

Infrastructure Delivery Plan 2020

Public consultation draft
January 2021

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Part I: Infrastructure Delivery Plan 2020

1. Overview

Introduction

- 1.1. The Bexley Infrastructure Delivery Plan (IDP) sets out the infrastructure necessary to support and deliver good growth in the borough, as set out in both the draft Local Plan (2021-2036) and the adopted Bexley Growth Strategy (2020-2050). The areas covered include transport, social & community and utilities infrastructure. The IDP's schedule of infrastructure projects is based on the Bexley Development Infrastructure Funding Study (2016, reviewed in 2020); and on information drawn together from a wide range of organisations, businesses and other stakeholders who are the promoters, providers and/or operators of these kinds of infrastructure.
- 1.2. This is a consultation draft of the IDP, which the Council is publishing for public consultation alongside the (Reg 19) draft local plan. This consultation draft IDP is specifically intended to support the development approach set out in the draft local plan. The deadline for responses about the consultation draft IDP is the same as for the draft local plan.
- 1.3. For each infrastructure area, the IDP lists the infrastructure proposals in an Infrastructure Delivery Schedule that includes the following information:
 - who is delivering them
 - when they are planned to be built
 - why they are needed
 - an update on their planning and delivery
 - total cost, funding sources and funding gaps
 - the progress to be made over the next year
 - risks to delivery and associated mitigation measures
- 1.4. The Council recognises that the Intend to Publish draft London Plan's Policy D2(B) says that boroughs should "*work with applicants and infrastructure providers to ensure that sufficient capacity will exist at the appropriate time*". The Council has therefore used information from infrastructure providers that is as up to date as possible for the infrastructure requirements set out in this IDP. The IDP can however only provide the information available; not all infrastructure providers have strategies that cover ten or more years. The information available at any one time needs to be kept updated as organisations regularly review and revise their business plans in response to changing needs and demand. Therefore, the IDP will be updated annually to ensure it accurately reflects current conditions and forecasts.

Covid-19

- 1.5. This IDP is being written at a time when Covid-19 is changing the way people work, travel, shop and socialise. Public spending is being diverted into supporting jobs and businesses so many sources of infrastructure funding are not presently available. There is great uncertainty, both in the short-term and longer-term. This IDP relies on information and assumptions made prior to the Covid-19 pandemic as the 'best-guess' now and acknowledges that changes in Bexley over the next 15 years may be very different to those currently forecast.

Context

- 1.6. The National Planning Policy Framework requires local planning authorities to work with other authorities and providers to assess the quality and capacity of future infrastructure and its ability to meet forecast demands. The Government also expects Local Plans to identify priority areas for infrastructure provision and ensure that there is a reasonable prospect that planned infrastructure is deliverable in a timely fashion.
- 1.7. In response, most planning authorities will prepare an Infrastructure Delivery Plan (IDP) as a key evidence base document and infrastructure planning tool to support the examination and implementation of the Local Plan.
 - The IDP **identifies the infrastructure** schemes necessary to support the development proposed in the Local Plan.
 - The IDP outlines how and when these will be delivered.
 - The IDP establishes the importance of each infrastructure item to the delivery of the Local Plan.
 - The IDP is used by the borough, its partners and other stakeholders to ensure that the **appropriate infrastructure is in place** as growth is delivered.
- 1.8. In addition:
 - The IDP will also inform decisions about how CIL and s106 monies are allocated to projects within the Council's capital programme. (To establish a CIL, it must be shown that there is a funding gap between the infrastructure needed and the funding available to deliver this infrastructure).
 - The IDP can be used as **supporting evidence in bids** for external funding
 - The IDP can be used to support proposals for **specific sites to be protected** for use as schools or other infrastructure required.
 - The IDP also provides background and context to key infrastructure that has been delivered recently or is in the process of being delivered
 - As a "living document", the IDP provides only a snapshot in time and consultation and engagement with infrastructure providers will remain ongoing.

The Journey So Far....

- 1.9. The Council's previous IDP was published as an Appendix to the Bexley Core Strategy (2012) which was adopted in February 2012. It set out the infrastructure and schemes needed to deliver the Core Strategy, with information on "*who? what? when? where? and how?*". Some of the projects in the previous IDP have now been completed; these include Bexley College relocation to Erith, Lesnes Abbey new 'Visitor Experience', the Europa Gym in Crayford and the Bexleyheath Town Centre Revitalisation scheme.
- 1.10. The Core Strategy proposed relatively low levels of growth but during 2014, the Council reviewed its growth ambitions, in response to a range of national and local drivers including continuing pressure in London for more homes and jobs, the need to build the case for improved infrastructure and the imperative to work towards financial self-sufficiency.
- 1.11. The Mayor's London Plan (2012) had also identified 38 Opportunity Areas (OAs) across London as the areas where substantial jobs and homes could be achieved. Two OAs are located in Bexley; Bexley Riverside OA and Thamesmead & Abbey Wood OA.
- 1.12. In summer 2014, Bexley's Growth Strategy: Our Emerging Vision document was published, which stated that potential development could result in 24,500 new homes and 10,500 new jobs. During this time, there was little point in updating the IDP while the new levels of growth were being explored.
- 1.13. In 2016, the Council, the Greater London Authority (GLA) and Transport for London (TfL) employed Steer Davies Gleave (now known as Steer) to carry out a Development Infrastructure Funding Study (DIFS). The aim of the study was to identify the gap between the cost of infrastructure required and the funding that was currently identified. The approach was as follows:
 - ascertain levels of planned development
 - identify the required infrastructure to deliver this development
 - determine the level of contributions that can be secured through a viability assessment
 - develop a financial model to calculate the funding gap
 - propose sources of additional funding
- 1.14. The study was completed in March 2017 and has been used to inform this IDP.
- 1.15. In December 2017, the Council published its Growth Strategy, with the ambition that subject to the provision of the right levels of infrastructure in the right locations, 31,500 new homes and 17,500 new jobs can be delivered across the borough. The strategy set out the following:
 - 'Positively managed' approach to development supported by high quality housing, rewarding employment opportunities and effective local services and facilities
 - Make the best use of all public and private land and to increase the flow and diversity of housing availability for all households, tenures, sizes and life stages
 - Enhance social and green infrastructure for the wellbeing of residents
 - Secure educational, skills and employment prospects locally
 - Achieve a step change in strategic transport infrastructure improvements in relation to regeneration opportunities, particularly in the riverside area.

- 1.16. Having developed the Growth Strategy, the Council set out to translate its aspirations into a development plan, the new 'Bexley Local Plan'. This started with an evidence base, essential to demonstrate that the policy approach in the Plan is sound. Proposed policy approaches then grew from the evidence. Following a Call for Sites, some 119 specific sites were identified as potentially suitable for further consideration.

Reg18 Consultation

- 1.17. The proposed policy approaches and the identified sites were then put out to consultation under Regulation 18 of the 2012 Town and Country Planning regulations, which sets out the processes for forming local plan proposals and taking them through to formal adoption. The consultation was informed by a range of studies including the strategic housing market assessment (SHMA), a strategic flood risk assessment, a retail capacity study and a green infrastructure study. Public consultation took place from 15 February to 7 April 2019 and received responses both from residents, workers, business owners, statutory consultees and other organisations. Respondents were concerned that there is not enough existing infrastructure to meet current as well as future demands from new housing. Concerns were also raised over pressure on road capacity, GP waiting lists and the loss of open space and libraries.

Abbey Wood and Thamesmead Opportunity Area

- 1.18. The Thamesmead and Abbey Wood Opportunity Area (OA) has the potential to provide 8,000 jobs and 15,500 new homes up to 2041 in parts of Greenwich and Bexley. For this OA, a Planning Framework is prepared to support and guide emerging development. The Thamesmead and Abbey Wood Opportunity Area Planning Framework was published by the Mayor for a 12-week consultation period from Tuesday 17 December to Tuesday 10 March 2020. The feedback gathered during the consultation will inform the final OAPF, which is set to be published in Autumn 2020.

Bexley Riverside Opportunity Area

- 1.19. The Bexley Riverside Opportunity Area has an indicative potential for 6,000 new homes and 19,000 new jobs (source: GLA (2019), *The London Plan - Intend to Publish version*). The preparation of the Planning Framework has been delayed and a revised timetable is awaited.

Infrastructure Types and Definitions

- 1.20. A minimum cost threshold of £100k has been applied for inclusion in this Plan. The following list sets out the main types of infrastructure but is not inclusive.
- **Transport Infrastructure** - roads, bridges, tunnels, footpaths, cycleways and greenways, railway lines, railway stations, bus facilities, piers and wharves, public realm improvements, electric vehicle charging infrastructure
 - **Social & Community Infrastructure** - nurseries, schools, colleges, GP surgeries, dentists, opticians, pharmacies, health centres, hospitals, police stations/contact points & other facilities, ambulance stations, fire stations, libraries, parks & gardens, nature reserves, woodland, marshland, allotments, playgrounds, green gyms, trim trails, skate/BMX parks, leisure centres, swimming baths, sports pitches & courts, bowling greens, golf courses, cemeteries and crematoriums
 - **Utilities Infrastructure** – gas pipes, electric cabling, water pipes, drainage systems, flood defences, telecom masts, fibre optic networks, heat networks and waste & recycling sites

DIFS Update 2019

- 1.21. Following on from the DIFS published in 2016, Steer were employed by the Council in November 2019 to review and update their previous work (see Steer (2020), *Bexley DIFS Update – May 2020*). Key elements of the commission included reviewing the assumptions made in the previous study and the assessment of updated spatial growth scenarios.
- 1.22. The study area for the DIFS update covered the whole borough with costs and funding assigned to the six growth areas listed below, alongside borough-wide costs.
- Thamesmead and Abbey Wood (only developments within LB Bexley area)
 - Belvedere
 - Erith
 - Slade Green;
 - Crayford; and
 - Bexleyheath.
- 1.23. The model covers the period from April 2021 to March 2044 to account for the Local Plan period (2021–2036) and 3-year residual New Homes Bonus funding. The population growth scenario has been updated from the PH5 projections to the 2016 GLA projections. Employment growth uses the 2036 PH5 scenario to account for employment growth in Abbey Wood and Bexley Riverside as expected from Opportunity Areas (OA)s, identified in the draft New London Plan.
- 1.24. The planned developments have been updated from the PH5 scenario planned developments to reflect the Strategic Housing Land Availability Assessment (SHLAA) 2017 Reg 19 development sites. An update to utility infrastructure was not included in the DIFS update.
- 1.25. An Excel model was developed which calculates the funding gap in nominal and Net Present Value (NPV) terms while accounting for all the costs and receipts expected to be incurred and received over the study period.

Prioritisation

- 1.26. Infrastructure proposals have been prioritised according to their importance in enabling development. The four categories are:
- **Essential** – development cannot physically occur without the infrastructure project;
 - **Required** – infrastructure that will mitigate the wider impact of development;
 - **Important** – infrastructure that will help create a sustainable community; and
 - **Supportive** – infrastructure that will help raise the quality or appeal of development.
- 1.27. The DIFS considered that all utility infrastructure is essential, and that the majority of S&CI is also considered essential for delivery, except for open space/parks and public art (supportive).

Possible Funding Sources

Community Infrastructure Levy (CIL)

- 1.28. The Community Infrastructure Levy (CIL) is one mechanism that the Council, as local planning authority, can use to capture funds from new development to deliver infrastructure. CIL enables Councils to use developer contributions more flexibly (e.g. several developments sharing the cost of a specific piece of infrastructure; or saving funds towards a specific long-term project investment).
- 1.29. The aim of CIL is to reduce uncertainty around the timetable for the planning application process – especially for larger developments – because of the sometimes long and tortuous negotiations associated with s106 agreements. CIL enables a single payment to be made by the developer to cover a range of infrastructure needs; and it allows pooling of contributions over time from different developments towards a single major infrastructure project that no one development could afford on its own.
- 1.30. Bexley's Community Infrastructure Levy (CIL) scheme came into effect from April 2015, replacing elements of the Council's previous policies on developer contributions through s106 agreements. The CIL revenue collected in the first three full years was £4.8m and while this exceeded pre-CIL estimates, the amounts are modest when compared to other boroughs like Tower Hamlets who received £39.7m over the same period.
- 1.31. The Council's allocation of CIL incorporates an internal 'call for schemes' from relevant delivery departments which are added to projects already in the Council's capital programme. The Council then evaluates these against strategic priorities, having regard to the CIL regulations, to update the prioritised list of schemes.

Section 106

- 1.32. Planning obligations under Section 106 of the Town and Country Planning Act 1990 (as amended), commonly known as s106 agreements, are a mechanism which make a development proposal acceptable in planning terms, that would not otherwise be acceptable. They are focused on site specific mitigation of the impact of development. S106 agreements are often referred to as 'developer contributions' along with highway contributions and CIL. They are negotiated on a site-by-site basis and need to be necessary to make the development acceptable in planning terms, directly related to the development and fairly and reasonably related in scale and kind to the development, as prescribed in the *National Planning Policy Framework; para 56*. The amounts and

uses of s106 are often prescribed by the associated legal agreement although there is sometimes an element of flexibility. The allocation of these monies will be integrated with the capital programme process.

GLA Capital Expenditure

- 1.33. The GLA is a strategic authority with a London-wide role to design a better future for the capital. The Mayor of London sets a citywide vision of improvement, develops strategies, policies and investment programmes to realise the vision and provides funding to help make it a reality. He has provided regeneration expenditure of £0.259 billion in 2020/21 for the Further Education programme, Skills for Londoners, the Growing Places Fund and the Good Growth Fund (source: GLA (2020), *The Mayor of London's Capital Spending Plan 2020-20*). The Mayor provided an affordable housing grant of £47.5m for the Thamesmead Housing Zone in 2016, some of which can be used to fund infrastructure (providing the funding is capital expenditure and is state aid compliant).
- 1.34. The Mayor also announced, on 29th July 2020, a package of infrastructure works worth up to £1.5bn to help kickstart London's economic recovery from the Covid-19 crisis which includes upgrading the gas network, reducing water leakage, increasing the resilience of the water supply and ensuring electricity infrastructure is in place to support electric vehicles.

TfL Capital Investment

- 1.35. TfL needs to improve London's transport network to support future housing and jobs growth; and ensure its continued competitiveness as a world-leading city for living, working and visiting. The Enhancements category in its *Draft Capital Strategy 2019* includes hundreds of investment priorities that are required to deliver the range of improvements set out in the MTS. This includes progressing towards London's ambitious goal of mode shift to walking, cycling and public transport; their Vision Zero ambition to eliminate death and serious injury from London's roads and their aim to make London's transport network zero-carbon by 2050. The current allocation for 2020/21 is £0.9bn per year in outturn prices (£0.6bn in constant 2019/20 prices). Unfortunately, due to the impact of Covid-19 which has seen a 90% reduction in passenger numbers in the capital and a 60% drop in revenue, the Mayor has had to ask the government to bail TfL out with a grant of £1.6bn to keep services running until mid-October. As a consequence, many schemes and projects are on hold.
- 1.36. As well as the capital investment, it is expected that TfL will continue to contribute to improvements on London's street network through its operating account, which funds work on borough roads through the Local Implementation Plans (LIPs).
- 1.37. The Council's current LIP3 covers the same period as the MTS (2019-2041) and takes account of the transport elements of the draft London Plan and other relevant Mayoral and local policies. LIP3 Outcome 9 is 'Transport investment will unlock the delivery of new homes and jobs'. LIP3 sets out a three-year programme of investment for 2019-22, showing which schemes support the following MTS Outcomes:
 - Sustainable growth – sustainable travel will be the best option in new developments
 - Unlocking – transport investment will unlock the delivery of new homes and jobs

Third Party Funding

- 1.38. **Tax Increment Financing (TIF)** - TIF is a method of funding that captures the gains, such as an increase in land and property value due to improved connectivity from transport investment. This generates increased tax revenues from the surrounding area when compared to a baseline where no transport investment is assumed. As new/higher density developments come forward or there is redevelopment of otherwise commercially unviable locations, further incremental tax revenues will be collectable.
- 1.39. **Business Rates** - the total sum collected in business rates in London is more than £8 billion a year following the last revaluation in 2017. London's 33 local authorities and the Greater London Authority currently retain £6 billion of this for investment, of which £4.3 billion is under London's direct control with the remainder being paid back by the Government in grant. £2 billion is paid to the Government to fund local government services in the rest of England. London Councils argues that London's businesses have been disproportionately hit by raises in business rates following the 2017 revaluation and that London government needs greater control over the system. The Mayor and the Leaders and elected Mayors of London's local authorities are keen to retain 100 per cent of the growth in business rates collected in the city from April 2018.
- 1.40. A full **Comprehensive Spending Review** was expected in 2020, reviewing public spending and setting multi-year budgets. However, due to the COVID-19 pandemic, the Government have announced a delay to the Fair Funding Review as well as to the review of Business Rates.

