

## BASELINE ASSESSMENT



**SYSTRA**

# NEWHAM SUSTAINABLE TRANSPORT STRATEGY

## BASELINE ASSESSMENT

### IDENTIFICATION TABLE

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## INTRODUCTION

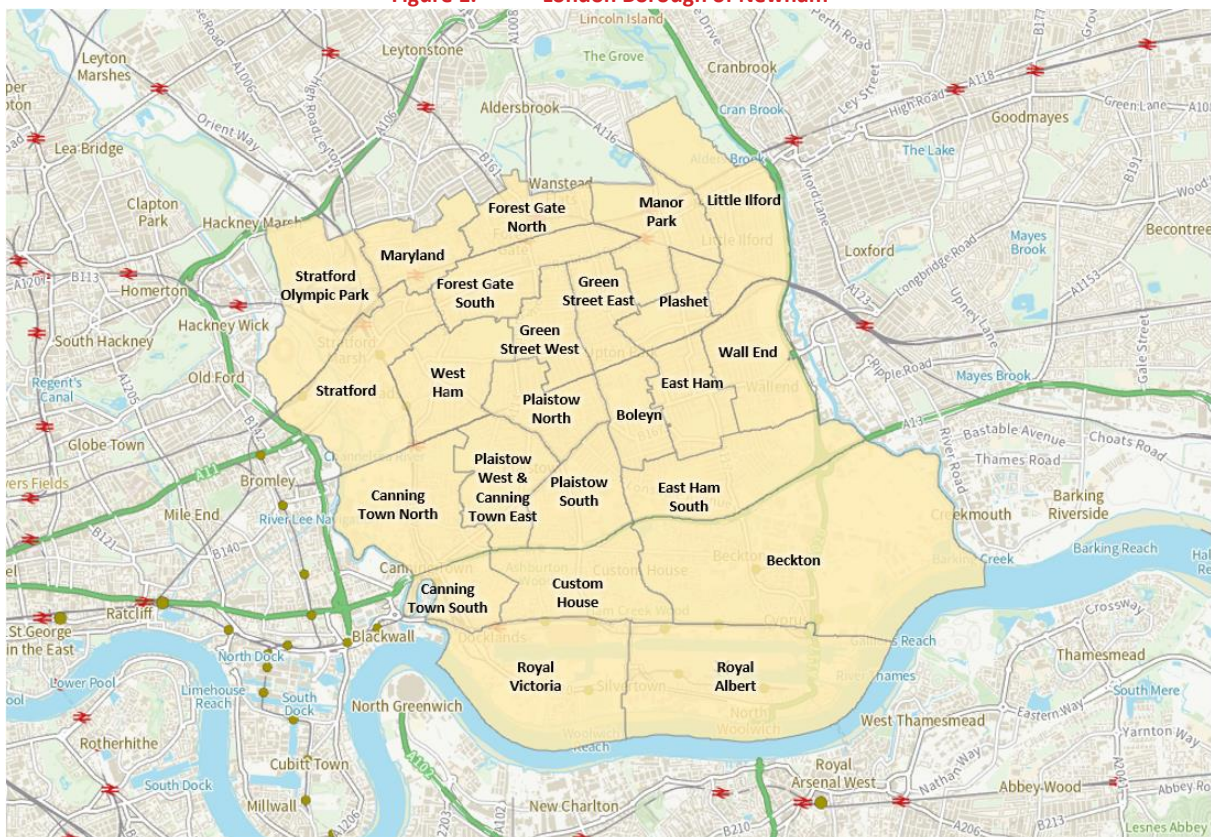
### 1.1 Summary

1.1.1 The London Borough of Newham (LBN) wish to develop an inclusive ‘Newham Sustainable Transport Strategy’ that will support their new Local Plan and influence the future of sustainable transport schemes to delivered across the Borough, to enable people living and working in, and visiting, Newham to travel more sustainably.

1.1.2 The following Evidence Base Review has been undertaken to provide insights into the current transport context in the borough to inform the Sustainable Transport Strategy. Through demonstrating the strengths and weaknesses in the Boroughs current network, this baseline review will identify the opportunities and challenges that will shape the strategy.

1.1.3 This Sustainable Transport Strategy will replace the Council’s current Transport guidance and seek to help refresh the Local Plan in response to changing objectives, development context and policy requirements.

**Figure 1. London Borough of Newham**



Source: <https://lbnewham.maps.arcgis.com/>

1.1.4 This report is structured as follows: Policy, Place, People, Network and Movement. It will seek to address the following research questions:

- **Policy** – What policies and plans will influence the Newham Sustainable Transport Strategy?
- **Place** – How does the layout and make-up of Newham affect the availability of transport?
- **People** – Who makes up the population of Newham?
- **Network** – What comprises the transport network across the Borough and how is it connected?
- **Movement** – How do people move within, to and from, Newham?



## POLICY

### 2.1 Introduction

2.1.1 This section will outline the relevant sustainable transport strategy policy at national, regional, and local level. Through demonstrating the key policy at national, it will address the research question: *‘What policies and plans will influence the Newham Sustainable Transport Strategy?’*.

### 2.2 National Policy Context

#### **National Planning Policy Framework (NPPF), MHCLG (2021)**

2.2.1 The NPPF is the overarching document relating to planning policy for England. The framework sets out how planning policies should be developed and applied, and how Local Plans are expected to be prepared by local authorities. At the heart of the NPPF is an objective for achieving sustainable development, which can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs.

2.2.2 The NPPF highlights the role transport plays in achieving sustainable development and requires Local Authorities and developers to identify prevalent transport issues early in the process of plan-making and development proposals in order to help mitigate impacts on the transport network and the environment, identify opportunities to promote walking, cycling and public transport, and so that patterns of movement, streets, parking and other transport considerations are integral to the design of scheme and contribute to making high quality places.

#### **Decarbonising Transport: Setting the Challenge, DfT (2020)**

2.2.3 The government is preparing a Transport Decarbonisation Plan (TDP) which will set out in detail what government, business and society need to do to deliver the significant emissions reduction needed across all modes of transport and achieve carbon budgets and net zero emissions across every mode of transport by 2050. In advance of the TDP being published, this document provides the context for the challenge by reviewing existing climate policy and forecasts for future transport emissions, as well as setting out how the government intends to work with others to develop the TDP.

#### **The Road to Zero, DfT (2018)**

2.2.4 This is the government’s strategy for putting the UK at the forefront of the design and manufacturing of zero emission vehicles and achieving its mission of all new cars and vans being effectively zero emission by 2040. The mission will be achieved by working in partnership with industry, businesses, academia, environmental groups, devolved administrations, local government, consumers, and international partners to combat the key challenges anticipated, including an adequate supply of ultra-low emission vehicles for personal and commercial use; developing a strong consumer base and right market conditions; and a fit for purpose infrastructure network. The devolved administrations and local authorities have a crucial role to play during the transition to zero emission

vehicles and addressing local air quality issues, and the government will collaborate closely to disseminate good practice and provide funding and investment in appropriate areas.

**The Inclusive Transport Strategy, DfT (2018)**

2.2.5 This is the government’s plans to make the transport system more inclusive and better for disabled people. By 2030, the government aims to achieve equal access for disabled people using the transport system, with assistance if physical infrastructure remains a barrier. As part of this, all major transport hubs and terminals on both public and private transport networks should meet the needs of disabled people, including toilet and changing facilities, straightforward signage, audio and visual messaging and space to navigate.

2.2.6 As well as setting out disabled people’s rights and service they can expect to achieve in each mode of transport, this document explains the measures the government will carry out by 2030 to ensure better enforcement of existing legislation; create a more inclusive travelling experience, including by addressing instances of disability-related hate crime; ensure the physical environment (and particularly transport infrastructure) facilitates journeys being made by disabled people. Local authorities are responsible for the design of their streets, and it is for them to ensure any pedestrian environment scheme, including a shared space, is inclusive and that they meet the requirements of the Equality Act 2010.

**Future of Mobility: Urban Strategy, DfT (2019)**

2.2.7 This document outlines the government’s approach to maximising the benefits from transport innovation in cities and towns. The document sets out principles that will guide the government’s response to emerging transport technologies and business models, including new modes of transport being safe and secure by design; walking, cycling and active travel remaining the best options for short urban journeys; mass transit remaining fundamental to an efficient transport system; and new mobility services being designed to operate as part of an integrated transport system combining public, private and multiple modes for transport users.

2.2.8 The government will support industry and local leaders by building local capability through supporting local areas to implement the principles and develop Local Industrial Strategies and publish guidance to support local decisions about the design and allocation of urban space. The strategy also confirms that the government will include four new areas for regulatory review, including Micromobility vehicles, Mobility as a Service (MaaS), transport data, and modernising bus, taxis, and private hire legislation.

**The Ten Point Plan for a Green Industrial Revolution, DfT (2020)**

2.2.9 This report sets out the approach the government will provide investment in clean technologies (wind, carbon capture, hydrogen etc.) to create jobs and stimulate economic growth while protecting future generations from climate change and environmental destruction. The plan sets out targets for protecting 30% of England’s countryside by 2030; reducing UK emissions by 180 million tonnes of carbon dioxide equivalent (Mt CO<sub>2</sub>e) between 2023 and 2032, equal to taking all of today’s cars off the road for around two

years; and provides plans to help meet the overall target of bringing GHG emissions to net zero by 2050.

2.2.10 Elements of the 10-point plan that could affect local travel and transport include:

2.2.11 *Point 4: Accelerating the shift to zero-emission vehicles:*

- Investing to support the electrification of UK vehicles;
- Extending the Plug-in Car, Van, and Motorcycle grants to 2022-23; and
- Consulting on a date for phasing out the sale of new diesel heavy goods vehicles (HGVs).

2.2.12 *Point 5: Green public transport, cycling and walking:*

- Investing in rail and bus services;
- Creating more low traffic neighbourhoods; and
- Setting up a new body called Active Travel England to inspect the schemes and assess Local Authorities on their performance on active travel.

### **Gear Change: A bold vision for cycling and walking, DfT (2020)**

2.2.13 This document sets out a bold vision for transforming England into a great walking and cycling nation. The plan aims for places to be truly walkable, with cycling and walking being the natural first choice and half of all journeys in towns and cities being cycled or walked by 2030. This will be achieved by the government funding infrastructure schemes and behaviour change projects; putting cycling and walking at the heart of transport, place-making, and health policy; empowering and encouraging local authorities; and enabling people to cycle and protecting them when they do. The plan also places importance on the quality of cycle infrastructure being installed on our roads, and new cycling design guidance is published alongside the plan setting out the standards expected if schemes are to receive funding, within Local Transport Note 1/20.

## **2.3 Regional Context**

### **London Plan 2021, Greater London Authority (2021)**

2.3.1 The London Plan is a Spatial Development Strategy (SDS) that the mayor is required to publish under Greater London Authority (GLA) legislation to provide a strategic plan for London. Under this legislation the London Plan is bound to dealing with matters that are strategically important to Greater London and take account of the GLA purposes that are to: promote economic development and wealth creation in Greater London; promoting social development in Greater London; and promoting the improvement of the environment in Greater London.

2.3.2 The plan sets out the core ‘Good Growth’ objectives to be considered for all planning and development in London, these include:

- Building strong and inclusive communities
- Making the best use of land
- Creating a healthy city
- Delivering the homes Londoners need

- Growing a good economy
- Increasing efficiency and resilience

2.3.3 Regarding transport, the London Plan binds development proposals to facilitate the Mayor’s strategic targets and goals to rebalance the transport system towards walking, cycling and public transport, detailed further below in the Mayor’s Transport strategy. Transport policies also included are: Healthy Streets; Transport capacity, connectivity, and safeguarding; Assessing and mitigating transport impacts; cycling, parking, deliveries; and Funding transport infrastructure through planning. In addition to this the plan includes an indicative list of transport schemes, categorised by cost and timescale.

**Investment To Get London And The UK Moving Again, Transport for London (2020)**

2.3.4 This document demonstrates how, committed infrastructure funding can aid the UK’s recovery from the pandemic and address ongoing priorities including combating the climate emergency, increasing active travel, maintaining critical infrastructure, and regenerating areas by delivering new jobs and housing. The three core principles of the investment plan are: maintaining our assets while adding capacity where possible; adapting and accelerating investment to create greener travel options; and delivering new housing and jobs where they are needed most to regenerate the economy.

2.3.5 Various polices are outlined within this investment strategy that should benefit and impact the Borough of Newham. There are plans to extend the Beckton branch of the DLR across the river to support the Thamesmead and Abbey Wood regeneration. This increased capacity is expected to create and support jobs at Beckton Riverside within Newham and improve connectivity. In order to overcome critical crowding issues there are plans to uplift the capacity of the Jubilee line fleet by 25%, which would benefit the growth areas around both Stratford and Canning Town. Stations on the Elizabeth Line are to expect an increase in frequency and capacity with delivery scheduled between 2023 and 2028. More broadly the document details the commitment to step-free access across the Tube network and improving accessibility for all public transport users.

**Mayor’s Transport Strategy, Greater London Authority (2018)**

2.3.6 The Mayor’s Transport Strategy outlines the transport vision for London with the principal aim for 80 per cent of all trips in London to be made on foot, by cycle or using public transport by 2041. In order to achieve this the Mayor’s Transport Strategy is focussed on achieving nine outcomes grouped under one of three broad themes:

2.3.7 *Healthy Streets and healthy people*

- London’s streets will be healthy, and more Londoners will travel actively
- London’s streets will be safe and secure
- London’s streets will be used more efficiently and have less traffic on them
- London’s streets will be clean and green

2.3.8 *A good public transport experience*

- The public transport network will meet the needs of a growing London
- Public transport will be safe, affordable, and accessible to all
- Journeys by public transport will be pleasant, fast, and reliable

2.3.9 *New homes and jobs*

- Active, efficient, and sustainable travel will be the best option in new developments
- Transport investment will unlock the delivery of new homes and jobs

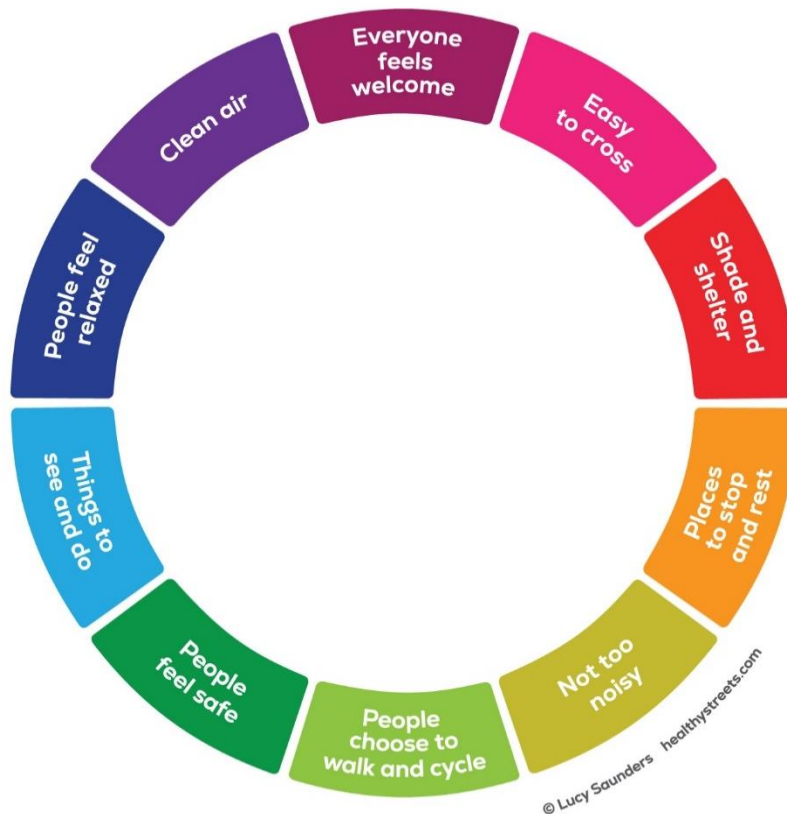
2.3.10 A substantial proportion of the Mayor’s Transport Strategy utilises the Healthy Streets Approach detailed below.

**Healthy Streets for London, Transport for London (TfL), (2017)**

2.3.11 The Healthy Streets Approach is a collection and system of intertwined policies and strategies that seek to help Londoners use cars less and walk, cycle, and use public transport more. The goal of this document is to put forward the argument that every decision regarding our built environment is an opportunity to deliver better places for people to live in and consequently improve their health. This whole approach is embedded into a framework of public health, transport, public realm, and planning.

2.3.12 The 10 evidence-based Healthy Streets indicators that describe an aspect of the human experience of being on streets are included below:

**Figure 2. Healthy Streets Indicators**



*Source: Lucy Saunders, Healthy Streets for London*

2.3.13 It is acknowledged throughout the policy that all ten must be prioritised in order to improve social, economic, and environmental sustainability through the ways in which streets are designed and managed. Whilst this is a London focused approach it can be

applied anywhere in the world to any streets with the goal of improving existing conditions instead of seeking a fixed end goal. There are further resources to accompany the approach and measure the 10 healthy indicators such as the qualitative street assessment and a design check function.

2.3.14 The below strategies and action plans complement the commitments made in both the Mayor’s Transport Plan and the London Plan.

**Walking Action Plan, Transport for London (2018)**

2.3.15 The actions set out in this plan identify how TfL working with stakeholders across London Boroughs can tackle barriers to walking and work towards making it the easiest and most attractive mode of transport for making short trips in the city. The four main areas of action are to:

- Build and manage streets where people walk
- Plan and design for walking
- Integrate walking with public transport
- Lead a culture change

2.3.16 This plan sits alongside other policies in the Mayor’s Transport Strategy such as Vision Zero for London but most directly to the Healthy Streets approach. The planning for walking toolkit supplements this plan and sets out a practical approach for transport planners to build an evidence base for targeted improvements to the walking environment and it also lays out key pedestrian network design principles.

**Cycling Action Plan, Transport for London (2018)**

2.3.17 This plan sets out how Transport for London will make London a city where cycling is attractive and accessible for all, regardless of age, gender, or ability.

2.3.18 TfL seek to ensure through strategies and commitments in this plan that 70% of Londoners will live within 400 metres of the London-wide cycle network.

2.3.19 This plan suggests the key steps to address the issues that stop people cycling in London and the action plan follows three strands: Streets that enable cycling; Making it easy to get around by cycle; and Promoting cycling for all Londoners. Notable takeaways from the plan include:

- Cycleways - more than 450km of new Cycleway routes will be built by 2024. Each route will meet the new cycle route design quality criteria standards. Cycle Superhighways and Quietways will be incorporated into this unified network.
- Safer Junctions - this programme is aimed at reducing road danger at 73 of the most dangerous junctions on TfL's roads.
- Interactive cycle map - this shows existing and planned signed routes that make up the London wide cycle network, as well as Cycle Hire docking stations and public transport hubs.
- Walking and cycling grants - community groups can apply for up to £10,000 in funding for local projects within Greater London that support walking and cycling

- Cycle Skills - this is the name of a range of training sessions created to help Londoners to get on their bike, build confidence or ride smarter. They are free to anyone who lives, works or studies in London
- STARS - schools that participate in TfL's school travel planning activities see a reduction in car use and an increase in active travel for the journey to school - the STARS website has resources to help schools set up cycle clubs, bikers' breakfasts, and scooter/bike pools

2.3.20 TfL is currently working on a refresh of the Cycling Action Plan to consider how the impact of the Covid-19 pandemic and the climate emergency have reinforced the case of cycling. An update to the 2017 TfL Strategic Cycling Analysis will provide the new evidence base for the updated plan.

**Vision Zero Action Plan, Transport for London (2018)**

2.3.21 The Mayor's Transport Strategy sets out the goal that, by 2041, all deaths and serious injuries will be eliminated from London's transport network. The core elements of the plan revolve around:

- **Safe speeds:** Encouraging speeds appropriate to the streets of a busy and populated city through the widespread introduction of new lower speed limits
- **Safe streets:** Designing an environment that is forgiving of mistakes by transforming junctions, which see the majority of collisions, and ensuring safety is at the forefront of all design schemes
- **Safe vehicles:** Reducing risk posed by the most dangerous vehicles by introducing a world-leading Bus Safety Standard across London's entire bus fleet and a new 'Direct Vision Standard' for Heavy Goods Vehicles
- **Safe behaviours:** Reducing the likelihood of road users making mistakes or behaving in a way that is risky for themselves and other people through targeted enforcement, marketing campaigns, education programmes and safety training for cyclists, motorcycle and moped riders
- **Post-collision response:** Developing systematic information sharing and learning, along with improving justice and care for the victims of traffic incidents

2.3.22 The narrative is grounded in the idea that we all have a shared responsibility whether travelling in London or managing the transport network to reduce danger and the fear that it can create.

**Freight and Servicing Action Plan, Transport for London (2019)**

2.3.23 The premise of this action plan is to identify how achieving other transport goals for London can free up space for essential freight and commercial journeys that are fundamental to London businesses functioning. It reiterates that improving the efficiency of freight and commercial traffic, alongside reductions in car use, will create benefits for city businesses and people who depend on London's streets operating efficiently.

2.3.24 The main priorities are safe freight, clean freight, and efficient freight. Action 10 of the Freight and Servicing Action Plan sets out how Transport for London (TfL) will encourage mode shift from road to water and rail. Both the London Plan and Mayor's Transport Strategy highlight the importance of increasing freight by water.

- 2.3.25 The plan states that the industry supports the Ultra-Low Emission Zone (ULEZ) in Central London and its extension to the North and South Circular Roads in 2021, viewing it as a key step towards encouraging a switch to ultra-low emission freight vehicles. It is clear that there will be support for the industry to comply with the ULEZ, for instance through the new van scrappage scheme aimed at the smallest businesses.
- 2.3.26 There is an agreement put forward that despite the significant strides taken by the freight and servicing industry to improve safety, HGVs are involved in a disproportionate number of collisions on roads across London and nationwide, that more needs to be done.

**Bus Action Plan, Transport for London (2022)**

- 2.3.27 The headline of this strategy is ‘building and attractive, zero-emission bus service for all Londoners’. It is clear that transforming bus travel by 2030 is essential to ensure a green and inclusive recovery for London and achieve the Mayor’s target for London to be a net zero carbon city. The approach to buses in this strategy is important for tackling the climate emergency; meeting Londoners’ diverse travel needs; avoiding a car-based recovery from the pandemic; complementing walking and cycling in creating Healthy Streets; and enabling London’s sustainable growth and development.
- 2.3.28 The vision for 2030 is centred around bus services providing inclusive customer experience, be safe and secure, offer attractive journey times, provide the connections people need and provide a zero-carbon travel choice

- A modern bus network that is relevant to Londoners and makes it easy for people to travel spontaneously and independently.
- A safe and secure bus network, with no one killed on or by a bus by 2030 and fewer people saying they are put off travelling due to security concerns.
- A faster and more efficient bus network, with journey times improved by 10 per cent compared to 2015.
- A bus network that provides better connectivity for longer trips, particularly in outer London, while maintaining our network coverage of more than 96 per cent of Londoners living within 400 metres distance of a bus stop.
- A green bus network with a zero-emission fleet, as a result of additional Government funding and support from manufacturers and operators.

**Passenger Pier Action Plan, Transport for London (2019)**

- 2.3.29 The overall principle of this plan is to utilise the Thames as a main artery for transport across the city under the premise that it will free up roads, whilst contributing to the Mayor’s strategy of 80% of all trips in London by foot, bike, or public transport. The key target set by TfL in this strategy is for the number of annual trips taken on Thames River services to double from 10 million to 20 million by 2035.
- 2.3.30 Some of the key proposals in the Passenger Pier Action Plan include:
- An increase in the number of piers, especially in east London, at locations including the Isle of Dogs, Barking Riverside and Thamesmead. Some of these piers, TfL says, would be privately funded, developer-led piers
  - River services that are better integrated with other transport



- Increased safety for river passengers — with a 'Vision Zero' (no fatalities) approach

**London Environment Strategy, Greater London Authority (2018)**

- 2.3.31 This strategy seeks to bring together the various approaches to every aspect of London’s environment and then integrate them into a holistic approach. It includes the following areas: air quality, green infrastructure, climate change mitigation and energy, waste, adapting to climate change, ambient noise, and low carbon circular economy.
- 2.3.32 One of the standout aims is for London to have the best air quality of any major world city by 2050, going beyond the legal requirements to protect human health and minimise inequalities. In the context of transport, a further aim is or London to be a zero-carbon city by 2050, with energy efficient buildings, clean transport, and clean energy.

**Royal Docks Transport & Movement Strategy, Greater London Authority (2022)**

- 2.3.33 This document outlines a vision for growth within the Royal Dock and Beckton Opportunity Area and the integral role that transport will play. Plans for this area are of relevance both in Newham and in the wider London context. The London Plan estimates that in the Royal Docks and Beckton Riverside Opportunity Area there is potential to deliver 30,000 new homes and 41,500 new jobs. In addition to this, The Thamesmead & Abbey Wood Opportunity Area across the River to the east, there is an identified potential of 15,000 new homes and 8,000 new jobs by 2041. These two Opportunity Areas are often linked together due to the potential for possible new transport interventions to serve and support the expected growth across the areas.
- 2.3.34 The key challenges and opportunities identified in this draft strategy are to: improve connectivity and reduce severance; improve the health of residents and enable travel by sustainable modes; maximise transport investment and use; manage the performance of the highway network.
- 2.3.35 The integrated transport strategy outlines actions that form an integrated package of measures, these include:
  - Improve strategic connectivity
  - Connect Beckton Riverside by public transport
  - Improve station capacity and reduce overcrowding
  - Enhance bus provision
  - Tackle strategic severance
  - Improve the health of residents and enable travel by sustainable modes.
- 2.3.36 Key takeaways from this and the preferred transport and movement strategy for Royal Docks & Beckton Riverside.

Improve connectivity and reduce severance

- Additional DLR stations at Beckton Riverside & Thames Wharf. The DLR station on Beckton riverside relies on an extension to the DLR track.
- Opening bus capacity to support the Elizabeth Line & other new services
- New bridges across Royal Victoria Dock and the River Lea
- New Pier at Royal Wharf and proposed Beckton Riverside

Maximise transport investment and use

- Facilitate access to the Elizabeth Line
- Increased DLR frequency and station capacity upgrades
- Introduction of additional bus network through Silvertown tunnel
- New connections through Silvertown tunnel

Manage performance of the highway network

- Improve Tidal Basin Roundabout
- Car free development in the Opportunity Area

Improve how we travel and enable transport by sustainable modes

- Over 85% sustainable travel to, from and within the Opportunity Area

**Royal Docks Walking and Cycling Action Plan, Greater London Authority (2022)**

2.3.37 This Action Plan outlines an approach to improving walking and cycling across the Royal Docks, with one of the overriding aims being to create a sustainable and healthy place. It states that the existing network of walking and cycling routes in the Royal Docks is inconsistent and not always clear or legible. The dock water space has very few crossing locations and the existing bridges do not connect well into the existing network of pedestrian and cycle routes (where these exist) and this lack of crossings causes community severance. The opportunities are to connect to the water, create a network of routes and make healthy places.

2.3.38 The key principles of walking and cycling design listed are:

- Access for Everybody
- Joined up, Direct and Consistent Routes
- Comfortable for All Users
- Safe and Appropriately Lit

2.3.39 The document sets out its desire to promote sustainable mobility across the area through enabling different choices, changing behaviour and innovation.

**2.4 Local Context**

**Newham Local Plan, Newham Council (2018)**

2.4.1 The 2018 Newham Local Plan is an all-encompassing document which outlines a 15-year plan looking ahead to 2033, combining and updating the Boroughs previous core strategy in 2012 and the 2016 detailed sites and policies DPD. It provides the framework to guide all future transport planning and investment across the Borough until 2033. The Council is currently working to update the Local Plan.

2.4.2 The key overarching objectives of the 2018 Plan are to:

- Optimise development opportunities in ways that benefit new and existing communities

- Create high quality places and stable, mixed, and balanced communities
- Deliver good growth
- Balance Newham’s local and strategic roles

2.4.3 The plan details a vision for Newham in 2033 which includes:

- 43,000 new homes
- 60,000 new jobs
- 49,000 additional residents

**Third Local Implementation Plan (LIP), Newham Council (2019)**

2.4.4 This is a statutory document produced by the London Borough of Newham submitted to TfL which addresses the ways in which the Borough will deliver the Mayor’s Transport Strategy whilst also working towards other local and sub-regional goals, including responding to local transport and health concerns and aspirations of resident’s businesses and visitors.

2.4.5 The document acknowledges that a significant change in the transport mix will be required to address challenges related to air quality, health, activity, and economic growth. Through the LIP, the Council plans a combination of physical measures and other initiatives at local level to deliver the Mayor Transport Strategy Objectives, which will have to be supplemented by significant investments and network improvements from TfL for all those elements that are outside on f the remit of the council, such as public transport.

2.4.6 It sets out our four key LIP themes, or transport objectives for the Borough:

- A Healthier and Safer Newham
- A Cleaner and Greener Newham
- A Newham Transport System Accessible and Viable for Everyone
- Planning for Newham’s Transport Future,

2.4.7 For each objective, four delivery priorities are suggested, including:

- Deliver residential traffic reduction schemes;
- Reducing road casualties
- Reducing air pollution by reducing congestion, car ownership and promoting the uptake of low emission vehicles;
- Ensuring the transport network is fully accessible and legible for all users;
- Improve bus reliability;
- Addressing transport poverty;
- Implement high quality walking and cycling network.

**Corporate Plan 2022-2026, Newham Council (2022)**

2.4.8 The new corporate plan agreed in September 2022 sets out the key priorities for the next four years. ‘Priority 3 - Your Neighbourhood’ aims at reducing traffic to mitigate the impacts this has on the population, to create quieter, safer and cleaner neighbourhoods.

2.4.9 The plan for this priority details commitments to people-friendly schemes for improving streets including managing parking based on emissions, introducing electric vehicle

charging points, healthy school streets and people friendly streets with low traffic neighbourhoods. As part of wider plans to reduce air pollution, the borough campaigns against the Silvertown Tunnel and the London City Airport expansion and will promote walking and cycling through actions like Clean Air Day.

2.4.10 Delivery Commitments for this Priority include:

- Cycle infrastructure underway with improvements taking place on Romford Road and Barking Road.
- Five Healthy School Street schemes launched this summer, with future sites being identified as part of the next phase of the Healthy School Street Programme.
- Approximately 200 electric chargers and 40 cycle hangars will be installed by 2023.
- Produce a Road Safety Strategy to protect vulnerable road users.
- Launch a safety awareness campaign about electrical scooters and bikes.

2.4.11 Other commitments that are included in the Plan that relate to transport include:

- Develop a business case for DLR extension;
- Submission to the DfT and TfL to campaign for a Stratford Station upgrade.

