

Infrastructure Delivery Plan (IDP)

July 2024

WE ARE NEWHAM.

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Introduction

What is the Infrastructure Delivery Plan?

The National Planning Policy Framework (NPPF) requires local planning authorities (LPAs) to work with other authorities and providers to assess the quality and capacity of infrastructure for transport, water supply, wastewater and its treatment, energy, telecommunications, utilities, waste, health, social care, education, flood risk and coastal change management, and its ability to meet forecast demands.

LPAs should also take account of the need for strategic infrastructure including nationally significant infrastructure within their areas. We have added other infrastructure that is planned by public bodies and is important to place-making and sustainable development, notably green infrastructure and built leisure facilities, emergency services provision, community centres/ hubs and libraries and justice provision - infrastructure highlighted to us as important in the preparation of the Local Plan (2024).

One output of this process is the Infrastructure Delivery Plan (IDP), which is updated on a regular basis and justifies the continued operation of the borough-wide Community Infrastructure Levy (CIL). The IDP identifies the borough's infrastructure requirements insofar as these are known and provides an update on the delivery of a range of infrastructure projects and infrastructure planning processes.

The IDP is well embedded within Local Plan policy, and is a material

consideration concerning demonstration of 'need' in the Development Plan. It also requires developers to engage with the processes and infrastructure sufficiency issues highlighted within in the course of their masterplanning, capacity testing, and impact assessments.

In turn, infrastructure providers and commissioners will also be encouraged to continue to engage with the IDP in their strategic planning, given that: the plans of most providers are short/medium term in comparison to the 15-year time horizon of the Local Plan; they may use divergent population/growth assumptions; and seem to be prepared with little reference to the plans of other providers which may have cumulative consequences.

The standard proforma for each infrastructure type helps to draw out the issues where reconciliation is required, for instance, in the use of standard population projections that build in awareness of where most growth is targeted. It is notable however, that many infrastructure plans presently seem to be driven by the need for efficiency savings and financial sustainability rather being clear about any assumptions that make regarding growth, spatial and population changes.

In identifying, where possible in this context, which projects are:

- 1) critical in relation to planned growth (physical constraints);
 - 2) essential to ensure it is sustainable or otherwise acceptable; or
 - 3) important – desirable to achieve more sustainable development;
- the IDP can also be used to help prioritise and justify the allocation of/bidding for available funding needed to meet funding gaps.

However, it should be noted that most projects relevant to the IDP are in the first two categories, as most infrastructure providers/commissioners

access to funding is such that they will focus on projects with the strongest business case, and may indeed deal with a 'backlog of investment'.

This IDP is an update to the previous IDP (2022) to support both the adopted and the emerging Local Plans. It therefore includes, in addition to projects that have sufficient scoping detail, projects identified in the emerging Local Plan evidence base as required to support growth identified under the new Local Plan. These align with the infrastructure requirements outlined in the site allocations and neighbourhood policies in the emerging Local Plan.

Structure of the IDP

The IDP is organised by infrastructure type in 2 broad groupings: physical (including green) and social.

Each infrastructure type has infrastructure planning details collated under standardised headings:

1. What – what does infrastructure planning for this type of infrastructure involve, what requirements have been identified?
2. Where – where do the plans affect?
3. When – what timescales are involved, what is the time horizon for infrastructure planning? (N.B. individual project timescales are in the project schedule)
4. Why – why is a change from the status quo needed? What assumptions are being used?
5. Where are we now – in terms the infrastructure planning processes including delivery of key projects?
6. What are the next steps - in terms of project delivery and infrastructure planning?
7. What are the spatial implications – particularly in terms of the interaction with Local Plan Refresh?
8. Project list – the first table includes projects which are scoped to a reasonable level of detail and committed to by the necessary stakeholders; the second table (in some of the sections) includes additional projects which are included in the emerging Local Plan. Projects included in the list will not include those which are substantially underway or those which have yet to have sufficient scoping detail, unless they are included in the emerging Local Plan.