Infrastructure Funding Statement

- 1.41. The Council will continue to monitor spend and this will be published annually as the Infrastructure Funding Statement (IFS), which replaces the CIL charging schedule. The first Bexley IFS (for 2019/2020) will be published before the end of December 2020 and will include reports about:
 - CIL in the last financial year (CIL rates, income, expenditure; all CIL)
 - S106 in the last financial year
 - Future spending priorities – the infrastructure projects or types of infrastructure “that the authority intends to fund wholly or partly” by Borough CIL (not including Neighbourhood CIL).

2: Transport

Rail

Existing Provision

- 2.1. The rail network in the borough takes the form of three east-west radial lines out of central London towards Dartford, Gravesend and the Medway Towns.
- North Kent Line (Abbey Wood to Slade Green) – Southeastern services to London Bridge, London Cannon Street, Dartford; Thameslink services to London Bridge, Farringdon, Luton and Medway towns
 - Bexleyheath Line (Falconwood to Barnehurst) - Southeastern services to London Bridge, Charing Cross, Cannon Street, Victoria and Gravesend
 - Sidcup Line (Sidcup to Crayford) – Southeastern services to London Bridge, Charing Cross, Cannon Street and the Medway towns
- 2.2. The current start date for Elizabeth Line services from Abbey Wood is early 2022.

Provision to Support Development within the Local Plan period (up to 2036)

Train Lengthening

- 2.3. Train lengthening to 10-12 carriages is proposed for services on the Bexleyheath line and on the Dartford Loop (Sidcup to Crayford) by 2023.

Signalling Alterations

- 2.4. On the Up Crayford Loop Line and on the Erith Loop to enable 12-car running on Cannon Street 'loop' services.

Digital Railway

- 2.5. The National Productivity Investment Fund has allocated £75m to the successful franchisee of the next South Eastern franchise to develop, design and deliver a new digitalised traffic management scheme.

Erith Station Step-Free Access

- 2.6. The significant changes in level around Erith station mean that the London-bound platform 1 can only be accessed via the pedestrian bridge from platform 2. As a result, wheelchair users and parents with pushchairs travelling towards London are unable to get to Platform 1 and must either use the 'loop service' via the Sidcup and Bexleyheath lines or travel to Dartford and use the lifts there. The Council is therefore keen to secure an "accessible route" from the station entrance to platform 1. Erith was not allocated any Access for All funding during Control Period 6.

Provision to Support Further Growth (post-2036)

Crossrail Extension East of Abbey Wood

- 2.7. The Council is lobbying for a Crossrail extension east of Abbey Wood (AW2E) calling at Belvedere, Erith, and Slade Green towards Ebbsfleet. The scheme is essential for facilitating development in the north of the Borough and achieving the quantum of change set out in Bexley's Growth Strategy.

- 2.8. The AW2E Connectivity Study has now commenced following the signing of the Memorandum of Understanding by the C2E Partnership, Ministry of Housing, Communities & Local Government (MHCLG) and Department of Transport (DfT) in January 2020. Two tranches of funding have been received totalling just under £1.9m with a further £2.3m confirmed this financial year. This study will identify and explore the range of options for enhancing capacity and connectivity in the Abbey Wood-Ebbsfleet corridor that deliver housing and jobs in the area, including cheaper, non-rail solutions.
- 2.9. Principal consultants for the main workstreams and the Dedicated Delivery Team are in place and three workstreams are being pursued (Land & Housing, Technical & Engineering, Funding & Financing), which will culminate in an overall report with project recommendations in July 2021. It is not currently expected that the AW2E project will be delivered during the life of the local plan (2021-2036).

Key Stakeholders

DfT, TfL, Network Rail, Southeastern, Govia Thameslink Railway Ltd, MTR Crossrail.

Related Strategies and Evidence

- Network Rail (2018), *South East Route: Kent Area Route Study – Advice for Funders*
- Network Rail (2018), *Digital Railway Programme Strategic Plan*
- DfT (2017), *South Eastern Franchise: Invitation to Tender*
- DfT (2017), *South Eastern Rail Franchise Stakeholder Briefing Document – Shaping the Future*
- CAST (2018), *Crossrail (Elizabeth Line) to Ebbsfleet (C2E) - Strategic Outline Business Case (SOBC): Final Report*
- WSP (2015), *Erith Station AFA Option Selection Report*

Bus Transit and other Local Public Transport

Existing Provision

- 2.10. Most of the borough's local bus services are provided by privately owned operators through contracts with London Buses and serve most major destinations and corridors. Low frequency services operate to a schedule, while high frequency services (5 or more buses an hour) work to a turn-up-and-go service.
- 2.11. Some routes also offer a night bus service. Bexleyheath town centre is the main bus hub, connecting to most parts of the borough and neighbouring towns and regional centres. Direct connections extend as far as the O2 at North Greenwich and Bluewater shopping centre. There are approximately 670 bus stops in the borough.
- 2.12. There are other bus-based services in the borough which include the community transport scheme BATS, Dial-a-Ride and commuter minibus and coach services. There is currently no bus rapid transit (BRT) or a tramway system in Bexley.

Provision to Support Development within the Local Plan period (up to 2036)

Bus Transit System

- 2.13. A proposed new bus transit system that introduces high quality local services that link the main areas of activity and major transport nodes and unlock the potential of sites with currently poor

public transport provision. The expectation is that there will ultimately be an uninterrupted segregated public transport corridor from Slade Green through to Abbey Wood and South Thamesmead, forming the basis of a future bus rapid transit corridor and/or tram operation. During the Local Plan period (up to 2036), the first phase would introduce a central section north of Abbey Wood station.

Bus Priority Programme/Provision of North-South Bus Routes

2.14. TfL and the Council are currently reviewing key junctions and corridors for introducing bus priority measures. The Council will identify areas requiring direct connections, particularly for access to jobs and school journeys.

Provision to Support Further Growth (post-2036)

Bus Transit System

2.15. The later stages of the project would look to extend east and west through new bus facilities and the upgrading of existing measures, to connect development sites along the bus rapid transit corridor.

Key Stakeholders

TfL, Royal Borough of Greenwich, Peabody

Related Strategies and Evidence

- LBB (2017), *Bexley Growth Strategy*
- TfL (2018), *Mayor's Transport Strategy*
- Integrated Transport Planning Ltd (2017), *North Greenwich to Slade Green Transit Study – Draft Final Report*
- GLA/TfL (2019), *Thamesmead and Abbey Wood OAPF Transport Strategy (Draft)*

Roads, Streets and Liveable Neighbourhoods

Existing Provision

2.16. There is a total of 522km of public highway in the borough, including dual carriageways, busy high streets with wide pavements, tree-lined avenues, quiet cul-de-sacs and industrial estate roads, as well as footways and cycle routes. These roads are classified into a hierarchy based on their function; main roads look to enable the flow of traffic, some may be used predominantly for shopping whilst others provide access to local places.

2.17. The Council is responsible for traffic and transportation matters relating to all roads in the borough except for the Transport for London Road Network (TLRN) roads, which are the A2 and A20, for which Transport for London (TfL) is the Local Traffic Authority. The Strategic Road Network comprises roads of significant importance for which the borough has responsibility but TfL has oversight in terms of planned schemes, works and orders that are likely to have a detrimental impact on highway performance.

Provision to Support Development within the Local Plan period (up to 2036)

Growth-supporting Highway Measures

- 2.18. Investment will be required across the borough's road network to support good growth as it progresses. Traffic modelling by TfL is to identify the potential impacts of growth on the network. Suitable interventions then need to be identified and programmed for each location. Because the full range of interventions has not yet been identified, allowance is being made for funding local improvements and interventions in general.

Yarnton Way

- 2.19. Yarnton Way is a dual-carriageway connecting Abbey Wood, Southmere and the Belvedere Horse Roundabout. The road lies on the corridor of the second phase of the proposed bus transit system. Yarnton Way is currently served by 10 buses per hour off-peak in each direction, making it one of the major bus corridors in Bexley Riverside area.
- 2.20. There are low traffic flow in the area but is expecting an increase in traffic with major redevelopment in Abbey Wood and Belvedere area. A segregated bus lane is required to ensure the reliability of bus services in future.
- 2.21. The road has wide lane widths, a central reservation and verges which can convert into extra lanes for exclusive use of bus transit and local buses, and for segregated cycle tracks. Some small-scale acquisition of open land will be required to fully deliver the scheme.

South Thames Development Route (A206/A2016)

- 2.22. This route links the M25 with the South Circular (A205) and from there, the Blackwall Tunnel. This links all the major sites for redevelopment and regeneration in the Thames Gateway south of the Thames with Kent and the rest of London, including the employment and industrial areas in the north of the borough. Over the last few years, most of the route has been upgraded to dual-carriageway.
- 2.23. This corridor, part of the strategic road network, supports freight movements for the many logistics and distribution centres based in the north of the borough. It is likely to see the greatest increase in traffic from planned growth. Interventions will be needed to ensure that it continues to operate efficiently, especially to support local employers with access to markets, suppliers and workforce. Investment will be especially needed in the following locations:
- 2.24. **Thames Road Dualling** - Thames Road (a 1.6km stretch) is the last section of the route west of the M25, which needs improving. It is the only single-carriageway section of the South Thames Development Route and the road itself is worn out and in urgent need of reconstruction. Its improvement will ensure that the full benefits of regeneration programmes in the Thames Gateway are realised.
- 2.25. **Queens Road/Bexley Road/Bronze Age Way** - Replacement of the current roundabout with traffic signals is proposed as part of the Erith Links project (see next). The "Queens Road Junction" is the gateway to Erith Town Centre from A206 Bronze Age Way/Queens Road and A220 Bexley Road. The junction is an unmarked roundabout and suffers from gridlock at various times of the day due to heavy through-traffic on the A206 corridor crossing the junction.

Erith Links Programme

- 2.26. The Erith Links project is a £14 million, 5-year programme to regenerate Erith town centre, improving both public realm and connectivity. The expected step-change in town centre quality should then kick-start further regeneration activity. The project, which the Council is developing in partnership with TfL, focusses on the physical links in and around the town centre. Erith Links will include improving routes for people walking or cycling, with simpler routeing of buses in the town centre (offering useful savings in bus mileage and reduced delays). Erith Links should therefore offer better circulation of people and vehicles, and revitalised public spaces. The Council is taking the scheme through TfL's Liveable Neighbourhoods programme, bidding for some £11 million from TfL – without a sizeable grant funding (such as from GLA/TfL) it will not be possible to deliver the whole Erith Links programme within the intended timeframe. Delivery of the first phase will potentially be funded by the Council (mostly using CIL and s106 contributions), along with the grant of £900,000 announced in December 2020 from the government's Getting Building Fund.
- 2.27. The project includes significant changes at the roundabout where A206 Queens Road/Bronze Age Way (STDR) meets Bexley Road, which are currently under investigation. The preferred solution will change the junction from a 5-arm roundabout into a simpler 4-arm traffic signal junction that will serve the needs of pedestrians and cyclists much better. Extensive local surveys and public consultation have informed the design process and a detailed modelling assessment is under way. Public realm works have already been delivered around Erith station (costing £400,000), which follow Healthy Street principles and provide a taster of the further improvements that the Erith Links project will bring.
- 2.28. The Erith Links Programme will:
- improve the pedestrian and cycle experience between Erith rail station and the town centre to create a new destination experience;
 - improve connectivity across Erith town centre and the street scene through alignment and public space improvements on Bexley Road;
 - create connections to/with the river;
 - relieve congestion at the Queens Road roundabout and to increase permeability and easier access between the town centre and communities
 - rationalise bus movements through the town centre to reduce route mileage and to help buses avoid the Queens Road/Bexley Road junction
 - reduce bus journey times through bus priority measures at junctions

Crayford Town Centre Ring Road

- 2.29. Crayford town centre suffers from the dominance of traffic especially using the A207/A226 Dartford-Bexleyheath ('Watling Street') corridor. This makes the area unattractive to shoppers, residents and developers. The creation of Healthy Streets will be considered for Crayford town centre in due course.

Harrow Manorway Improvements Phase 2 and 3

- 2.30. Includes improving the Harrow Manorway/Lensbury Way roundabout (adjacent to Sainsburys) and enhancement of the strategic north-south corridor to Abbey Wood station.

Provision to Support Further Growth (post-2036)

Queens Road Grade Separation Scheme

2.31. In 2015, TfL commissioned consultants to provide a technical note on the feasibility of a “fly-under” at the Queens Road junction. The associated traffic modelling work used predicted 2031 flows (which assumed less development than is now expected through the Intend to Publish draft London Plan) and concluded that a solution may be feasible. This proposed a single-carriageway in each direction for Queens Road/Bronze Age Way traffic below the main roundabout and would cost in the region of £110m. At present, the Council is not looking to promote this scheme within the plan period.

Key Stakeholders

TfL, Greater London Authority, Highways England, Living Streets, Metropolitan Police Authority, LA21 Traffic and Transport Focus Group, London Ambulance Service, Bexley Civic Society, Campaign to Protect Rural England, London Fire Brigade, London Green Belt Council

Related Strategies and Evidence

- TfL (2016), *Strategic Transport Study for Bexley Growth Strategy*
- LBB (2004), *Unitary Development Plan*
- LBB (2019), *Bexley's Third Local Implementation Plan*
- LBB (2005), *Crayford Strategy and Action Plan*
- GLA/TfL (2019), *Thamesmead and Abbey Wood OAPF Transport Strategy (Draft)*

Local Connections

Existing Provision

- 2.32. The main provision for walking are the borough's pavements, paths and alleyways, complemented by controlled/uncontrolled crossing points, footbridges and subways. In addition, there are the pedestrian-only areas in Bexleyheath and Erith town centres and shared spaces where vehicle speeds are low and pedestrians and other vulnerable users have a greater prominence.
- 2.33. Away from the road network, there are 61.1km of footpaths, some of which form continuous walking routes like the Green Chain Link walk, the Capital Ring and London Loop. The borough also has a high number of parks and open spaces where users are free to wander and explore.
- 2.34. Much of Bexley's cycling takes place on local roads and streets, with signing and promotion of quieter routes that are more suitable for the less confident cyclist. There are several dedicated cycling facilities including cycle lanes, tracks and safe crossings as well as areas where traffic calming makes the road conditions more cycle friendly.
- 2.35. The Thames Path forms a continuous traffic free cycling route (National Cycle Route 1) and there is some cycle access through the borough's parks and open spaces. Cycle parking is provided at most major destinations and a cycle map of the borough is available free of charge.

Provision to Support Development within the Local Plan period (up to 2036)

- 2.36. **Local Connection Projects in Thamesmead and Abbey Wood OAPF** – a range of walking and cycling routes have been identified to form a network that overcomes the various barriers to movement and provides more direct alternative routes to the road network.