**Towards a Better Newham, Newham Council (2020)**

2.4.12 The strategy sets out the foundation for how the Council will respond to the economic impact of Covid-19.

2.4.13 The strategy is built around eight pillars of activity focussed on the phases of recovery and reorientation; they are as follows:

- Pillar 1: Our measures of success will be the health, happiness, and wellbeing of our residents, rather than growth, productivity, and land value.
- Pillar 2: The Council will ensure every resident under 25 is safe, happy, and cared for, with positive activity to secure their long-term wellbeing
- Pillar 3: The Council will take action to ensure all residents are supported and enabled to access work and other opportunities in the new economy
- Pillar 4: The Council will make sure our residents are healthy, happy, safe, and cared for, to enable them to thrive during times of recession and in the new economy
- Pillar 5: The Council will enable every resident to live in an accessible and inclusive neighbourhood which will provide all of their social, civic, and economic essentials
- Pillar 6: We will become London’s greenest local economy
- Pillar 7: The Council will deliver genuinely high-quality and affordable homes for Newham
- Pillar 8: The Council will only welcome investment that secures a Fair Deal and Good Growth for Newham

2.4.14 In various ways all of these pillars can be supported via the sustainable transport strategy.

**Climate Emergency Action Plan, Newham Council (2021)**

2.4.15 The Climate Emergency Action Plan seeks to ensure that as the world emerges from the Covid-19 crisis, any economic recovery should involve a major increase in investment and jobs that tackle the climate emergency we face.

- 2.4.16 The latest subsidiary document to this plan Newham’s Climate Emergency Annual Report for 2021-2022 sets the ambitious target of lowering all carbon emissions to net zero by 2030 for all council operations and by 2045 for the Borough as a whole.
- 2.4.17 Actions to reduce emissions from transport include: investment in sustainable travel, rolling out electric charging points, low traffic neighbourhood and liveable neighbourhood scheme, introducing an emissions-based residential parking scheme, bike hire schemes and car club vehicles.
- 2.4.18 The action plan also looks at reducing emission from the Council’s vehicle fleet, by introducing Gas-To-Liquid (GTL) fuel as an alternative to diesel; introducing up to 40 electric vans in the Council’s fleet by the end of 2021 and rolling out electric vehicles charging points.

**Air Quality Action Plan 2019-2024, Newham Council (2019)**

- 2.4.19 This plan was a statutory document produced as part of the Boroughs legal duty to London’s Local Air Quality Management Strategy and replaces the previous outdated action plan from 2002. The key priorities of the plan that relate to transport are detailed below:
  - Reducing pollution in and around schools, and extending school audits;
  - Installing ‘Ultra Low Emission Vehicle’ (ULEV) infrastructure;
  - Improving walking and cycling infrastructure;
  - Regular Car Free days/temporary road closures in high footfall areas;
  - Reducing emissions from Council fleets;
  - Ensuring Master planning and redevelopment areas are aligned with ‘Air Quality Positive’ and ‘Healthy Streets’ approaches.
- 2.4.20 The document also details the sources of pollution across the Borough and the respective Air Quality Management Areas.

**50 Steps to a Healthier Borough 2020-2023, Well Newham (2020)**

- 2.4.21 The 50 Steps to a Healthier Newham strategy was developed to tackle the health inequalities that exist within the Borough. The priorities of most relevance to transport include:
  - Priority 7 - Supporting active travel and improved air quality.
  - Priority 8 – Supporting an active Borough
  - Priority 9 – Supporting a Newham of communities where people are better connected and supported.
- 2.4.22 The programme of 50 Steps is self-described as a call to action to partners, the council, and the wider community to work together to make Newham a healthier and happier place.

**Cycling Strategy 2017/18 – 2024/25, Newham Council (2017)**

- 2.4.23 The council has created a Cycling Strategy in order to make it easier, safer, and cheaper for residents to cycle in the Borough. The strategy recognises that Newham cycle

provision is currently limited and discontinuous, but that some high-quality infrastructure exists to serve corridors with high commuting flows, such as Newham Way. Geographical severance is one of the main barriers to create a cycle network with the level of directness and grid coherence to encourage cycling.

2.4.24 The strategy identifies a short-, medium- and long-term delivery programme to develop a comprehensive cycle network, through the delivery of segregated cycle routes, filtered permeability measures, cyclist priority at junctions and upgrade of existing off-road paths.

2.4.25 Other actions to increase level of cycling in the borough include.

- Provide the education to cycle
- Improve access to, and maintenance of, cycles
- Improve enforcement and security for cycling
- Normalise cycling in Newham, and inspire more residents to cycle

**15-minute neighbourhoods – Newham Citizens’ Assembly Recommendations Report (2022)**

2.4.26 Newham Council have established England’s first series of permanent Citizens’ Assemblies to ensure that residents are involved in local democracy. The question from this assembly was “How can we make sure that our local neighbourhoods are vibrant communities where people can work, meet, shop, and access the everyday services they need within a 15-minute walk or cycle from home?”

2.4.27 The key recommendations regarding active travel which received support from the assembly members include:

- Action 1: More staff (some undercover) in buses, tubes, and stations to support drivers and reduce anti-social behaviour (TfL).
- Action 2: Improve accessibility in stations, tubes, and buses (e.g., through adding lifts and escalators) (TfL and community working together)
- Action 4: Replanning and rescheduling bus routes to take account of new developments and where people actually live and work, and using technology to improve information about times and connections (between different modes) and promote new options for travelling using public transport, walking, and cycling (TfL, council, developers, and 3rd parties to promote IT)
- Action 5: More provision for cycling and walking all across the borough, including more cycle lanes, more support for people to gain confidence riding bikes (e.g., training and skills, especially for women) (charities, communities, council, schools)

2.4.28 64.4% of members strongly supported these actions regarding transport and connectivity.

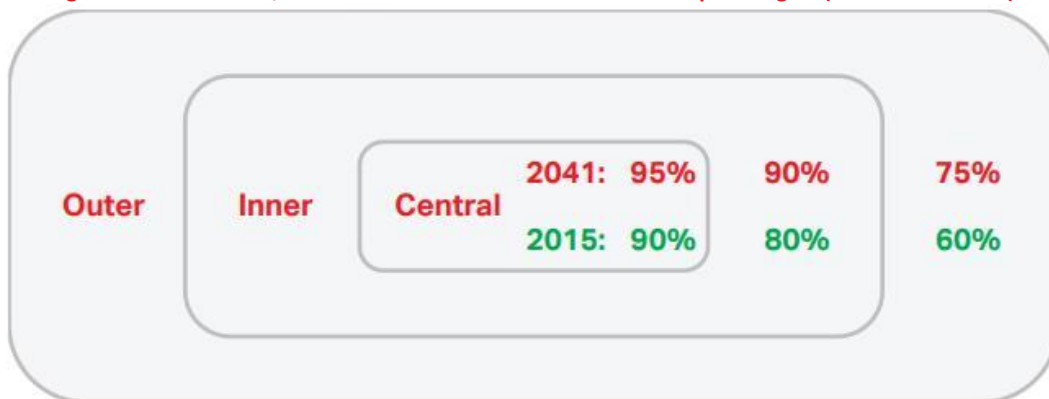
**2.5 Summary**

2.5.1 This section has established all of the relevant national, regional, and local policy that will influence the sustainable transport strategy for Newham. There is a clear policy commitment to increasing sustainable transport in the borough as a fundamental action to tackling the various challenges of the Climate Emergency, poor air quality, and high

levels of inactivity amongst the population. The Mayor’s Transport Strategy sets out clear targets to which Newham will have to contribute, the headline being 80% of all trips being by public transport or active travel by 2041.

2.5.2 Specific sustainable travel targets for central, inner, and outer London boroughs are set out in the London Plan. These are expected to be required in order to achieve the city-wide shift from 63% to 80% walking, cycling and public transport share by 2041. A specific target is also set for each borough in their Local Implementation Plan, to consider its specific context. For Newham, the 2041 target has been set to 83%.

Figure 3. Central, Inner and Outer London sustainable transport targets (London Plan 2021)



2.5.3 Meeting these goals will need to be achieved whilst also supporting the significant growth planned in Newham, much of which will be focused in the Opportunity Area. Some of the key London-wide targets for transport that Newham will have to adhere and seek to address are:

**By the year 2041**

- Aim for 80 per cent of all trips in London to be made on foot, by cycle or using public transport by 2041. To reach this London-wide target, Newham will have to reach an 83% sustainable mode share.
- All Londoners to get 2 x 10 minutes of active travel each day
- 70% of Londoners will live within 400 metres of the London-wide cycle network.
- All deaths and serious injuries will be eliminated from London's transport network.

**Further targets**

- A faster and more efficient bus network by 2030, with journey times improved by 10 per cent compared to 2015.
- Maintaining network coverage of more than 96 per cent of Londoners living within 400 metres distance of a bus stop
- Cycleways - more than 450km of new Cycleway routes will be built by 2024. Number of annual trips taken on Thames River services to double from 10 million to 20 million by 2035.
- London to have the best air quality of any major world city by 2050
- London to be a zero-carbon city by 2050.

## PLACE

### 3.1 Introduction

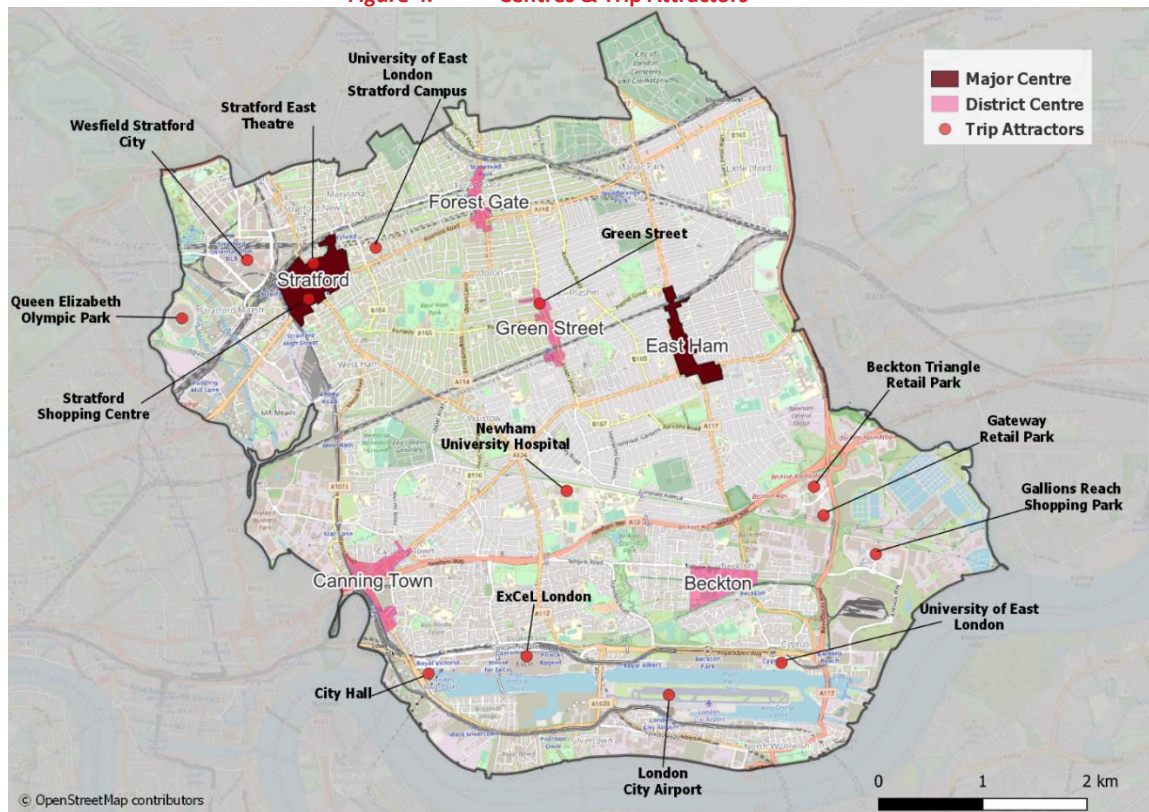
3.1.1 This following section on place will address the research question for this baseline review of ‘How does the layout and make-up of Newham affect the availability of transport?’ It will do this through detailing where it is located and in what ways the land across Newham is used, in order to give an idea of where people are and where people want to travel to.

### 3.2 Location

3.2.1 Located approximately five miles east of the City of London, Newham is bounded the River Thames to the south, the River Lea (also referred as Lee) to the west, the River Roding to the east and Wanstead Flats in the north. The Borough shares its boundaries with the Boroughs of Tower Hamlets, Hackney, Waltham Forest, Redbridge, and Barking & Dagenham, with Greenwich situated on the opposite bank of the Thames to the south.

3.2.2 There are number of town centres across the Borough, Stratford and East Ham being the major centres where most commercial and cultural activity is clustered. There are also several large district centres detailed in the map below. Major trip attractors include Stratford, Olympic Park, City Airport and ExCel London. Notably the retail centres labelled on the map below are significant trip generators, these include but are not limited to Westfield, Gallions Reach, Beckton Triangle.

**Figure 4. Centres & Trip Attractors**



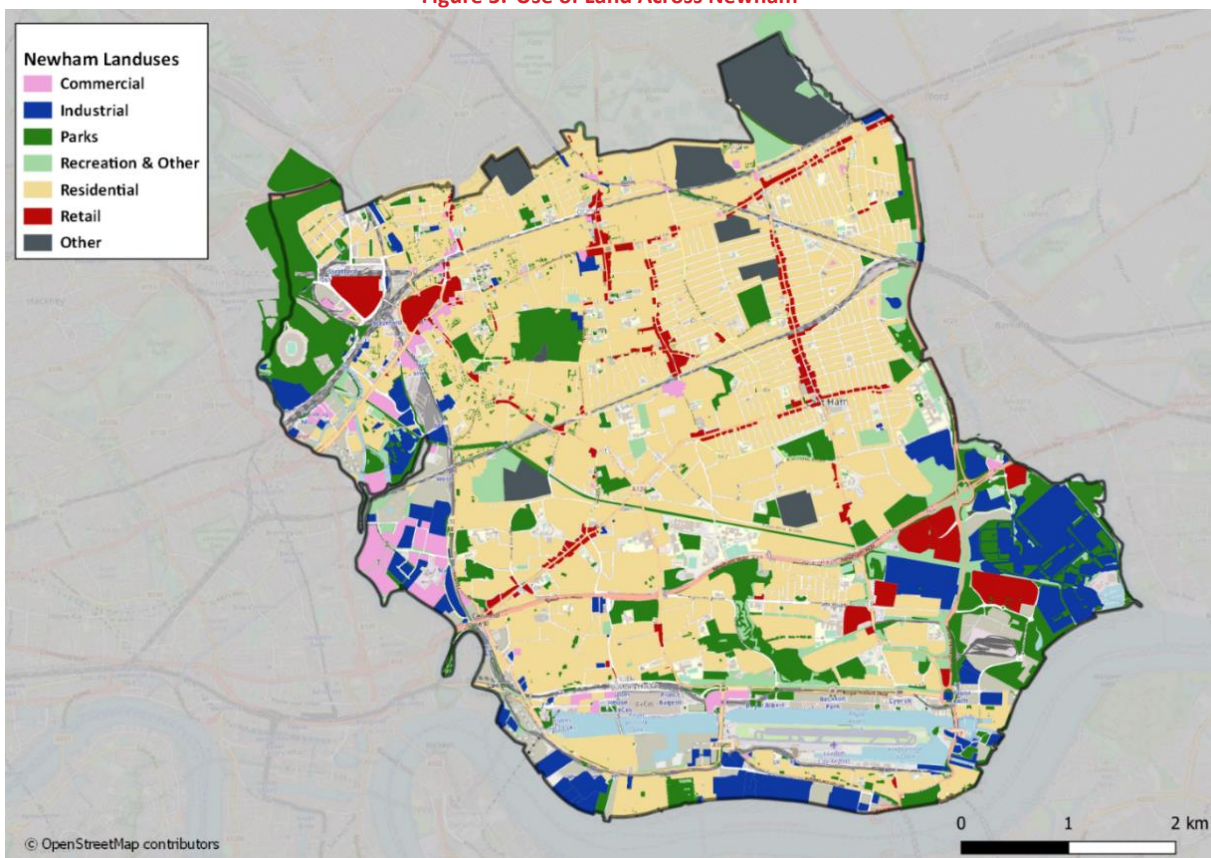
Source: SYSTRA



### 3.3 Land Use

- 3.3.1 Newham is best defined as a polycentric Borough given the number of local and district centres where commercial and cultural activity tends to be clustered around. The major town centres are Stratford and East Ham, located in the northwest and east respectively. There are district centres located at Canning Town, Forest Gate, Green Street and Beckton.
- 3.3.2 The Borough is predominantly residential with large residential communities spread across the centre, hosting internal local retail centres. Alternative land uses are mainly situated towards the edges.
- 3.3.3 Commercial land (warehouses and wholesale) is clustered across Canning Town North. Existing Industrial land use (manufacturing and industrial processes) is primarily found in Beckton and the Royal Docks. There are 22 defined Strategic Industrial Locations (SILs) across the Borough, depicted in blue below mostly towards the east and west boundaries at British Gas/Cody Rd, Thameside West, Thameside East, London Industrial Park, Beckton and Bow Goods Yard.
- 3.3.4 Large retail areas are located in Beckton and Stratford, including the notable trip and demand attractors detailed above. Other notable retail areas are located East Ham town centre (High Street North and Barking Road), Forest Gate town centre and Green Street.

Figure 5. Use of Land Across Newham



Source: London DATASTORE

### 3.4 Green and Open Space

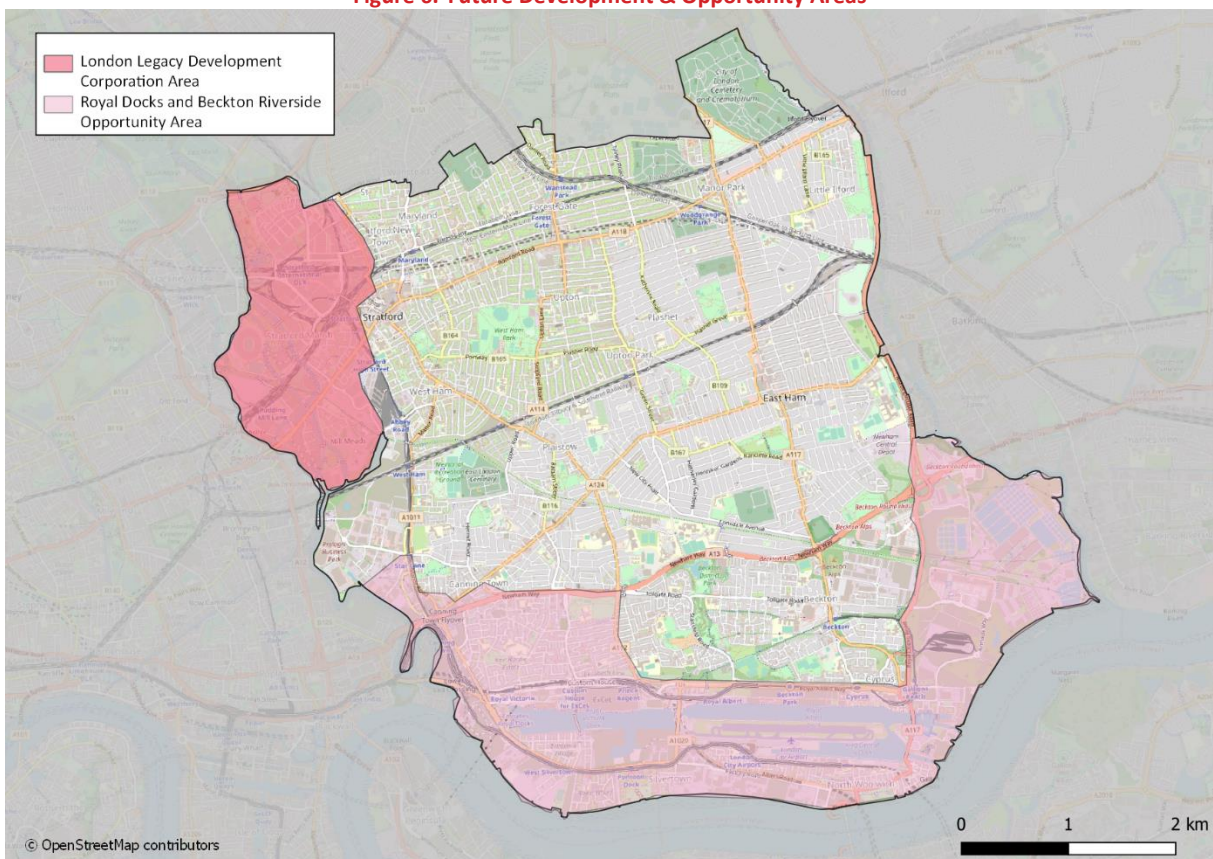
3.4.1 Research for the Local Plan Refresh (Newham Green and Water Space Strategy Interim Report, 2022) details that Newham has 246.67 Ha of publicly accessible greenspace, the majority of which consists of parks and gardens (39 sites). Provision varies across different wards, with some having provision above the Borough average (Beckton) and some having limited provision (Canning Town). Research suggests that people enjoy and use parks and open spaces in Newham, with 43% of residents visiting at least once a week. (Our Greenspaces And Water Spaces, Newham, 2019).

3.4.2 The borough of Newham has one of the lowest tree canopy coverages in comparison to the London Borough's. The existing tree canopy cover is 15.58%, this is the fourth lowest coverage of all the London boroughs with the least coverage being the City of London (2.37%) and the highest being Camden (28.19%) (Newham Characterisation Study, 2022).

### 3.5 Development Areas

3.5.1 The strategy will need to respond to future growth in the borough, most notably in the LLDC and Royal Docks and Beckton Riverside Opportunity Areas

**Figure 6. Future Development & Opportunity Areas**



Source: London DATASTORE

**London Legacy Development Corporation**

- 3.5.2 Located predominantly within Newham is the 560-acre Queen Elizabeth Olympic Park that was home to the 2012 Olympic Games. The London Legacy Development Corporation (LLDC) was set up to act as the planning authority for the park and surrounding areas post-games and takes responsibility for the regeneration legacy of the mega-event. LLDC’s town planning powers will be returned to respective London Boroughs, including Newham, by the end of December 2024.
- 3.5.3 It is one of the largest urban parks in Western Europe and at present it contains the London Stadium, Westfield Stratford City Shopping Centre, the Aquatics centre, the Olympic Village and the ArcelorMittal Orbit, the UK’s largest piece of art and tourist attraction, resulting in a high concentration of trip attractors and destinations.
- 3.5.4 Post-Olympics the site remains a significant trip attractor and employment and residential hub, with developments including the East London Tech City hub, the East Village apartment complex, and a head office for Transport for London.
- 3.5.5 Planned developments include the East Bank, one of the world’s largest and most ambitious culture and education districts, which will include a theatre, two museum sites, BBC music studios and two university campuses (UAL’s London College of Fashion and UCL East).

**Royal Docks and Beckton**

- 3.5.6 The Royal Docks and Beckton Opportunity Area encompasses areas of Docklands, Silvertown and Canning Town whilst providing home to London City Airport, City Hall, and the ExCel Exhibition Centre. The area forms part of the wider Thames Estuary Corridor identified for housing and employment growth which includes neighbouring zones at the Isle of Dogs and Thamesmead & Abbey Wood.
- 3.5.7 Poor transport connections have historically limited the corridors progress towards realising its growth potential. The London Plan estimates that in the Royal Docks and Beckton Riverside Opportunity Area there is potential to deliver 30,000 new homes and 41,500 new jobs. Delivering this sort of scale of growth is dependent upon improving transport connections, increasing capacity, and reducing barriers to movement across the Borough.

Figure 7. Royal Docks and Beckton Riverside Opportunity Area

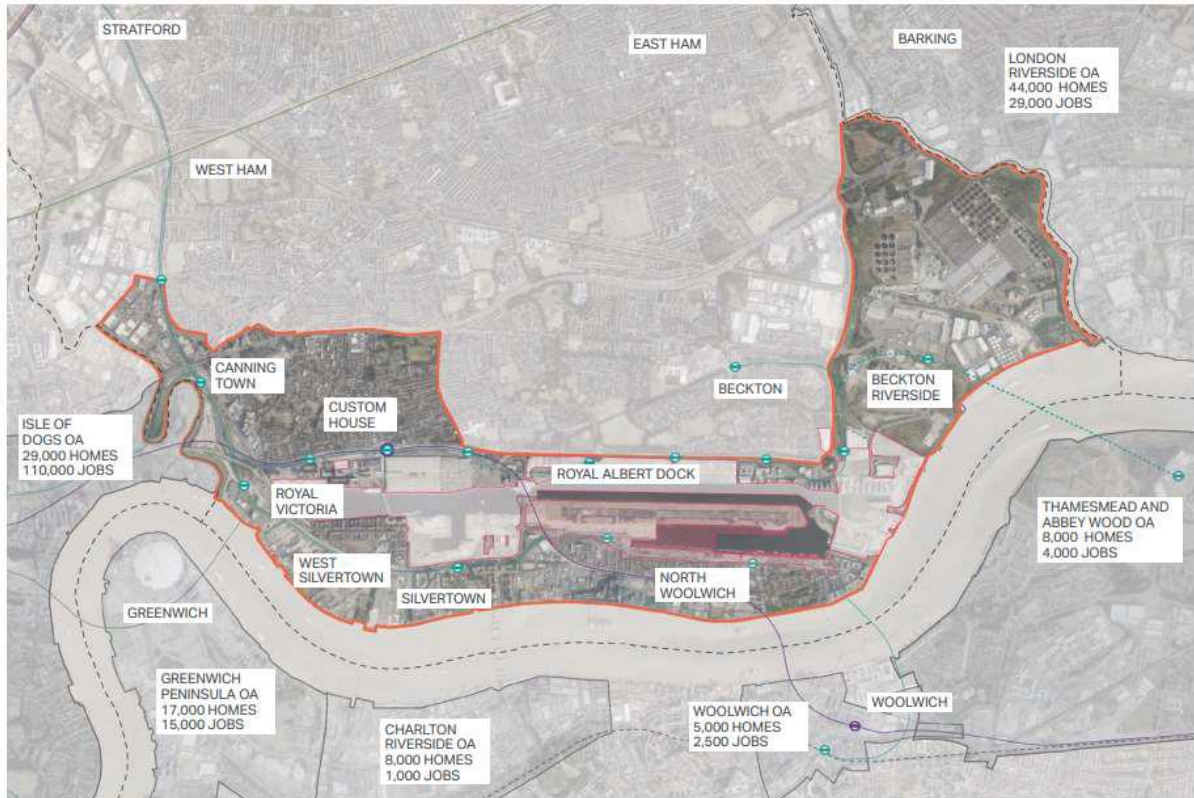


FIG 1.1 The Royal Docks and Beckton Riverside Opportunity Area  
\*OA figures are indicative numbers as per the draft London Plan

- OA boundary
- - - Borough boundary
- Enterprise Zone boundary
- DLR
- Elizabeth line
- London City Airport Boundary
- London City Airport Expansion



Source: Royal Docks and Beckton Riverside Opportunity Area Planning Framework (OAPF)

**London City Airport**

3.5.8 London City Airport (LCY) is the city’s most central airport and located in the Royal Docks of Newham. Noise pollution research conducted in 2019 by the Civil Aviation Authority (CAA) revealed that 74,000 people were impacted by the noise of planes flying over their homes from LCY. In 2016, the airport decided to make flight paths from London City Airport more concentrated, so they were only flying over one part of the Capital as opposed to the whole city.

3.5.9 Noise contours are assessed on an annual basis and for homes that fall within them sound insulation is installed to help maintain a quieter indoor environment. The London City Airport Noise Action Plan 2018-2023 goes into more detail regarding the noise residents that are eligible and outlines the further noise mitigation measures in place.

**3.6 Air Quality**

3.6.1 The whole Borough of Newham has been declared an Air Quality Management Area (AQMA) in 2019, for both Nitrogen dioxide (NO2) emissions and Particulate Matter (PM10)

& PM2.5) emissions, as safe levels of those pollutants are on average exceeded boroughwide.

3.6.2 14% of the Borough’s population are exposed to NO2 levels above the air quality objective for human health and on average all Newham residents are exposed to levels of PM2.5 which equates to 35% higher than the WHO guideline value of 10µg/m3. Transport is a major contributor to Newham’s air quality affecting the health of the population.

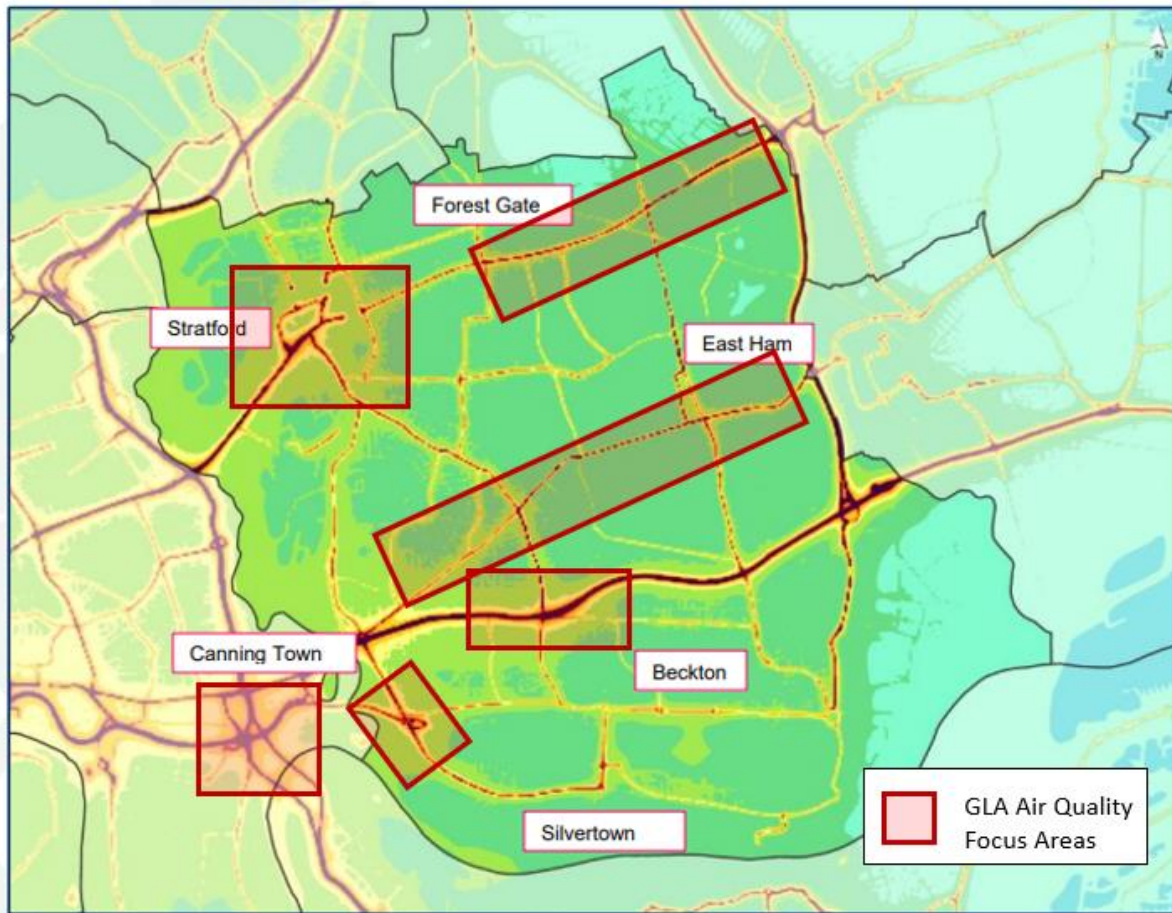
3.6.3 The Greater London Authority has identified five “Air Quality Focus Areas” within Newham, as areas having both high levels of NO2 and significant human exposure. These are:

- Stratford Town Centre;
- A118 East (Romford Rd);
- A13 West (Newham Way);
- A1011 South (Canning Town);
- A134 (Barking Road).

