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Regeneration, Enterprise and Skills  
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Dear Mr Khan

**RE: Royal Borough Greenwich's Response to A City for all Londoners**

Royal Borough Greenwich welcomes the opportunity to be consulted on your recent consultation "A City for all Londoners". We have the following observations, which we will address, under each of the five policy themes, as set out in the aforementioned document. **Please note this is a holding response pending further confirmation from the Cabinet Member for Planning and Regeneration who may wish to make further observations.**

**1. Accommodating growth**

We support the emphasis on 'Good Growth' and the vision emphasised in the plan to create new developments close to public transport infrastructure, and to join up plans for transport with those for housing and other kinds of land use – so as to increase population modal shift away from private motorised transport.

Whilst recognising the importance of reducing private car use, it is also necessary to acknowledge the role the highway network has in the function of the city. The severance caused by the Thames in the east is something the Council believes must be addressed to support its development, and this is why Silvertown is supported in principle by the Royal Borough as part of a package of cross river links addressing both road and public transport initiatives. However any large new road developments – such as the Silvertown Tunnel – should be delivered as much as possible in a way which promotes public health. Decreasing our reliance on cars and motorised transport delivers the triple benefits of more physical activity, better air quality, and reduced carbon emissions. The evidence shows that active road rationing, car-free days, pricing and providing infrastructure for walking and cycling can all help to achieve modal shift towards walking and cycling – these should be incorporated in major road developments.

The prioritising of the case for a new DLR crossing between Gallions Reach and Thamesmead as another option to cross the river by public transport in East London is seen

as positive by the Council however this should not be at the cost of progressing another road link in this location. The Royal Borough continues to support the Mayor in his call for devolution of rail services, and looks forward to the improvement and reinvestment (in both infrastructure and customer experience) that the change from the current TOC, Southeastern, to a metro style service would bring.

We further welcome the ambition to get air quality back to 'safe levels' – and we note that increasing evidence shows that this means pollutant levels that are even lower than the legal limits.

## **2. Housing**

We support the Mayors commitment to increasing housing supply across London and will continue to contribute to the overall supply in delivering 38,925 new homes over the Greenwich plan period up to 2028. We also welcome the higher target for affordable homes and consider that the needs of local residents would be best met through the supply of genuinely affordable socially rented homes. As such the Mayor should ensure that the Boroughs receive necessary funding to provide this housing.

Furthermore, we welcome the focus placed on improving the quality of the private rented sector, this is a key area of activity for the Royal Borough and we are aware that the poorest quality housing most likely to cause health harm is found within this sector. The proposed additional support for managing availability of temporary housing is therefore particularly welcome.

## **3. Economy**

We support the Mayors commitment to skills development and access to skills funding and the creation of "Creative Enterprise Zones" and there is the possibility of developing one such zone in Charlton Riverside where a creative industries hub already exists. We further support the aspiration to protect SME workspace and ensure that affordable workspace is included in new developments. The Council has promoted affordable workspace in past developments and this has been well recieved.

## **4. Environment, transport and public space**

We look forward to the publication of the Mayor's new Transport Strategy and welcome some of the proposals contained in this document; a sustainable and integrated transport system, which is fit for purpose and able to accommodate and facilitate the expansion of Greenwich and; the City in the East is core to the Royal Boroughs holistic growth.

As the UK Smart City Demonstrator and as one of the Low Emission Neighbourhood boroughs, is cognisant that the reduction of transport based emissions is central to future of our healthy and connected city. However a lot of Air Quality 'hotspots' are on the TLRN or due in a large part to bus emissions, therefore the commitment by the Mayor to address these are welcomed. The promotion of sustainable, and specifically active, travel is a key to this and the Council looks forward to the continued support of these initiatives by TfL and the GLA at the Mayor's direction.

Whilst the Council supports the extension of the Ultra-Low Emissions Zone in principle we do however have a level of concern about the division of the Borough by the proposed

'South Circular' boundary, and considered that the ULEZ should cover the whole of the Borough to ensure that its benefits meet all Greenwich residents and have responded to the latest consultations accordingly

The Royal Borough shares many attributes with outer London Boroughs including heavy reliance on the bus network. Rail links radiate to central London, and our new transport hubs are situated in the north of the borough where excellent services either exist already (the two DLR extensions) or are planned (the Elizabeth Line stations). The Council has been asking for some time for a more proactive and collaborative approach by TfL towards identifying and addressing the bus service requirements. Although there has been some progress in this, with discussion of the routes to serve the Elizabeth Line, and on-going review of Borough services, it is still not clear exactly how this process is developed and prioritised within TfL.

What is lacking still is a fast service, with a reliable journey time, from Opportunity and Intensification areas to these hubs. The reinstatement of a bus based Greenwich Waterfront Transit, and a north south rapid transit (from, for example, Eltham to Woolwich) to address this would allow the current disadvantage to be addressed in the short to medium term.

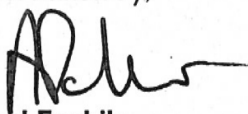
We strongly appreciate the recognition that transport is one of the most significant and effective ways to improve the health of all Londoners and supports the Healthy Streets approach embedded in the document, which will improve everyone's health, reduce inequalities and make London a more liveable city. We wholeheartedly endorse the focus on making it easier and more attractive for people to walk and cycle by reducing the dominance of traffic. Active travel is the main way that Londoners get their exercise and many more Londoners need to walk and cycle more to benefit their health. The Council is working hard to encourage the number of residents walking and cycling at a local level and value the London level emphasis on this.

## **5 A city for all Londoners**

We welcome the recognition that health inequalities are driven by "wider social inequalities and differences in people's living conditions, social support and environments" and this provides an emphasis for the work under our Health and Wellbeing Strategy. The physical and built environment is a key determinant of mental health and the London Plan plays a vital role in how this is addressed across London.

In regards to an accessible transport system, the Council would like to see the extension of the London Overground to Barking Riverside and potentially across the river to Abbey Wood progressed - this is the missing link in the 'orbital map'. This is very clear when looking at Map 4 of the document.

Yours sincerely,



MP

**Paul Feehily**

Assistant Director of Regeneration, Enterprise and Skills