- 2.37. **Crayford Rough and beyond (River Cray Greenway)** – introduction of a landscaped riverside walk and cycle route alongside the River Cray from Thames Road to Hall Place, with public space, public art, gateway features signage
- 2.38. **Central Greenway Link between Lesnes Abbey and Crayford** - proposal linking residents to numerous green spaces including Lesnes Abbey Woods, Burstled Woods, Martens Grove Park and Shenstone Park. Connections are also provided to numerous local amenities, including Barnehurst Station.
- 2.39. **The Ridgeway Extension** – the Ridgeway is the path which runs for three and a half miles along the top of the Southern Outfall Sewer. The eastern section in Bexley was recently resurfaced as far as the underpass of Eastern Way and it is intended to extend the route as far as the historic Crossness Pumping Station/museum and the River Thames.
- 2.40. **River Darent Pedestrian/Cycling Bridge** – the Thames Path provides a mainly traffic free route from Thamesmead to the borough boundary with Dartford. The riverside path currently takes a long diversion inland along the river Darent and the river Cray to Thames Road and the local Councils and TfL have investigated the provision of a pedestrian/cycle bridge near the existing barrier where the Darent meets the Thames.
- 2.41. **Shuttle Riverway** – a proposal to connect the parks and open spaces that lie next to the River Shuttle from the borough boundary with Greenwich at Avery Hill to its confluence with the River Cray to the north of Old Bexley.
- 2.42. **Healthy Streets in Bexley** – a review of the Council’s previous mini-Holland ideas has developed the scope of cycling hubs and spokes to include all the Growth Areas as well as connecting all the hubs with their immediate neighbourhoods
- 2.43. **Cycle hub at Abbey Wood** – cycle parking for 484 cycles to be installed prior to Elizabeth Line services commencing in early 2022
- 2.44. The DIF contains a general allowance for cycling in each of the growth areas. As an interim, costs have been estimated to account for general pedestrian and public realm schemes including wayfinding. The following cost assumptions apply:
 - £500,000 per square kilometre for the growth areas and
 - £200,000 per square kilometre across the rest of the borough
- 2.45. As an interim, costs have been estimated to account for general cycle route improvements and additional cycle parking at rail stations. The following cost assumptions apply:
 - Cycling network: £500,000 per square kilometre for the growth areas, and £100,000 per square kilometre across the rest of the borough; and
 - Cycle parking per rail station: £75,000 per station within the growth areas; and £125,000 per station within the rest of the borough.
- 2.46. In addition to walking and cycling investment, smarter travel covers other forms of sustainable transport such as electric vehicle charging, area-wide travel plans, promotion and awareness raising campaigns, car sharing schemes etc. A broad borough-wide estimate of £25 million has been assumed for these measures.

Provision to Support Further Growth (post-2036)

- 2.47. Further growth (post-2036) will be reliant on strategic infrastructure that enables journeys to a wider range of destinations, journeys that are too far to be made on foot and more suited to public transport and cycling. Therefore, pedestrian access will be provided to support the public transport network and strategic cycle routes will be implemented that are direct and convenient.

Key Stakeholders

TfL, Bexley Cycling and Road Safety Forum, Sustrans, Bexley Association of Disabled People, Bexleyheath & District Club for the Disabled, Inspire Community Trust, London Parks and Green Spaces Forum, the Friends' Groups supporting Bexley's parks, The Ramblers Association, Transport for All, London Cycling Campaign (Bexley), Walk 21, NHS Public Health, Age UK, Living Streets, Joint Mobility Unit, RNIB, The Association of Guide Dogs for the Blind, LA21 Traffic and Transport Forum.

Related Strategies and Evidence

- Sustrans (2010), *South East London Greenways: Network Identification – Feasibility Report*
- LBB (2017), *Bexley Growth Strategy*
- LBB, Gallions Housing Association, Trust Thamesmead, Tilfen Land and GLA (2012), *South Thamesmead Regeneration Framework*
- LBB (2005), *Crayford Strategy and Action Plan*
- LBB (2013), *Breaking through the Barriers* (Stage 2 Mini Holland submission)
- TfL (2017), *Strategic Cycling Analysis; Identifying future cycling demand in London*
- GLA/TfL (2019), *Thamesmead and Abbey Wood OAPF Transport Strategy* (Draft)

River crossings and river services

Existing Provision

- 2.48. There are no river crossings of the Thames in the borough. The nearest crossing is the Woolwich ferry service, while the nearest fixed highway crossings are the M25/A282 Dartford Crossing and the A2 Blackwall Tunnel at Greenwich Peninsula. The Secretary of State for Transport has recently granted development consent for the Silvertown Tunnel, connecting Greenwich Peninsula and west Silvertown. TfL expect construction to begin in 2020, with the new tunnel opening from 2025.
- 2.49. Thames River Bus services are operated by MBNA Thames Clippers and were established in 1999. There are six River Bus routes, which operate from 22 piers between Putney and Woolwich. The piers and river passenger services licences are managed by Transport for London (TfL). River passenger services don't currently operate as far east as Bexley; the nearest river bus service runs as far as Woolwich Arsenal.

Provision to Support Development within the Local Plan period (up to 2036)

Docklands Light Railway (DLR) Extension to Belvedere

- 2.50. Transport for London has proposed the extension of the DLR system to Thamesmead from Gallions Reach on Beckton Branch in the Thamesmead & Abbey Wood OAPF. Early work demonstrated that a cross-river connection to Thamesmead is most deliverable through a tunnel connection,

connecting the area to Central London, Canary Wharf and Stratford. The exact location of the stops will be subject to further study.

- 2.51. Potential routeing beyond Thamesmead to provide an interchange with the North Kent Line was looked in early modelling and an extension to Belvedere was found to be technically feasible. DLR to Belvedere provides the Council with a potential to include considerably higher density development around Belvedere station in the last 5 years of the plan period. Likewise, an intermediate station near Yarnton Way could be a catalyst for additional development to the east side of Southmere lake in South Thamesmead.

River Services and Pier Provision

- 2.52. TfL is looking to the private sector to extend the current river bus services eastwards from Woolwich and for pier provision etc. to be secured through riverside development.

Provision to Support Further Growth (post-2036)

Belvedere Crossing

- 2.53. A road-based river crossing connecting Belvedere with Rainham has been identified as a key infrastructure project that will deliver higher levels of employment in north Bexley and is petitioning the Mayor to support its construction in conjunction with a similar crossing at Gallions Reach.

Erith Pier Upgrade

- 2.54. Erith Pier is the longest pier in London. Built in 1842 as a riverside attraction, it was then used as a deep-water wharf for industrial use until the 1950s. The pier is now a public amenity, owned by Morrisons, whose supermarket is located next to the pier. There are currently no passenger or freight boat services serving the pier.
- 2.55. TfL and LB Bexley have conducted some preliminary research on the upgrade of the pier to take river boat services. It was concluded that the pier can be upgraded but requires substantial investment. In the London's Passenger Pier Strategy 2019, Erith and Thamesmead are identified as the potential stopping points for extended Thames River Boat services. The Council is also looking at ways that the pier can be used as a focus for a range of functions. These could include educational facilities that offer limited access to the water using a brow/pontoon in the location of the original river access for small boats, before the pier extension was built.

Key Stakeholders

London Borough of Havering, TfL, GLA, Port of London Authority, MBNA Thames Clippers.

Related Strategies and Evidence

- LBB (2017), *Bexley Growth Strategy*
- GLA & TfL (2013), *River Action Plan*
- GLA & TfL (2016), *East and south east London: Sub-regional Transport Plan 2016 update*
- Port of London Authority (2016), *The Vision for the Tidal Thames – Thames 2035*
- TfL (2019), *London Passenger's Pier Strategy*

Electric Vehicle Charging

Existing Provision

- 2.56. The majority of electric vehicle charging points in the borough have been secured through planning gain in new developments. There are over 300 charging points (installed/in progress) but these tend to be located on private land for residents' use only and normally only offer an overnight trickle charge. There are some publicly available charging points, located in new supermarkets and petrol stations and operated by various network providers.

Provision to Support Development within the Local Plan period (up to 2036)

- 2.57. TfL's projections for electric car ownership in Bexley are for an increase from 142 vehicles (car and vans) in 2015 to over 4,000 in 2025. From 1 January 2018, all newly licenced taxis in London will need to be zero emission capable, with the same requirement applicable to private hire vehicles from 2020.
- 2.58. The Council will continue to ensure charging points are installed in all development in accordance with the London Plan and to make these publicly accessible where possible.
- 2.59. To support the Mayor of London's vision for sustainable transport and improved air quality, Transport for London (TfL) is offering all London Boroughs the opportunity to have electric vehicle rapid charging points installed as part of its Go Ultra Low City Scheme (GULCS) Rapids project. This will provide funding for Boroughs to make sites ready for the installation of rapid charging infrastructure by a service provider. The funding available from TfL would typically cover the costs of civils work and the upgrade and connection to the electrical supply. The thinking on rapid charging is moving towards the development of hub sites 'fuelling stations of the future' that can serve multiple vehicles at any one time. This has been driven in part by the suppliers who see hubs as a more attractive commercial proposition and by TfL who can achieve better value for money whilst also delivering a greater number of charging points.
- 2.60. The Council is currently considering a selection of sites that can be taken forward in the immediate future.
- 2.61. Bexley's first 13 electric vehicle charging units went live on Monday the 17th February 2020, providing a connection for 26 parking spaces. The charging points – which are in Welling, Blackfen, Erith, Bexleyheath, Belvedere, Sidcup and Crayford – are operated by BP Chargemaster and can be accessed via a membership subscription or a pay-as-you-go app. A further 26 charging points are expected to go live in the next year.

Provision to Support Further Growth (post-2036)

- 2.62. None identified.

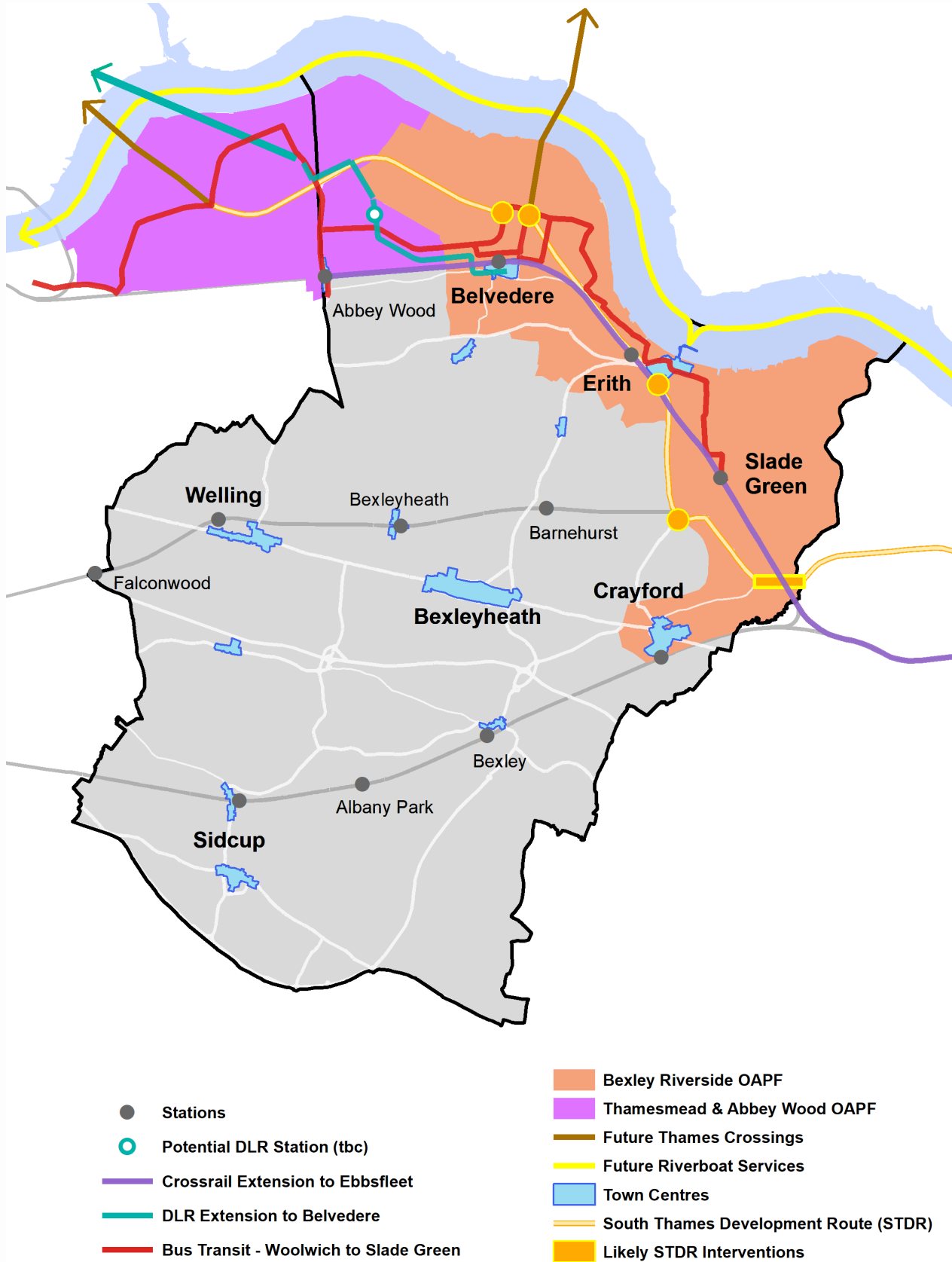
Key Stakeholders

TfL, GLA, UKPN, private suppliers and operators.

Related Strategies and Evidence

- GLA (2017), *The London Plan – Draft for Consultation*
- Element Energy and WSP Parsons Brinckerhoff (2016), *Plug-in Electric Vehicle Uptake and Infrastructure Impacts Study*.

- TfL (2016), *Electric vehicle charging infrastructure: Location guidance for London*



3: Social and Community

Education and Skills

Existing Provision

- 3.1. The statutory duty to provide a school place for every resident remains with the Local Authority which acts as the strategic commissioner of education provision. The Council's statutory duties include:
 - The need to ensure enough places for 3 and 4-year-old children, and disadvantaged 2-year-olds so they can access their free early years entitlement (15 hours a week, 38 weeks per year)
 - A school place for all Bexley residents of statutory school age (5 to 16 years old) who require one
 - Full-time education for children who are not in school for reasons of ill health, exclusion or otherwise
 - All young people are in education or training up to their 18th birthday
 - That children and young people are assessed and, if necessary, issued with Education, Health and Care (EHC) Plans; this may extend up to the age of 25.
- 3.2. Just under 44,000 pupils are educated in Bexley schools including nursery classes and special schools (source: LBB (2018), *Commissioning Plan for Education Provision – Planning for Growth 2019-2022*). Bexley's schools are generally popular and the borough is a net importer of children from other areas with 30% of pupils attending Bexley secondary schools living outside the borough. This is due to the attraction of Bexley's selective grammar schools and free bus travel for 11-16-year-olds within London. The Royal Borough of Greenwich has 17% of all pupils in Bexley secondary schools, followed by Kent at 5%, Bromley with 4% and Lewisham (3%) of pupils. According to the January 2018 school census, 5.7% of Reception-age children and 20.2% of Year 7 children attended out-of-borough primary and secondary schools respectively.
- 3.3. There are 491 private and voluntary early years' providers and accredited child-minders. There are 60 primary, infant and junior schools, 16 secondary schools and 5 special schools and a pupil referral unit in the borough. There are also 19 institutions in Bexley providing 3,965 funded places for 16-19-year-olds with two additional post-16 providers with campus locations in Bexley. The Learning Centre in Erith is the main provider of part-time adult education courses and training.