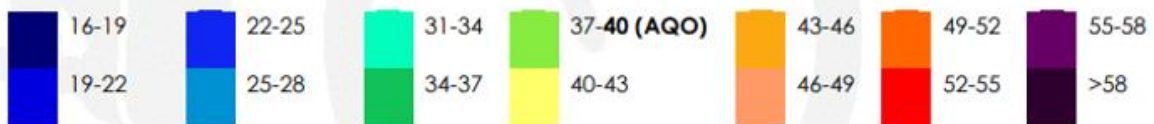
3.6.4 Despite not being within the borough’s boundaries, the entrance of the Blackwall Tunnel is another identified GLA Air Quality Focus Area that affects people in Newham, due to traffic congestion in the area and the large number of vehicles using the tunnel. It is believed that the opening of the Silvertown Tunnel should ease congestion in the Blackwall Tunnel area and, consequently, reduce air pollution caused by traffic, but these claims are often contested, as the new tunnel could also generate more traffic.

3.6.5 Overall air quality is worst to the west boundary and towards central London. NO2 concentrations are detailed in the map below. The higher levels clearly correlate with the locations of major roads in the Borough, The A13, A406 (North Circular), Barking Road and Romford Road.

Figure 8. Air Quality Newham



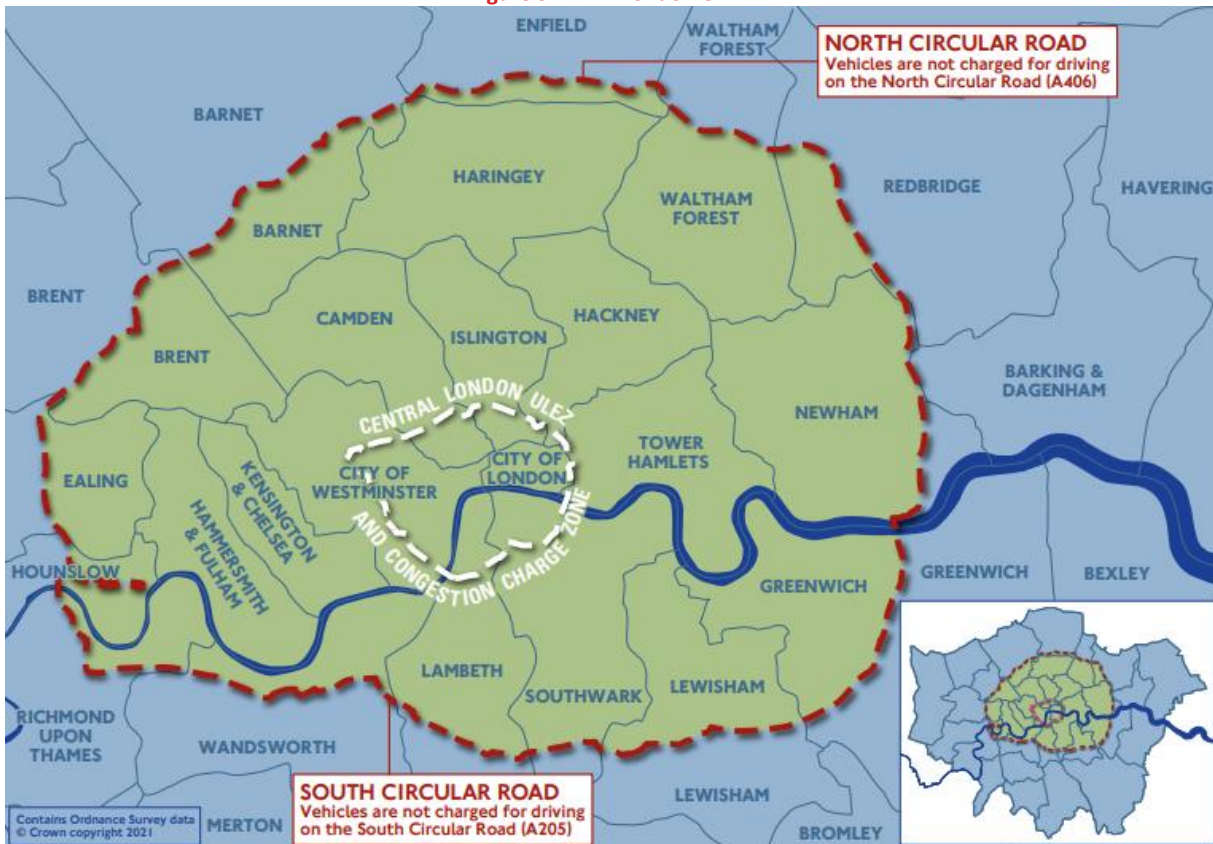
**Legend | NO<sub>2</sub> (µg/m<sup>3</sup>)**



Source: Newham air Quality action Plan 2029-2024

3.6.6 The Ultra-Low Emission Zone Charge was introduced by Transport for London in October 2021 with the intention of encouraging owners of older polluting cars, motorcycles, lighter vans, and minibuses to take action.

Figure 9. London ULEZ



Source: TfL ULEZ Where and When 2021

3.6.7 Following the ULEZ expansion and over a year on from the enforcement of tighter LEZ standards, the data indicates that these schemes are having a significant impact on the number of older, more polluting vehicles in use in London and the levels of harmful pollution Londoners are exposed to. A bigger share of vehicles in London are cleaner, just six months after the launch of the ULEZ expansion nearly 94% of vehicles seen driving in the whole zone meet the strict ULEZ standards on an average day, up from 87% in the weeks before the zone expanded, and up from 39% in 2017 when impacts associated with the ULEZ began.

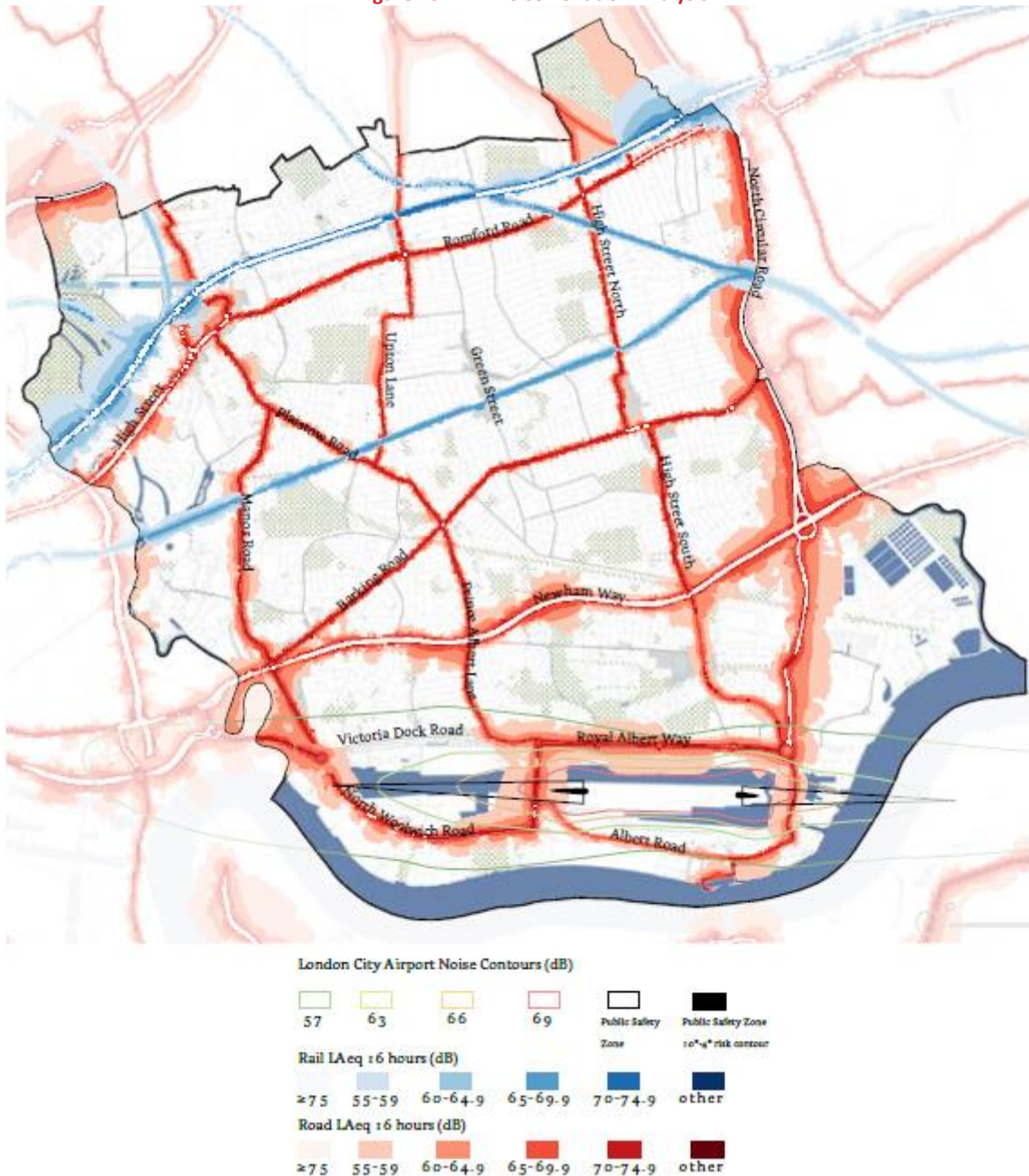
### 3.7 Noise

3.7.1 Research for the Household Survey 2018 indicates 16% of Newham households cited noise from traffic, business or factories being an issue. In addition to London City Airport, major roads such as the A13 and A406 are large contributors, with average noise level decibels increasing alongside them.

3.7.2 Data on noise pollution reported in the Newham Characterisation Study (2022) indicated that along Romford Road, Barking Road, High Street North and South and Prince Albert Lane, the highest noise levels are limited to the area immediately parallel to major routes. Noise produced by the North Circular towards Gallions Reach, and the major routes in the Royal Docks such as Royal Albert Way, North Woolwich Road and Albert Road have higher level of noise which expands into areas on either side of the major road.

3.7.3 The same data indicates that the majority of noise from railway lines are limited to the immediate area on either side of the railway lines, except in the area around Queen Elizabeth Olympic Park and into the City of London Cemetery & Crematorium.

Figure 10. Noise Pollution Analysis



Source: Newham Characterisation Study (2022)

### 3.8 Topography

3.8.1 As visualised in the map below, the topography of the borough is mostly flat. The highest elevation is to the north of the Borough and the boundaries with Waltham Forest and Redbridge, although nowhere reaches higher than 30m.



3.8.2 Being generally flat, Newham should be well suited to active travel and its promotion.

**Figure 11. Topography Newham**



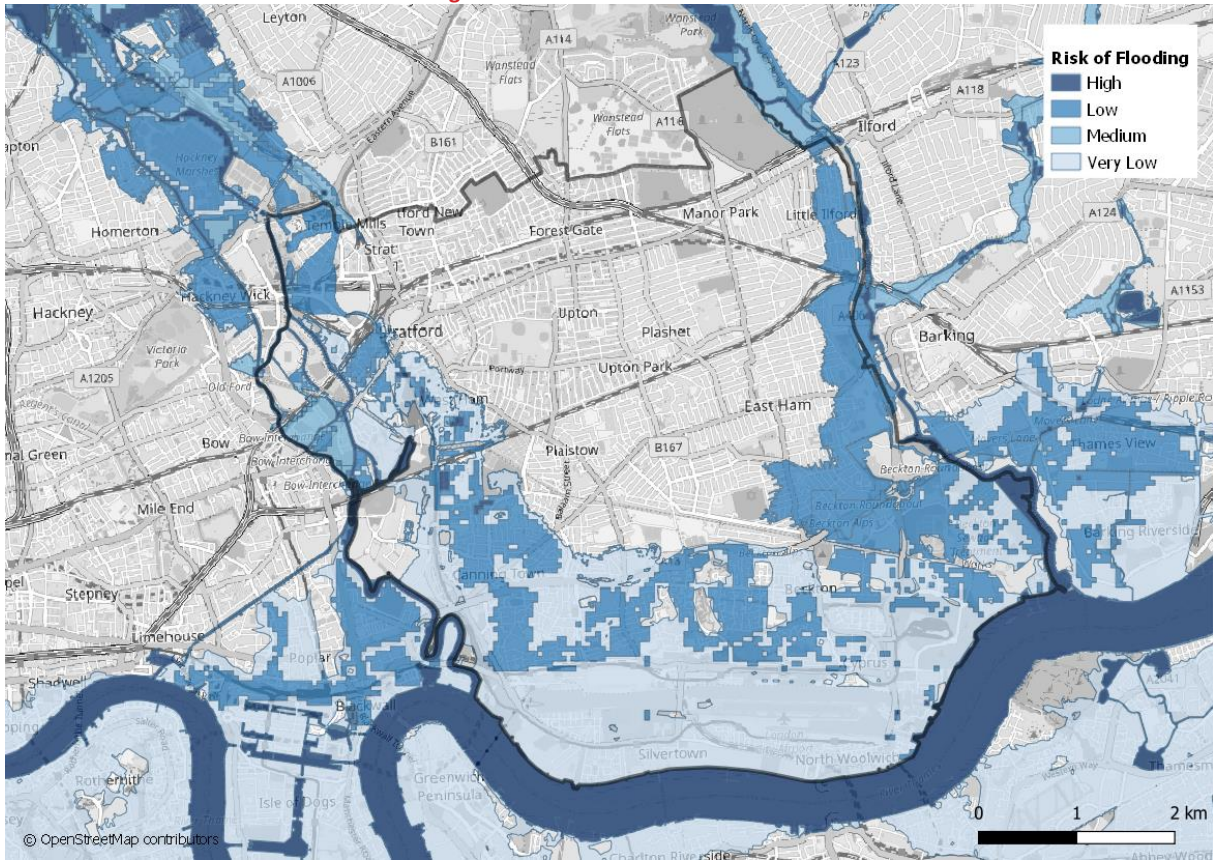
Source: <https://en-gb.topographic-map.com/>

### 3.9 Climate Risk

3.9.1 Newham is bordered on three sides by the three rivers. The Thames demarcates to the south, the Lea delineating to the west and the Roding to the east. The Thames barrier, a retractable barrier system built to protect the floodplain of most of Greater London from exceptionally high tides and storm surges, has its northern bank in Silvertown.

3.9.2 The below dataset maps flood risk for London based on the Environment Agency's national dataset. The cells are allocated into four flood risk categories ranging from high to low risk, this process takes into consideration flood defences and their condition. Areas immediately north of the Thames in the Royal Docks and Beckton are labelled as very low risk of flooding can be attributed to the strong levels of flood defences in place and the impact of Thames barrier defences. The Thames barrier protects against tidal and fluvial flooding, and it is unlikely that it would be breached. Flood risk is higher to the north of the docks, and alongside the other two rivers.

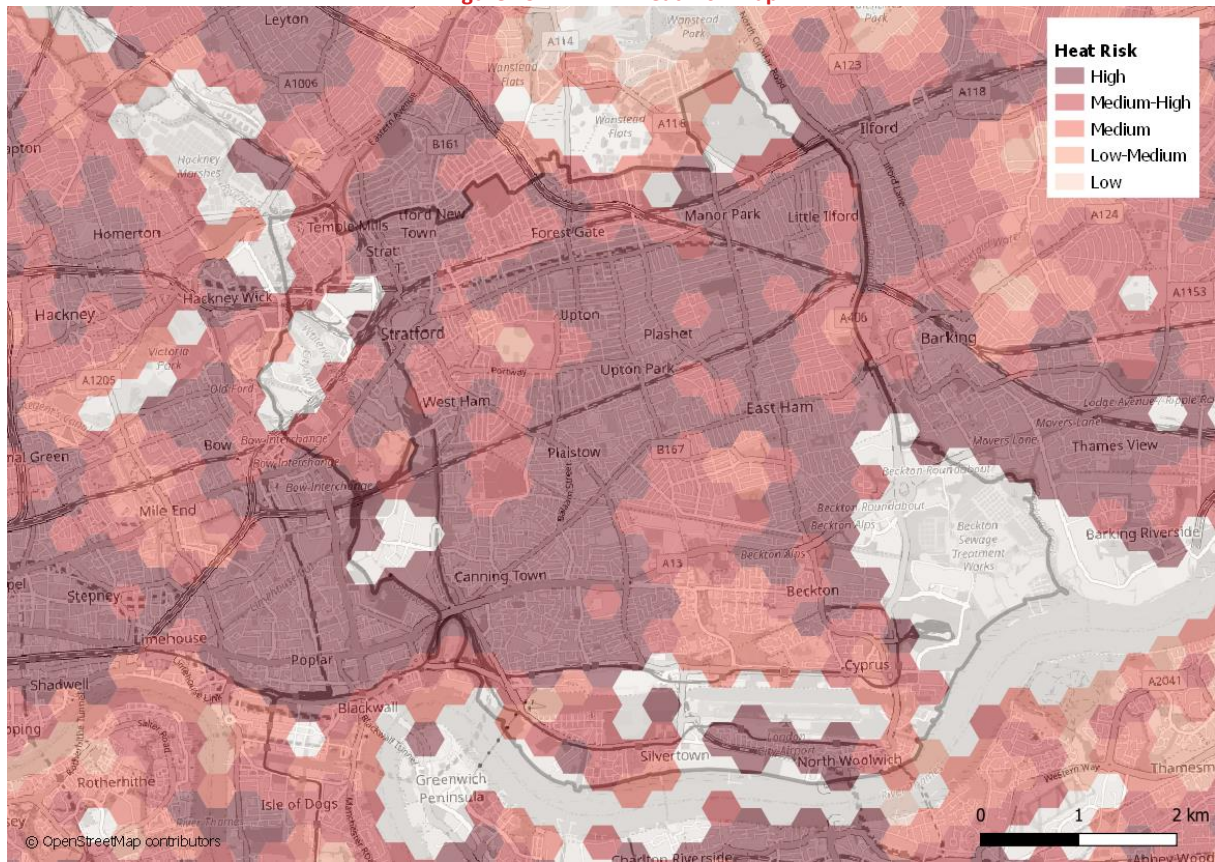
**Figure 12. Flood Risk Zones**



Source: London DATASTORE

- 3.9.3 Figure 12 shows that the area’s most at risk of extreme heat are concentrated across the central belt of the Borough, with much lower risk by the river to the south and east, reflecting the presence of water and green space.
- 3.9.4 In the context of climate change, excess heat represents a risk for the population, especially in urban areas where lack of shading and the presence of tarmac can contribute to increased surface temperatures. Figure 13 shows that the highest heat risk is located in correspondence of major road, demonstrating the impact that motorised transport has in increasing heat risk.

Figure 13. Heat Risk Map



Source: London DATASTORE

### 3.10 Summary

3.10.1 Newham is shaped by the River Thames to the south, Lea to the west and Roding to the east. It is predominantly flat. There are pockets of green space, as well as the docks which provide a major feature across the borough’s southern extent. Newham is primarily residential, with a number of centres of varying size across the borough. It has multiple major attractions that will attract trips from outside the borough, for either business or leisure purposes, as well as London City Airport. Non-residential use is mostly focused to the edges, with significant quantities of industrial land along the southern edge. The LLDC and Royal Docks Opportunity Areas provide a focus for future development. Air quality across the borough is poor, particularly in proximity to the major roads.

## PEOPLE

### 4.1 Introduction

4.1.1 Through the use of census data, alongside other population sources and indicators, this section will seek to address the research question of ‘*Who makes up the population of Newham?*’. At the time of writing the first results to be published from the 2021 census for England and Wales were population and household estimates, it is important to note that figures may differ slightly in the future when rounding is removed, and further statistical processes applied. Nonetheless where appropriate 2021 figures have been included in this analysis alongside Office for National Statistics datasets from the 2011 census. In this instance it is important to note that the Census 2011 data is over 10 years old and may not provide an entirely accurate or up to date picture of Newham residents.

### 4.2 Population

4.2.1 The population of Newham in the 2021 census was estimated to be at 351,100, which can be broken down into 175,600 females and 175,500 males. Newham’s population experienced a growth rate of 14% between the period 2011 to 2021, this is double that experienced by London as a whole, at 7.7% across the same timeframe. The overall increase for England in this period was 6.6%. The largest population increases in London have been seen in neighbouring Boroughs Tower Hamlets and Barking & Dagenham, where the populations have grown by 22.1% and 17.7%, respectively.

**Table 1. Population Change in London and Newham (GLA City Intelligence, 2022)**

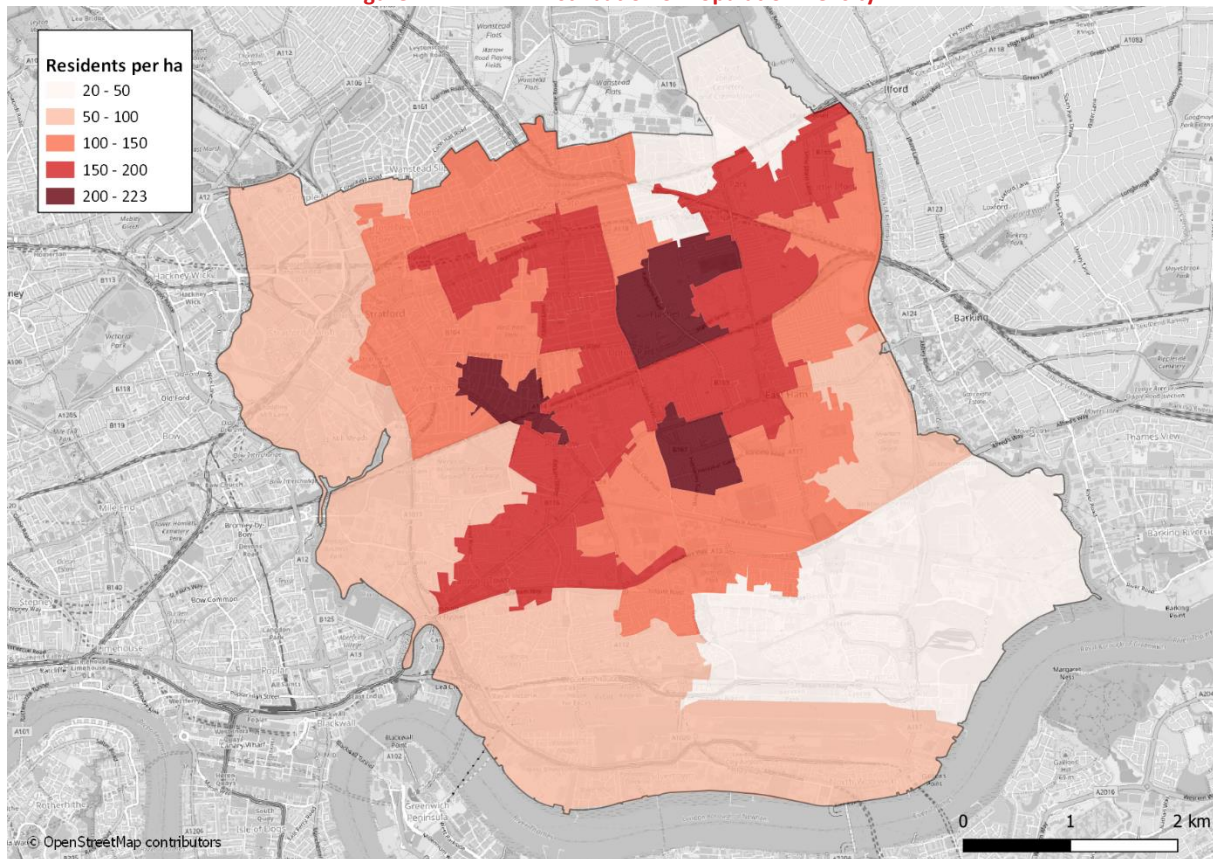
AREA	2011 CENSUS	2021 CENSUS	CHANGE	% CHANGE
London	8,173,900	8,799,800	625,900	+7.7%
Newham	307,984	351,100	43,116	+14%

4.2.2 Over the next ten years Newham will account for 30% of London’s population growth. The Borough’s population is expected to grow to above 440,000 by 2031 from its current 351,100,

4.2.3 Whilst the longer-term effects of the pandemic are still unknown, it has remained clear over the last few years that London’s population is continuing to grow. There is significant pressure to build and deliver more housing whilst improvising access to jobs and services. The Mayor’s Transport Strategy, that was published in 2018, had forecasted London’s population to grow to 10.8 million by 2041.

4.2.4 These population estimates may be prone to fluctuations given that Newham is also a very transient Borough. For instance, over 15% of the population either moved in or out of the Borough in 2017 alone.

Figure 14. Distribution of Population Density



Source: ONS (2020)

- 4.2.5 Visible in the density distribution map above, Newham’s population is focused in the central and more northern areas and is lower towards the edges. It is expected that future population distribution will be more evenly spread as population growth will be concentrated in lowest density areas, where new residential developments will be built.
- 4.2.6 Census 2021 data indicates that population density in the Borough is equivalent to 97 residents per hectare or a figure of 9,700 usual residents per square kilometre. This population density of 97 per ha has risen significantly from 69 in 2001 and 89 in 2011 (ONS 2021, Demographic Projections). Newham is the eighth most densely populated of London's 33 local authority areas.
- 4.2.7 In addition to this Newham has the highest average household size in London, it stood at three in 2011, when the national average was at just two and the London average only slightly higher at two and a half (Census, 2011).
- 4.2.8 There remains a significant pressure to provide new homes for Londoners and Newham residents to mitigate against the continual shortfall. The previous London Plan identified a need to deliver 49,000 new homes each year over the period 2011 to 2036. However, on average only 25,000 have been delivered each year over the last ten. This in turn has led to rapidly increasing housing costs and diminishing affordability. As a result of this housing shortage, the latest London plan identifies the need to increase the rate of housing delivery in the near future to account for future population growth and to alleviate the under-supply backlog.

## 4.3 Demographics

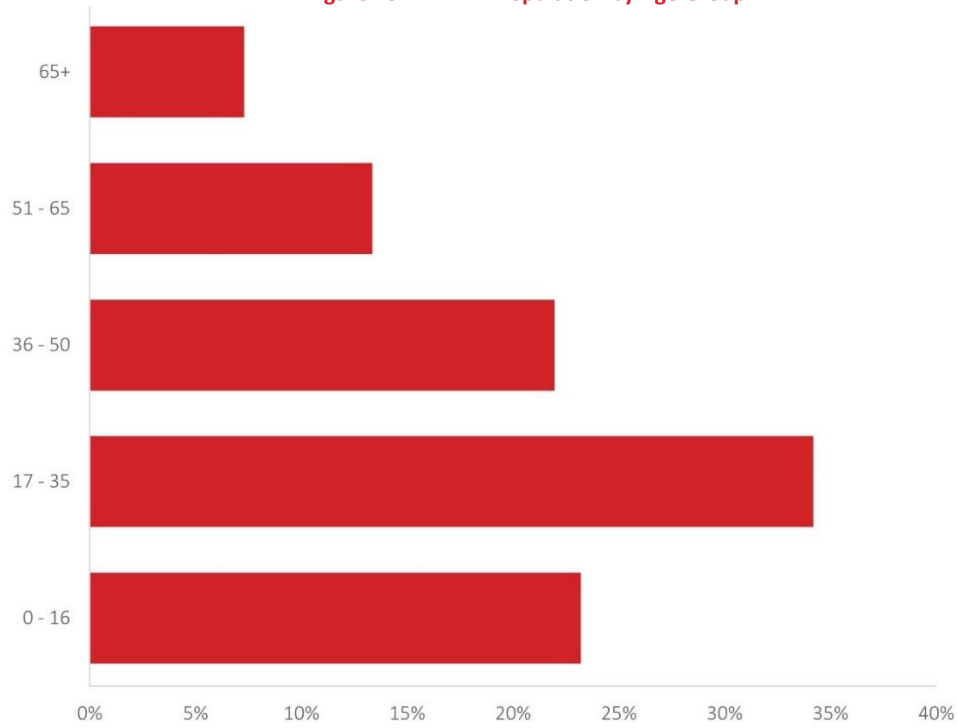
4.3.1 Newham has the most diverse population of any local authority in the entire country, with its Black, Asian, and Minority Ethnic (BAME) population representing 72.5% of the Borough’s residents. Over 100 languages are spoken with English being the most common followed by Bengali, Urdu, and Gujarati (GLA 2019). For 41% of the population over three years-old English is not their main language (Census, 2011). Christianity is the largest religion in the borough (40%), followed by Islam (32%). One in ten stated they had no religion. The below table breaks down the demographics of Newham even further.