How is the Infrastructure Delivery Plan produced?

The IDP has been produced through the collation of material in published documents including infrastructure plans and Cabinet reports, together with discussion and formal consultation with neighbouring authorities, relevant providers and commissioners about their work plans and assumptions, where these are not in the public domain.

The document will be formally updated regularly, but infrastructure providers/commissioners are welcome to provide us with updates at any point by emailing localplan@newham.gov.uk.

Transport: Rail Station Improvements and New Stations

What?

TfL provides the majority of public transport services within the borough and is therefore responsible for improving accessibility for all Newham residents, including at interchanges between transport modes and accessibility and capacity within stations in the borough, vitally important in areas of intensive growth. The Council therefore works in partnership with TfL to deliver projects which encourage modal shift, active travel, and facilitate delivery of improvement projects at key interchanges, including stations throughout the borough. Some of these are planned through Newham's Local Implementation Plans (LIP), some through site allocations masterplanning, with strategic direction given by Network Rail, the Department for Transport (DfT), Mayor's Transport Strategy (MTS) and the London Plan.

Key requirements identified are the extension of the DLR to Beckton Riverside and Thamesmead, the need for further capacity work in Stratford, West Ham, Canning Town stations, the need to improve vertical station capacity and platform lengths to accommodate longer trains along the DLR to Beckton and Woolwich; and the ongoing project to secure step-free accessibility to all stations in the borough - where Plaistow, Upton Park Woodgrange Park and Wanstead Park stand out as key candidates given neighbouring site allocations.

Improvements in rail stations will also be needed as part of the development of site allocations Beckton Riverside and Thameside West (new DLR stations), Pontoon Dock and around West Ham/Abbey Road. To serve the population growth from housing developments, proposals on site allocations will have to consider capacity of existing stations, particularly at West Silvertown, Beckton Park and Cyprus Stations. There was a long term proposal for an Elizabeth line station at Silvertown to serve London City Airport (LCY) and the wider area. The LCY and other local stakeholders continue to examine its feasibility and develop the business case, albeit foreseeable challenges exist as the line is now opened.

The MTS and London Plan sets out improvements to station accessibility and improved public realm for walking and cycling as a key component of station upgrades, however given TfL's current financial position not all the interventions sought to support Newham's growth are as yet funded and included in TfL's business plan. Early work to support a review of the MTS will be undertaken by TfL in the coming months and will possibly provide an updated position.

Where?

- New DLR stations at Thames Wharf and Beckton Riverside.
- Station capacity upgrades at Stratford, Canning Town (DLR and London Underground) and West Ham/Abbey Road; potential upgrade at West Silvertown, Beckton Park and Cyprus stations due to growth on site allocations; platform upgrade at Pontoon Docks, Gallions Reach and Royal Albert stations.
- Station accessibility upgrades at Custom House, Plaistow, Upton Park, Woodgrange Park and Wanstead Park stations.

When?

- The MTS covers the period 2018-2041.
- The London Plan covers a period of 15 years from 2021.
- The Local Implementation Plan 3 (LIP3) covers a period up to 2019/20-2021-22 with delivery plans for 2023/24 and 2024/25.
- Newham's Sustainable Transport Strategy covers for the period 2023-2038.

Why?

- Improving connectivity and encouraging sustainable travel modes over private car ownership are important to support the modal shift towards a more sustainable pattern of movement across the borough and beyond to ensure the transport network including roads, can cope with planned growth and air quality is improved; the MTS includes an objective to improving rail journey times by up to 15 per cent by the late 2020s. In turn, significant growth in passenger demand will require significantly improved interchange opportunities and capacities to help meet the Mayor's overall aim for 83 per cent of all trips in London to be made on foot, by cycle or using public transport by 2041.
- In order to secure maximum benefits of network investment notably the Elizabeth line, interchange efficiency is crucial.