Provision to Support Development within the Local Plan period (up to 2036)

- 3.4. LBB's School Place Planning Strategy looks between 3-5 years ahead and is based on known population projections, pipeline housing projects together with the likely level of 'in year' growth.
- 3.5. School place planning projections are provided so that the Local Authority can anticipate the demand for school places and plan accordingly. These projections are based on the GLA's population estimates for the borough, school roll data for the previous 4 years, information on existing school provision and patterns of in/out Borough migration of residents.
- 3.6. The Local Authority refines the projections by applying local knowledge, historic school admissions data and other intelligence, which the GLA is unable to apply to a London-wide statistical model.

- 3.7. The demand for school places is influenced by population projections, admission patterns (attractiveness of schools) and pupil migration. Bexley has seen a rise in school-age children due to an increase in births and a rise in net-migration of families.
- 3.8. External factors - the economic climate may also have an impact upon the demand for school places. For example, during a recession the proportion of resident children seeking a state school place rather than attending an independent school may increase. Issues such as the state of the housing market, impact of welfare reform, cost of renting and many other factors will impact on the choices people make and the number of families living in Bexley and seeking school places.
- 3.9. Latest projections show a stabilising of the birth rate and future projections envisage a relatively consistent number of births in the Borough with a slight fall in the total fertility rate compensated by a general rise in the population.
- 3.10. Since the 2011 Census, GLA population estimates based on data from the Office for National Statistics (ONS) indicate that the overall population has grown a further 7% to 2018, while Bexley's statutory school-age population is estimated to have grown by 11.5% in the same period. (However, in 2018 the GLA identified issues with the ONS calculation of projections that has led to an inflation of projection figures for London and potentially other urban areas, and these issues impact particularly on the projections of 0-4-year-olds.)
- 3.11. Looking to 2030, GLA population projections across the borough indicate a very small increase of 4.7% in the number of 0-4-year-olds, a 7.3% rise in 5-10-year-olds and an average rise of 12.9% in 11-16-year-olds (highest in Bexleyheath at 20.5% and lowest in Thamesmead and Belvedere at 8.3%, this is due to the delay in building out the Abbey Wood and South Thamesmead Housing Zone).

Primary Schools

Table 3.1: Projected Number of 4-10-year-olds (primary aged pupils) to 2028.

Projected numbers of 4-10-year-olds by planning area	2018	2020	2022	2024	2026	2028
Thamesmead & Belvedere	4,300	4,300	4,300	4,300	4,300	4,300
Erith & Crayford	7,700	7,800	7,900	7,900	8,000	8,100
Bexleyheath	3,000	3,100	3,100	3,100	3,200	3,300
Welling	4,000	4,000	3,900	4,000	4,100	4,100
Sidcup	4,900	5,000	4,900	4,900	4,800	4,800
Total	23,900	24,200	24,100	24,200	24,400	24,600

Data source: GLA 2016-based Demographic Projections London Ward population projections Housing-led Model, rounded to the nearest 100

- 3.12. Overall a net increase is projected across the Borough with the largest increases expected in Erith and Crayford. A new primary school is due to open in 2020 in Erith Quarry. Parkway Primary School

was expanded in September 2019 to accommodate the pressures coming out of the Thamesmead Housing Zone. Mayplace Primary School unveiled its new building at the beginning of March 2020 which contains six classrooms and space for over 200 extra pupils. The new Cleeve Meadow SEN Free School was handed over to TKAT (The Kemnal Academies Trust) on 8 June 2020 and will be ready for its pupils from September 2020. Lime Wood Free School aiming to open in 2022.

- 3.13. Bexley is experiencing pressures with Special Educational Needs (SEN) places, due to an increasing number of Educational Health Care Plans (EHCP's) as identification of SEN improves. With this comes challenges to provide all of Bexley's children with a specialist place, within existing provision, to support their needs and requirements. Bexley's bid to open a new SEN Free School was approved by the Secretary of State for Education in March 2019 and will provide pupils of secondary age (11-19) high functioning Autistic Spectrum Disorder (ASD) and Social Emotional & Mental Health (SEMH) needs an appropriate place to learn. The new school will provide 90 new SEN places and it is proposed that this new school will open in September 2021 in Halt Robin Road, Belvedere; utilising some of the site occupied previously by Woodside School.

Secondary Schools

Table 3.2: Projected Number of 11-16-year-olds (secondary aged pupils) to 2028.

Projected numbers of 11-16-year-olds by planning area	2018	2020	2022	2024	2026	2028
Thamesmead & Belvedere	3,200	3,500	3,700	3,800	3,800	3,900
Erith & Crayford	5,700	6,200	6,700	6,900	7,000	7,000
Bexleyheath	2,200	2,400	2,700	2,900	2,900	2,900
Welling	3,300	3,500	3,700	3,700	3,700	3,700
Sidcup	3,900	4,100	4,400	4,500	4,600	4,500
Total	18,300	19,700	21,200	21,800	22,000	22,000

Data source: GLA 2016-based Demographic Projections London Ward population projections Housing-led Model, rounded to the nearest 100

- 3.14. There are currently no plans for new secondary schools as there is enough capacity within the borough for the next three years.
- 3.15. Currently, given the site capacity in our existing secondary schools and the expansion plans in surrounding boroughs, we do not anticipate a requirement for a new secondary school, although we have begun to increase our secondary capacity from 2017/18 and if numbers in Bexley grow based on current trends, there will be demand for as many as 14 additional forms of entry across the borough by 2023/24, but this is based on the delivery of the Growth Strategy and will be monitored. Whilst the number of secondary 'in year' applications is not as high as our primary numbers since January 2015 we have received over 3,500 in year applications and this shows no sign of declining soon. There is also an early indication for a new SEN school somewhere in the borough.

Adult Education

- 3.16. A range of opportunities to increase skills within the Place and Making sector are currently being developed by the Council and its partners.

Provision to Support Further Growth (post-2036)

- 3.17. To support projected growth, an additional 1,032 early years places will be required. A total of 13 new primary schools and two new secondary schools are required to support growth.
- 3.18. In the longer term an integrated Place and Making campus, providing a range of qualifications in disciplines associated with the built environment could be created to facilitate the delivery of the growth agenda in the borough and the wider region. The next phase of LBB expansion programme will be supported by a mix of capital funding from central government, the Council's own resources and, where available, those of schools as well.

Key Stakeholders

LBB, Education and Skills Funding Agency, Housing Associations, Developers

Related Strategies and Evidence

- LBB (2019), *Commissioning Plan for Education Provision – Planning for Growth 2019-2022*

Health

Existing Provision

- 3.19. Healthcare services for Bexley residents are planned, commissioned and monitored by the recently formed South East London Clinical Commissioning Group (CCG). While covering south-east London, the structure enables a borough-focused approach through joint-working with the borough and Bexley-based organisations. This includes a Bexley Local Estates Forum, where different partners within the NHS and Council departments come together to understand infrastructure requirements. The CCG also works in close partnership with a number of organisations to commission services e.g. LBB, NHS providers, voluntary sector organisations, patient and community groups and other CCGs.
- 3.20. NHS services can be divided into three categories.
- Primary Care Services - These are the first point of contact for most residents and in Bexley, they comprise of 23 GP practices operating from 33 sites, 2 urgent care centres, 37 dental practices, 45 pharmacies and 19 opticians. Other ways of seeking treatment include NHS Choices, the NHS online Bexley app and NHS 111 (24/7 helpline). Many of the GP practices are in old, converted premises unsuited to the requirements of a modern healthcare service and with limited scope to extend or increase capacity to respond to the Long-Term Vision for the NHS/South East London Sustainability and Transformation Partnership's strategy.
 - Secondary Care Services - these are locations that offer treatment and apart from A&E, usually require a referral from a primary care service provider. They include hospitals, clinics, specialist doctors, physiotherapists and dieticians.
 - Tertiary Care Services - highly specialised treatment e.g. neurosurgery.

- 3.21. The main community & mental health service provider in the borough is Oxleas NHS Foundation Trust, which provides services from a range of locations across the borough. The most local acute hospitals for Bexley residents include the Princess Royal University Hospital, Orpington which is run by Kings College Hospital NHS Foundation Trust, Queen Elizabeth Hospital (Woolwich), run by Lewisham & Greenwich NHS Trust and Darent Valley Hospital in Dartford.
- 3.22. Oxleas NHS Trust is the owner and manager of the Queen Mary's Hospital in Sidcup, which over recent years has seen a lot of investment and development in the infrastructure and services provided from this site. A broad range of organisations provide services at Queen Mary's such as a cancer treatment unit, renal dialysis unit, urgent care centre, day case surgery, paediatric assessment unit, intermediate care community midwifery services plus many more. The other main health facility in Bexley is Erith and District Hospital, which is owned and managed by Oxleas NHS Foundation Trust. Like Queen Mary's, there are range of providers that operate from this site providing urgent care, extended access primary care, phlebotomy, children's services and physiotherapy.

Provision to Support Development within the Local Plan period (up to 2036)

- 3.23. Like many public service providers, the NHS is looking towards increased use of technology such as remote and mobile working to reduce reliance on clinical and office space and therefore minimise the need for new premises and infrastructure. The current strategy of the CCG is to support intensification of current sites where appropriate through increased service hours and alterations to enable increased capacity and to maximise utilisation. However, given the forecast increased demand from an increased and ageing population, and more people living with chronic and complex condition there will be a requirement for new and improved facilities in parts of the borough. In 2019, Primary Care Networks were formed, bringing together groups of GPs to provide a wider range of services, serving populations of between 30,000 and 50,000
- 3.24. Delivery of the emerging Local Care Network (LCN) strategy includes provision of hub sites, preferably in the most accessible locations. Other elements include:
- retaining Queen Mary's Hospital, Sidcup as a key point of delivery for Bexley's population in recognition that Bexley has no acute hospital provision within the borough boundaries. The re-development of the site by Oxleas continues to be a strategic priority.
- 3.25. The Bexley Local Estates Strategy (LES) was published in May 2016 by Bexley CCG. The LES identifies the need for improvement to the existing infrastructure and to expand capacity to meet the needs of a population living longer and with more complex long-term conditions. This includes increasing capacity to support the Council's growth ambitions across the borough. Challenges will be greatest in the north of the borough where population growth is forecast to be highest. Opportunities for co-location and joint working will be important to enable sustainability in the long term. In addition to the current proposed work to improve and increase capacity at Erith Health Centre, the following are all strategically important:
- progressing the feasibility work for the development/refurbishment of the Erith Hospital site to provide modern fit-for-purpose facilities and continue providing urgent care, mental health, community and primary care (adjacent GP surgery) to the community.

- Lower Belvedere – primary care provision in this area is very limited and will require increased capacity, however as the growth ambitions for this area are realised longer-term (8,000 new homes and a new town centre), there will be a need to provide a new facility. This could incorporate existing and new GPs and provide a range of other services in line with the CCG’s clinical strategy.
- Slade Green – whilst development has been happening in this area, current provision has been assessed as sufficient to absorb this growth. If the full ambitions of the growth strategy are realised (8,000 new homes and a new Crossrail station) this could have significant implications for the one practice in this area and the need for further capacity.

3.26. A need has been identified by the Council and the CCG for enhancements to local primary health care provision in Bexleyheath town centre in response to the Bellway ‘Eastern Quarter’ development. The best way to meet this need is to extend the nearby Albion Surgery to provide more examination rooms and space for training facilities on a new first floor at the rear of the surgery.

Provision to Support Further Growth (post-2036)

3.27. In line with the projected population growth, it is expected that an additional 56 GPs and 25 dentists will be required. Additional pharmaceutical needs can be met through the extension of opening hours. It is not expected that additional opticians will be required.

Key Stakeholders

NHS England, London Healthy Urban Development Unit, South East London CCG, Bexley Public Health, South East London

Related Strategies and Evidence

- Bexley CCG (2018), *Local Estates Strategy (Refresh)*
- South East London Sustainability and Transformation Partnership (2018), *Estates Strategy*

Emergency Services

Existing Provision

Police

3.28. The Metropolitan Police Service (MPS) runs the policing services in Bexley and is scrutinised by the Mayor’s Office for Policing and Crime. There are two police stations within the borough at Bexleyheath and Sidcup, five police contact points in Belvedere, Limestone Walk, Erith and Welling (2), supported by 21 Safer Neighbourhood Teams (SNTs) throughout the Borough. (However, at the time of writing, it was understood that the offices for various SNTs were due to close in January 2021). These, together with Borough Tasking Teams, and/or Emergency Response, Patrol officers and Police Community Support Officers (PCSOs), start and finish their tours of duty at five Deployment Bases located at:

- Marlowe House, Sidcup;
- Bexleyheath Police Station;

- Kale Road SNT Base, Abbey Wood;
- Pier Road SNT Base, Erith; and
- 135-137 Bellegrove Road, Welling.

Ambulance

- 3.29. The London Ambulance Service (an NHS Foundation Trust) manages one ambulance station at Erith Road in Barnehurst. This provides rostered ambulances and cars, intended to meet the demand in the area, but resources are not formally dedicated to Bexley or other CCGs. They form part of a fluid response designed to effectively manage spikes in demand across south east London.

Fire Stations

- 3.30. The London Fire and Emergency Planning Authority (LFEPA), a publicly accountable body, manages the London Fire Brigade (LFB) which runs three fire stations in LB Bexley at Erith, Bexley and Sidcup. The LFB provides fire cover on a London-wide basis and LB Bexley does not rely solely on the fire stations located within it. Fire engines at surrounding stations (and from elsewhere in London if necessary) are sent to incidents in Bexley. Parts of LB Bexley are covered by stations located at Erith, Bexley and Sidcup, and, when necessary, by the Kent fire and rescue service, under mutual support arrangements.

Provision to Support Development within the Local Plan period (up to 2036)

Police

- 3.31. Extension of the existing police station - there is a potential demand for additional facilities equivalent to approximately one half of a police station (0.58) and at least one new contact point (1.44). An extension of 425sqm to an existing police station would have a potential cost of £2 million. Recent policy dictates that new police contact points should be co-located within future commercial/town centre developments as opposed to stand-alone facilities. Staff would cover the police activities with the assistance of some PCSOs, eliminating the need for additional floorspace or significant cost implications. Subsequently no funding is required to support a new contact point in LB Bexley.
- 3.32. The MPS have an infrastructure requirement for a car pound facility within the London Borough of Bexley (or surrounding boroughs). A car pound facility is where the MPS store vehicles that have been stolen, seized for motoring offences or for forensic examination. The landlords of the MPS's existing car pound sites are looking to redevelop when the leases expire so the requirement is for 6-7 acres of open industrial land (leased from private landlords or purchased freehold).
- 3.33. The MPS have an emerging infrastructure requirement for a neighbourhood police facility that can provide a base of operation for police officers. Further information on the neighbourhood police facility will be disclosed soon.

Ambulance

- 3.34. The London Ambulance Service's five-year plan does not provide details of future infrastructure/resource requirements. As the service is commissioned by Bexley CCG on an annual basis to meet the demands of the forthcoming year, their long-term planning is very limited.

- 3.35. It is predicted that the growth in LB Bexley generates demand for approximately 625sqm of ambulance station floorspace. A modern ambulance station of 625sqm would cost approximately £2.23 million, which is assumed essential for supporting Bexley's Growth Strategy to 2036.

Fire

- 3.36. There is demand for one new fire station, which requires a three-storey building of approximately 1,500 sqm and an external six storey drill tower. The estimated cost of a new fire station is £6.45 million for the building and £1.71m for the land with a total cost of £8.16 million.

Provision to Support Further Growth (post-2036)

None identified.

Key Stakeholders

Metropolitan Police Service, London Ambulance Service, London Fire and Rescue Service

Related Strategies and Evidence

- The Mayor's Office for Policing and Crime (March 2017), *Police and Crime Plan 2017-2021*
- Steer Davies Gleave (March 2017), *LB Bexley Development Infrastructure Funding Study - Higher Growth Report*

Open Spaces

Existing Provision

- 3.37. Bexley is one of London's greenest boroughs. Its parks and open spaces are central to the character and identity of the borough. The network of open spaces totals some 1,253 hectares (excluding sites that are primarily used for outdoor sports provision). Of this, 1,099 hectares are publicly accessible. Some of Bexley's parks are listed on English Heritage's Register of Parks and Gardens of Special Historic Interest, and five open spaces contain listed buildings, including Danson Park at Bexleyheath and Hall Place and Gardens at Bexley. The borough hosts important Ancient Woodlands and veteran trees that make important contributions to existing open spaces and form part of the borough's heritage.