**Table 2. Population and protected characteristic split in London and Newham**

PROTECTED CHARACTERISTIC	SUB-GROUP	LONDON	NEWHAM
Gender (Census 2021)	Female	51.5%	50.1%
	Male	48.5%	49.9%
Age (Census 2021)	Under 14	18%	20%
	14-64	70%	73%
	65+	12%	7%
Disability (Census 2011 / Mid 2020 ONS MYE)	Disabled	14%	14%
	Non-disabled	86%	86%
Ethnic Group (Census 2011 Census 2011 / Mid 2020 ONS MYE)	White	60%	29%
	Asian/Asian British	18%	43.5%
	Black/African/Caribbean/Black British	13%	18%
	Other	8%	10%
Religion or Belief (Census 2011 Census 2011 / Mid 2020 ONS MYE)	Christian	48%	40%
	Muslim	12%	32%
	Hindu	5%	8.8%
	Sikh	2%	2.1%
	Other	3%	7.6%
	No religion	29%	9.5%

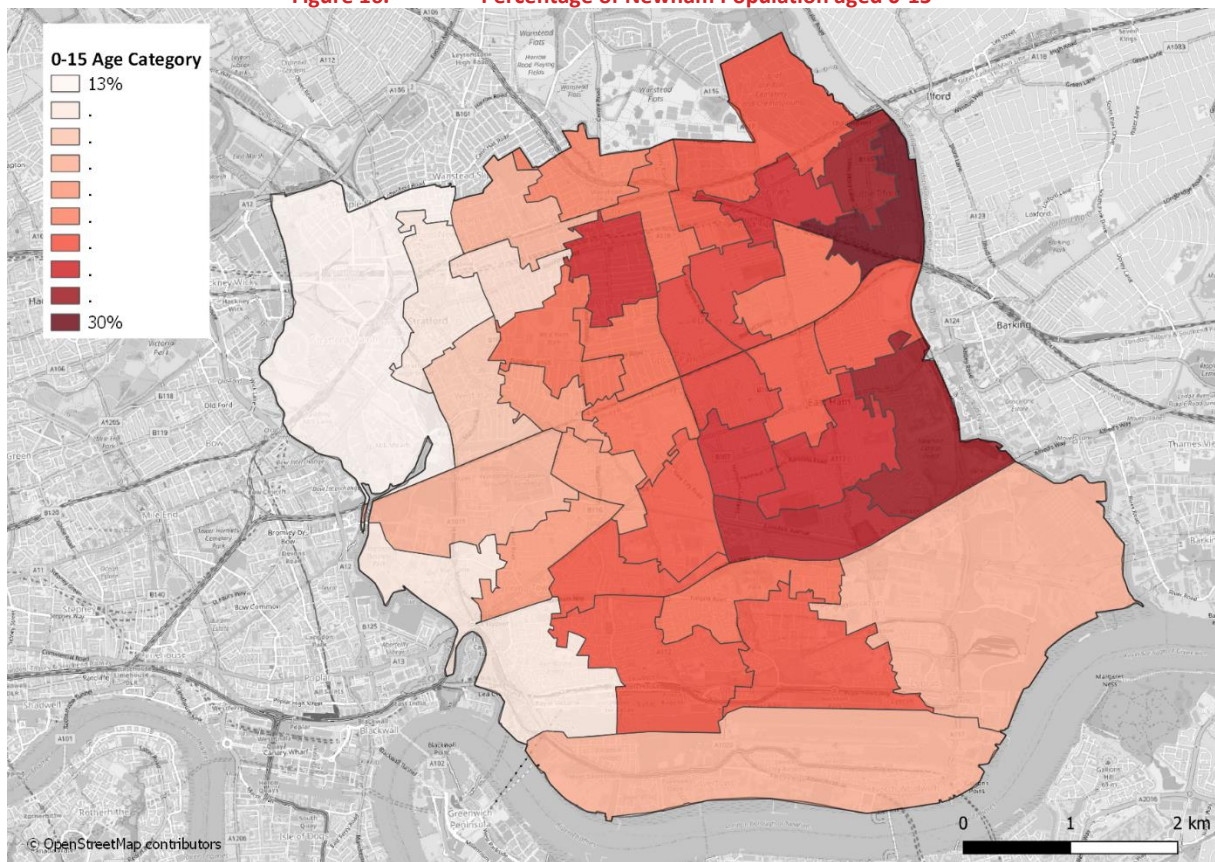
- 4.3.2 It is important to note that the demographic make-up of Newham is constantly changing and has considerably over the last decade following complex migration and immigration patterns. Estimates in 2020 indicated that over 101,000 of the population make-up of Newham were non-UK nationals. EU nationals comprise the bulk of this at 62,000 followed by South Asian nationals.
- 4.3.3 In terms of population by nationality the country providing the largest non-UK population for Newham in 2020 was Romania at 5%, followed by Italy 3.6% and then Pakistan 2.5%. India and Lithuania also comprise a large amount of the non-UK nationals.
- 4.3.4 Further work is necessary to understand the geographies of where most recent immigrants are settling. Notably there are large Romanian communities in the North of the Borough in Forest Gate, Stratford, and New Town.
- 4.3.5 Studies this year revealed Newham has 1,340 residents who were born in Ukraine which is the highest population of Ukrainians in the UK. This number is expected to rise as the existing Ukrainian population can bring over refugees on the Family visa scheme.
- 4.3.6 In regard to disability Newham coincides with the London average, latest estimates indicated that 14% of residents had a long-term health problem or disability, meaning people whose day-to-day activities are limited a lot or a little by a disability or long-term medical condition. This indicates that there will be accessibility issues for sustainable modes of transport and there is a duty to alleviate against such barriers, in order to encourage a modal shift.
- 4.3.7 The census 2021 data shows that the population is essentially equally split between female (50.1%) and male (49.9%). It is important to note the age distribution which clearly demonstrates that the Borough has a young population. The Boroughs youth population stands at 24.6% of the resident community under the age of 18 years (ONS 2018). There has been an increase of 21.9% in people aged 65 years and over, an increase of 15.3% in people aged 15 to 64 years, and an increase of 7.1% in children aged under 15 years.
- 4.3.8 The 2021 census indicates that there has been an increase of 21.9% in people aged 65 years and over, an increase of 15.3% in people aged 15 to 64 years, and an increase of 7.1% in children aged under 15 years.

**Figure 15. Population by Age Group**



Source: Census (2021)

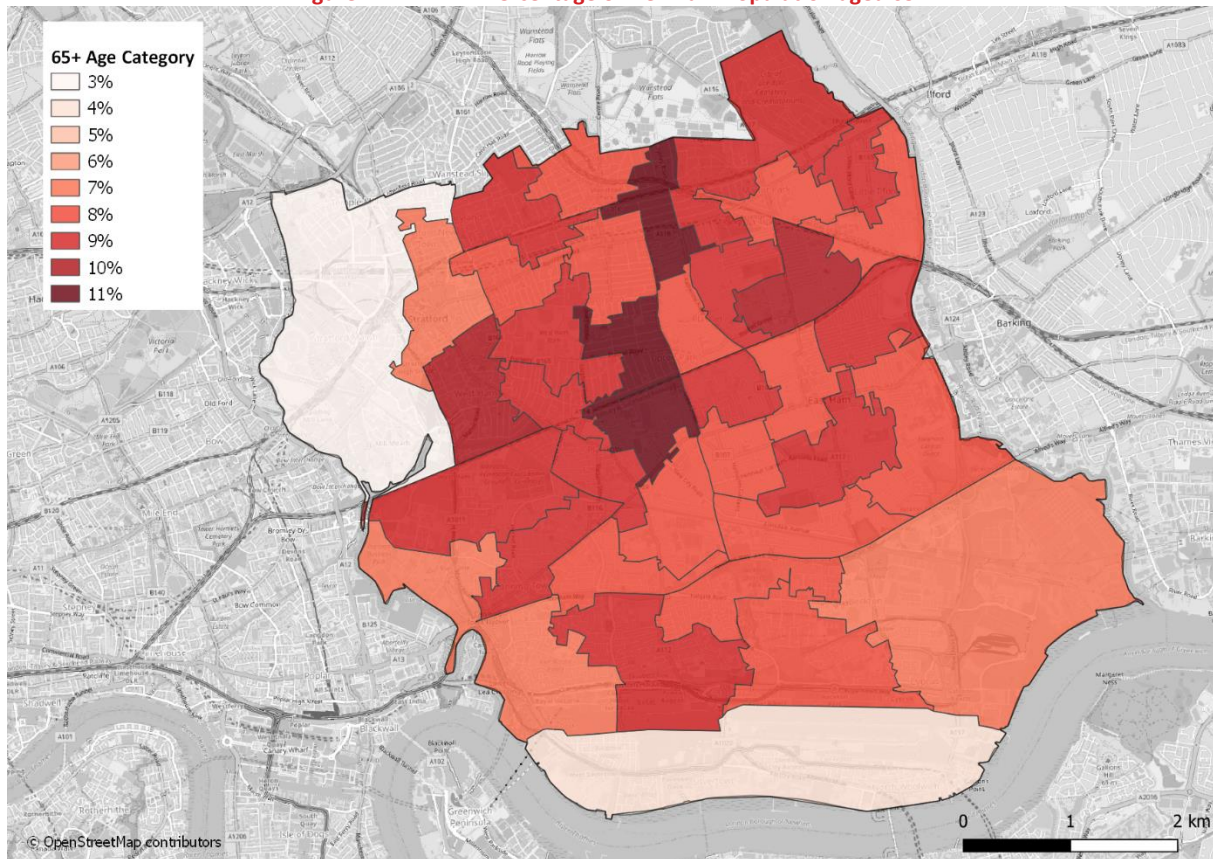
**Figure 16. Percentage of Newham Population aged 0-15**



Source: ONS (2020)



Figure 17. Percentage of Newham Population aged 65+



Source: ONS (2020)

## 4.4 Economy

4.4.1 The following maps illustrate the local economic situation in comparison with the national picture, by utilising indices of deprivation. Indices of deprivation can be utilised to draw attention to inequality across the Borough and nationally.

4.4.2 The indices of deprivation measures that are utilised in England for small lower super output areas (LSOAs) are based upon the below domains of deprivation:

- Income Deprivation (22.5%)
- Employment Deprivation (22.5%)
- Education, Skills, and Training Deprivation (13.5%)
- Health Deprivation and Disability (13.5%)
- Crime (9.3%)
- Barriers to Housing and Services (9.3%)
- Living Environment Deprivation (9.3%)

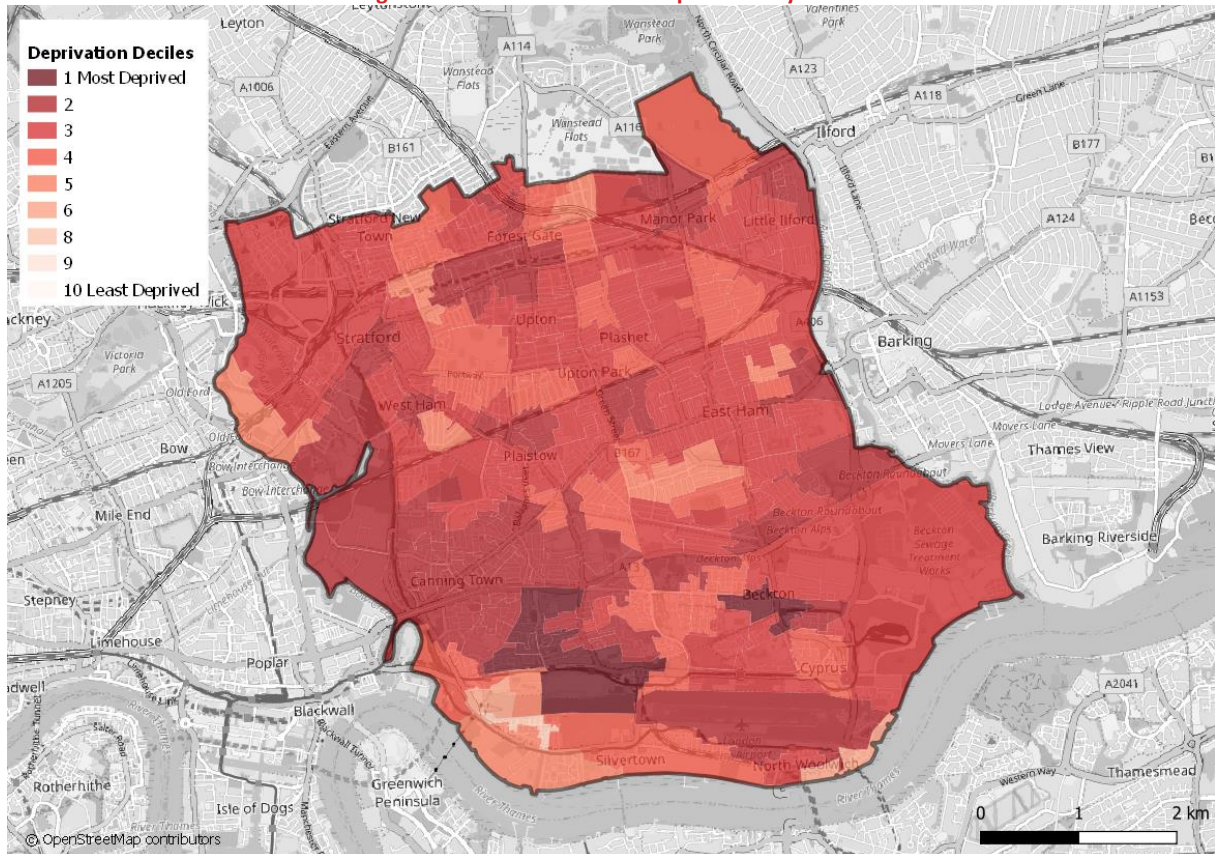
4.4.3 In order to understand how the overall index of multiple deprivation (IMD) is calculated the appropriate weights for the domains is also given above.

4.4.4 The below sections have used IMD data from 2019 and the 32,844 LSOAs have been ranked against each other in order to classify them into deciles of high and low deprivation.

## 4.5 Deprivation

4.5.1 A key challenge in the London Borough of Newham is economic deprivation. Economic inactivity and unemployment are high. Historically Newham has been one of the most deprived Boroughs in London. There are four areas located in the centre and north of the Borough that are among the 10% most deprived in the country due to economic, health, educational and other inequalities.

**Figure 18. Indices of Deprivation by Decile**



Source: Ministry of Housing, Communities and Local government (2019)

4.5.2 Four neighbourhoods across Newham are among the 10% of the most deprived in England according to this data. The neighbourhood around Tollgate Road and Woolwich Manor Way in Beckton was ranked 2,519 out of the 32,844 LSOAs as suffering from high levels of deprivation. Three neighbourhoods in Customs House are also ranked among the decile of the most deprived from the area around Newham Way down to the Excel Waterfront.

4.5.3 As a result of these levels of deprivation the borough was ranked 12<sup>th</sup> of 217 local authority districts that were deemed most deprived in 2019.

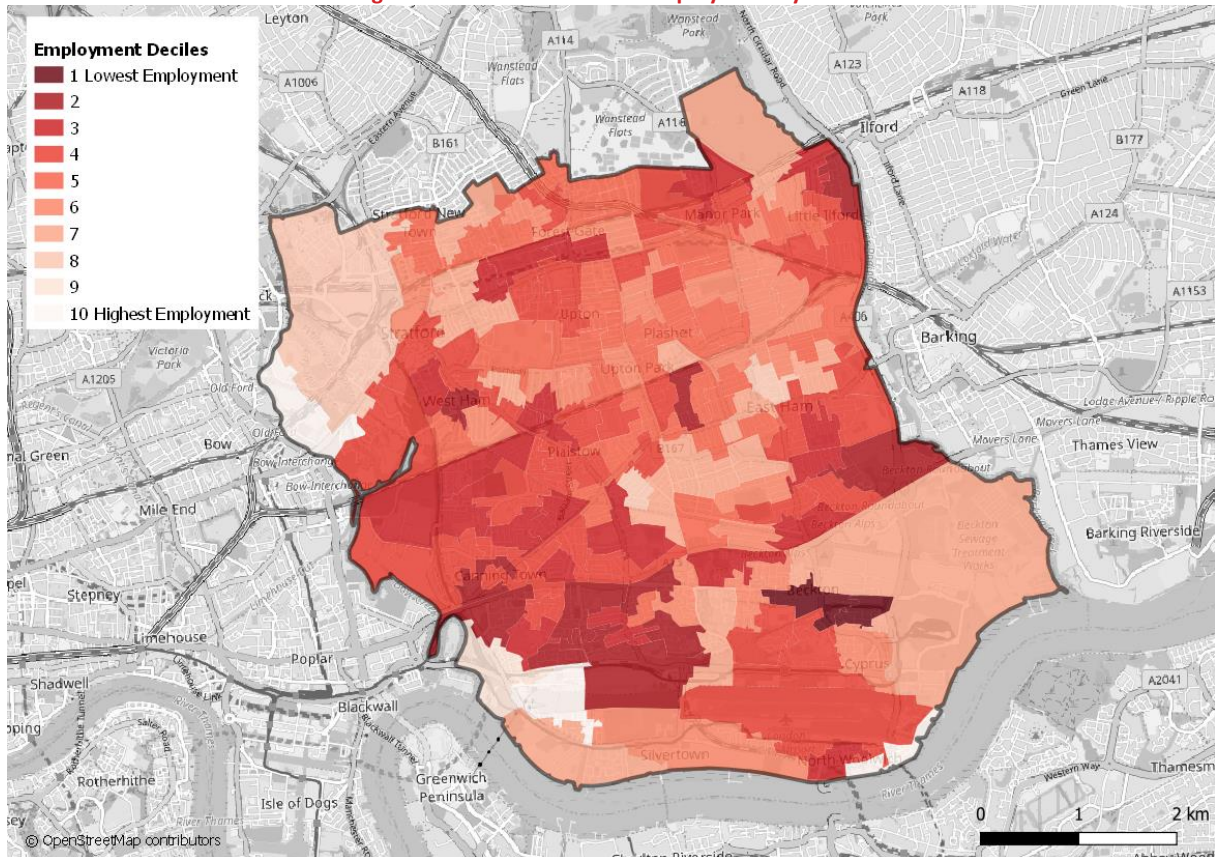
## 4.6 Employment

4.6.1 Employment tends to cluster around the centres previously detailed with the highest level of employment around Stratford and New Town. As detailed in the map below there are also areas with low unemployment in Canning Town South and Beckton. As can be derived

from this, the areas in Newham with the Highest levels of unemployment are located in Customs House, Canning Town North, and East Ham South.

4.6.2 In terms of employment population, the 2011 census Newham’s resident workforce was 102,0000, with just a quarter of those working within the Borough itself indicating that three quarters commute out of the Borough for work. Such a considerable level of out commuting indicates there are more jobs available in Central London that are most likely offering higher earnings.

**Figure 19. Indices of Employment by Decile**

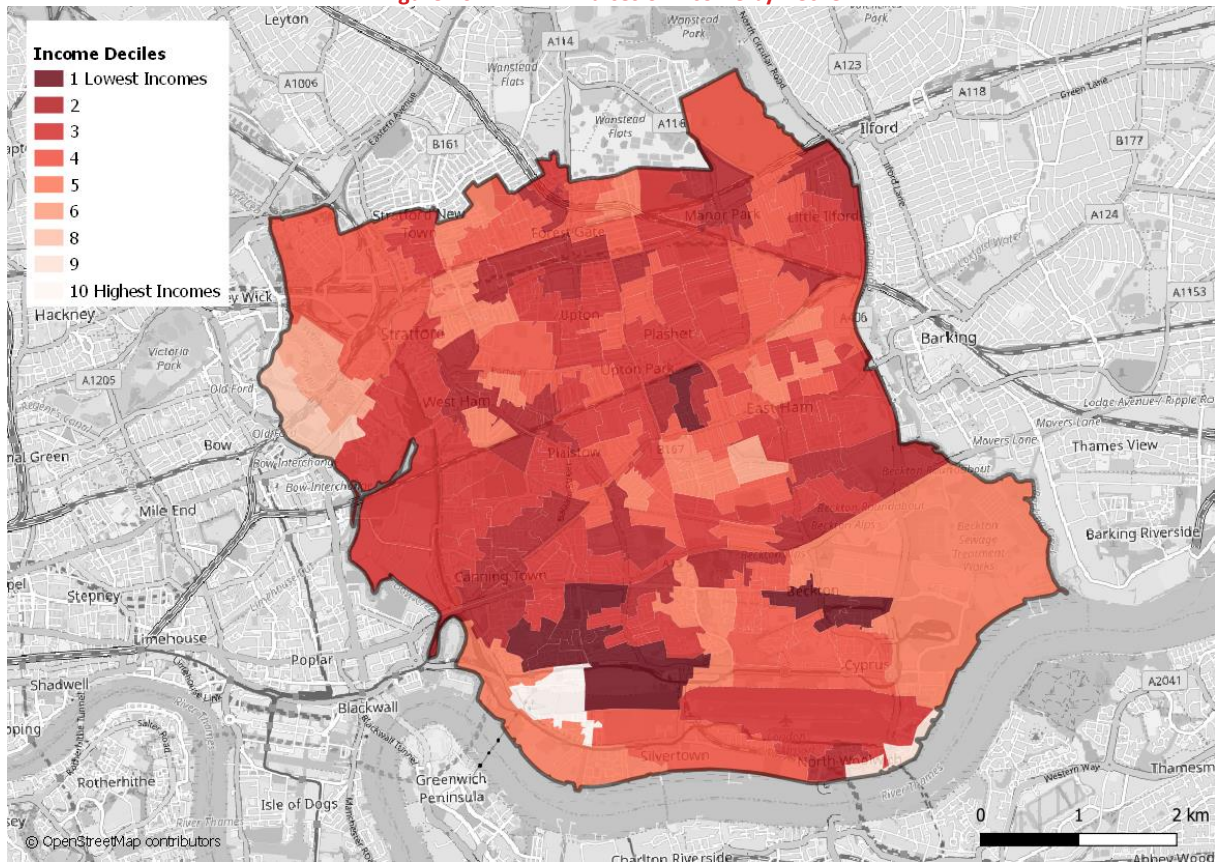


Source: Ministry of Housing, Communities and Local government (2019)

4.6.3 It is likely that the Covid-19 pandemic contributed towards an increase in the levels of unemployment in Newham to around 7%, this is significant when compared with the national average of 4%. The Universal Credit claimant rate was higher in Newham than the most recent rates for London or England in 2020 (NOMIS).

4.6.4 Alongside this there are issues regarding underemployment, an NHPs survey in 2018 revealed that one in five residents (19%) wanted to work longer hours at their current rate of pay. This is evidenced in the indices of income map on the following page. It demonstrates that the vast majority of LSOAs ion the Borough fall into the highest deciles of income deprivation. The lowest incomes can be found in Customs House and nearby to Boleyn.

Figure 20. Indices of Income by Decile

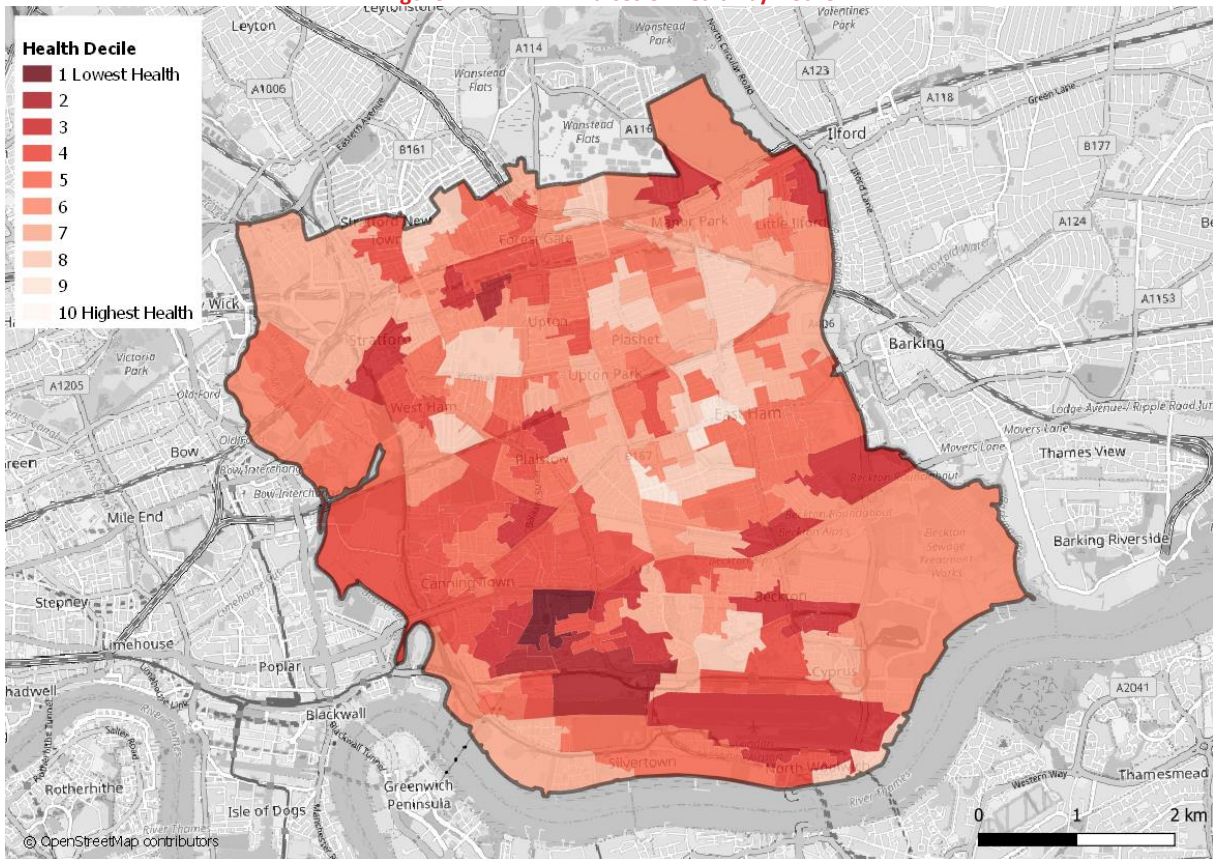


Source: Ministry of Housing, Communities and Local government (2019)

## 4.7 Health

- 4.7.1 The lowest health deciles are in the west of the borough, which align with greatest deprivation and some of the worst air quality. Once more the neighbourhoods that rank poorly for other indices of deprivations, rank poorly for health, as is evident in Customs House, Canning Town North, and parts of the Royal Docks.
- 4.7.2 Life expectancy at birth for the Borough is 80.2 for males and 83.3 for females. Whilst both of these figures remain above the national average life expectancies for each sex, they fall slightly below the London average of 80.7 for Males and 84.5 for females.
- 4.7.3 The COVID-19 pandemic has however hit Newham disproportionately in comparison to other boroughs across London. Research based on national data has revealed that certain BAME ethnic groups and those in high deprivation have suffered worse outcomes from the virus.

**Figure 21. Indices of Health by Decile**



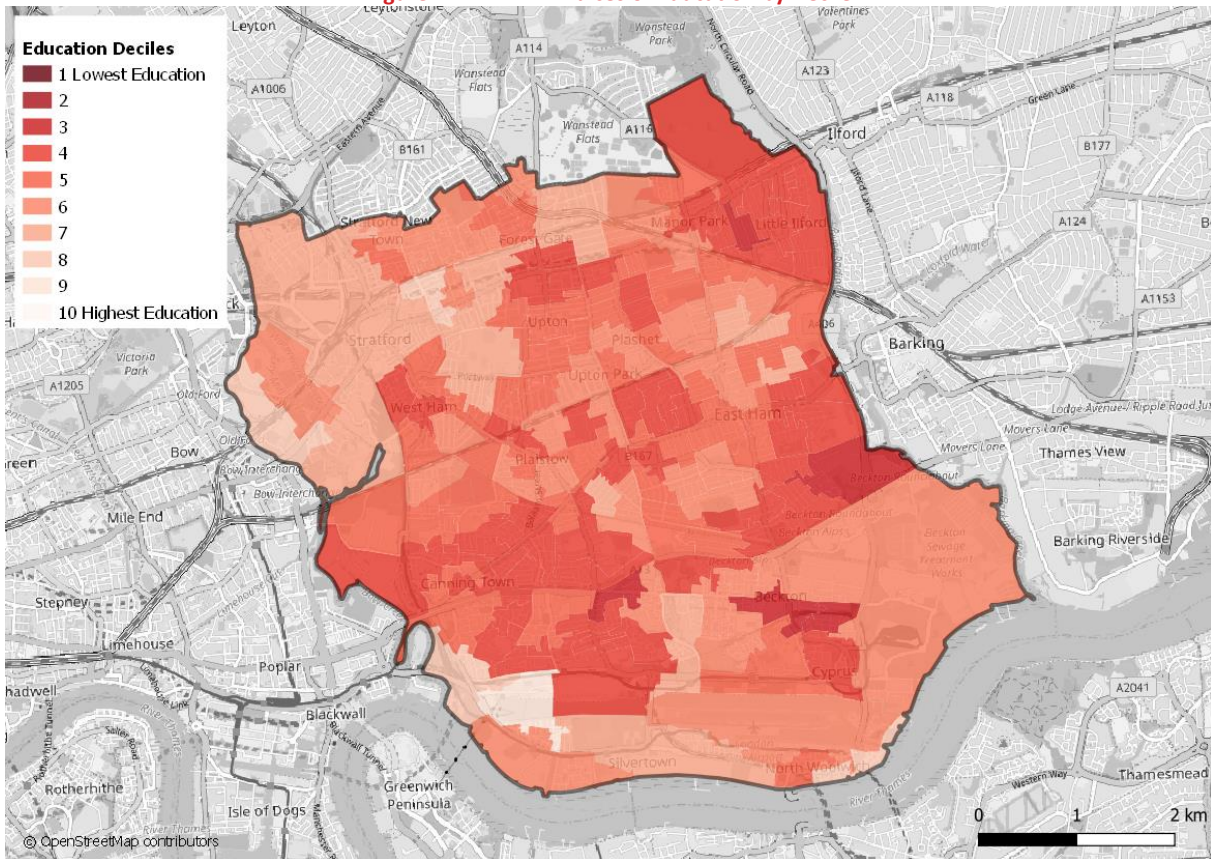
Source: Ministry of Housing, Communities and Local government (2019)

## 4.8 Education

4.8.1 In terms of education Newham does not rank as poorly as it does with several of the other indices of deprivation. Notwithstanding this, over one in four (28%) of Newham residents have no formal qualifications which is significantly more than the London (9%) or UK (12%) figures. Whilst just one in ten Newham residents (11%) have a Higher Education qualification which is considerably low when compared with almost half of Londoners (47%) and over a third of people in the UK (36%) (NHPS 2018).

4.8.2 The map below details that the areas with the highest rates of education surround Stratford, Forest Gate South, and Canning Town South. The areas that fall into the lowest deciles for indices of education are found to the East in Little Ilford and East Ham South.

**Figure 22. Indices of Education by Decile**



Source: Ministry of Housing, Communities and Local government (2019)

## 4.9 Transport Classification of Londoners

4.9.1 Transport for London have developed the Transport Classification of Londoners (TCoL), which categorises Londoners based on their travel choices and attempts to outline the motivations for making these decisions.

4.9.2 TfL’s Classification of Londoners puts most of Newham’s residents in the categories “Affordably Transitions” and “Family Challenge”, both have which have above average propensity to change travel behaviour.

4.9.3 People in the “Affordable Transitions” segment are likely to be experiencing life transitions like starting a first job or a new family. The highest share of Newham residents falls in this segment (58%). In terms of transport use, they are characterised by low car use and high public transport use, whilst in terms of active travel use, walking is average and cycling above average. As a consequence, the propensity to change behaviour is higher compared to any other identified segment, especially the propensity to reduce car use and increase cycling. Things that would motivate a change in travel behaviour for this group include opportunities to save money, improve health and fitness benefits, and facilitate lifestyle changes.

