shown as Appendix A. 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 taken into account in the decision-making process.

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

The 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 Second Local Implementation Plan's proposals, we can 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.

Greenwich's Disability Equality Scheme includes an action plan setting out how services will be improved for disabled people in the borough. The EQIA for the Local Implementation Plan has been developed in compliance with the Borough's Disability Equality Duty.

The complete EQIA is shown as Appendix B.

### **2.4.4 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.

The Act covers five broad areas:

- The introduction of traffic officers to better manage incidents on the motorway and trunk road network.
- A new duty for all traffic authorities to better manage their road networks and to appoint a Traffic Manager.
- The designation of Strategic Roads in London.

- More powers to control street works, including issuing licenses and fining for non-compliance.
- Civil enforcement of driving and parking offences.

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 is to ensure greater control of both road and street works, ensuring that works are both better coordinated and carried out at the most appropriate times.

## **2.5 The Structure of the Second Local Implementation Plan**

The rest of our Second Local Implementation Plan is structured in the following way:

Chapter 3 sets the scene in relation to the current situation in Greenwich; it looks at the geography, demography and transport provision.

Chapter 4 looks at strengths, weaknesses, opportunities and threats to Greenwich's transport provision; and looks at the Council's future objectives for delivery of a first class transport system in the Borough. It explains how these objectives will be delivered, with a costed programme for the period 2011 to 2014. However due to the nature of some of the projects they will not be completed in 2013/14 and their funding will be carried forward as part of a rolling programme in future spending plans and TfL submissions.

Chapter 5 will discuss how the delivery of the programme will be monitored and progress assured. This will be both in terms of timeframe and budget, and achieved through the setting of appropriate, measurable targets, and monitoring and evaluating them effectively.