Table 3.3: Open Space Provision by Category

Primary Typology	Categorisation*	Area (ha) within Bexley	Count	Examples
A: Parks and gardens	Metropolitan	73.7	1	Danson Park
A: Parks and gardens	District	115.3	3	East Wickham Open Space
A: Parks and gardens	Local	177.7	28	Abbey Hill Park
A: Parks and gardens	Small local	8.4	8	Steeple Avenue Memorial Gardens and Highway Land
A: Parks and gardens	Total	375.0	40	

Primary Typology	Categorisation*	Area (ha) within Bexley	Count	Examples
B: Natural and semi-natural urban green spaces	Metropolitan	327.3	4	Lesnes Abbey Woods
B: Natural and semi-natural urban green spaces	District	178.4	6	Erith Marshes (Part) North
B: Natural and semi-natural urban green spaces	Local	190.4	28	Churchfield Wood
B: Natural and semi-natural urban green spaces	Small local	18.4	19	Beverley Woods
B: Natural and semi-natural urban green spaces	Total	714.5	57	
C: Linear open spaces		27.7	18	Thames Path
D: Amenity green spaces		51.3	58	Palmar Gardens
E: Allotments, community gardens and city farms		48.2	37	Gilbert Road Allotments
F: Cemeteries and churchyards		30.0	14	Erith Cemetery
H: Provision for children and teenagers (<i>as a primary typology</i>)		6.6	19	Monarch Road Playground
Bexley Total		1,253.3	243	

Table 3.4: Open Space Provision by Area

Primary Typology	Area (ha) within Belvedere	Area (ha) within Bexleyheath	Area (ha) within Crayford and Old Bexley	Area (ha) within Erith	Area (ha) within Sidcup	Area (ha) within Welling	Total (ha)
A: Parks and gardens	41.5	69.8	44.7	42.3	70.5	106.2	375
B: Natural and semi-natural urban green spaces	188.4	17.7	273.9	126.2	199	9.3	714.5
C: Linear open spaces	17.3	0	4.9	0.3	5.2	0	27.7
D: Amenity green spaces	4.2	5.2	11.5	9	17.9	3.5	51.3
E: Allotments, community gardens and city farms	4.5	3.3	8.5	5.9	17	9.1	48.2

F: Cemeteries and churchyards	0.3	3.8	7	11.3	1.6	5.9	30
H: Provision for children and teenagers	3.5	0.2	0.9	0.7	0	1.3	6.6
Total	259.6	100	251.5	195.7	311.1	135.4	1,253.3

Provision to Support Development within the Local Plan period (up to 2036)

- 3.38. Land Use Consultants carried out a Green Infrastructure Study (April 2020) which, through desk-based analysis, site assessments and consultation, developed a comprehensive understanding of existing green infrastructure assets, future demands, surpluses and deficiencies and opportunities. For open space provision, the Study developed and recommended standards for the following:
- Accessibility - the maximum distance residents should be required to travel to use an open space of a specific typology;
 - Quantity - the provision (measured in number of sites or hectares) of each open space typology which should be provided as a minimum per 1000 population; and
 - Quality and Value - the quality of the open space provided in each typology, assessed using the Green Flag criteria. The value of the open space provided in each typology.
- 3.39. Some of the open space typologies were merged for the application of standards and some of the standards weren't applied to certain typologies e.g. quantity/accessibility for cemeteries and churchyards.
- 3.40. **Tree Planting Programme** - trees are an important part of Bexley's identity as a green London Borough, playing a key role in improving the urban environment for people as well as wildlife by providing urban cooling, reduced stormwater runoff and cleaner air. The Council continues to plant new trees in open spaces and close to highways because of their environmental value, especially to air quality.

Provision to Support Further Growth (post-2036)

- 3.41. An additional 16.4 hectares of open space will be required to support growth across the borough.

Key Stakeholders

Environment Agency, London Gardens Trust, London Parks and Green Spaces Forum, the Friends' Groups supporting Bexley's parks, London Rivers Association, Woodland Trust, Bexley Natural Environment Forum, British Waterways, Open Spaces Society, Forestry Commission, Groundwork London, London Wildlife Trust, North West Kent Countryside Partnership

Related Strategies and Evidence

- Land Use Consultants Ltd (2020), *Bexley Green Infrastructure Study; Evidence on Green Infrastructure, Open Space and Sports, Biodiversity and Metropolitan Open Land*

Libraries

Existing Provision

- 3.42. There are twelve libraries in the London Borough of Bexley. Six are Council-managed (Central Library, Sidcup Library, Crayford Library, Welling Library, Erith Library and Thamesmead Library) and six are Community-Managed Libraries, run by local community groups. These are Bostall Community Library, Bexley Community Library, Slade Green Community Library, North Heath Community Library, Upper Belvedere Community Library and Blackfen Community Library. In addition, there is also a home library service run by volunteers from the Royal Voluntary Service for those unable to visit their local library.
- 3.43. A new library is planned for Southmere Village as part of the Abbey Wood and South Thamesmead Housing Zone. This will provide a two-storey community building comprising a library with a cafe area at ground floor and flexible community space on the first floor managed by Peabody Trust. The building will replace the current temporary Thamesmead library which is located to the north of Binsey Walk. The new building will offer a much-improved community facility that will support the growth in the surrounding area as set out in the Growth Strategy. It will be complete before April 2021 and is therefore not included in the Part II Delivery Schedule.

Provision to Support Development within the Local Plan period (up to 2036)

- 3.44. Some 98.5% of Bexley residents live within 1.5 miles of a Bexley library. It is proposed that the best way to provide a comprehensive and efficient library service to a growing population is to retain the current provision and review opening hours of these services during periods of increasing population growth, and to extend the electronic services available. A fundamental review of the library service has been undertaken including consultation between 28 September and 19 December 2020 which sets out options to change the way the libraries are operated to reduce costs and respond to changing customer usage patterns.
- 3.45. Sidcup library will be relocated to a new purpose-built building at the junction of the High Street and Elm Road and will be co-located with a new ArtHouse cinema. This will provide updated community facilities in a prominent high street location and is expected to be complete by Autumn 2022.

Provision to Support Further Growth (post-2036)

- 3.46. The Borough is unlikely to require an additional new library and linked facilities, but this will be monitored.

Key Stakeholders

The Department for Digital, Culture, Media and Sport, The Department for Communities and Local Government, Arts Council England (ACE), New Generation Community trust (Managing Blackfen Community Library), Eco Communities (Managing North Heath, Upper Belvedere and Slade Green Libraries), Bostall Library Community Group (Managing Bostall and Bexley Village Community Libraries)

Related Strategies and Evidence

- Steer Davies Gleave (March 2017), *LB Bexley Development Infrastructure Funding Study – Higher Growth Report*
- LBB (2020), *Bexley Library Service – Needs Assessment*
- LBB (2020), *Bexley Library Service – Equalities Impact Assessment*
- LBB (2020), *Changes to Library Services – Consultation Proposals 2020*

Play Areas

Existing Provision

3.47. There are 54 play areas in the borough and 48 ‘other’ play areas consisting of MUGA (Multi-use games area), green gyms, trim trails, wheels parks (skate or BMX), basketball courts, ping pong tables or parkour equipment. Most are located in parks and gardens; only 19 sites have a primary typology of ‘Provision for children and teenagers.’ These play areas cater for children of all ages and offer a wide range of activities; 90% of sites cater for under 5s; 94% cater for ages 5-11; and 62.5% cater for 11+. In addition, 85% of the play areas provide space for informal play/general runabout/natural play.

Provision to Support Development within the Local Plan period (up to 2036)

- 3.48. The Green Infrastructure Study has categorised play areas as set out in the Mayor’s ‘Shaping Neighbourhoods: Play and Informal Recreation Supplementary Planning Guidance’.
- Doorstep playable space - caters only for the under 5s age group; (Bexley 3/52)
 - Local playable space – caters for the 5-11 age group only or two of the following age groups; under 5s, 5-11, 11+ (Bexley 18/52); and
 - Neighbourhood playable space - caters for all the following age groups; under 5s, 5-11, 11+ (Bexley 31/52).
- 3.49. Belvedere, Bexleyheath and Sidcup lack Doorstep playable spaces; Welling lacks any Local playable spaces. All regions have Neighbourhood playable spaces.
- 3.50. The draft Bexley local plan (on consultation at the same time as this draft IDP) covers the 2021-2036 period. It includes policies for new development that look to developers to improve access to open space. Where there is potential for new open space within a development site, the aim should be to make it publicly accessible; suitable sites have been identified.

Table 3.5: Playable Space Standards Requirement by 2036.

Playable Space Standards	Population aged 0-15 (2016)	Population aged 0-15 (2036)	Existing Area (m ²)	Area Required* @10m ² per child 2036 (m ²)	Shortfall (m ²)	Area Required* @10m ² per new child (m ²)
Belvedere	9,099	9,899	22,773	98,990	76,217	8,000

Bexleyheath	6,062	7,469	6087	74,690	68,603	14,070
Crayford and Old Bexley	5,151	5,921	7,485	59,210	51,725	7,700
Erith	11,059	12,847	14,994	128,470	113,476	17,880
Sidcup	10,501	10,718	14,054	107,180	93,126	2,170
Welling	8,689	8,990	18,466	89,900	71,434	3,010
Total	50,561	55,834	83,860	558,340	474,480	52,730

* Mayor's benchmark standard in 'Shaping Neighbourhoods: Play and Informal Recreation Supplementary Planning Guidance (2012)'.

Provision to Support Further Growth (post-2036)

3.51. None identified

Key Stakeholders

Sport England, Children's Play Council

Related Strategies and Evidence

- Steer Davies Gleave (March 2017), *LB Bexley Development Infrastructure Funding Study – Higher Growth Report*
- GLA (2012), *Shaping Neighbourhoods: Play and Informal Recreation (Supplementary Planning Guidance)*

Leisure

Existing Provision

3.52. There is a good range of indoor and outdoor sports facilities within the borough. There are seven indoor pools (min length 20m) available for community use across four sites (Erith, Sidcup, Crook Log and Crayford). There are 222 sports pitches in total, of which 24 are artificial and 198 are grass. It should be noted that, despite the numbers, not all facilities have secured community use.

Table 3.6: Current Pitch Provision in Bexley

Sport	Quantity	Notes
Cricket	17 cricket pitches (11 fine turf squares)	Mainly in southern and central area; none are publicly managed
Football	148 grass pitches 3 full-size FA approved 3G football turf pitches 1 full-size 3G football turf pitch 13 smaller 3G football turf pitch and sand-base artificial grass pitches 49 pitches on school and college sites	Even distribution across the borough

Hockey	2 full-size floodlit artificial grass pitches suitable for hockey 1 under-size floodlit artificial grass pitch	
Rugby	16 senior rugby pitches across 12 sites 6 youth rugby pitches across 3 secondary school sites	
Tennis	77 tennis courts	34 courts are in public parks
Netball	3 floodlit courts*	*No provision in the borough with appropriate infrastructure
Bowls	9 fine turf bowling greens at 8 sites	
Golf	3 nine-hole courses	

Provision to Support Development within the Local Plan period (up to 2036)

3.53. Based on a demand assessment undertaken as part of the Green Infrastructure Study, the future need is set out below. This need is based on peak times and could be alternatively managed through the quality of future pitches provided and the sharing of pitches with other sports.

Table 3.7: Future Need for Pitch Provision by 2036

Sport	Future Need to meet Current Shortfall	Future Need to meet Population Growth
Cricket	Not required	1 large fine turf cricket pitch (16 wickets plus a non-turf pitch); or 2 smaller pitches (8 wickets plus a non-turf pitch) Thamesmead and Erith
Adult Football 11v11	None required	5 pitches Thamesmead and Erith
Youth Football 11v11	24 pitches	8 pitches Thamesmead and Erith
Junior Football 9v9	11 pitches	2 pitches Thamesmead and Erith
Mini-Soccer 7v7	Current demand already met	1 pitch Thamesmead and Erith
Mini-Soccer 5v5	Current demand already met	Future demand already met

3G Football Turf Pitches	8 full-size floodlit pitches (6 3G FTPs with planning permission already secured)	2 pitches in Thamesmead, Erith, Slade Green and Belvedere
Hockey	1 full-size artificial grass pitch Erith/Crayford	1 full-size artificial grass pitch Erith/Crayford
Rugby	Floodlighting to existing pitches	2 full-size pitches Erith
Tennis	Future demand already met	Future demand already met
Netball	Netball centre (min. 3 floodlit courts, changing facilities and car parking)	See previous
Bowls	Future demand already met	Future demand already met
Golf	Future demand already met	Future demand already met

Provision to Support Further Growth (post-2036)

3.54. Six new sports facilities to support growth in the borough. Over 100 ha of sports pitches borough-wide would be needed, especially in Erith, Thamesmead and Welling to support growth. The Council has decided instead to place more emphasis on the quality and location of existing and any new proposed sports pitches, as well as the improvement of access other forms of open space, including natural and semi natural open spaces. For indoor facilities, one new four-lane swimming pool and two four-court sports halls will also be required.

Key Stakeholders

Sport England, The Lawn Tennis Association, The Football Foundation (on behalf of the Football Association), London FA, Kent County FA, England Hockey, England Netball, England and Wales Cricket Board, England Golf, Bowls England, Rugby Football Union

Related Strategies and Evidence

- Steer Davies Gleave (March 2017), LB Bexley Development Infrastructure Funding Study – Higher Growth Report, Playing Pitch Audit, Facilities Planning Modelling

Cemeteries

Existing Provision

3.55. There are four cemeteries (total area over 20 ha) in Bexley that are managed by the Council; Bexleyheath Cemetery, Erith Cemetery, Hillview Cemetery and Sidcup Cemetery. Only Erith and Hillview cemeteries have available grave space. Erith has a large central area on the new side for private half plots, with provision for many years, however, there are currently less than 100 garden of remembrance plots. There are four new gardens of remembrance in Sidcup with 26 plots in each. Bexleyheath just has four garden of remembrance plots available but several private Memorial Garden plots available (~100 plus spaces). Hillview has provision of Sanctum vaults but is running

out of garden of remembrance plots and a new Garden of Remembrance is planned near to the Sundial Garden.

- 3.56. Except for one of St Paulinus Church graveyards, all churchyard cemeteries in the borough are full and no longer accept burials.

Provision to Support Development within the Local Plan period (up to 2036)

- 3.57. Cemetery Memorial Internment Systems – a solution to the ongoing demand for burial space is the introduction of innovative burial systems which release previously unusable parcels of land. These utilise pre-built, fully memorialised burial vaults, sarcophagi and mausolea suitable for below and above ground interment. The nature of construction enables graves to be placed closer together than with earthen graves, maximising the space available for burial and therefore extending the lifespan of the cemetery. At Sidcup cemetery, there is scope to accommodate a further 500 burial vaults in this way, alongside the northern boundary.

Provision to Support Further Growth (post-2036)

- 3.58. There is likely to be need for a new cemetery shortly after 2036. The location of any new space provided will likely be determined by development cost and land availability rather than proximity to demand. It is also important to monitor future change in demographics, and religious practices, which could have an impact on future demand for cemetery places.
- 3.59. LB Bexley has estimated the maximum cost for a new cemetery for delivery in 2036 as £3.3 million (based on 2.5% inflation from current cost of £1.2-£2.0m excluding land costs). The land costs for a cemetery of around 5 ha would be approximately £7 million based on a lower value land cost of £1.4 million/ha (the higher value land cost is not considered appropriate for this type of S&CI). The total cost would therefore be £10.3m.
- 3.60. There is no dedicated central Government funding stream for cemeteries so funding falls to local authorities, which are expected to provide enough burial space for their residents.