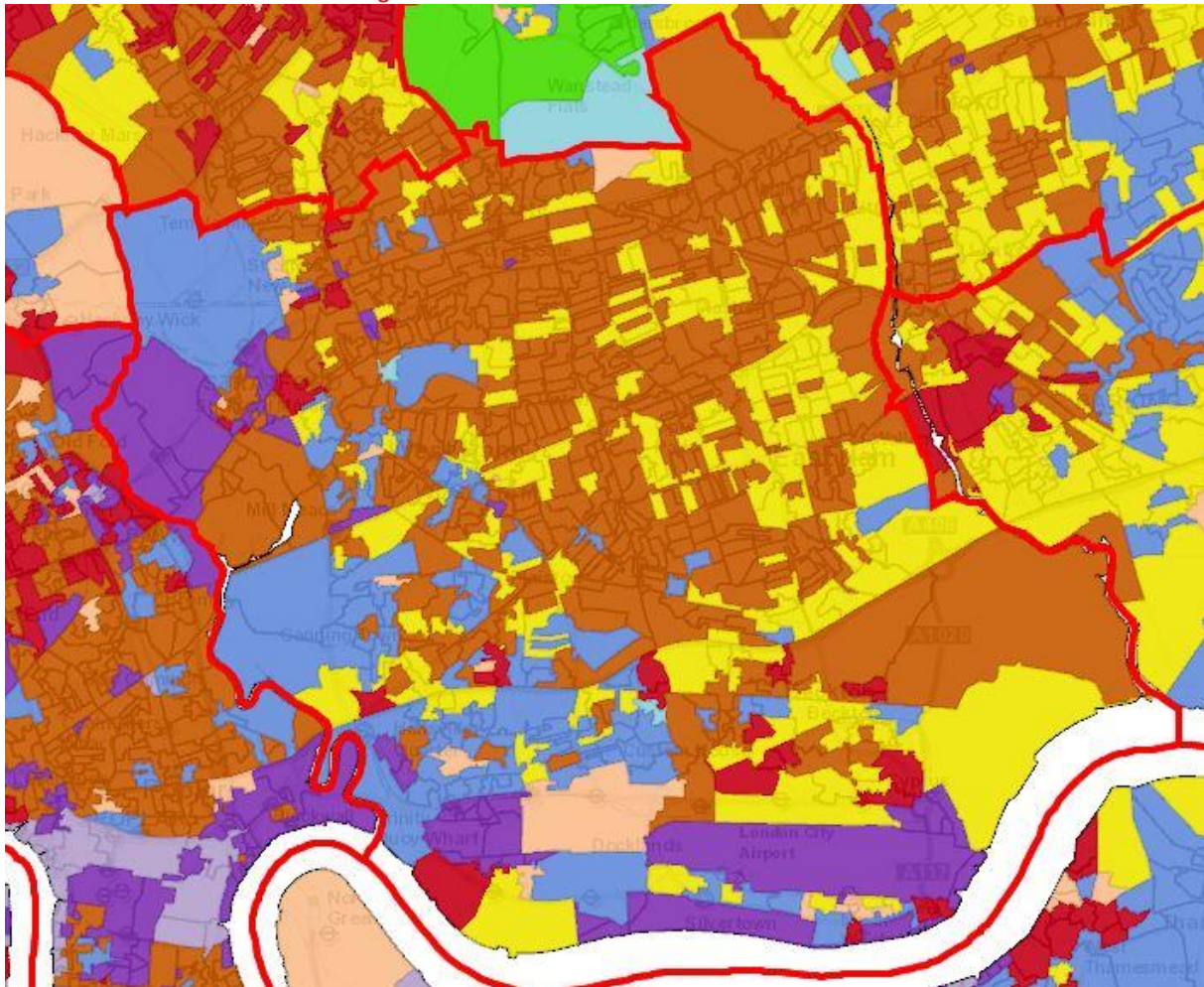
4.9.4 The “Family Challenge” segment includes a high proportion of young families on average to low incomes. 22% of Newham residents fall in this category. They are characterised by high levels of bus use and low levels of car use. They have a very high propensity to

increase walking and cycling, and higher than average propensity to reduce car use. Changes to public transport, lifestyle changes and opportunities to save money would motivate changes in travel behaviour for this group.

4.9.5 Other relevant TCoL segments that can be found in Newham are “Educational Advantage” (well-educated, high-income people with high PT and active travel use) in Stratford and North Woolwich, and “Suburban Moderation” (families with children with a high level of car usage), especially in Stratford and Canning Town. This latter group has below average propensity to change travel behaviour.

4.9.6 Figure 23 shows the distribution of residents in Newham by TfL’s Classification of Londoners analysis.

Figure 23. Tfl Classification of Londoners



- Affordable transitions
- Educational advantage
- Family challenge
- Urban mobility
- City living
- Students & graduates
- Suburban moderation
- Settled suburbia
- Detached retirement

**Affordable Transitions**  
 New jobs & families  
 Low car, high bus, walk, cycle  
 Highest level of change

**Family Challenge**  
 Low income families  
 High bus, average others  
 Higher level of change

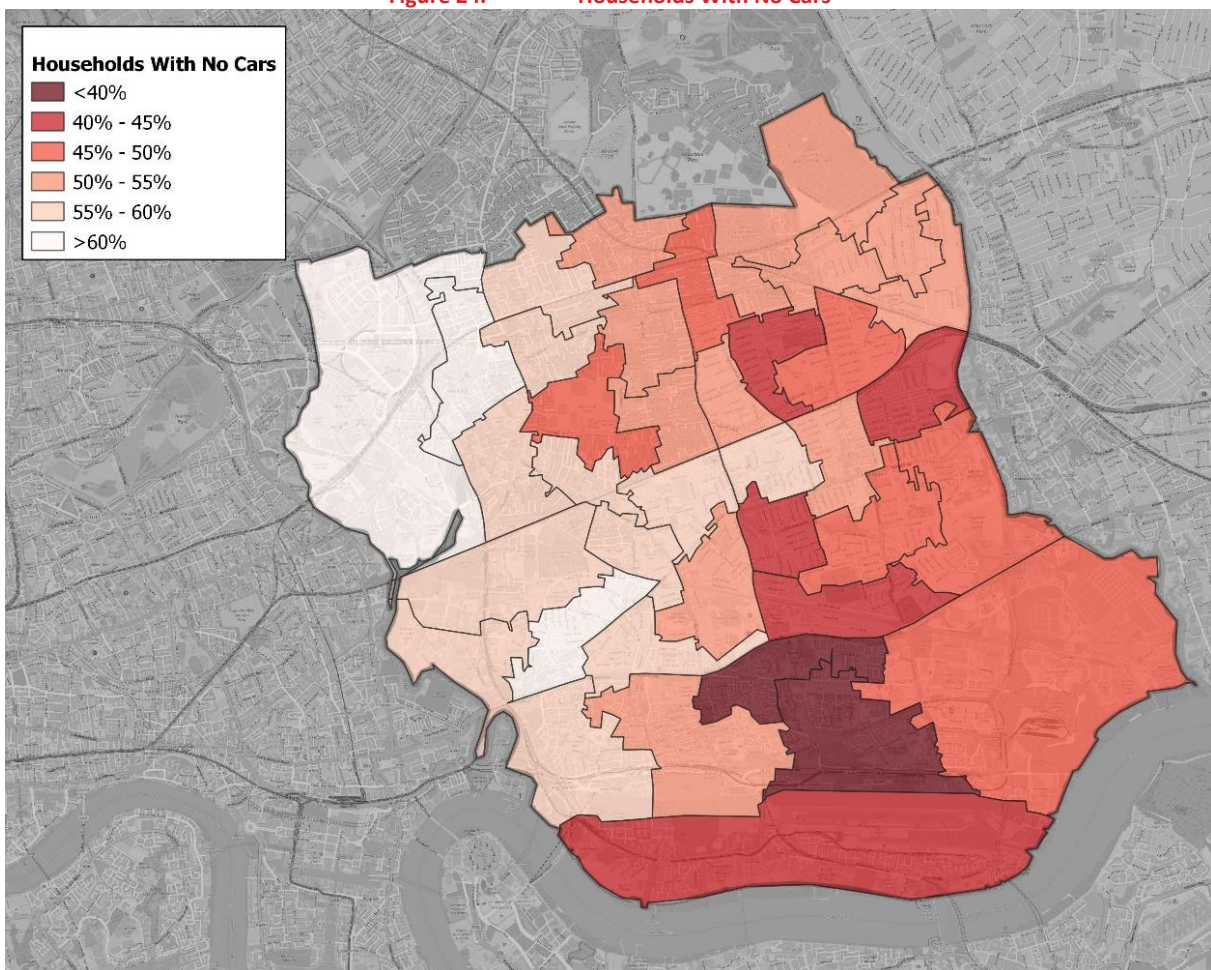
Source: Transport Classification of Londoners (2017)



## 4.10 Car Ownership

- 4.10.1 The 2011 Census tells us that an average of 52% of Newham households do not own a car or have access to a car. This demonstrates relatively low levels of car ownership, particularly in comparison to the national picture.
- 4.10.2 The map below depicts the percentage of households with no access to a car within each MSOA in the Borough. As can be seen the lighter areas with highest percentages of non-car ownership car, align with the areas to the north and west that also boast the better public transport connections. The highest levels of car ownership are located around Beckton and the Royal Docks, which aligns with the highest car mode share and lowest public transport accessibility.

**Figure 24. Households With No Cars**



Source: Census (2011)

- 4.10.3 According to DfT Data, in 2021 there were 79,078 vehicles registered in Newham, mostly cars, a reduction of almost 3,000 vehicles from 2020, when the total registered vehicles were 81,997. According to the London Scorecard analysis (2022), while a drop in registered vehicles was a London-wide trend, Newham has registered the biggest drop in number of registered vehicles across all Boroughs in 2021. The analysis mentions that this large drop in vehicle numbers may be linked to the introduction of Low Traffic Neighbourhood.

## 4.11 Summary

4.11.1 Newham has a highly diverse population, with significant levels of deprivation, and a high proportion of people from an ethnic minority. Areas of greatest deprivation coincide with the poorest health and proximity to major roads where air quality is worst. The population of the borough is fairly transient, with a higher-than-average proportion of people having recently moved to the area. It is also having a fairly young age profile. According to TfL's TCOL classification, the largest proportions of the population fall into the groups 'Affordable Transitions', or 'Family Challenge' both of which are associated with lower levels of income, but higher levels of receptiveness to changing behaviour. Car ownership across the borough is generally low but is higher to the south and east.

## NETWORK

### 5.1 Introduction

5.1.1 The following section illustrates the existing transport provision in Newham, explaining how it enables movements within the borough and to other destinations, to identify existing strength and weaknesses of each mode. This will help identify opportunities for the Transport Strategy to bring improvements.

### 5.2 Public Transport

5.2.1 Newham is served by a wealth of rail, underground and bus services providing links across the borough. Historically, rail routes serving the borough have been east-west routes, to enable commuters to live in previously rural areas of London and to provide connectivity to industrial areas along the Docks. During the last 50 years, transport investment in the area have brought new infrastructure to serve the ever-growing population of the borough, starting from the Jubilee Line (London Underground) and the Dockland Light Railway (DLR) delivered in the '80s, to the improvements to the London Overground, Underground and the DLR implemented for the 2012 London Olympic Games.

5.2.2 Rail and TfL services provide excellent east-west connections into London, while north-south and local connections are provided by bus services. The Borough is served by four London Underground lines - the Jubilee Line, Central Line, Hammersmith and City Line and the District Line. The Jubilee and Central lines predominantly serve the west of the Borough while the Hammersmith and City and District lines provide a 'spine' of transport services through the centre of the Borough and beyond to Barking and Dagenham. In the south of the Borough and in Stratford, the DLR provides important additional linkages to Central London and to Woolwich. The mainline services of the Great Eastern Main Line, the North London Line, and the Gospel Oak to Barking Line (the latter two both part of the London Overground network) also operate in the centre and north of the Borough.

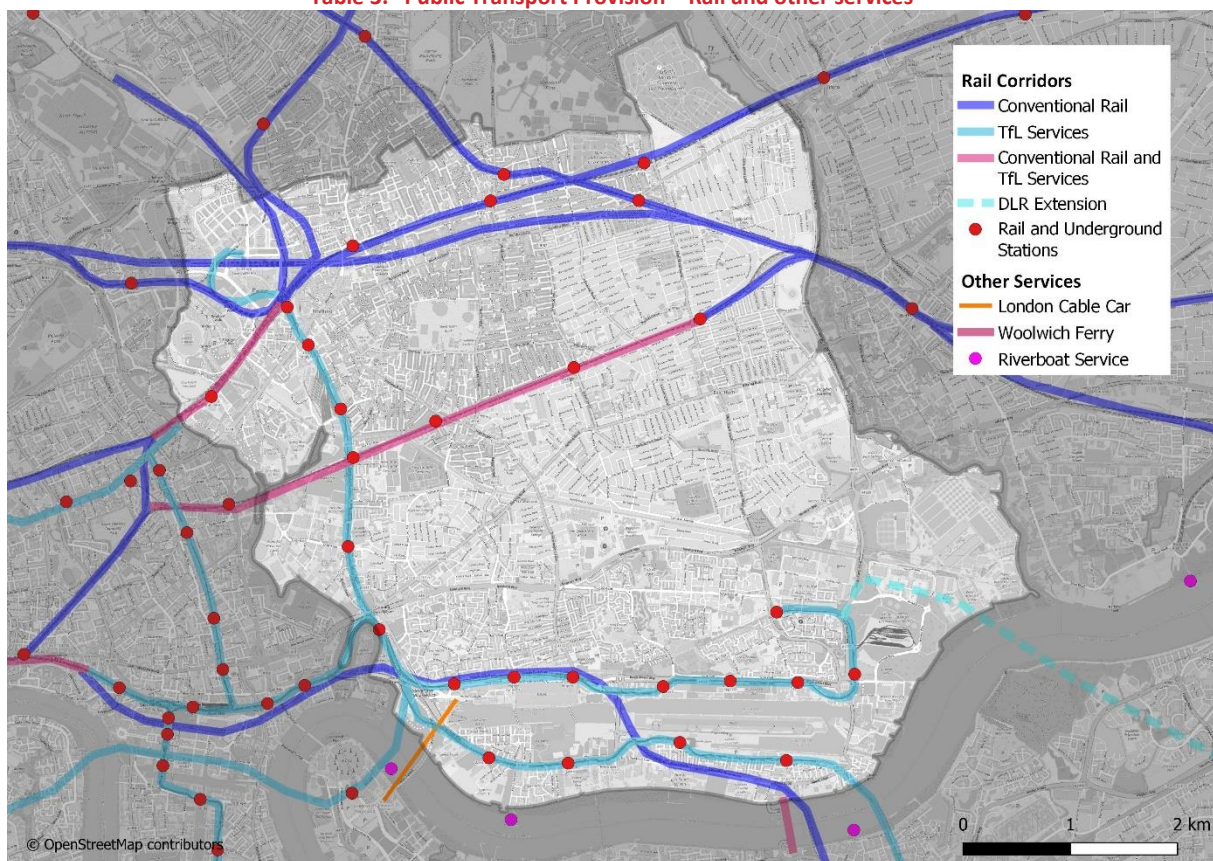
5.2.3 In 2020, four of the 20 busiest stations in London were located in Newham. Stratford, West Ham, East Ham, and Canning Town were named as among the most frequently visited by passengers. Stratford station is the 4<sup>th</sup> busiest station in London and a nationally significant rail interchange. In 2020-21, during the Covid-19 pandemic, Stratford station recorded nearly 14 million entries, making it the busiest station in Britain (ORR, 2021). Overcrowding has been reported in Canning Town and Stratford stations. Most rail and underground stations in Newham provide step-free access, except Plaistow and Upton Park (London Underground), Woodgrange Park and Wanstead Park (London Overground).

5.2.4 The Elizabeth Line has improved Newham public transport mix, providing another direct and fast connection into central London. Two separate Elizabeth Line branches operate in Newham: Shenfield to London Liverpool Street branch, completed in 2015 and rebranded from TfL Rail, serving the north of the borough via Stratford, Maryland, Forest Gate and Manor Park stations, and the Paddington to Abbey Wood branch, opened in 2022 serving the south of the borough from Custom House Station. Custom House Station is particularly important as it increases rail capacity to the south of the Borough, which is currently only served by the DLR. From November 2022, passengers travelling to the west from Newham do not have to interchange at Liverpool Street.

5.2.5 Improvements are also planned for the DLR to increase capacity and to provide a better interchange with the Elizabeth Line. From September 2022, frequency has significantly been increased from Stratford to Canary Wharf, while the frequency of services from Canning Town to Beckton has been doubled with the re-introduction of the Canning Town to Beckton Shuttle. A rolling stock replacement programme is also planned to replace two-thirds of the existing fleet and to provide 10 new trains by 2024 to increase the service capacity.

5.2.6 Further connections to east London would be provided by a planned DLR extension that is expected to connect Gallions Reach DLR station, to Thamesmead via a new station in Beckton Riverside. There is potential for this line to be expanded further to the south into Abbey Wood, providing additional connections to the Elizabeth Line. As of June 2022, a study for this expansion has been completed and work is now moving towards a strategic outline business case to be submitted to government for approval.

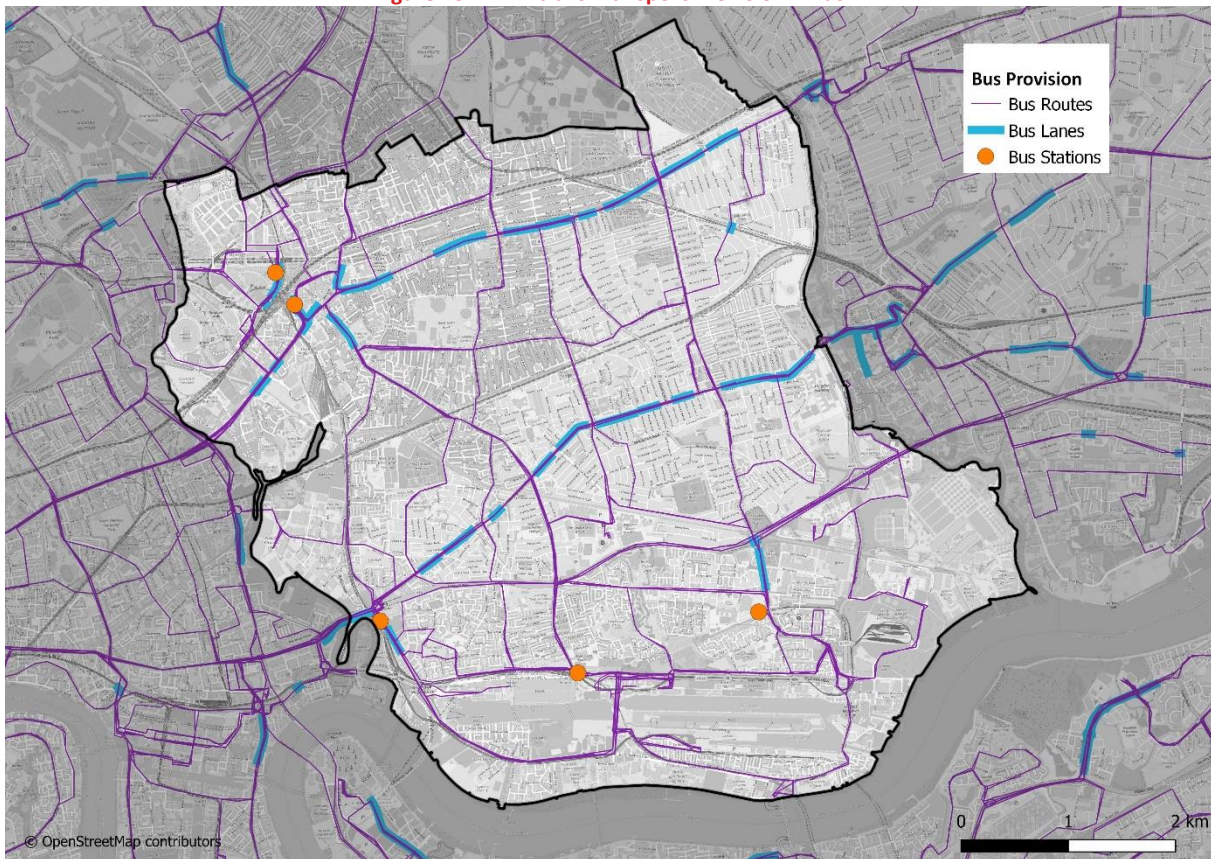
**Table 3. Public Transport Provision – Rail and other services**



5.2.7 Bus services provide north-south connections within the borough and local connections, as well as running along main east-west road corridors. Thirty-eight TfL day bus routes currently serve Newham, across approximately 530 bus stops. In terms of bus links to areas south of the Thames, at present just one route uses the Blackwall Tunnel, the single-deck 108 service which links Stratford International station and Lewisham. Two new bus services, an extension of the existing 129 route to Great Eastern Quays and a new X239 fast service linking Grove Park in Lewisham with Canary Wharf, will make use of Silvertown Tunnel once opened, providing 20 buses per hour.

- 5.2.8 Bus priority measures are only provided along the main east-west road corridors (Romford Road and Barking Road), improving reliability of the service along those two corridors. Bus priority measures are not provided along any north-south route. In addition to this, many of the north-south bus routes travel along congested high streets, that often act as pinch points.
- 5.2.9 There are five bus stations in Newham, providing interchange with other public transport services. These are: Stratford, Stratford City, Canning Town, Beckton and Prince Regent.
- 5.2.10 The lack of north-south rail provision in addition with bus journey time length and reliability affected by traffic and pinch points, result in connectivity issues for trips within the borough, especially for all those trips that are not east-west or north-south (“diagonal” trips). There is little direct provision for such trips, forcing a requirement to interchange move diagonally withing the borough.

**Figure 25. Public Transport Provision – Bus**



- 5.2.11 Other public transport services serving Newham include IFS Cloud Cable Car (formerly Emirates Air Line cable car), the Woolwich Ferry and the Thames Clipper riverboat service.
- 5.2.12 The IFS Cloud Cable Car running between the Greenwich Peninsula (by the O2) and the Royal Docks, can be used by pedestrians and people with bikes and e-bikes. Passengers with bicycles and e-bikes travel for free on the Air Line before 09:30 on weekdays, excluding Bank Holidays.

5.2.13 The Woolwich Ferry linking Woolwich and North Woolwich across the River Thames, has been operated by TfL from January 2021. The service carry pedestrians, cyclists, cars, vans, and lorries, and it is free to use. It runs from Monday to Friday from 7:00 to 18:00 every 20 minutes.

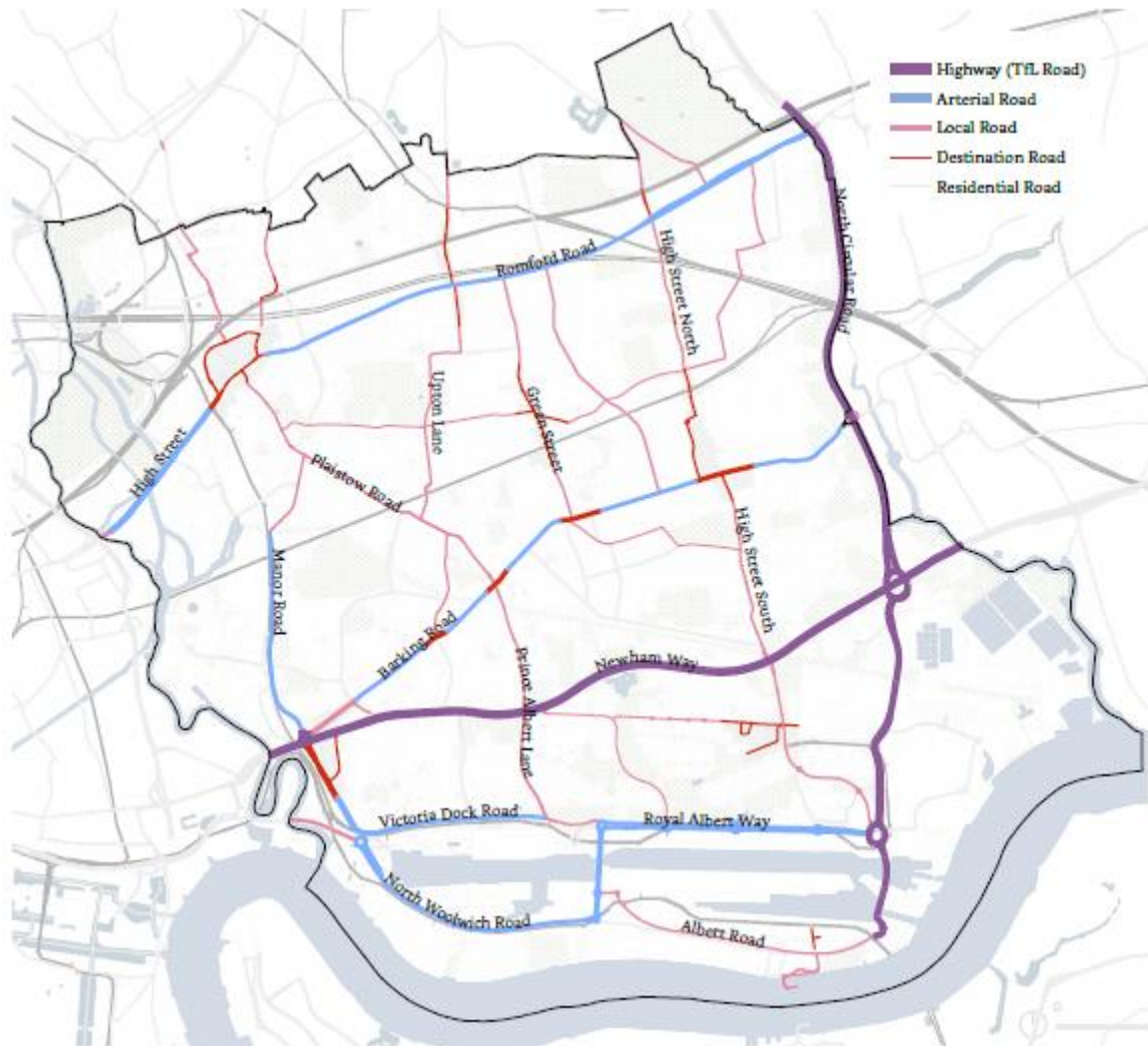
5.2.14 The Thames Clippers riverboat serves Newham from the Royal Warf Pier, located south of Silvertown. The Pier is served by route RB1, travelling between Battersea Power Station and Barking Riverside. Piers in the East Zone, including Royal Warf Pier, only operates during morning and evening peaks, 7 days a week, with a frequency of 2 services per hour in each direction. The boats are fully accessible, and bikes are permitted on the service. Prices for a single ticket for services in the East Zone vary between £3.5 and £5.8 according to the payment method used (Travel Cards, Oyster/contactless and machines at piers), while a single ticket for all zones varies between £9.8 and £13.5.

### 5.3 Highway Network

5.3.1 As described in the Newham Characterisation Study (2022), the borough has a typical street hierarchy of highways (Transport for London-managed roads), arterial roads, local roads, destination roads and residential roads.

5.3.2 The network is shown in the figure below.

Figure 26. Newham Road Network



Source: Newham Characterisation Study (2022)

- 5.3.3 The highway network in Newham contains multiple major or strategic ‘A’ roads crossing the borough, as well as running along its edges. The A13 (Newham Way) and the A406 (North Circular) are the largest artery roads serving the borough and are managed by TfL (TRLN network). The former provides east-west connection from Beckton to Canning Town into Canary Wharf and central London to the west and to the M25 and ports to the east, while the latter runs along the east border of the borough, from Ilford to North Woolwich. Another main A road, the A12, runs along the west edge of the Borough, connecting the north of Stratford to Greenwich peninsula via the Blackwall Tunnel. From Stratford, it continues to the A406 before connecting to the M11, providing an east-west link north of the borough.
- 5.3.4 Other two important east-west corridors are the A124 (Barking Road), connecting Canning Town to East Ham and Barking, and Stratford High Street - Romford Road, to the north.
- 5.3.5 North-south road corridors have tended to be of limited traffic capacity when compared to east-west corridors, as they often run along town centre and local centre high streets,

factors that increases roadside movements and decrease space available on the carriageway, acting as pinch points.

- 5.3.6 Looking at residential streets, these are characterised by a dense grid network of relatively narrow uniform Victorian terraced streets to the north and east; a mixture of pre and post-war (but still high density) streets with a higher proportion of green space and the Royal Docks to the south; and increasingly, modern higher-rise and density developments in the area running from Stratford and the Queen Elizabeth Olympic Park (QEOP) in the northwest to Canning Town and the Royal Docks in the southwest and south.
- 5.3.7 Speed limits across the borough vary. The predominantly central, eastern, and north-eastern residential areas all have 20mph speed limits. However, more westerly streets are generally 30mph, as is the vast majority of the network south of the A13. The A13 and North Circular, which are roads not managed by the Borough, permit higher speeds, with a 50mph limit.
- 5.3.8 In terms of planned improvements to the road network, one that is going to directly affect Newham is the Silvertown Tunnel, planned to ease congestion affecting Blackwall Tunnel by offering a new East London river crossing. Expected to open in 2025, the 1.4km tunnel under the River Thames will link Silvertown to the Greenwich Peninsula. The plans include improvements to the walking and cycling network to the areas near the tunnel. Drivers will have to pay to use the tunnel.
- 5.3.9 Newham opposes the plans as it is expected the tunnel will have a detrimental impact on traffic congestion and, consequently, on air quality, undermining the borough sustainability commitments in terms of mode share to sustainable modes and air quality improvements. The borough would like the scheme to be reconsidered and to look at other strategies to reduce traffic congestion in the area, such as the tolling of Blackwall Tunnel to allow for the long-term funding of a complementary package of sustainable cross-river transport alternatives.