Key Stakeholders

Local funeral directors, the London and South East Mortality Steering Group, The Institute of Cemetery and Crematorium Management (ICCM)

Related Strategies and Evidence

- GLA (2011), *Audit of London Burial Provision*

4: Utilities

Water Supply and Sewerage

Existing Provision

- 4.1. Thames Water has a statutory duty under the Water Industry Act 1991 to ensure the long-term security and resilience of drinking water supplies for customers. Thames Water is responsible not only for the provision and maintenance of the main potable water supply infrastructure/distribution networks within the borough, but also for the management of public sewers (surface water) and public foul sewers.
- 4.2. Water Supply – Bexley is located too far east to utilise the London Ring Main and is supplied by the Honor Oak Pumping Station and Nunhead Upper Reservoir.
- 4.3. In terms of the wastewater network, the sewer system is predominantly combined (foul and surface water) and there are two sewer networks and associated Wastewater Treatment Works (WwTW) that cover the study area; Charlton Riverside, Woolwich and Thamesmead and Abbey Wood OAs drain to Crossness WwTW while Eastern Belvedere, Erith, Slade Green and Crayford growth areas drain to Long Reach WwTW in Dartford.
- 4.4. Planned upgrades to Long Reach Sewage Treatment Works (STWs) which serves the London Borough of Bexley and surrounding boroughs were delivered in December 2012. This improvement has provided additional treatment to improve effluent quality to meet Thames Tideway water quality standards.
- 4.5. A £220m upgrade to Crossness STW was carried out during the AMP5 business plan period (2010 - 2015). These improvements increased the sewage treatment capacity of the STW by 44% and this will significantly reduce the amount of storm sewage that overflows into the Tidal River Thames after heavy rainfall.

Future Demand

- 4.6. Thames Water predicts that there will be a future shortfall between the amount of water available and the amount needed and this shortfall will start in the next five years, growing to around 360 million litres of water per day by 2045 and 864 million litres per day by 2100. Bexley is a water resource constrained area. The Riverside water supply zone has capacity constraints, particularly in relation to the potential risk of low pressure, and both network enhancements and treatment works investment will be required in the coming years to ensure sufficient water supply capacity and to avoid future low water pressure problems. Recent discussions with Thames Water identify that there would be a 50% increase in water demand for the Bexley Riverside OA.

Provision to Support Development within the Local Plan period (up to 2036)

- 4.7. Thames Water's revised draft Water Resources Management Plan 2019 (October 2018) sets out a preferred plan for London for 2020 to 2100, combining demand management and resource development. This looks to make the best use of the water that is currently available through reducing leakage, a progressive smart metering programme, a reward-based incentive scheme to promote water efficiency and providing more help for people to use water wisely.

- 4.8. Thames Water anticipates that the scale of development in Bexley & the surrounding areas is likely to require upgrades to their network to ensure that there is no increased risk of flooding. New surface water networks and pumping stations should be anticipated as well as network enhancements. Major water supply reinforcement would cost more than £20 million, which most likely would include extending the 1000mm main water pipes from Nunhead Reservoir near East Dulwich to a point within very close proximity to the proposed development sites in north Bexley. Further work will need to be undertaken as part of the Riverside water study considering the Bexley Riverside OA to fully understand the capability constraints to accommodate the proposed development.
- 4.9. Sustainable Drainage looks to discharge rainwater direct to a watercourse, rather than into a surface water or combined sewer. Thames Water is looking to remove surface water from the combined drainage system to help offset increased foul flows within the network created by new development.
- 4.10. The extensive nature of some of the key development areas in Bexley may present opportunities for the implementation of new surface water networks, including interconnected SuDS treatment trains (retention ponds, wetlands, swales, filter beds, etc). Thames Water support proposals that discharge all surface water into watercourses. The removal of surface water flows from the combined sewer network has been deemed sufficient to accommodate most growth locations. Thames Water would expect developers for major schemes to maximise water efficiency with Sustainable Urban Drainage Systems (SUDS).

Provision to Support Further Growth (post-2036)

- 4.11. Not currently identified.

Key Stakeholders

Thames Water

Related Strategies and Evidence

- AECOM (2017), *Charlton to Bexley Riverside Integrated Water Management Strategy*

Flood Risk

Existing Provision

- 4.12. Surface water is the largest risk of flooding in the borough with 13,000 properties at low risk and 660 at high risk. River flooding (fluvial) accounts for 40 properties at high risk of flooding and 10,000 at low risk of flooding near the River Cray, the River Shuttle and other tributaries (for example, the Wyncham Stream). Tidal flood risk affects land along the Borough's Thames frontage, up the Dartford Creek (River Darent) and along the River Cray to their tidal limits. This tidal floodplain is characterised by the low lying densely populated areas of Thamesmead, Belvedere, Erith and Slade Green set against undeveloped marsh land.

Provision to Support Development within the Local Plan period (up to 2036)

- 4.13. The majority of Thamesmead, Belvedere and Slade Green growth areas, in addition to a portion of Erith, are in Flood Zone 3. The tidal flood defences in Bexley include:

- fixed defences on the Thames;
 - tidal outfall structures including the Great Breach pumping station (Erith Marshes), the Crayford Marshes outfall and other watercourses that discharge into the Thames;
 - the Dartford Barrier, which is a tidal flood barrier at the mouth of the River Darent;
 - fixed defences on the River Darent and River Cray.
- 4.14. The Environment Agency's TE2100 Plan requirements for the flood defences are to maintain and improve the existing system until about 2050 to 2070, when a major improvement to the system will be needed. This will either include a major upgrade of the Thames Barrier or a new barrier in Long Reach, downstream of Bexley.
- 4.15. Specific actions in the TE2100 Plan that refer to the London Borough of Bexley are as follows:
- To maintain, enhance or replace the existing river defence walls/banks and flood control structures;
 - To incorporate the Riverside Strategy concept into local plans, strategies and guidance documents;
 - To agree a programme of managing flooding from other sources in the defended tidal floodplain;
 - To inform the development and revision of local Council strategic flood risk assessments (SFRAs) and flood plans;
 - To agree partnership arrangements and principles to ensure that new development in the tidal flood risk area is safe and where possible applies the NPPF to reduce the consequences of flooding;
 - To agree partnership arrangements for floodplain management;
 - To agree a programme of floodplain management;
 - To agree a programme for habitat enhancement and replacement.

Provision to Support Further Growth (post-2036)

- 4.16. Implement a major improvement to the flood risk management system, probably between 2050 and 2070;

Key Stakeholders

Environment Agency, Thames Water, Thames 21, Cray Rivers Group, London Wildlife Trust, Marsh Dykes Catchment Improvement Group, Darent and Cray Catchment Improvement Group, South East Rivers Trust, Southern Regional Flood and Coastal Committee, Thames Regional Flood and Coastal Committee, North West Kent Countryside Partnership

Related Strategies and Evidence

- AECOM (2017), *Charlton to Bexley Riverside Integrated Water Management Strategy*
- LBB (2018), *Bexley Strategic Flood Risk Assessment 2018*

Waste and Recycling

Existing Provision

- 4.17. The collection of domestic waste and recyclable goods is a statutory duty for local authorities and the Council operates a household collection service, two Household Waste Recycling Centres (Thames Road and Fools Cray) and 489 mini-sites for recyclable goods. The Council also collects commercial waste from small businesses and shops but the majority is collected and processed by private operators.
- 4.18. Key strategic waste facilities in Bexley include the Riverside Resource Recovery (RRR) Energy from Waste Facility (capacity 785,000tpa) and the Crayford Materials Recycling Facility (MRF) (capacity 350,000tpa). These facilities are amongst the largest in the country and take processed waste from across the Southeast London boroughs and the City of London. Bexley has 2.45 million tonnes per annum (tpa) of waste management capacity within the borough, of which 2.38 million tonnes was active in 2014. Therefore, the borough's recycling and waste transfer centres are not at capacity.

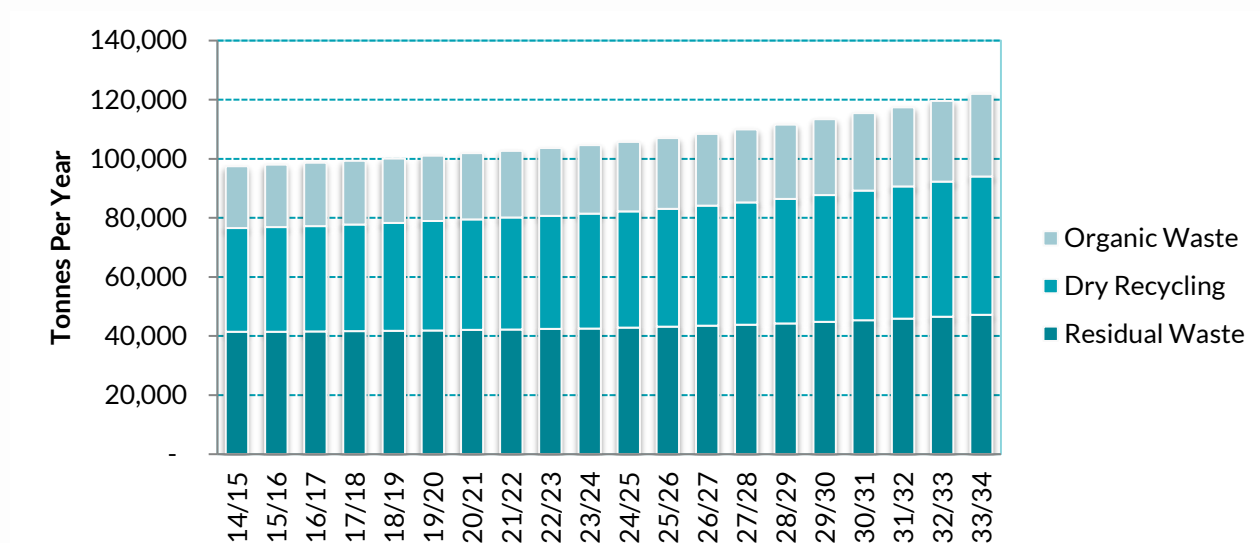
Provision to Support Development within the Local Plan Period

- 4.19. Facilities for waste disposal are planned sub-regionally by the Southeast London Joint Waste Planning Group (Bexley, Bromley, Lewisham, Greenwich and Southwark and the City of London). The group has published the Southeast London joint waste technical paper which demonstrates that they have allocated land for strategic waste management facilities in their respective Development Plan Documents which will, in combination, meet all the apportionment requirements identified for the sub-region.

Household Waste

- 4.20. Based upon current waste arisings per head of population and the predicted population increase, Figure 4.1 shows that the quantity of household waste produced is projected to increase by 29% per annum by 2036, from 97,300 to 125,200 tonnes per annum. There is an aspiration to increase the recycling rate (dry and organic waste) from the current rate of 54% to 77%, meaning that residual waste is anticipated to grow at a much lower rate of only 12% by 2034.

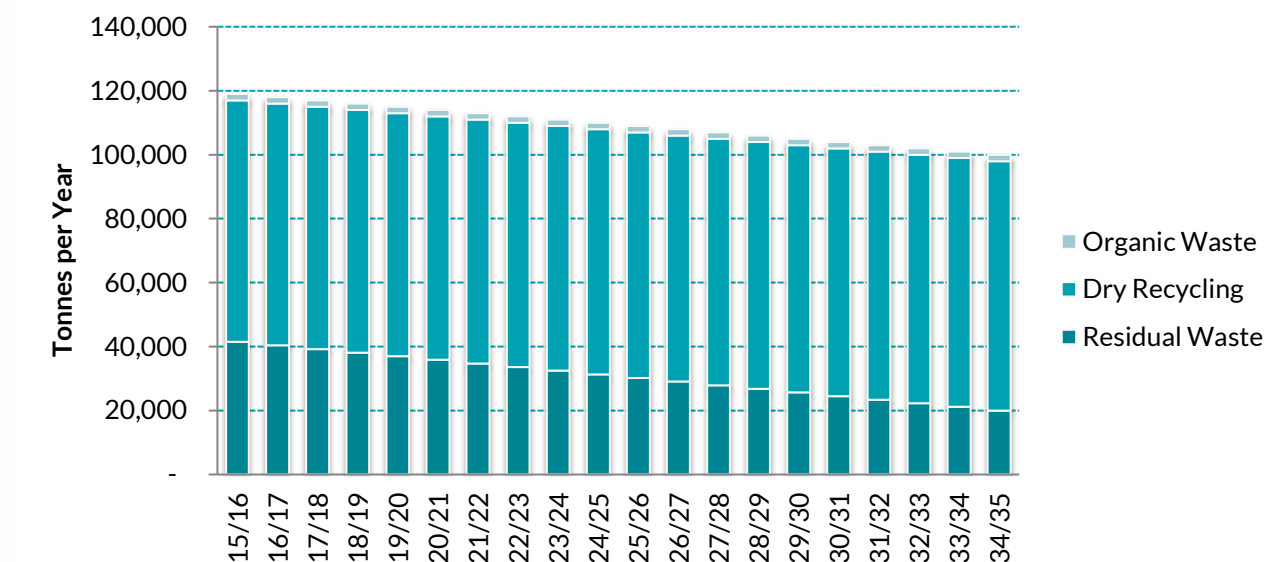
Figure 4.1: Projected Household Waste Arisings 2014-34



Commercial and Industrial Waste

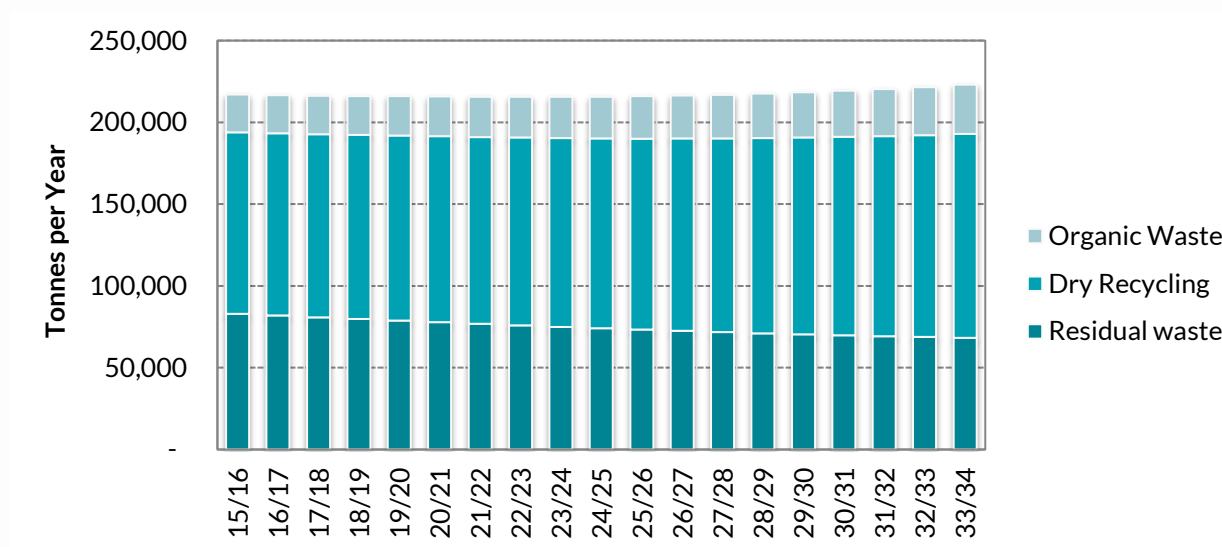
4.21. Based upon the projected reduction of land used for commercial and industrial activities, Figure 4.2 shows that the quantity of commercial waste collected should decrease by 17% by 2036, from 118,000 to 97,200 tonnes per annum. There is an aspiration to increase the recycling rate from the current rate of 63% to 81%, meaning that non-recyclable waste is anticipated to fall by 57% to 18,700 tonnes by 2034. Anticipated organic waste remains stable, showing only a small increase over the development period of 5%.

Figure 4.2: Projected Commercial and Industrial Waste Arisings 2015-35



In overall terms (household and commercial/industrial), Figure 4.3 shows that the total operational waste arising is not expected to change significantly during the development period, with a predicted 3% growth from 215,200 tonnes in 2015 to 222,400 tonnes in 2036.

Figure 4.3: Projected Total Operational Waste 2015-34



Organic Waste

- 4.22. There is currently no organic waste treatment capacity within Bexley; garden waste is transported to facilities in Essex while food waste is transported to Hertfordshire. The Council is seeking to establish a food waste treatment facility in mid 2020s.

Provision to Support Further Growth

- 4.23. The Council aims to increase the proportion of waste recycled and reduce the amount of waste sent to landfill. Legislation (e.g. the EU Circular Economy package) may also require the Council to review its collection and disposal options to ensure regulatory compliance.
- 4.24. Cory Riverside Energy has submitted a planning application for building an integrated waste energy recovery centre, named Cory Energy Park, next to the existing Riverside Energy Recovery Centre. It includes a new incinerator module and anaerobic organic waste treatment facility and aims to handle London's residual waste treatment capacity gap in 2030 and Bexley's organic waste. The centre will generate electricity to pump back to the national grid network and feed a district heat network locally. The Secretary of State for Business, Energy and Industrial Strategy granted planning permission for the scheme on 14th April 2020. The London Mayor, Sadiq Khan, has been granted a judicial review of this decision on that basis that the approval process incorrectly assessed the plant's environment impact, on Rainham town centre but decided in October 2020 to withdraw the claim due to the high costs involved. This facility isn't required to meet the planned growth in the borough.

Key Stakeholders

Greater London Authority, Southeast London Joint Waste Planning Group, Cory Riverside Energy

Related Strategies and Evidence

- GLA (2017), *The London Plan – Draft for Consultation*
- SELJWPG (2017), *Southeast London Joint Waste Technical Paper*

Electricity

Existing Provision

- 4.25. The National Grid is the high-voltage electric power transmission network in Great Britain, connecting power stations and major substations and ensuring that electricity generated anywhere in mainland England, Scotland and Wales can be used to satisfy demand elsewhere. National Grid's high voltage electricity overhead transmission lines/underground cables within Bexley's administrative area that form an essential part of the electricity transmission network in England and Wales include the following:
- PM line – 275kV route goes from Hurst substation and passes through the borough to Eltham.
 - VW line – 275kV route goes from Hurst substation through to Dartford power station.
- 4.26. The following substations are also located within the administrative area of Bexley:
- Hurst Substation 275kV
- 4.27. UK Power Networks (UKPN) owns, operates and manages the local electricity distribution networks in south east London. There are three UKPN primary substations within the borough boundary: Broadway, Crayford and Erith. These primaries supply 11kV networks where distribution substations are connected. At these substations, the voltage steps down to 400 volts, suitable for supply to homes and commercial premises. These primaries are supplied from Dartford Grid 33kV which connects to National Grid at Littlebrook Grid Supply Point (GSP) at 132kV. Local supplies are also obtained from adjacent primary substations located at Eltham Grid, Sewell Road, Ruxley and Dartford Grid. These primaries are supplied ultimately from National Grid at Hurst, Beddington (not shown in the map), Barking West and Littlebrook GSPs.

Provision to Support Development within the Local Plan period (up to 2036)

- 4.28. The London Power Tunnels 2 (LPT2) scheme is a £750 million investment by National Grid to future proof the capital's electricity supplies. Work began in Spring 2020 on the construction phase of the project, building 30km of cable tunnels stretching from Wimbledon in south west London to Crayford in south east London. The tunnels, which will be up to four metres in diameter, will largely be buried deep beneath the streets. They are needed to replace three existing electricity circuits that are coming to the end of their life. The three circuits National Grid are replacing are New Cross to Wimbledon, which will be operational by 2025, Hurst to New Cross (2026) and Hurst to Crayford (2024). The project is expected to take about six years to complete.
- 4.29. Beyond this, National Grid has confirmed to LB Bexley that it is unlikely that any growth in the borough will place capacity pressure on their infrastructure; UKPN have also confirmed that their network has sufficient capacity headroom to supply the forthcoming developments. Additional capacity can be sought from adjacent primary substations located at Eltham (Falconwood), Sewell Road (Thamesmead), Ruxley (Bromley) and Dartford. The operational switchgear at Broadway substation has recently been refurbished as part of the regular asset condition assessment, and refurbishment for the neighbouring Ruxley substation has also taken place. Reinforcement could be undertaken at Erith primary substation if further capacity was required to support the Thamesmead and Abbey Wood OA, and/or by utilising the significant capacity headroom at SSE's

primary substation at Thamesmere in RB Greenwich. Should reinforcement be required at Broadway or Crayford primary substations, the transformers could be replaced with higher capacity units with the additional requirement to lay new cables from Dartford installed in the public highway.

- 4.30. UKPN has been involved in several innovation projects relating to Overhead Lines since 2011 to maximise capacity with existing lines and structures. Trials have been undertaken on electricity routes near Leighton Buzzard ranging from 33Kv to 132Kv networks. Light Detection and Ranging (LiDAR) scanning technology on these trial routes determined that with relatively few mitigating actions, capacity could be significantly increased on the Overhead Lines. This approach is being rolled out across the schemes proposed for upgrades in the current Ofgem funding period (2015 – 2023). It is therefore assumed that any network upgrades to Overhead Lines in LB Bexley would benefit from this new technology to enhance capacity for the proposed development.
- 4.31. UKPN put together a business plan over a culmination of at least three years to outline proposed schemes they wish to seek funding for from Ofgem. It is therefore likely major infrastructure schemes, for example a new electricity substation, would be funded by central Government.

Provision to Support Further Growth (post-2036)

See para. 4.29.

Key Stakeholders

National Grid, UK Power Networks

Related Strategies and Evidence

- National Grid (November 2017), *Electricity Ten Year Statement 2017*
- UK Power Networks (March 2014), *Revised R110-ED1 Business Plan*

Gas

Existing Provision

- 4.32. Gas is supplied from the National Transmission System (high pressure) and then transported to customers via the Local Distribution Network, which is owned and operated by Southern Gas Networks (SGN). Pressure reduction stations (PRS) in the local distribution network reduce gas pressure via several tiers, categorised as intermediate (2-7 bar), medium (75mbar – 2bar), and low (30 – 75mbar) pressure.

Provision to Support Development within the Local Plan period (up to 2036)

- 4.33. The Government has a commitment to introduce a Future Homes Standard for new build homes to be future-proofed with low carbon heating and world-leading levels of energy efficiency. This proposes that new homes should not be connected to the gas grid from 2025, although homes built between 2020 and 2025 will continue to have gas boilers installed. The plans went out to consultation between October 2019 and February 2020 and the results of the consultation and Government's response are still awaited.
- 4.34. SGN has assessed their Local Transmission System and the capacity of the key pressure reduction stations which supply their intermediate and medium pressure networks in the Bexley area. They

have concluded that there is enough capacity to accommodate the 32,000 new residential units with minimal reinforcement or upgrade work. The gas pressure network below 7 bars in Bexley is relatively robust at present, however it would require approximately 6.2 kilometres of reinforcement work to deliver the proposed quantum of development over the next 20 years.

Provision to Support Further Growth (post-2036)

4.35. See para. 4.34.

Key Stakeholders

National Grid Gas, Southern Gas Networks

Related Strategies and Evidence

- National Grid (November 2017), *Gas Ten Year Statement 2017*
- Southern Gas Networks (2019), *Long Term Development Statement 2019*

District Heat Networks

Existing Provision

4.36. The only district heating system in Bexley supplies heat and hot water to Queen Mary's Hospital in Sidcup.

Provision to Support Development within the Local Plan period (up to 2036)

- 4.37. The Bexley Energy Masterplan (October 2015) identified the potential for a district heat network served by the Riverside Resource Recovery Energy from Waste facility near Belvedere. A review of the Masterplan has concluded that the RRR facility could in the short-term, serve the Thamesmead and Belvedere growth areas and be extended in the long-term to Erith and Slade Green.
- 4.38. The *Thamesmead and Belvedere Heat Network Feasibility Study: Work Package 2* was published by Ramboll in 2019. It found that to facilitate heat transfer for export from the Energy from Waste facility, a heat exchange plant has been identified to be located adjacent to the existing turbine hall (150m² split across 3 levels). Assumes new residential development will retain satellite energy centres with back up plans and thermal stores, as they connect along the network and that this will not be required in the main distribution plant. In line with Cory's proposed annual availability of 90% for heat offtake, the provision of supplementary heat generation and storage is required to meet year-round demand and is proposed to comprise a mix of centralised and distributed plant. It is proposed to provide supplementary heating plant via a mix of centralised and distributed/local gas-fired boilers. The centralised plant will only provide heat to those buildings that do not have their own localised boilers (3 no. boiler modules 300m²) and this could be integrated with the heat exchange plant. Centralised thermal storage is not deemed necessary, with the balancing of heat supply to be managed via control interfaces between the DH distribution and Cory plant. Distributed heating plant.
- 4.39. Core Scheme network designed around minimising the distance travelled by primary transmission pipes between the largest load centres, as well as avoiding the need to cross major obstacles and utilises a combination of Norman Road and Yarnton Way. To connect into Belvedere, a crossing of

the railway line could be through either a dedicated bridge, micro-tunnelling under the line or divert to the Picardy Manorway road bridge.

- 4.40. Secondary heat exchange located in the premises of residential development plantrooms. Further hydraulic separation would be introduced via the use of heat interface units within or local to individual flats/properties.

Provision to Support Further Growth (post-2036)

- 4.41. See above

Key Stakeholders

Cory Riverside Energy, Peabody Housing Association, Orbit Group, Aitch Group

Related Strategies and Evidence

- LBB (October 2017), *Bexley Energy Masterplan*
- Ramboll (2018), *Thamesmead & Belvedere Heat Network Feasibility Study: Work Package 1*
- Ramboll (2019), *Thamesmead & Belvedere Heat Network Feasibility Study: Work Package 2*

Digital Infrastructure

Existing Provision

Digital Infrastructure including Broadband and WIFI

- 4.42. 90% of the borough's built-up area is supplied by a fibre optic network from different Internet Service Providers (ISPs) that provides high speed internet access to households and businesses (similar coverage nationwide). The rest of the borough is covered by ADSL network with lower access speed and capacity. Unfortunately, most fibre optic networks only run as far as a street cabinet, meaning that most households do not have direct Fibre to the Premises (FTTP) access and rely on a copper cable connection which restricts the internet access speed.

Provision to Support Development within the Local Plan period (up to 2036)

- 4.43. The Growth Strategy (2018) calls for all new developments to incorporate full digital connection during construction rather than a follow-on activity. The Council is working to identifying gaps and poor connectivity in the borough and to see how it could implement solutions. Central government is currently investigating appropriate 5th Generation (5G) street infrastructure in built-up areas and the Council awaits further guidance on this.

Provision to Support Further Growth (post-2036)

- 4.44. There is no long-term provision for digital infrastructure identified due to the continuous advances in digital technology and infrastructure that make it hard to predict what the service will look like in the future and the commercial sensitivity surrounding all future proposals by providers.

Key Stakeholders

Central Government, Internet Service Providers

Related Strategies and Evidence

- LBB (2018), *Bexley Growth Strategy*

Part II Infrastructure Delivery Schedule (Draft for Consultation)

Table 5.1: Transport Projects - Infrastructure Delivery Schedule

Project	2021-26	2026-31	2031-36	2036-41	Priority	Growth Area	Delivery Body	Cost (£m)	Funding in Place (£m)	Funding Gap (£m)	Funding Sources	Potential CIL Project*
Extension of Crossrail east of Abbey Wood to Slade Green station - TECS	✓				Essential	Belvedere	LBB	1.6	1.6	0.0	TfL	No
Extension of Crossrail east of Abbey Wood to Slade Green station - TECS	✓				Essential	Erith	LBB	1.6	1.6	0.0	TfL	No
Extension of Crossrail east of Abbey Wood to Slade Green station - TECS	✓				Essential	Slade Green	LBB	1.6	1.6	0.0	TfL	No
Crossrail Extension East of Abbey Wood				✓	Essential	Other	tbd	tbd	tbd	tbd	tbd	tbd
Longer Trains	✓				Essential	Borough-wide	Southeastern	N/A	N/A	N/A	Southeastern	No
Signal Alterations	✓				Essential	Borough-wide	Network Rail	N/A	N/A	N/A	Network Rail	No
Digital Railway	✓				Essential	Borough-wide	Network Rail	N/A	N/A	N/A	Network Rail	No
Erith Station Step-Free Access			✓		Important	Erith	Network Rail	2.5	0.0	2.5	NR/External	Yes
Falconwood Station Step-Free Access			✓		Important	Other	Network Rail	tbd	tbd	tbd	tbd	Yes
North Bexley Bus Transit: Central Way to Abbey Wood Station		✓			Essential	Abbey Wood	LBB/GLA/TfL/DfT	6.8	0.0	6.8	tbd	Yes

Project	2021-26	2026-31	2031-36	2036-41	Priority	Growth Area	Delivery Body	Cost (£m)	Funding in Place (£m)	Funding Gap (£m)	Funding Sources	Potential CIL Project*
North Bexley Bus Transit: Yarnton Way			✓		Essential	Belvedere	LBB/GLA/TfL/DfT	7.3	0.0	7.3	GLA/LBB/External/TfL	Yes
North Bexley Bus Transit: Belvedere/West Street/Erith/Slade Green				✓	Essential	Slade Green	LBB/GLA/TfL/DfT	15.8	0.0	15.8	GLA/LBB/External/TfL	Yes
Bus Priority Programme				✓	Required	Abbey Wood	LBB/TfL	5.3	0.0	5.3	GLA/LBB/External/TfL	Yes
Bus Priority Programme				✓	Required	Belvedere	LBB/TfL	4.9	0.0	4.9	GLA/LBB/External/TfL	Yes
Bus Priority Programme				✓	Required	Slade Green	LBB/TfL	0.2	0.0	0.2	GLA/LBB/External/TfL	Yes
Bus Priority Programme				✓	Required	Erith	LBB/TfL	3.7	0.0	3.7	GLA/LBB/External/TfL	Yes
Bus Priority Programme				✓	Required	Crayford	LBB/TfL	4.4	0.0	4.4	GLA/LBB/External/TfL	Yes
Bus Priority Programme				✓	Required	Bexleyheath	LBB/TfL	6.8	0.0	6.8	GLA/LBB/External/TfL	Yes
North-South Bus Routes	✓				Required	Other	TfL & GLA	3.4	0.0	3.4	GLA/LBB/External/TfL	Yes
Erith Links Programme (Town Centre and Station)	✓				Essential	Erith	LBB	14.1	0.0	14.1	GLA/LBB/External/TfL	Yes
Queens Road (Grade Separation Scheme)				✓	Essential	Erith	LBB	112.1	0.0	112.1	GLA/LBB/External/TfL	Yes
Harrow Manorway Improvements Phase 2 and 3		✓			Essential	Abbey Wood	LBB	2.5	0.0	2.5	LBB/External/TfL	Yes