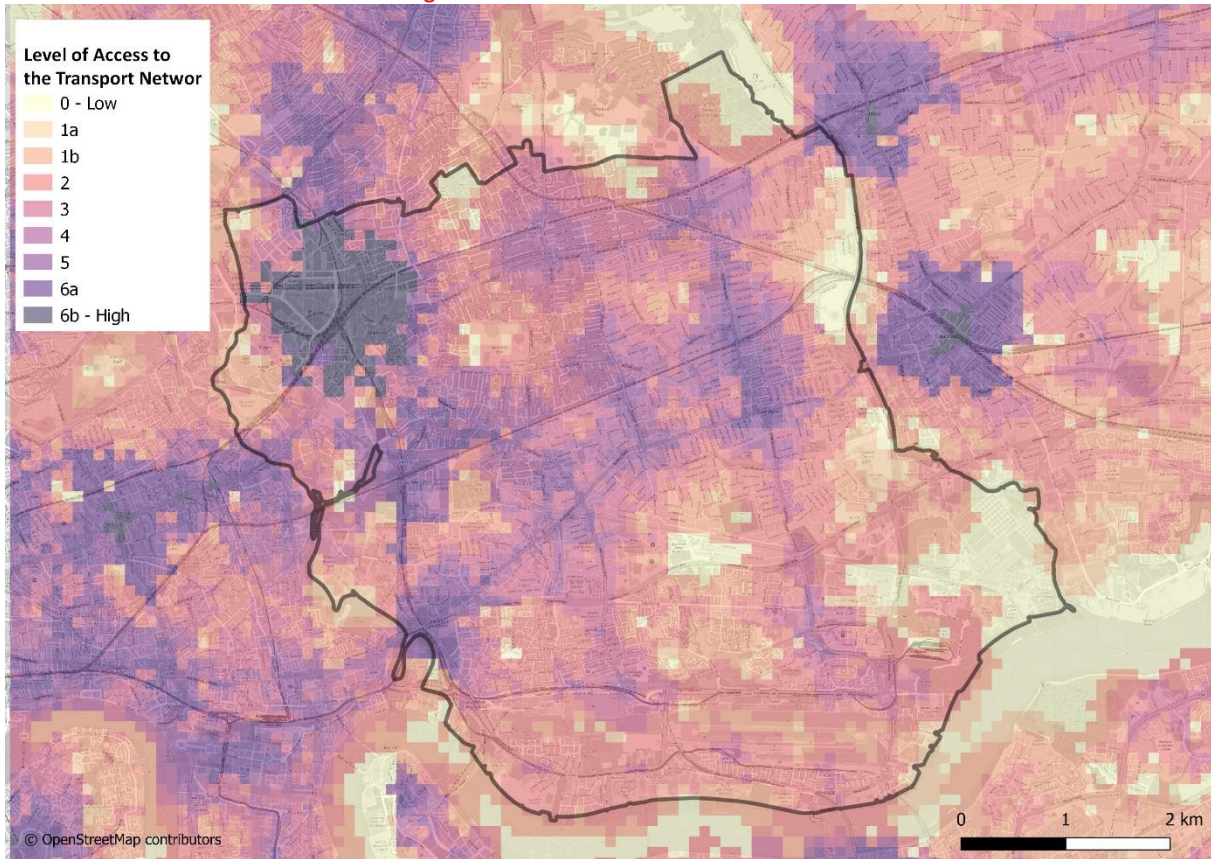
## 5.1 Public Transport Accessibility

- 5.1.1 TfL Public Transport Accessibility Levels (PTAL) shown in Figure 27 that public transport accessibility is good to the north of the borough, but much less good across the south and particularly the south-east.
- 5.1.2 Low public transport accessibility levels to the south of the borough may be linked to the DLR low frequency compared to other TfL and other rail services. Recent changes to the DLR timetable and Elizabeth Line services to Custom House are likely to have improved PTAL level, but as PTAL levels are calculated using 2015 data, these are not included in the current score. Low Public transport provision to the east of the Borough is due to the lack of public transport services running along the North Circular. People living at the edge of the North Circular in Newham are likely to have to interchange between two buses or two rail services to travel north south and reach important trip attractors such as retail areas in Beckton and services located on the Docks.
- 5.1.3 The Newham Characterisation Study (2022) highlights that another factor affecting PTAL level is the layout of the built environment. Areas characterised by post-industrial land uses, such as Gallions Reach, and the Royal Docks have a looser road network that partially



justifies a lower PTAL score. Where the road network appears to be much tighter, such as in Beckton, cul-de-sac reduce the area permeability and reduces the PTAL.

**Figure 27. PTAL Across Newham**



## 5.2 Travel Time

5.2.1 Different level of public transport accessibility result in varying travel times across the borough, as shown by analysis undertaken using the TfL WebCAT planning tool on some sample origins within the borough. Note that this tool does not consider the recently opened Elizabeth Line. From Stratford, the area with the highest public transport accessibility levels, London city centre can be reached within 30 minutes, as well as most parts of the borough. To reach areas to the southeast affected by low level of public transport accessibility, estimated travel time from Stratford is above 30 minutes.

Figure 28. Travel Times From Stratford (TfL WebCAT, 2022)



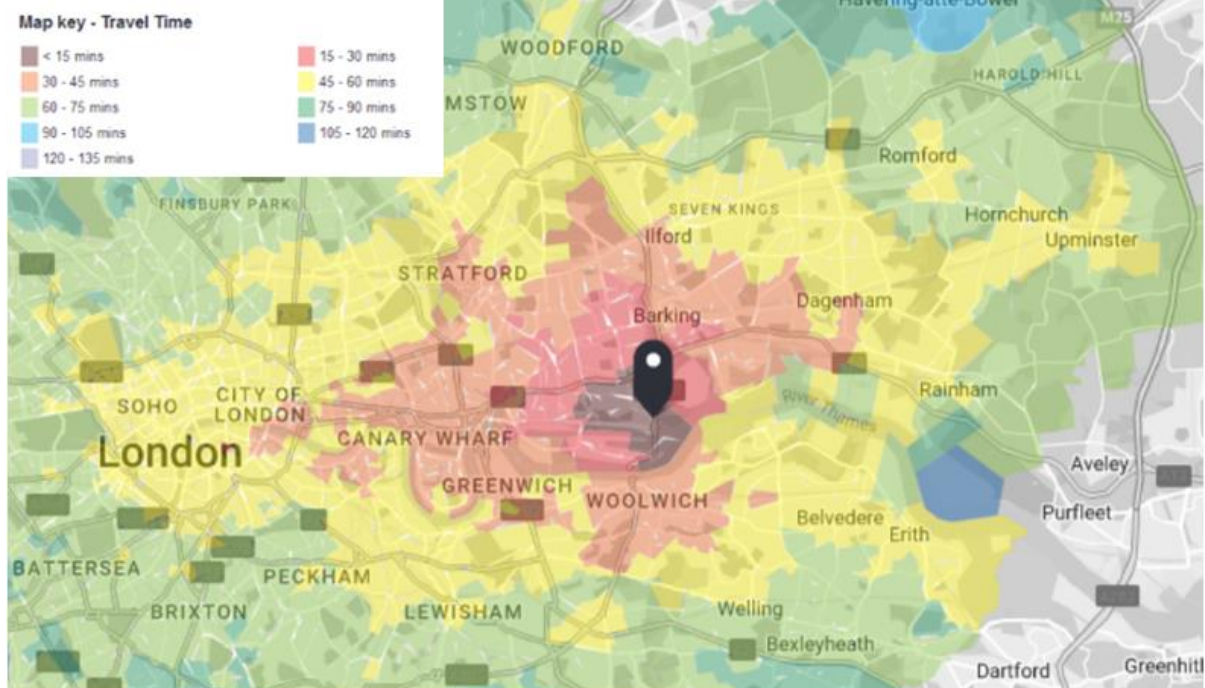
5.2.2 Canning Town has good level of public transport accessibility, however average travel time to London city centre is above 30 minutes, with the exception of London Bridge area of central London, which can be reached in less than 30 minutes, thanks to the Jubilee Line Underground connections. In terms travel time within the borough, some area to the north and west of the borough require between 30- and 45-minutes travel time to be reached.

Figure 29. Travel Times From Canning Town (TfL WebCAT, 2022)



5.2.3 Travel time into London and within the borough increase significantly in areas with low level of public transport accessibility, such as Gallions Reach in the south east. Only a limited area between the A13 and the River Thames can be reached within 15 minutes journey time, while travelling to the north of the borough, including reaching Stratford Station, requires between 30 to 45 minutes, which is the same time required to reach Bank Station in Central London. This is the only central London location that can be reached in less than 45 minutes.

Figure 30. Travel Times From Gallions Reach (TfL WebCAT, 2022)



### 5.3 Active Travel Provision

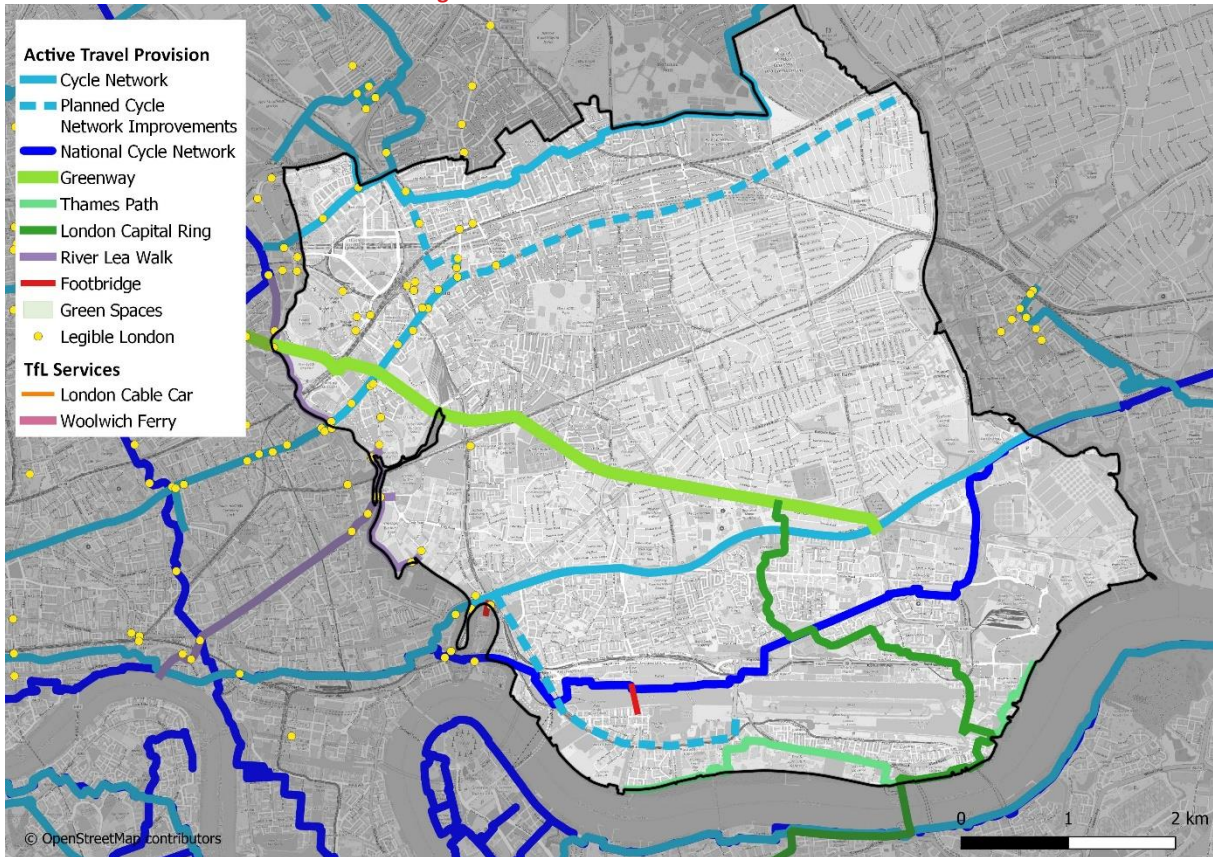
5.3.1 High quality walking and cycling infrastructure in Newham are currently limited. In terms of cycling infrastructure, there are two main TfL Cycleways connecting Newham to Central London, the Cycleway 2 (C2), linking Stratford to Tower Bridge through the A11, and the Cycleway 3 (CS3), running from Barking along Newham Way into Central London up to Paddington Station.

5.3.2 The Cycleway 16 (to be renamed from Quietway 6) connects the London Olympic Park in Stratford to Barkingside and serves the north of the borough. Cycleway 26, starting in Walthamstow, also currently enters into the borough on Temple Mill Lane in Stratford and is to be extended southbound.

5.3.3 Cycling improvements are planned along Romford Road to the borough boundary at the A406 junction to effectively prolong Cycleway 2, and along Silvertown Way and North Woolwich Road (Royal Docks Corridor scheme). Design work for a Cycling Future Route 7 along Layton Road is currently under way.

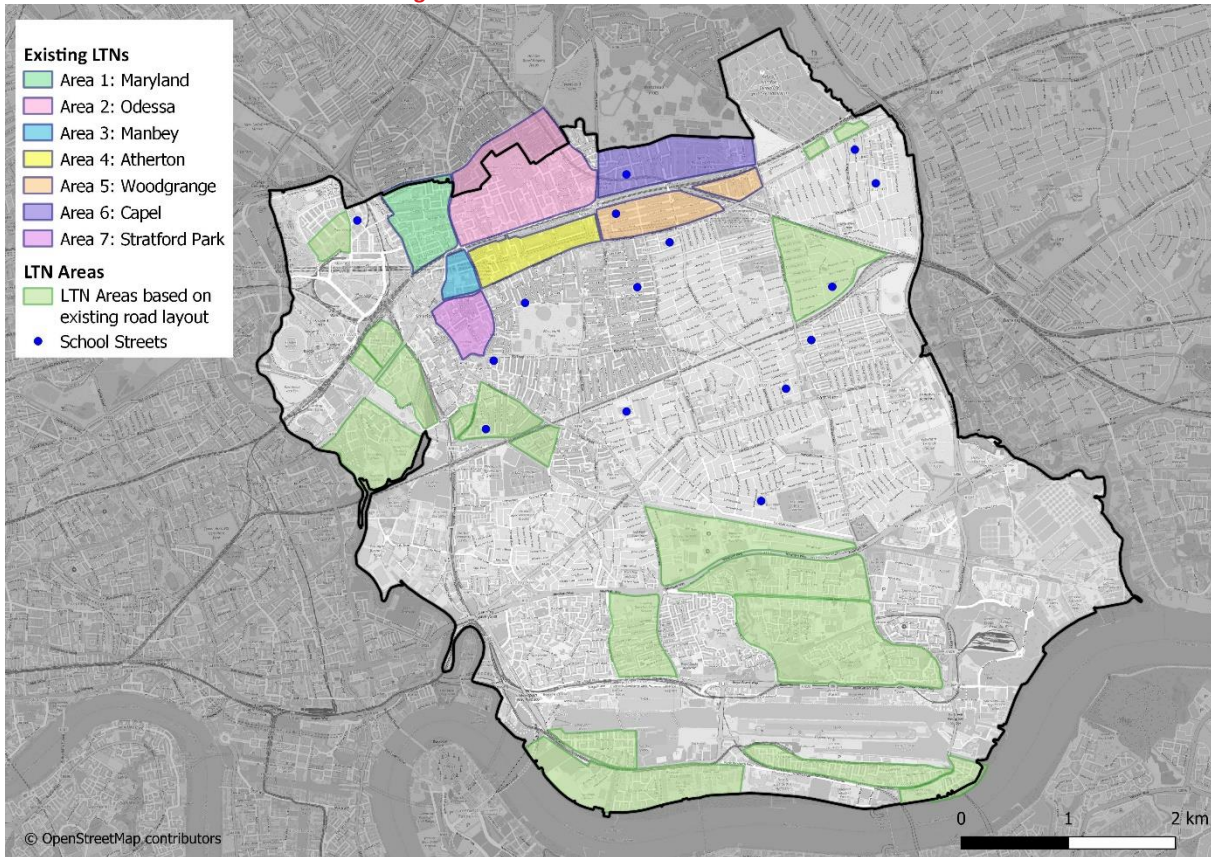
- 5.3.4 Then National Cycle Network Route 13 runs from Beckton into Central London through the ExCeL area of the Docks. This limits the utilisation of this cycle route, as it can be closed due to events held at the ExCel.
- 5.3.5 The Greenway (C22 in TfL cycle network, to be rebranded from Quietway 22), running diagonally from the north west at Wick Lane through the Olympic Park to Beckton in the south east, is a high-quality elevated walking and cycling route. It is entirely segregated and traffic free throughout the entire length with only a few at-grade signalised Toucan crossings with the highway network fully segregated from traffic, providing connections within the borough. However, being an elevated on an embankment, connections from the surface highway and path network were difficult for cycling and the mobility impaired due to the substantial level difference, which can be up to 10m in some places. The Council has already undertaken a series of significant access improvements along the route, where new accessible ramps have been constructed, and new lighting and CCTV installed along the route to address perceived crime issues - both from users and those whose properties back on to the route. The Greenway is currently only accessible during the day, although it may soon become a 24-hour access route. In 2021, the Greenway had one of the highest cycle flows recorded by TfL manual counts in Outer London locations, recording 2,000 cyclists, a 32% increase from 2019 flows.
- 5.3.6 According to data from the TfL Cycling Infrastructure Database, Newham has 4,132 on-street cycle parking spaces spread across 518 locations and continues to install spaces to cater for existing and expected demand. The majority of cycle parking spaces is located in Stratford and in town centres. Provision in the south east of the borough is limited. In 2016, the first on-highway secure residential cycle hangar in Newham, and now more than 120 cycle hangars are provided across the borough, especially in the north in Stratford and Forest Gate. Provision remains limited in the south (Silvertown, Beckton) and in the east (East Ham).
- 5.3.7 In addition, in accordance with the London Plan, all new developments in Newham require a proportion of secure, convenient, and accessible cycle parking for residents, in addition to spaces for visitors and employees, ideally within the space of the development. For example, more than 9,000 secure residential cycle spaces, 135 short stay visitor cycle spaces, 250 commercial cycle spaces and another 420 short stay cycle spaces will be delivered as part of the Thameside West development.
- 5.3.8 In terms of walking infrastructure, sections of the London Capital Ring and the Thames Path located in Newham are walking routes usually used for leisure trips. Some sections of the River Lea Walk (now rebranded Leaway) are also located in Newham, mostly used for leisure trips. The Leaway also includes The Line, London’s first dedicated public art walk, running between Queen Elizabeth Olympic Park and The O2 in Greenwich.
- 5.3.9 It is important to note that the Newham section of the Thames Path is discontinuous due to the presence of construction and industrial sites. Some of the accessible sections are of very good quality as they have recently been upgraded together with residential development works in the area, such as the Royal Wharf Walk section in Silvertown. Improving the Thames Path is one of the Borough’s aspirations to improve active travel and leisure infrastructure.
- 5.3.10 40 legible London signs can be found in Newham, most of them located in Stratford.

Figure 31. Active Travel Provision



5.3.11 As part of their commitment to create a safe environment for all people to walk and cycle, Newham is implementing Low Traffic Neighbourhoods and School Streets across the borough, mostly in the north. Due to the borough road pattern, some areas can be easily identified as “natural” Low Traffic Neighbourhoods, as limited access points and the presence of cul-de-sacs limits possible through trips.

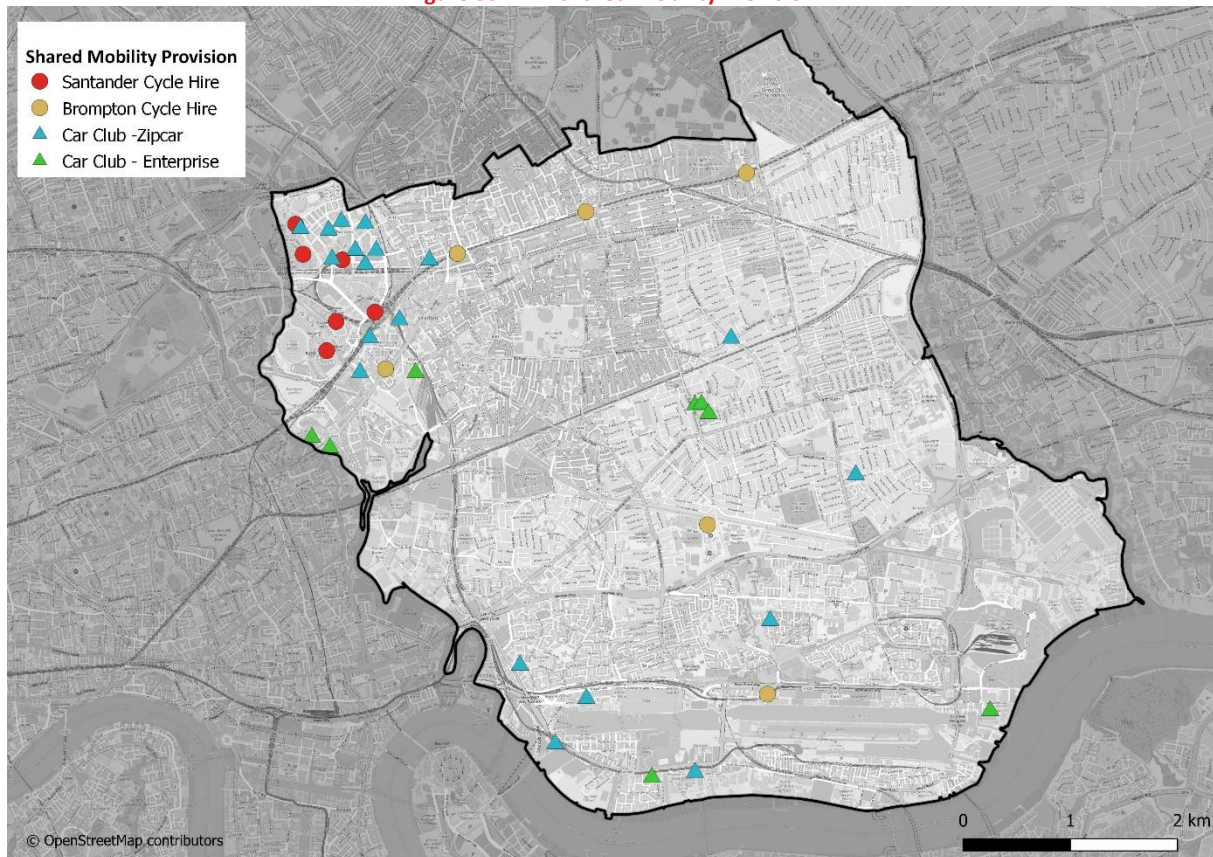
Figure 32. LTNs and school Streets



## 5.4 Shared Mobility

- 5.4.1 Shared mobility provision in Newham is currently limited. In terms of cycle sharing provision, this is limited to 6 TfL Santander Cycles docking stations located around Stratford town centre and within Queen Elizabeth Olympic Park, and 6 Brompton bike hire stations located in some rail and DLR stations.
- 5.4.2 Newham is not currently participating in the TfL e-scooter trial, however shared e-scooters are available in Queen Elizabeth Olympic Park and can be used within the Park only. Free floating cycle share schemes are not available in Newham, with the exception of Lime Bikes in Stratford.
- 5.4.3 There are a total of 31 car club bays in the borough, 7 operated by Enterprise and 24 by Zipcar through a back to base model. Free-floating car club is not currently available in Newham. Car club bays are concentrated in the southern region of the borough around London City Airport and Canning Town, and another cluster is shown to exist in the north-west around Stratford International station. There is a distinct lack of car club provision in the central and eastern residential areas of the borough.

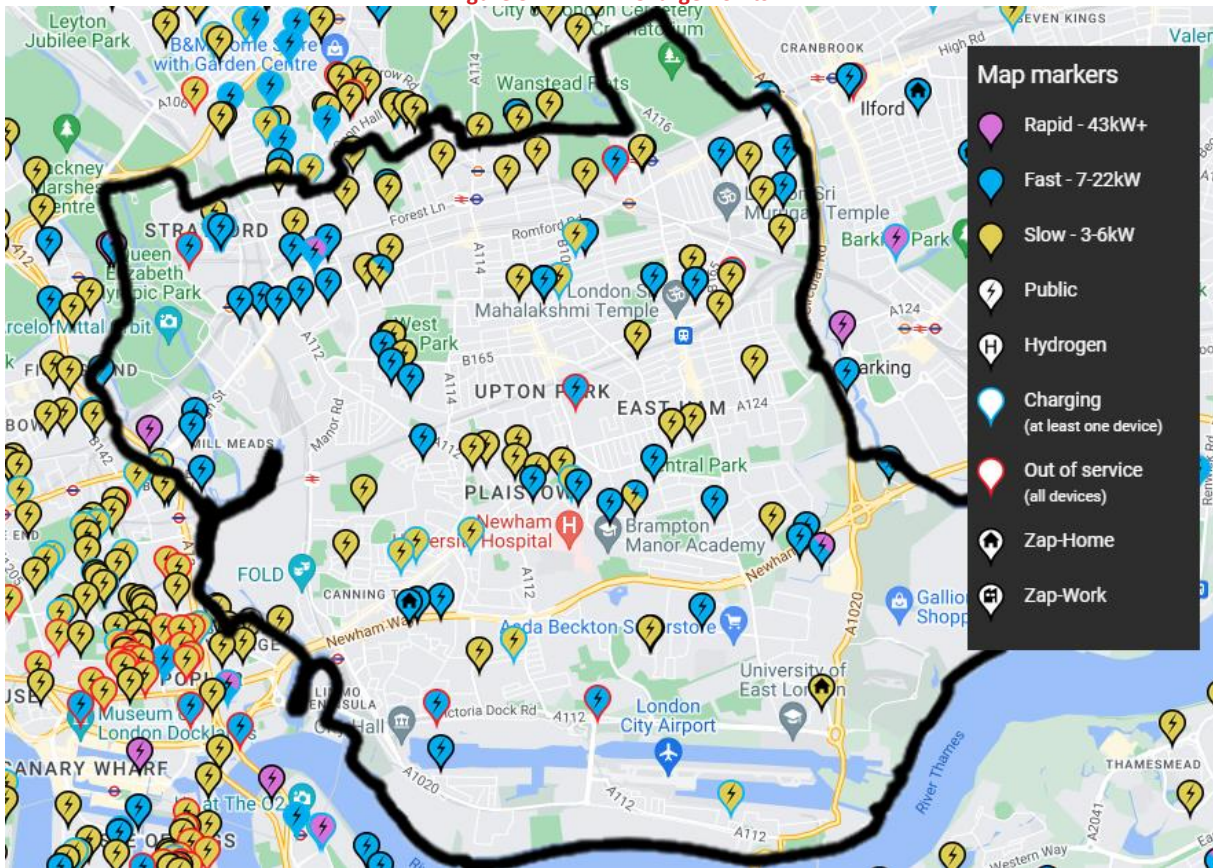
Figure 33. Shared Mobility Provision



## 5.5 EV Infrastructure

- 5.5.1 The borough has a good network of EV charging points, with more than 40 dual socket fast chargers with the ability of charging most cars and vans in less than two hours. The on-street chargers are publicly available. The borough is planning to expand their EV charging provision introducing 60 lamp column chargers. These will be slower than the ones already provided and will be ideal to charge vehicles overnight. Members of the public can suggest locations for the installation.
- 5.5.2 Dedicated bays for electric vehicles are available, to allow EV users to charge their cars. The electric vehicle parking bays are designed for short stay durations of up to 4 hours (6 hours for slower lamp column chargers) to enable charging to take place and to then encourage turnover of the electric charging point so that it is available for other electric vehicles to use.

Figure 34. EV Charge Points



Source: Zapmap

5.5.3 The above map details an updated version of electric car charging points across the Borough. The variations in markers represent the different EV charging point providers such as Allego, Ubitricity, GeniePoint and Pod Point. There is not a universal provider or service with different locations offering different levels of voltage and rates for payment. In terms of distribution the majority of charging points are located in the north and centre of the Borough around town centres and are very dispersed in the south Royal Docks area. At present there are no Tesla Supercharger locations in the Borough and the first is expected to open in Stratford in the first quarter of 2023.

## 5.6 Severance

5.6.1 Travel within the borough is at times hampered by severance caused by water and transport infrastructure. Elements of severance include:

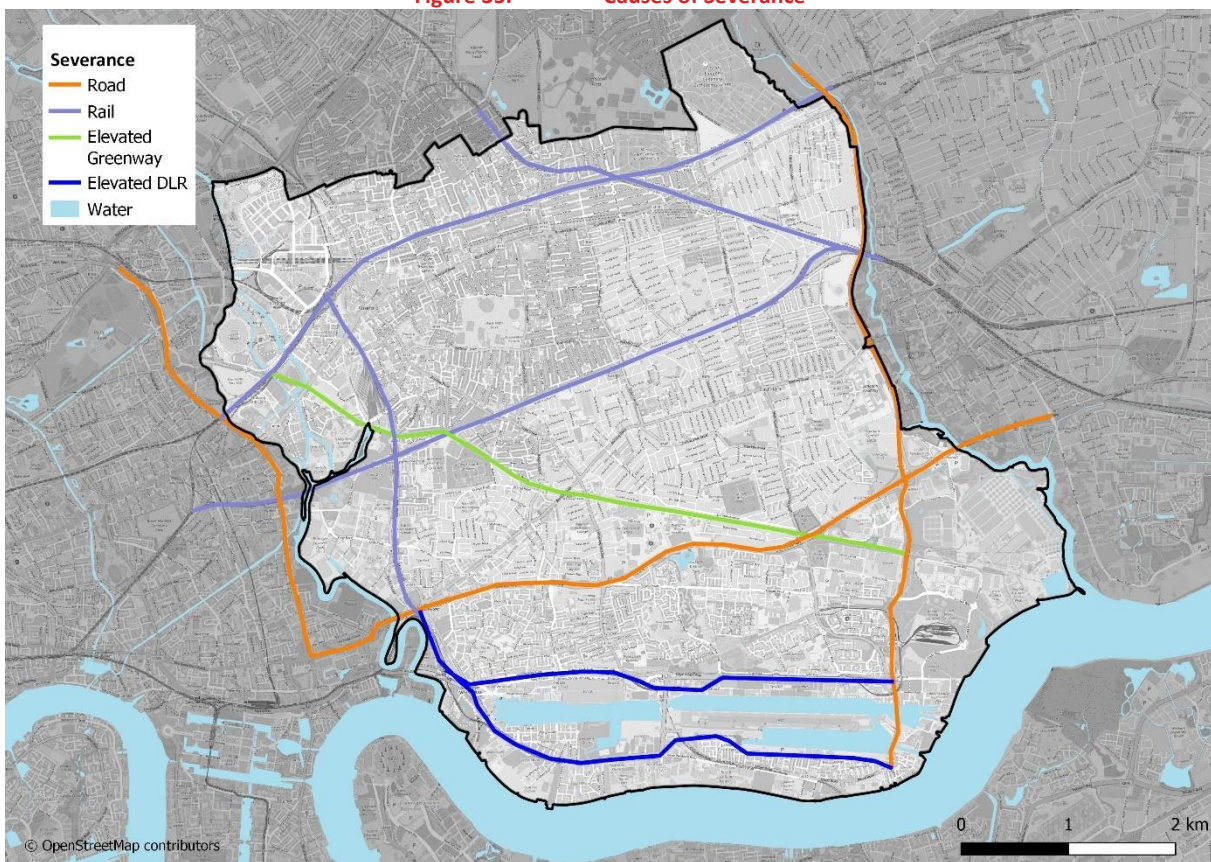
- Roads: the A12 and the North Circular borders the east and the west of the borough respectively, limiting east west movements into neighbouring boroughs. Newham Way (A13) limits movements to and from the south of the borough.
- Rail: surface rail in the north of the borough and the elevated DLR line on the south create severance for north-south movements;
- Elevated Greenway: despite being an excellent walking and cycling corridor, the greenway represents an element of severance due to its elevation and limited access point, hindering north south movements;



- Water: the River Thames and the Docks limit access to services located north and south of the river. The River Lea impacts accessibility to Tower Hamlets.

5.6.2 Land use can be also considered an element of severance. Post-industrial land uses, that can be found for example in Gallions Reach and the Royal Docks, are characterised by a loose street network and the presence of wider roads that act as walking barriers, in addition to water bodies and big box industry. Historically, these have been areas of lower residential density, but this is currently changing, and severance derived by land use patterns may affect people’s travel choices. Other areas, such as Beckton, are characterised by the presence of residential cul-de-sac, that reduce permeability and make the area less attractive for walking and cycling.

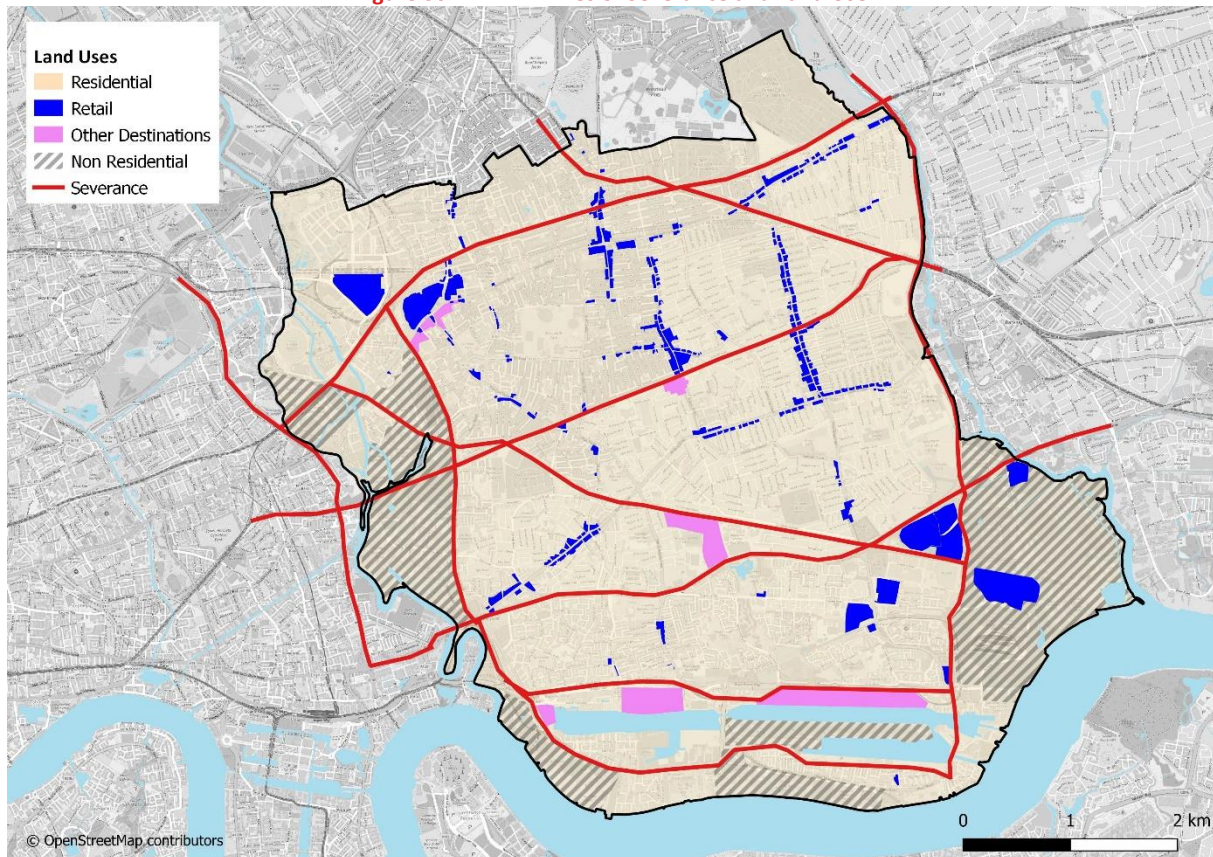
Figure 35. Causes of Severance



5.6.3 As shown in Figure 36, severance is a particular issues for some residential areas, as they act as a barrier to reach the closest retail centres and other destinations hindering in particular walking and cycling tips. This is a major issues for destinations located in the Docks area and of residential development in the south of the borough. While they have excellent connections into Central London, they are separated from the rest of the borough and have limited connections to areas south of the river.

5.6.4 Severance can also be a factor in reducing accessibility for people with mobility impairments, as crossing points of some of this severance elements, especially the elevated ones such as the Greenway, may not be step free.

Figure 36. Lines of Severance and Land Use



## 5.7 15 Minute Neighbourhoods

- 5.7.1 Newham is keen to utilise the 15-minute neighbourhood approach to promote more liveable and equitable neighbourhoods, support local economy, and build resilience. According to this concept, access to jobs, services, culture, and social contact, should be easily accessible in 15 minutes by the whole population, and not being a privilege of people living in city centres.
- 5.7.2 As part of the Newham Characterisation Study (2022), public engagement and isochrone analysis of walking accessibility was undertaken to assess the current nature of Newham 15-minute neighbourhood situation.
- 5.7.3 The isochrone studies of public amenities within the borough reveals that the majority of the borough is well serviced with most amenities. The study also shows areas within the borough that are not accessible to services via a 15-minute walk. The areas highlighted in this lack of access are generally large areas utilised for infrastructure, such as the Beckton Sewerage Works to the east or the area surrounding London Stadium which consists of large parks and areas of under developed or industrial land along the River Lea.
- 5.7.4 Crossing Gallions Point Marina to the south and areas to the edge of the borough are characterised by poor accessibility due to lack of services.
- 5.7.5 The engagement found out that most respondents undertake daily activities within 15 minutes of their house, especially running small errands, outdoor physical activity and

accessing healthcare. These results suggest most must leave a 15-minute radius for work, socialising and more formal shopping, cultural and wellbeing activities.

## 5.8 Summary

- 5.8.1 The transport network is mixed, offering very good connections in some places and much poorer in others. Public transport connectivity is very good to the north, and much poorer to the south. East-west connections are generally good, with both road, rail and bus networks crossing the borough, and continuing to Central London. North-south are much more limited, with the exception of the DLR in the west, with bus providing the majority of the north south public transport options. The predominantly grid nature of the network means that connectivity for diagonal movements is very limited.
- 5.8.2 High quality cycle infrastructure is limited, but the Council has made several recent improvements in the form of Low Traffic Neighbourhoods, School Streets, and plans for new cycle routes. Shared mobility and EV charging infrastructure is limited, but work is under way to expand these networks across the borough.
- 5.8.3 Significant severance is created by the road and rail network, as well as water features and land use, all of which contribute to making many short internal trips more difficult. The 15-minute neighbourhood approach may be used as a strategy to mitigate severance.

## MOVEMENT

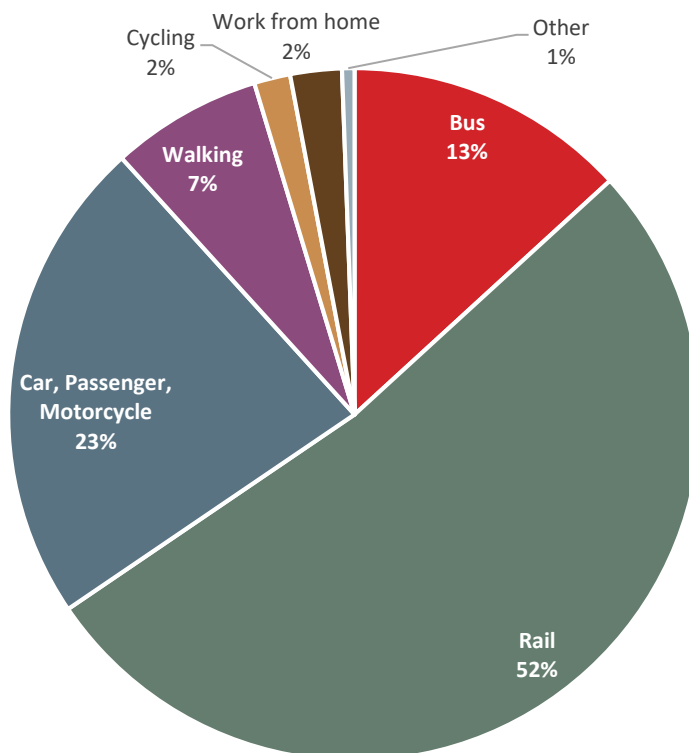
### 6.1 Introduction

6.1.1 So far this baseline review has presented and analysed data to demonstrate what policy will influence the strategy, how the layout of Newham affects the availability of transport, who makes up the population and what comprises the transport network across the Borough. This final section of the review will provide evidence in order to answer the research question of ‘How do people move within, to and from, Newham?’.

### 6.2 Travel to Work Patterns

6.2.1 Travel to work patterns were assessed using 2011 Census journey to work data. It is likely that Census 2011 data are not representative of current travel to work patterns, especially considering increase in working from home as a result of Covid-19.

**Figure 37. Mode Share Journey to Work, Census 2011**



Source: Census (2011)

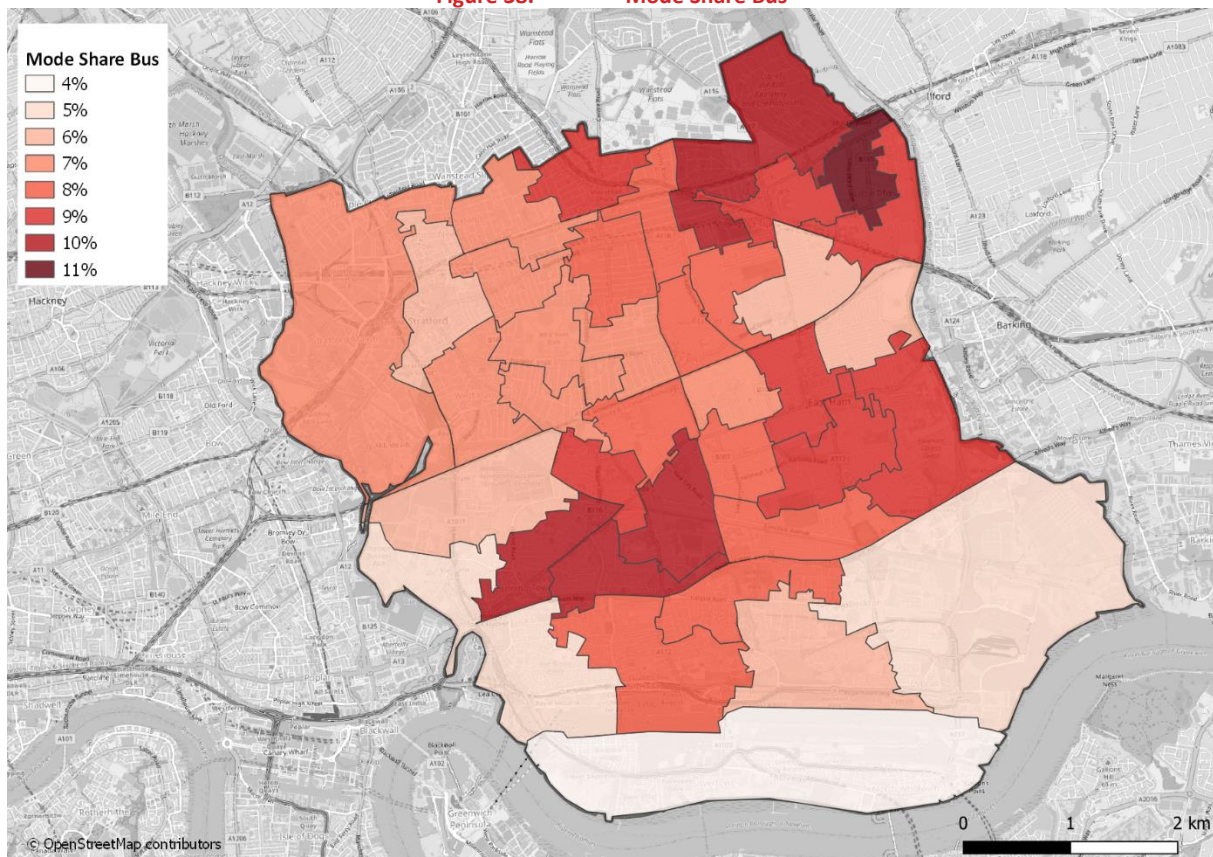
6.2.2 When the data is viewed in this context in regard to mode share Newham, public transport was at almost 65%. Active travel accounted for 9% of residents who use it as their main mode of transport for travelling to work.

6.2.3 When combined the levels of active travel and sustainable travel were relatively high at 74% in 2011. The Local Infrastructure Plan puts the figure for travel at sustainable modes to be at 72% in 2016, a slight drop from the above. The goal was to increase this to 76%

in 2021 and 83% in 2041, to increase the share above the Mayor’s target will be challenging but there are certainly opportunities.

- 6.2.4 Nonetheless, Newham’s existing baseline of walking, cycling and public transport trips of 72% is quite good when compared to the London average and very good when compared to other Boroughs an equivalent distance from central London.
- 6.2.5 The dominant commuter mode share for the Borough was Rail at 52%, which in this context includes, train, underground and light rail. Approximately 23% of Newham residents used cars or motorcycles as their main mode of transport. Then next it was bus, which was the main method for travelling to work for 13% of residents.
- 6.2.6 As is evident from above fewer than 10% of commuter journeys were made by active modes. Cycling modal share was poor, even at high estimates it was around 2-3% for the Borough as whole. Likewise for walking, although that was higher at 7%.
- 6.2.7 To better understand the issues and opportunities in relation to mode share across the Borough it is best to view the mode share splits geographically across various MSOAs.
- 6.2.8 The share of economically active residents who travelled by bus to work is lowest in the Royal Docks, Canning Town & Beckton. There were 8 MSOA’s where the share was below 7%.

**Figure 38. Mode Share Bus**

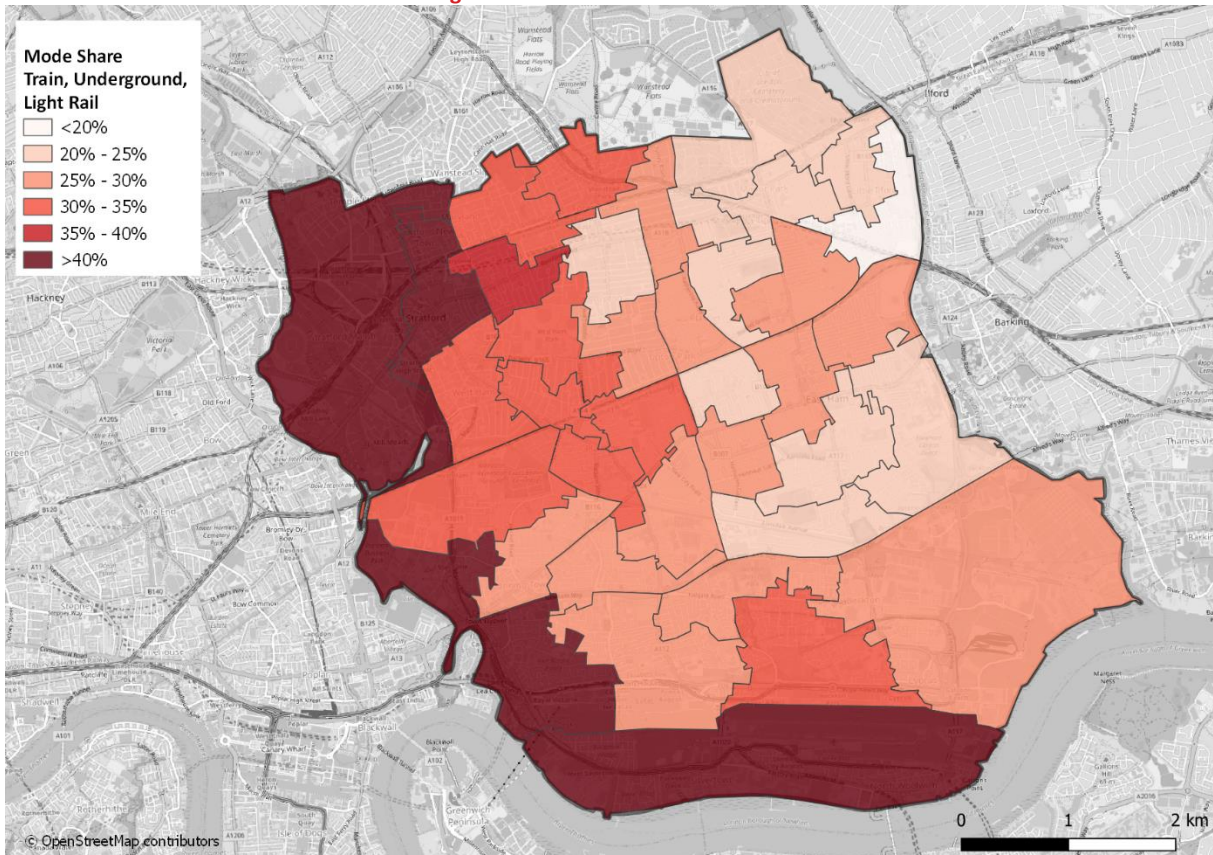


Source: Census (2011)

6.2.9 Bus usage was highest through the centre and to the north-east of the borough, whilst rail use was highest in the west and north-west reflecting the availability of each mode.

6.2.10 Stratford International Station and DLR services account for why the mode share for train, underground and light rail was highest in areas to the West and South of the Borough. The mode share decreases considerably towards the North West in areas such as, Little Ilford where, even if there is a mix of rail and other TfL services, these are less accessible at walking distance.

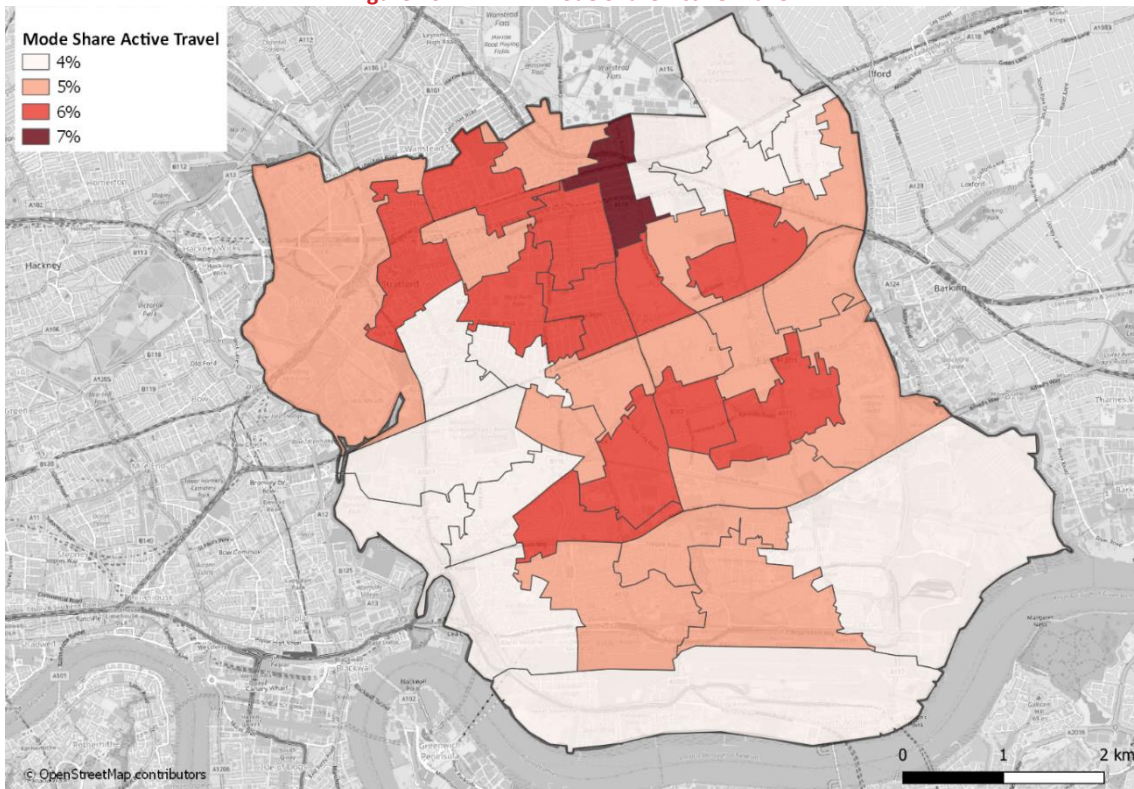
**Figure 39. Mode Share Rail**



Source: Census (2011)

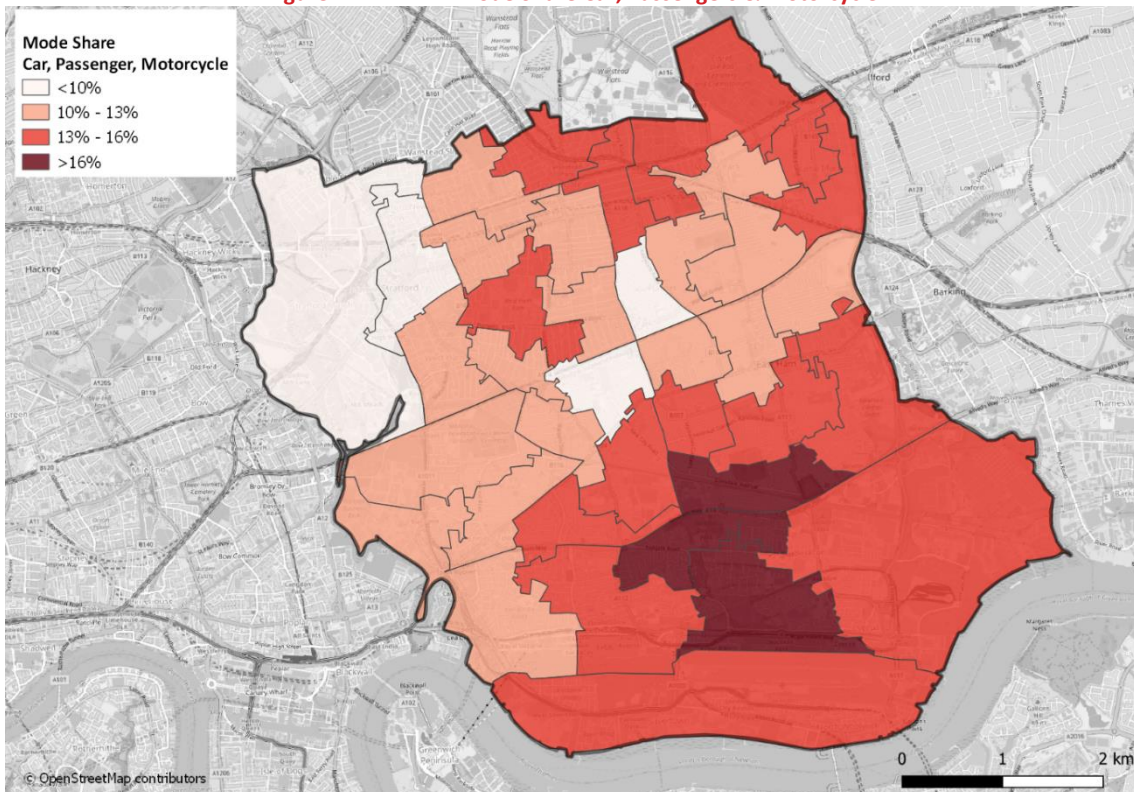
6.2.11 Higher active travel mode shares were found in the centre and to the north of the borough, although rates were generally low throughout. The lowest active travel mode shares were located across the southern belt of the Borough at just 4%. 3% of this journey to work data could be attributed to walking and 1% to cycling. Higher level of active travel to work can be linked to the presence of small to medium business in town centres offering jobs to people living locally.

**Figure 40. Mode Share Active Travel**



Source: Census (2011)

**Figure 41. Mode Share Car, Passengers & Motorcycle**

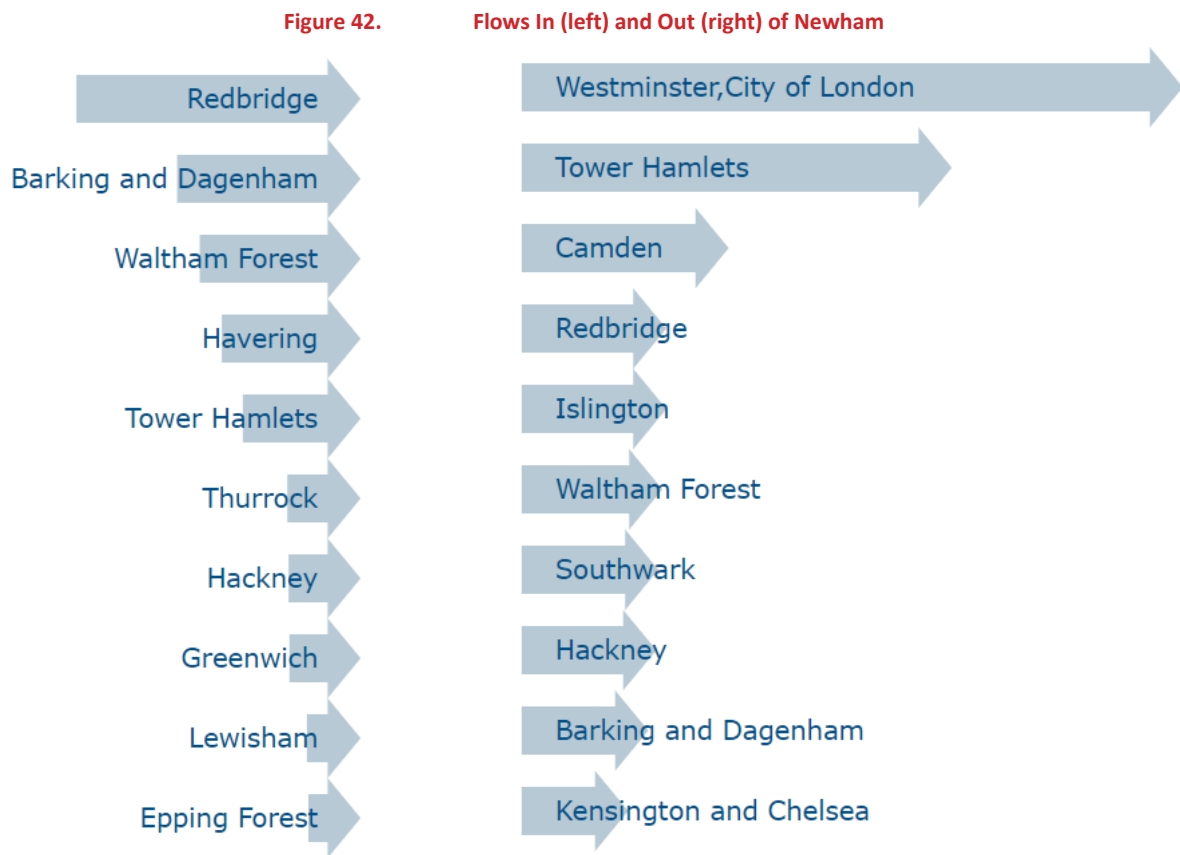


Source: Census (2011)

6.2.12 The MSOAs with the higher shares of commuters using cars or motorcycles are displayed on the map above. Car mode share varied considerably across the Borough, it was highest in Beckton at 18% and East Ham South at 17% when combined with passengers and motorcycles. The share was much less in Stratford and Plaistow.

### 6.3 Flows in and out of Newham

6.3.1 The graphic below demonstrates that inflows to Newham are mostly from the east, whilst outflows are predominately to the west. This validates the analysis in the employment section earlier that of Newham’s workforce just a quarter are working within the Borough itself and indicating that three quarters commute out of the Borough for work.



Source: Census 2011

6.3.2 Research has indicated that the average commute of Newham residents is 10.45km, which supports the above findings that the majority of residents commute out of the Borough. It can be ascertained that some of these trips will never realistically be undertaken by bike or on foot for the whole journey, although e-bikes and scooters offer the potential to increase the active travel mode share. According to the TfL, trips that can be switched to cycling should be no longer than 8km, while trips that can be switched to walking should be no longer than 2km (TfL Analysis of Walking and Cycling Potential, 2017).

6.3.3 Going forward the role of public transport will therefore continue to be critical in changing the mode of a large proportion of work trips made across the Borough. In terms of



understanding flows across the Borough and update to mode share patterns and geographies it will be important to undertake research to understand how the population has changed since 2011.

## 6.4 Cycle Flows

6.4.1 Road traffic statistics data from the Department of Transport suggest that both in 2019 and 2020 the highest levels of cycling align with the high-quality infrastructure of CS2 and CS3, where at least 600 cyclists per day across east-west routes were recorded both in 2019 and 2020. Volumes of cyclist on other roads are much lower, with flows of over 200 cyclists recorded on some north south routes. 2020 data also show a significant increase in cycle flows, especially around Stratford and further along Romford Road.