Project	2021-26	2026-31	2031-36	2036-41	Priority	Growth Area	Delivery Body	Cost (£m)	Funding in Place (£m)	Funding Gap (£m)	Funding Sources	Potential CIL Project*
Growth-supporting Highway Measures				✓	Required	Abbey Wood	LBB	20.0	0.0	20	LBB/External /TfL	Yes
Growth-supporting Highway Measures				✓	Required	Belvedere	LBB	20.0	0.0	20	LBB/External /TfL	Yes
Growth-supporting Highway Measures				✓	Required	Slade Green	LBB	20.0	0.0	20	LBB/External /TfL	Yes
Growth-supporting Highway Measures				✓	Required	Erith	LBB	20.0	0.0	20	LBB/External /TfL	Yes
Growth-supporting Highway Measures				✓	Required	Crayford	LBB	20.0	0.0	20	LBB/External /TfL	Yes
Growth-supporting Highway Measures				✓	Required	Bexleyheath	LBB	20.0	0.0	20	LBB/External /TfL	Yes
Growth-supporting Highway Measures				✓	Required	Other	LBB	10.0	0.0	10	LBB/External /TfL	Yes
Yarnton Way	✓				Essential	Abbey Wood	LBB	tbd	tbd	tbd	LBB/External /TfL	Yes
STDR Projects: Yarnton Way and Eastern Way					Required	Belvedere	LBB	2.5	0.0	2.5	LBB/External /TfL	Yes
STDR Projects: Thames Road/Perry Street			✓		Required	Other	LBB	5.0	0.0	5.0	LBB/External /TfL	Yes
STDR Projects: Thames Road/Crayford Way (Interim)		✓			Required	Other	LBB	5.0	0.0	5.0	LBB/External /TfL	Yes
STDR Projects: Thames Road/Crayford Way (Remainder)				✓	Required	Other	LBB	17.5	1.0	16.5	LBB/External /TfL	Yes

Project	2021-26	2026-31	2031-36	2036-41	Priority	Growth Area	Delivery Body	Cost (£m)	Funding in Place (£m)	Funding Gap (£m)	Funding Sources	Potential CIL Project*
STDR Projects: Thames Road Dualling					Required	Slade Green	LBB	tbd	tbd	tbd	LBB/External /TfL	Yes
Crayford Town Centre Ring Road	✓				Required	Crayford	LBB	tbd	tbd	tbd	LBB/External /TfL	Yes
Other category/miscellaneous - UTC centre, EV charging points, CPZ				✓	Supportive	Bexleyheath	LBB	4.3	0.0	4.3	LBB/External /TfL	Yes
Other category/miscellaneous - UTC centre, EV charging points, CPZ				✓	Supportive	Belvedere	LBB	2.8	0.0	2.8	LBB/External /TfL	Yes
Other category/miscellaneous - UTC centre, EV charging points, CPZ				✓	Supportive	Crayford	LBB	4.1	0.0	4.1	LBB/External /TfL	Yes
Other category/miscellaneous - UTC centre, EV charging points, CPZ				✓	Supportive	Erith	LBB	5.1	0.0	5.1	LBB/External /TfL	Yes
Other category/miscellaneous - UTC centre, EV charging points, CPZ				✓	Supportive	Slade Green	LBB	1.8	0.0	1.8	LBB/External /TfL	Yes
Other category/miscellaneous - UTC centre, EV charging points, CPZ				✓	Supportive	Abbey Wood	LBB	1.9	0.0	1.9	LBB/External /TfL	Yes
Other category/miscellaneous - UTC centre, EV charging points, CPZ				✓	Supportive	Other	LBB	5.0	0.0	5.0	LBB/External /TfL	Yes
Pedestrian Improvements			✓		Required	Bexleyheath	LBB	2.4	0.0	2.4	LBB/External /TfL	Yes
Pedestrian Improvements				✓	Required	Crayford	LBB	2.2	0.0	2.2	LBB/External /TfL	Yes
Pedestrian Improvements			✓		Required	Abbey Wood	LBB	0.2	0.0	0.2	LBB/External /TfL	Yes
Pedestrian Improvements				✓	Required	Belvedere	LBB	1.5	0.0	1.5	LBB/External /TfL	Yes

Project	2021-26	2026-31	2031-36	2036-41	Priority	Growth Area	Delivery Body	Cost (£m)	Funding in Place (£m)	Funding Gap (£m)	Funding Sources	Potential CIL Project*
Pedestrian Improvements				✓	Required	Erith	LBB	2.7	0.0	2.7	LBB/External /TfL	Yes
Pedestrian Improvements				✓	Required	Slade Green	LBB	1.0	0.0	1.0	LBB/External /TfL	Yes
Pedestrian Improvements				✓	Required	Other	LBB	3.2	0.0	3.2	LBB/External /TfL	Yes
Cycle Network/Cycle Parking				✓	Required	Bexleyheath	LBB	2.3	0.0	2.3	LBB/External /TfL	Yes
Cycle Network/Cycle Parking				✓	Required	Belvedere	LBB	1.6	0.0	1.6	LBB/External /TfL	Yes
Cycle Network/Cycle Parking				✓	Required	Crayford	LBB	2.3	0.0	2.3	LBB/External /TfL	Yes
Cycle Network/Cycle Parking				✓	Required	Erith	LBB	2.7	0.0	2.7	LBB/External /TfL	Yes
Cycle Network/Cycle Parking				✓	Required	Slade Green	LBB	1.0	0.0	1.0	LBB/External /TfL	Yes
Cycle Network/Cycle Parking				✓	Required	Abbey Wood	LBB	1.0	0.0	1.0	LBB/External /TfL	Yes
Cycle Network/Cycle Parking				✓	Required	Other	LBB	2.5	0.0	2.5	LBB/External /TfL	Yes
Area-wide Travel Plans				✓	Required	Bexleyheath	LBB	0.98	0.0	1.0	LBB/External /TfL	Yes
Area-wide Travel Plans				✓	Required	Belvedere	LBB	0.13	0.0	0.1	LBB/External /TfL	Yes
Area-wide Travel Plans				✓	Required	Crayford	LBB	0.32	0.0	0.3	LBB/External /TfL	Yes
Area-wide Travel Plans				✓	Required	Erith	LBB	0.98	0.0	1.0	LBB/External /TfL	Yes
Area-wide Travel Plans				✓	Required	Slade Green	LBB	0.14	0.0	0.1	LBB/External /TfL	Yes

Project	2021-26	2026-31	2031-36	2036-41	Priority	Growth Area	Delivery Body	Cost (£m)	Funding in Place (£m)	Funding Gap (£m)	Funding Sources	Potential CIL Project*
Area-wide Travel Plans				✓	Required	Abbey Wood	LBB	0.35	0.0	0.4	LBB/External /TfL	Yes
Area-wide Travel Plans				✓	Required	Other	LBB	0.14	0.0	0.1	LBB/External /TfL	Yes
DLR Extension to Belvedere				✓	Essential	Abbey Wood	TfL	tbd	tbd	tbd	tbd	Yes
Erith Pier					Supportive	Erith	TfL/PLA	tbd	tbd	tbd	tbd	Yes

Table 5.2: Social and Community Projects - Infrastructure Delivery Schedule

Project	2021-26	2026-31	2031-36	2036-41	Priority	Growth Area	Delivery Body	Cost (£m)	Funding in Place (£m)	Funding Gap (£m)	Funding Sources	Potential CIL Project*
Education - Early Years	✓	✓	✓	✓	Essential	Borough-wide	LBB	18.5	0.0	18.5	LBB/External	Yes
Education - Primary	✓	✓	✓	✓	Essential	Borough-wide	LBB	174.0	0.0	174.0	LBB/External	Yes
Education - Secondary	✓	✓	✓	✓	Essential	Borough-wide	LBB	331.9	0.0	331.9	LBB/External	Yes
Education - Further/Post-16	✓	✓	✓	✓	Essential	Borough-wide	LBB	111.0	0.0	111.0	LBB/External	Yes
Adult Education Facility			✓		Essential	Borough-wide	LBB	10.0	0.0	10.0	LBB/External	Yes

Erith Expansion and Improvement Phase 1 Erith Health Centre	✓				Essential	Erith	NHSPS	3.0	Yes	Yes	ETTF	
Erith Expansion and Improvement Phase 2 Erith Hospital including Urgent Care Centre	✓	✓			Essential	Erith	Oxleas	35.0	0.0	35.0	NHS Capital Oxleas/S106	Yes
Primary Care Network Expansion and Improvement		✓			Essential	Slade Green	CCG	3.0-5.0	0.0	3.0-5.0	Improvement Grant/S106	Yes
Primary Care Network Expansion and Improvement, Community, Mental Health and Acute.		✓	✓		Essential	Erith	CCG	3.0-5.0	0.0	3.0-5.0	NHS Strategic Capital/S106	Yes
Primary Care Network Expansion and Improvement, Provision of New Health Hub		✓	✓		Essential	Belvedere	CCG	15.0-20.0	0.0	15.0-20.0	NHS Strategic Capital/S106	Yes
Primary Care Network Expansion and Improvement - Albion Surgery	✓				Essential	Bexleyheath	CCG	0.5	0.5	0	S106	Yes
Primary Care Network Expansion and Improvement		✓			Essential	Crayford	CCG	2.0	0	2.0	Improvement Grant/S106	Yes
Primary Care Network Expansion and Improvement	✓				Essential	Abbey Wood	CCG	0.8	0.3	0.5	NHS Strategic Capital/CHP/S106	Yes
Primary Care Network Expansion and Improvement			✓	✓	Essential	Other	CCG	1.0-2.0	0.0	1.0-2.0	Improvement Grant/S106	Yes
Mental Health Expansion and Improvement	✓	✓	✓		Essential	All/Borough-Wide	Oxleas	1.0-3.0	0.0	1.0-3.0	NHS Strategic Capital/S106	Yes
Expansion of Acute Services - Erith/QE/QMS	✓	✓	✓		Essential	Borough-Wide	L&G/Oxleas	27.0	0.0	27.0	NHS Strategic Capital/S106	Yes
Police Station Extension			✓		Essential	Borough-wide	MPS	2.0	0.0	2.0	GLA/External	Yes
Police Car Pound	✓				Essential	Borough-wide	MPS	0.0	0.0	0.0	GLA/External	Yes

Ambulance Station			✓		Essential	Borough-wide	LAS	2.2	0.0	2.2	GLA/External	Yes
Fire Station			✓		Essential	Borough-wide	LFB	5.7	0.0	5.7	GLA/External	Yes
Open Spaces - Belvedere				✓	Supportive	Belvedere	LBB/ External	1.1	0.0	1.1	LBB/ External	Yes
Open Spaces - Erith				✓	Supportive	Erith	LBB/ External	0.8	0.0	0.8	LBB/ External	Yes
Open Spaces - Thamesmead				✓	Supportive	Abbey Wood	LBB/ External	1.1	0.0	1.1	LBB/ External	Yes
Open Spaces - Slade Green				✓	Supportive	Slade Green	LBB/ External	0.2	0.0	0.2	LBB/ External	Yes
Allotments				✓	Important	Borough-wide	LBB/ External	23.2	0.0	23.8	LBB/ External	Yes
Tree Planting Programme	✓	✓			Important	Borough-wide	LBB/ External	1.8	0.0	1.8	LBB/External	Yes
Sidcup Library	✓				Required	Non-growth Area	LBB	tbd	Yes	0.0	LBB/CIL	Yes
Play Areas (0-11) Equipped	✓	✓	✓	✓	Essential	Borough-wide	LBB	6.5	0.0	6.5	LBB/External	Yes
Play Areas (12-18) (MUGA)	✓	✓	✓	✓	Essential	Borough-wide	LBB	6.4	0.0	6.4	LBB/External	Yes
5 no. 11x11 Football Adult Grass Pitches				✓	Essential	Thamesmead /Erith	LBB	0.5	0.0	0.5	LBB/External	Yes
8 no. 11x11 Football Youth Grass Pitches				✓	Essential	Erith	LBB	0.6	0.0	0.6	LBB/External	Yes
2 no. 9x9 football Junior Grass Pitches				✓	Essential	Erith	LBB	0.1	0.0	0.1	LBB/External	Yes

Mini-Soccer Grass Pitch				✓	Essential	Erith	LBB	0.0	0.0	0.0	LBB/External	Yes
Cricket Pitch				✓	Essential	Erith	LBB	0.3	0.0	0.3	LBB/External	Yes
Cricket Pitch				✓	Essential	Borough-wide	LBB	0.3	0.0	0.3	LBB/External	Yes
3G Pitch (football)				✓	Essential	Slade Green	LBB	1.0	0.0	1.0	LBB/External	Yes
3G Pitch (football)				✓	Essential	Belvedere	LBB	1.0	0.0	1.0	LBB/External	Yes
Four-lane 25m x 8.5m swimming pool				✓	Essential	Belvedere	LBB	3.9	0.0	3.9	LBB/External	Yes
Four-court Sports Hall				✓	Essential	Abbey Wood	LBB	2.5	0.0	2.5	LBB/External	Yes
Four-court Sports Hall	✓				Essential	Non-Growth Area	LBB	2.5	0.0	2.5	LBB/External	Yes
3-Court Floodlit Netball with Ancillary Facilities	✓				Essential	Borough-wide	LBB	1.0	0.0	1.0	LBB/External	Yes
2 no. Hockey AGPs	✓			✓	Essential	Borough-wide	LBB	1.8	0.0	1.8	LBB/External	Yes
Rugby				✓	Essential	Erith	LBB	0.1	0.0	0.1	LBB/External	Yes
Cemetery	✓	✓	✓		Essential	Other	LBB	4.5	0.0	4.5	LBB/External	Yes

Table 5.3: Utilities Projects - Infrastructure Delivery Schedule

Project	2021-26	2026-31	2031-36	2036-41	Priority	Growth Area	Delivery Body	Cost (£m)	Funding in Place (£m)	Funding Gap (£m)	Funding Sources	Potential CIL Project*
Major Reinforcement to Water Supply	✓	✓			Essential	Borough-wide	TW	20.0	0.0	20.0	TW	No
Maintenance and Repair of Fixed Flood Defences	✓	✓	✓	✓	Essential	Borough-wide	EA	15.0	0.0	15.0	EA	Yes
Major Repairs and Replacements to Fixed Flood Defences	✓	✓	✓	✓	Essential	Borough-wide	EA	60.0	0.0	60.0	EA	Yes
Flood Barriers and Outfalls	✓	✓	✓	✓	Essential	Borough-wide	EA	15.0	0.0	15.0	EA	Yes
Dredging the Ditch Network at Erith Marshes, Belvedere	✓				Essential	Non-Growth Area	EA	2.0	0.0	2.0	EA	Yes
Unblocking Culverts	✓	✓			Essential	Borough-wide	EA/LBB/TW	0.1	0.05	0.1	EA/LBB/TW/External	Yes
Storage/Infiltration Mechanisms	✓	✓			Essential	Borough-wide	EA/LBB/TW	1.0	0.5	0.5	EA/LBB/TW/External	Yes
SUDS Mechanisms	✓	✓			Essential	Borough-wide	EA/LBB/TW	1.5	0.75	0.8	EA/LBB/TW/External	Y
Flood Prevention Mechanisms throughout Course of River Shuttle and Wynham Stream	✓	✓			Essential	Non-Growth Area	EA/LBB/TW	1.0	0.5	0.5	EA/LBB/TW/External	Y
Upstream Storage Capacity Improvements to Address Surface Water Issues	✓	✓			Essential	Erith	LBB/TW	1.0	0.5	0.5	LBB/TW/External	Y

Anaerobic Digestion Facility	✓	✓			Important	Borough-wide	SE Waste Partnership	16.5	8.26	8.3	LBB/External	Y
Reinforcement to Medium Pressure Network	✓	✓	✓	✓	Essential	Borough-wide	SGN	5.5	5.5	0.0	SGN	N
Connection to Gas Supply	✓	✓	✓	✓	Essential	Borough-wide	SGN	5.5	5.5	0.0	SGN	N
Belvedere Energy Centre, Central Plant and Distribution System (Core)					Essential	Belvedere	Private	18.2	0.0	18.2	tbd	Y
Belvedere Energy Centre, Central Plant and Distribution System (Core & Erith)					Essential	Belvedere	Private	32.8	0.0	32.8	tbd	Y