Figure 43. Cycle Flows 2019



Figure 44. Cycle Flows 2020



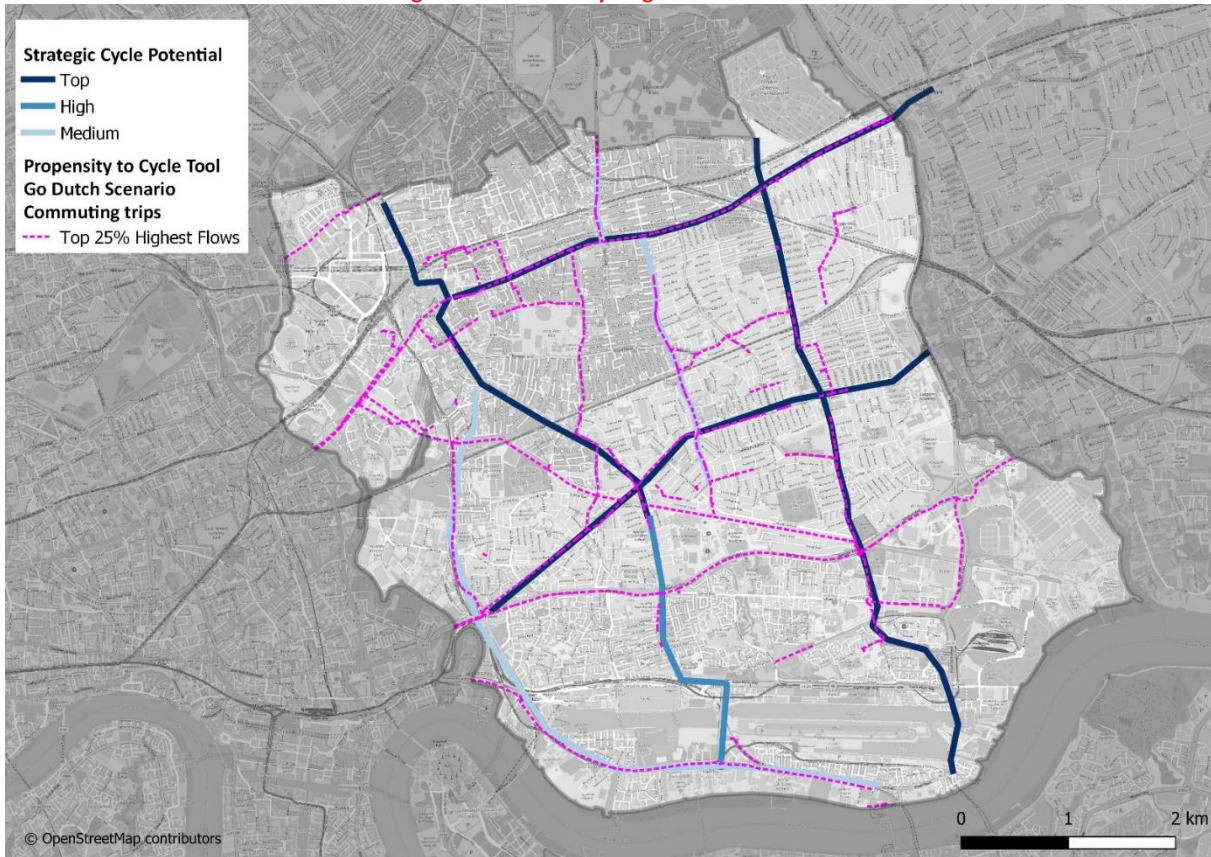
6.4.2 TfL’s Walking and Cycling Commissioner recently published some manual count data<sup>1</sup> undertaken in 2021 showing Newham had three of the top ten cycling flows in Outer London are in Newham. These are:

- Greenway (Manor Road): 2,000 cyclist – 32% increase from 2019
- Romford Road: 1,500 cyclists – 34% increase since 2019
- Leytonstone Road: 1,400 cyclists – 28% increase since 2019

6.4.3 TfL’s Strategic Cycle Analysis and the Propensity to Cycle Tool (PCT) both show potential for cycling routes both north-south and east-west. Notably, most of the corridors with the highest cycling potentials currently do not have cycle infrastructure in place.

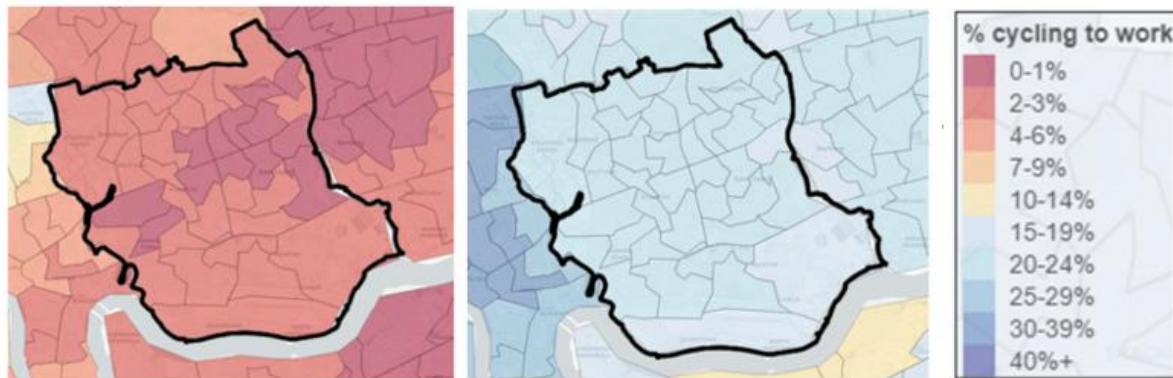
<sup>1</sup> <https://twitter.com/willnorman/status/1567078411977330690>

Figure 45. Cycling Potential Routes



6.4.4 The PCT Go Dutch scenario suggests a high potential for cycling commuter trips amongst Newham residents if high quality cycle infrastructure is put in place.

Figure 46. Propensity to Cycle Tool cycle to work estimates: Census 2011 scenario (left) and Go Dutch scenario (right)



## 6.5 Vehicular Flows

6.5.1 Road traffic statistics data from the Department of Transport show high levels of car traffic along major road corridors, with levels of traffic in excess of 20,000 vehicles per day along Newham Way and the A118 in Stratford in 2019. The A124 (Barking Road) in proximity of East Ham town centre records levels of traffic similar to the ones recorded in Stratford, despite being only a single carriageway two lanes road when compared to Stratford High Street, which is a dual carriageway four lanes road.

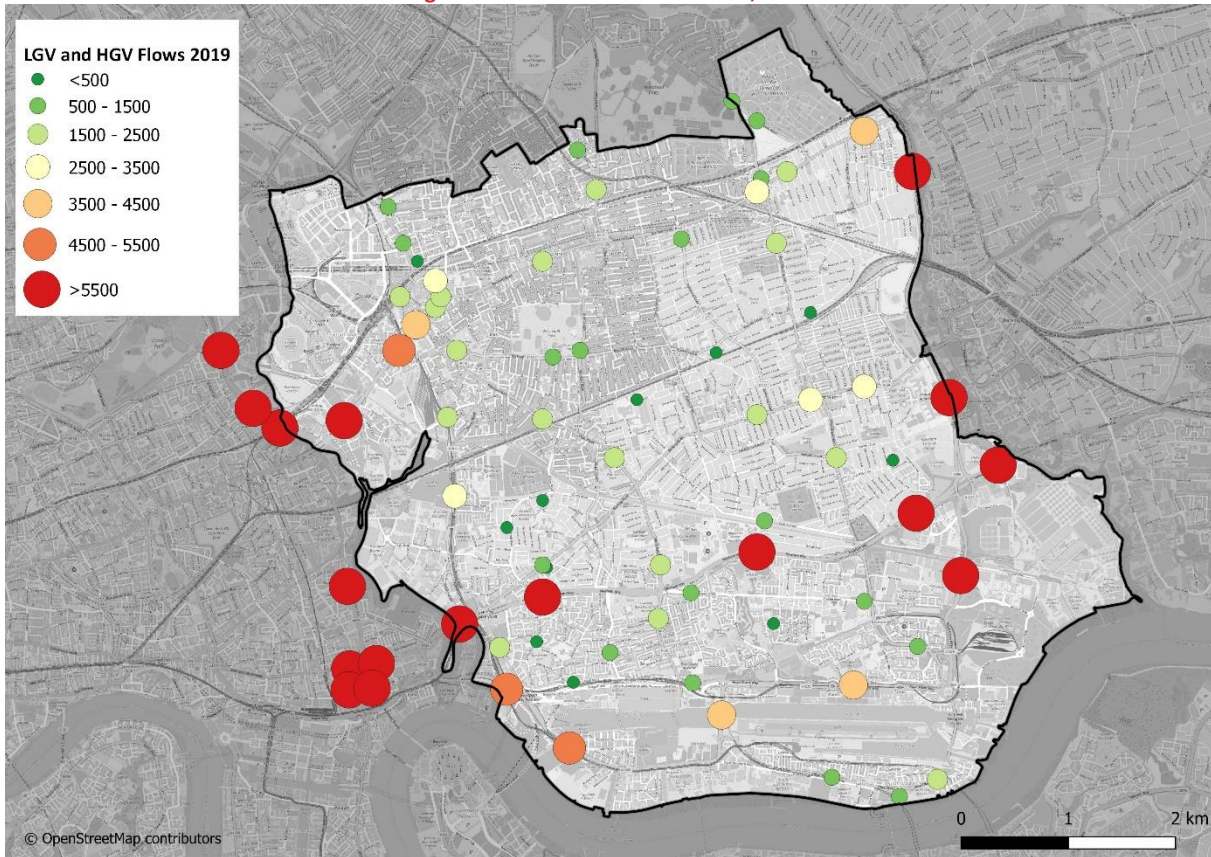
Figure 47. Car and Taxi Flows 2019



Source: DfT Road traffic statistics, 2019

6.5.2 In terms of LGV and HGV traffic, the same 2019 datasets show high level of traffic along Newham Way and the North Circular Road, with volumes in excess of 20,000 vehicles per day. High volumes are also recorded on Stratford High Street (volumes in excess of 5,000 per day). Volumes along north-south main roads are much lower (between 1,000 and 2,500 vehicles per day), and significantly reduces in residential roads.

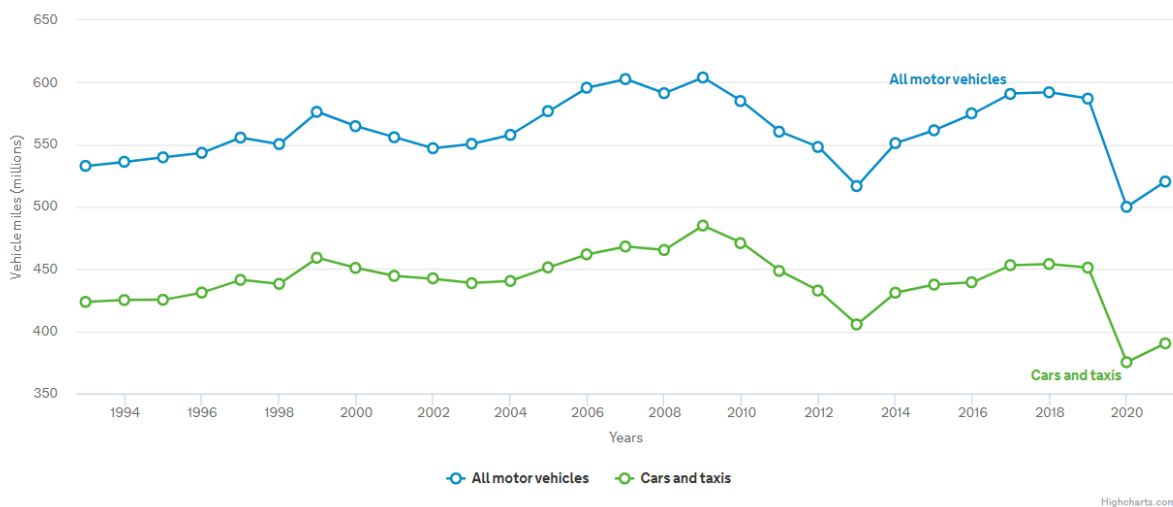
Figure 48. LGV and HGV flows, 2019



Source: DfT Road traffic statistics, 2019

6.5.3 Historic traffic flows from DfT year-on-year growth in each year between 2011 and 2019, followed by a sharp decline due to the Covid-19 pandemic. Traffic levels for 2021 have increased on the previous year but still remain lower than the 2011 levels.

Figure 49. Annual traffic by vehicle type in Newham (DfT Road Traffic Statistic)



6.5.4 TfL Strategic Neighbourhood Analysis (SNA) shows that levels of estimated through traffic are higher in the north and east of the borough.

6.5.5 Transport for London assesses progress towards MTS targets using LTDS data. The last MTS target assessment has been undertaken in December 2021.

6.5.6 The sustainable transport mode share for Newham observed during the period 2017/18 to 2019/20 was 76%, showing the borough is on track to reach their 2041 target of 83%. Mode share split used to calculate the overall sustainable mode share is shown in the table below.

**Table 4. Londoners' trips by borough of residence, trips per day and shares by main mode, average day (7-day week), 2017/18 to 2019/20 (LIP3 MTS Outcomes Borough Data Pack, 2021)**

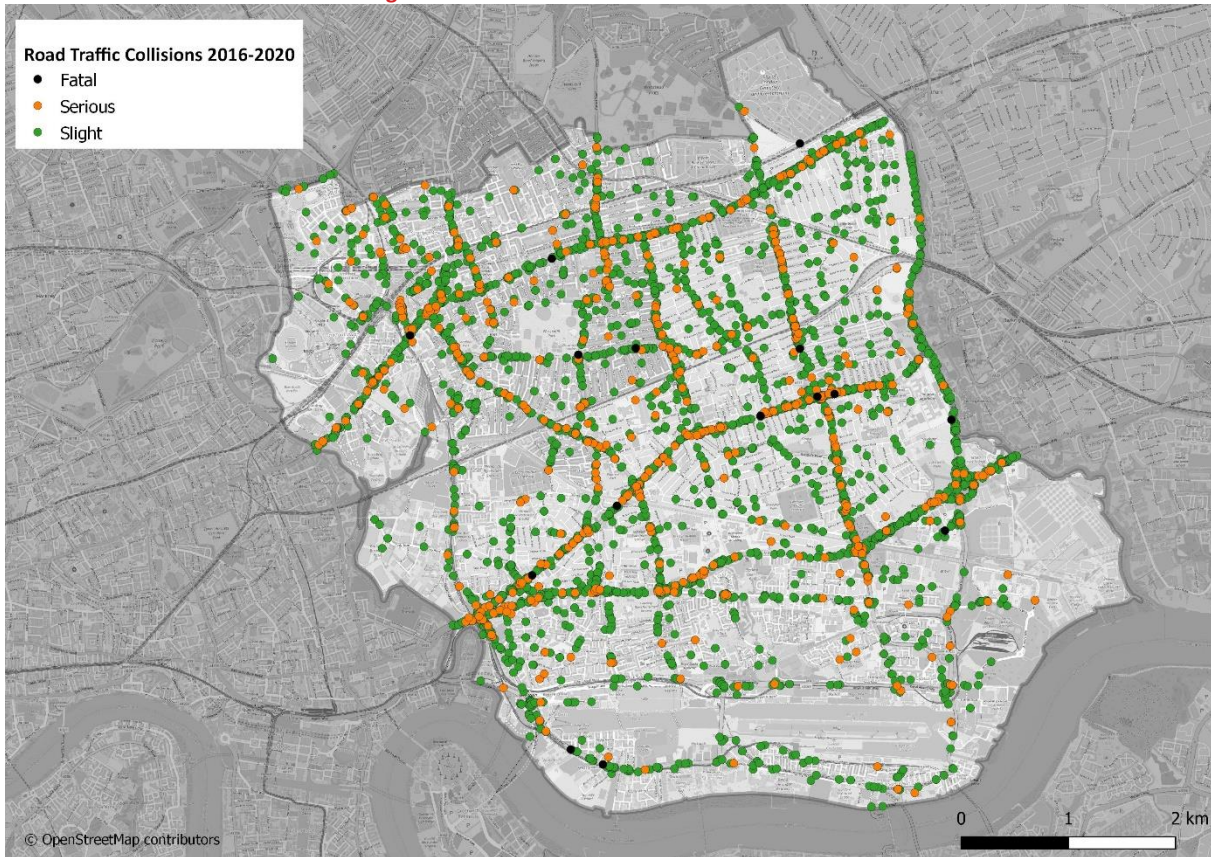
MODE	MODE SHARE
National Rail/Overground	4.1%
Underground/ DLR	18.4%
Bus/tram	18.1%
Taxi/Other	1.2%
Car/motorcycle	22.9%
Cycle	2.2%
Walk	33.1%
All modes	100.0%
Trips per day	554

6.5.7 Data used to measure targets for Outcome 1 show that during the period 2017/18 to 2019/20 only 31% of residents of residents was doing at least two x10 minutes of active travel a day, showing that the borough was not on track to meet the 2021 target of 36% and the 241 target of 70%. On the other hand, 24% of the population was within 400m of the strategic cycle network, already meeting the 2021 target of 22%.

## 6.6 Traffic collisions

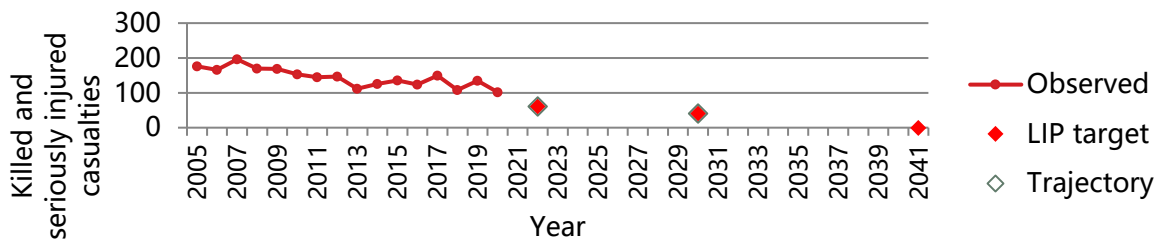
6.6.1 Collision data from the DfT for 2016-2022 shows that the majority of collisions happens on major roads, especially in proximity of junctions and crossing points. A cluster of accidents, including two fatal, can be identified at the junction of Barking Road and High Street South in East Ham where high level of vehicular traffic have been identified. Two fatal accidents have also been recorded in the area of Plashet Road and Upton Lane, despite a low concentration of serious collisions.

Figure 50. Road Traffic Collisions 2016-2020



6.6.2 LTDS data use to measure the progress towards Outcome 2 (Vision Zero) of the NTS, show a reduction in deaths and serious injuries from all road collisions since 2005.

Figure 51. Killed and seriously injured casualties (LIP3 MTS Outcomes Borough Data Pack, 2021)



## 6.7 Impact of COVID-19

6.7.1 It should be noted that much of the data analysed in this report was collected before the impact of the COVID-19 pandemic from 2020 onwards. Travel behaviour was changed fundamentally during the pandemic, and whilst some patterns will have returned to pre-COVID norms, others will be permanently changed. Whilst it is likely that behaviour will be somewhere close to a 'new normal' by late 2022, data to describe this will for the most part not yet have been collected.

6.7.2 The pandemic is likely to have caused long-term changes in commuting, due to the increase in remote working. In London, 37% of people were homeworking in early 2022,

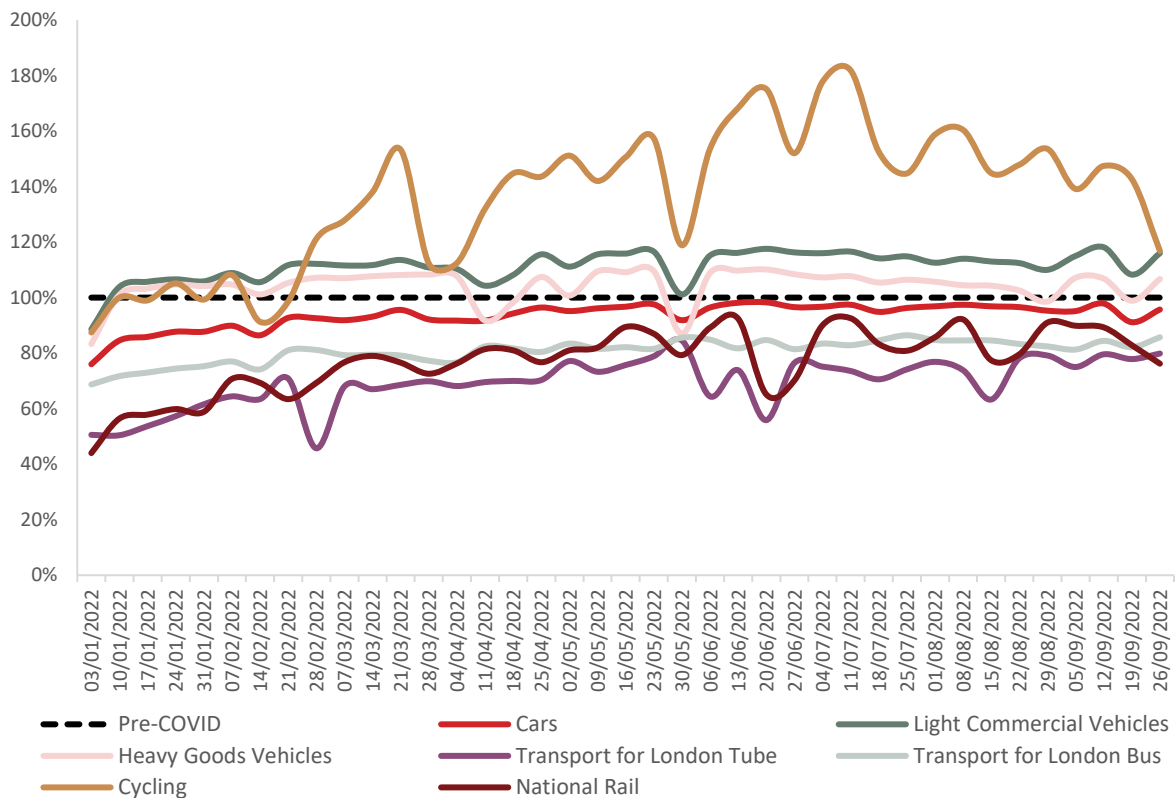
compared to 14% in late 2019<sup>2</sup>. It is important to note that this still means the majority of people are not homeworking and will thus be commuting regularly. A reduction in business trips will likely be a further key consequence of the pandemic, with over two-thirds of people believing virtual meetings will replace some, or all, face-to-face interactions<sup>3</sup>.

6.7.3 The move towards online shopping has meant internet sales in August 2022 in the UK made up on average 24% of total retail, compared to 18% in August 2019, with consequent impacts on the volume of delivery vehicles<sup>4</sup>.

6.7.4 The volume of active travel trips will be another major change, as a result of people having been encouraged to walk or cycle in the absence of traffic during, plus Streetspace measures introduced as Local Authorities, including Newham tried to create space for social distancing and avoid a car-based recovery. The cost-of-living crisis and significant increases in the cost of fuel will have likely further encouraged this in 2022.

6.7.5 The chart below shows levels of motor traffic, rail journeys and cycling nationally, as well as usage of TfL bus and tube services in 2022, compared to a pre-COVID level.

**Figure 52. Volumes of Travel Compared to Pre-COVID**



<sup>2</sup> <https://www.ons.gov.uk/employmentandlabourmarket/peopleinwork/employmentandemployeetypes/articles/homeworkingintheukregionalpatterns/2019to2022>

<sup>3</sup> <https://www.systra.co.uk/en/covid-19/covid-19-research-insights/article/public-transport-users-say-they-could-make-fewer-trips-after-pandemic2>

<sup>4</sup> <https://www.ons.gov.uk/businessindustryandtrade/retailindustry/timeseries/j4mc/drsl>

<sup>5</sup> <https://www.gov.uk/government/statistics/transport-use-during-the-coronavirus-covid-19-pandemic>

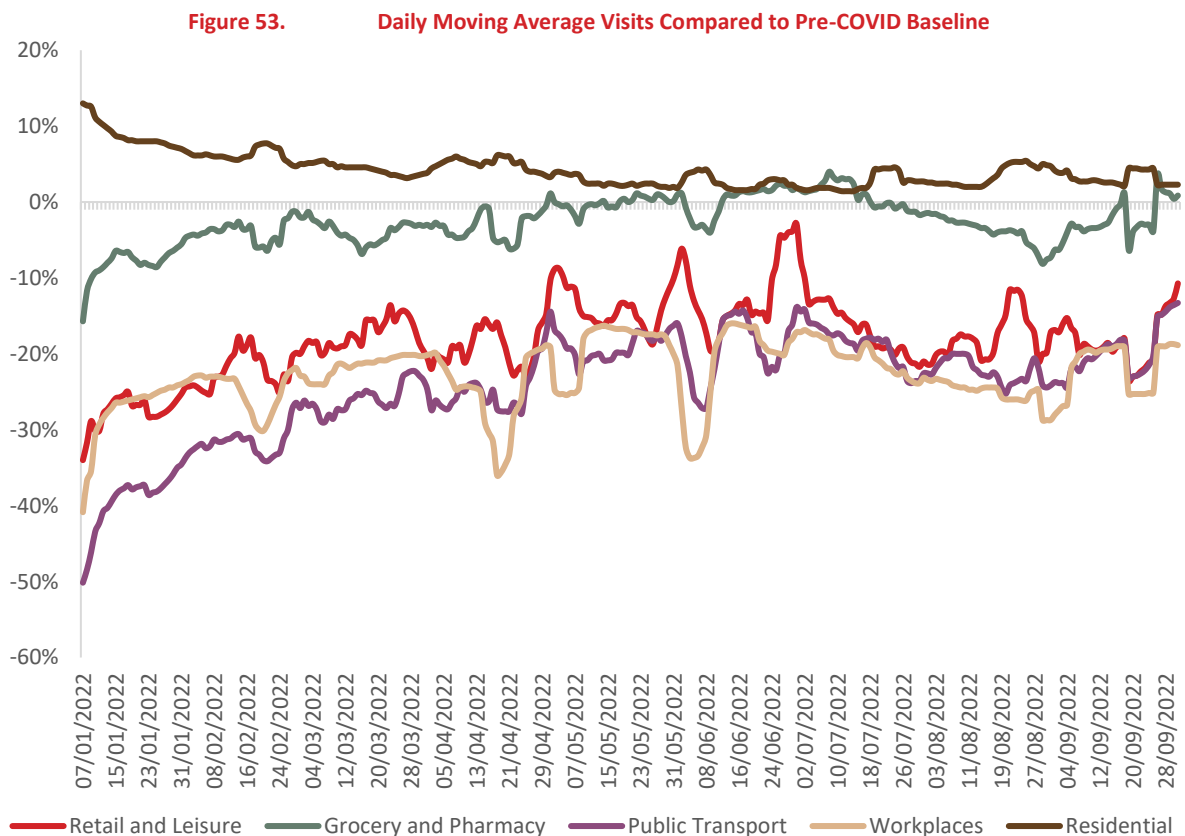


6.7.6 It can be seen that levels of cycling have been higher than those pre-COVID for the majority of the year, whilst LGV and HGV movements are also above pre-pandemic averages. Whilst car trips are at a very similar level to before COVID-19, rail, bus, and tube trips are all at around 75% - 90% of pre-pandemic levels. It can be expected that these trends will be broadly similar in Newham.

6.7.7 The key impacts of COVID-19 that must therefore be considered with relation to the data are likely:

- A decrease in commuting and some business trips, with those that take place focused on limited days of the week
- A decrease in personal shopping trips, but increase in deliveries
- An increase in active travel, particularly cycling
- A decrease in public transport trips, but car trips at a similar level to pre-COVID

6.7.8 Google Mobility Reports provide some insight to these, with visits as recorded by Google showing a reduction for all sites except residential, whilst food related shopping has also returned back to close to the pre-COVID baseline<sup>6</sup>.



6.7.9 In regard to Newham the Covid-19 recovery strategy details how it was the most impacted Borough in London with 102,000 residents placed on furlough or claiming self-employment support or benefit. What this tells us is the majority of the employment base were unable to work from home and therefore not as agile or able to respond to the impacts of lockdowns as workers from other industries. This is intertwined with evidence

<sup>6</sup> <https://www.google.com/covid19/mobility/>

of the impact of Covid-19 on travel patterns across the Borough as stations such as West Ham, Canning Town and Stratford still experiencing high levels of patronage despite the restrictions. People were not able to simply stop travelling or immediately work from home.

## 6.8 Summary

6.8.1 Journey to work data suggests that rail is by far the dominant mode amongst Newham residents, whilst motor vehicle trips make up just under one quarter of journeys. Mode shares across the borough respond to the available network, with higher levels of active and sustainable modes where rail and cycle infrastructure is available, and higher car use to the south east where public transport is lacking. The major roads in the borough carry high volumes of traffic, including HGVs, presumably related to the large industrial areas. The nature of trips and topography of the borough means it has a very high potential for increasing cycling. COVID-19 will have had a significant impact on travel behaviour, particularly in reducing commuter trips, increasing cycling, and increasing home deliveries.

## TRANSPORT ISSUES AND OPPORTUNITIES SUMMARY

### 7.1 Summary

7.1.1 This Baseline Review has revealed a range of issues and opportunities for the strategy to respond to, which are summarised below.

### 7.2 Issues:

#### Highly variable connectivity

- Rail and TfL services provide excellent east-west connections into London, but north-south and local connections are generally limited to bus services.
- Cross borough journeys, especially of diagonal nature are difficult to complete by public transport
- North-south road corridors have tended to be of limited traffic capacity, often run along town centre and local centre high streets, factors that increase roadside movements and decrease space available on the carriageway, acting as pinch points.

#### Public Transport

- Low capacity of public transport services, especially for TfL services and buses
- Poor quality of public transport experience
- Overcrowding at rail and Underground stations
- Narrow major roads with limited space to integrate bus priority and cycling provision

#### Low levels of active travel

- Cycling modal share is generally low, around 2-3% in most areas across the Borough.
- High quality cycle infrastructure is very limited
- Severance makes local active travel trips difficult, particularly for those with mobility issues
- Quality of the leisure routes such as Thames Path and National Cycle Network is often poor and discontinuous.

#### Severance

- Railways, major roads, City Airport, the docks, and River Thames all create severance, making internal journeys more difficult, particularly in north-south direction.
- Strategic roads difficult to downgrade without impacting the borough

#### High levels of traffic, including HGVs along major through roads

- High levels of traffic along major roads with levels of traffic in excess of 20,000 vehicles per day creates air quality, safety, and severance challenges

### Poor Air Quality

- The lowest health deciles are in the west of the borough, which align with greatest deprivation and some of the worst air quality, connected to transport infrastructure such as major roads and City Airport
- Electric vehicles charging points not widely spread, limiting the uptake of low emission vehicles

### Royal Docks Opportunity Area Transport Challenges

- Character of borough is divided north / south of A13, with many more transport challenges to the south
- TfL PTAL shows that public transport accessibility is poor across the south and south-east of the Borough.
- Requirement for additional DLR stations and bus capacity to support the Elizabeth Line & other new services.
- Limited crossing opportunities of River Thames
- Area also home to industry meaning higher volumes of HGVs
- Generally higher speed limits on road network

## 7.3 Opportunities

### Excellent east-west links

- Rail and TfL services provide excellent east-west connections into London.
- Bus services run along east-west road corridors.
- Road network includes major east-west routes with high capacity
- Two cycle superhighways connecting to Central London
- Public transport connectivity around Stratford as good as any in London

### High Active Travel Potential

- Flat topography should encourage active travel
- Existing leisure routes – greenway, riverside paths
- Multiple local centres meaning many residents within walking / cycling distance of amenities
- TfL's Strategic Cycle Analysis and the Propensity to Cycle Tool both show potential for cycling routes both north-south and east-west.
- High increase in cycling flows on some key routes
- The PCT suggests a high potential for an increase in cycling overall.
- High existing levels of cycling where high-quality infrastructure of CS2 and CS3 is provided

### Population likely receptive to change

- Over half of Newham households do not own a car, driving is not the default mode.
- Newham has registered the biggest drop in number of registered vehicles across all Boroughs in 2021

- Young, transient, population often with low income likely to be receptive to behaviour change
- Ethnically diverse population offers varying opportunities to promote different behaviour change approaches
- 15 neighbourhood concept welcomed by residents

#### **Low traffic neighbourhoods and school streets**

- Low Traffic Neighbourhoods and School Streets have been implemented in the borough with commitments for more
- Many natural or pre-existing low traffic areas due to street design or historical filters
- Funded plans for new cycle routes

#### **Shared Mobility**

- Currently under-utilised opportunity for both shared cars and cycles, with borough characteristics likely to be conducive to successful schemes

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