Assumptions:

- According to the MTS (2018), London's population reached 8.6 million in 2015 with a projected rise to approximately 10 million by 2041. This is expected to generate more than 5 million additional trips each day by 2041.
- Newham's population has increased significantly in recent years to approximately 350,000, and is expected to grow above 460,000 by 2030 (GLA's Housing-led population projections informed by the London Plan (2021) housing target).
- A further modal shift needs to be attained from the car to sustainable modes (consistent with the LIPs target) so these comprise 83 per cent of all trips in Newham by 2041.

Where are we now?

- Prior to the opening of the Elizabeth line in 2022, the Council completed public realm and interchange enhancement schemes outside of the stations supplemented by internal improvements to platform access and ticket halls in and around all Elizabeth line stations funded by Network Rail and Rail for London.
- Elizabeth line stations at Custom House, Stratford, Maryland, Forest Gate and Manor Park are now opened. However, some of the Elizabeth line stations east of Stratford are not fully accessible.
- A new station entrance at West Ham station is under construction, providing access to the site allocation to the west of the station.
- A new station entrance at the south-west of Stratford station is under construction.
- Royal Docks and Beckton Riverside Opportunity Area Planning Framework (OAPF) was adopted to support growth-led infrastructure planning and identifying the transport needs to support growth in the Beckton and Royal Docks areas.

What are the next steps?

- Continue delivery of the LIP programmes and initiatives.
- Continue to lobby TfL and other transport providers to deliver improved public transport services and station capacity (including bus stations and interchanges) to support growth and seek funding to work towards these, including developer contributions and obligations, and bid for other funding and support TfL and Network Rail and other transport providers in these projects.
- Input to masterplanning and accessibility and infrastructure planning on relevant site allocations and as part of the Royal Docks Enterprise Zone, including identifying and securing necessary supporting transport infrastructure and services.
- Work closely with TfL, Royal Docks Team (RDT) and landowners to progress the DLR extension to Beckton Riverside and Thamesmead, delivering a new station at Beckton Riverside.
- Press for further funding to deliver the Thames Wharf DLR station, key to allow delivery of the Thameside West scheme.
- Continue to engage with London City Airport (and relevant stakeholders) regarding a privately funded Elizabeth Line station serving the airport and eastern Royal Docks, subject to this not having wider network effects.
- Land adjacent to Stratford International has been safeguarded for future expansion of the station. Work closely with Network Rail, TfL and other stakeholders on Stratford station work to scope future plans for the station in light of major capacity issues at the station.
- Continue to seek to make accessibility improvements to Upton Park, Plaistow, Woodgrange Park and Wanstead Park Stations.
- Investigation into Canning Town Station upgrade to be undertaken by TfL with funding from the RDT.

Spatial Implications

- Transport network and interchange capacity are critical to ensuring development potential can be realised in a sustainable way; interchange enhancement including station improvements can help realise intensification around such nodes. Certain site allocations will need to deliver particular rail station enhancements (or new stations provision) in their masterplanning and through funding directly and/or indirectly.

Main Sources:

Crossrail, [Crossrail Project Update](#)

TfL, [Improvements and Projects](#)

PLA, [Thames Vision 2050 plan](#)

PLA, [2030 Action Plan](#)

SYSTRA (2024), [LBN Sustainable Transport Strategy](#)

PLA (2024), [Tidal Thames Masterplan \(arcgis.com\)](#)

GLA (2023), [Royal Docks & Beckton Riverside OAPF](#)

LBN Cabinet(2023), [Cabinet Paper – LIP and AST Programmes 2024-25](#)

TfL (2023), [TfL Mayoral Budget 2024/25](#)

TfL (2018), [Mayor of London's Transport Strategy \(2018\)](#)

Major rail station improvements and new stations projects:

Scoped Project	Location	Description	Timing	Lead & Delivery Partners / Stakeholders	Expected Cost	Funding Source(s)	Funding Available	Funding Gap
Stratford Regional Station Carpenters entrance	Stratford and Maryland	Direct access into Stratford Regional Station from Carpenters area - including new entrance to Stratford Regional Station.	Opening Spring 2024	GLA/LBN/TfL/LLDC	£8,358,000	LBN, TfL, LLDC, GLA, S106, CIL	£8,358,000	£0
Capacity upgrade and interchange and connectivity improvement at Stratford Regional Station	Stratford and Maryland	Increased station and interchange capacity through improved circulation and wayfinding, new ticket hall and new station entrances; Provide a new bridge from the new station square to Monfichet Road and a new station entrance. To be delivered as part of the site allocation N8.SA2 Stratford Station.	Long term	TfL, Network Rail, LLDC	n/k	TfL, LLDC, Network Rail, S106, CIL, LB Newham, GLA, DfT, Homes England	>£6m	n/k
Stratford Station medium term works	Stratford and Maryland	Platform 6/8 decluttering, MTR control room, platform canopies	Medium Term	Network Rail/TfL	£2.5m	Network Rail (control period)/DfT/S106	n/k	£2.5m

Scoped Project	Location	Description	Timing	Lead & Delivery Partners / Stakeholders	Expected Cost	Funding Source(s)	Funding Available	Funding Gap
Stratford International Station Expansion	Stratford and Maryland	Stratford International Station Expansion.	n/k	HS1, LB Newham, LLDC Stratford International Station Expansion Zone safeguarded by 19/00391/FUL (Stratford International Layover)	No	n/k	n/k	n/k
Pontoon Dock DLR Station upgrade	Pontoon Dock	Station upgrades including escalators.	2027/28	TfL/LBN/RDDT/Key Developers	£43.1m	RDDT forward funding/TfL/Developer Contributions	£4.6	£8.8m
Gallions Reach DLR Station upgrade	Gallions Reach	Capacity improvement including platform extensions, as part of site allocation N17.SA1 Beckton Riverside.	2028-2038	TfL/LBN/RDDT/Key Developers	£32.6m	TfL/Developer Contributions	n/k	n/k
Royal Albert DLR Station upgrade	Royal Albert	Deliver platform lengthening and secondary means of escape at Royal Albert DLR Station.	2030 onwards	TfL/LBN/RDDT/Key Developers	£56.1m	TfL/Developer Contributions	n/k	n/k

Scoped Project	Location	Description	Timing	Lead & Delivery Partners / Stakeholders	Expected Cost	Funding Source(s)	Funding Available	Funding Gap
Canning Town Station capacity upgrades	Canning Town	Station upgrades to increase capacity including public realm improvements, wayfinding and dynamic digital signage in the station and step-free enhancements.	2025-2035	TfL/LBN/RDDT/Key Developers	n/k	TfL/Developer Contributions /LCY	n/k	n/k
West Ham Station capacity upgrades	West Ham	Pedestrian capacity improvements and improvements to internal interchange wayfinding and capacity schemes. Developer contributions also included as requirements in site allocations N7.SA1 Abbey Mills, N7.SA2 Twelvetrees Park and Former Bromley By Bow Gasworks, and N7.SA3 Sugar House Island.	2030-2035	TfL/Network Rail/C2C	£50m	S106	n/k	n/k
Custom House Station accessibility upgrade	Canning Town and Custom House	Improvements to public realm and wayfinding between platforms and buses.	2021-2025	TfL/NR	£5m	GLA/RDDT	£3.5m	£0

Scoped Project	Location	Description	Timing	Lead & Delivery Partners / Stakeholders	Expected Cost	Funding Source(s)	Funding Available	Funding Gap
Station step-free access	Upton Park, Plaistow, Woodgrange Park and Wanstead Park Stations	Station accessibility improvements.	2030-2035	TfL/LBN/Network Rail/LO	£45m	TfL/Network Rail/S106/central government funding	0	£45m
New Thames Wharf DLR station	Royal Victoria	New DLR station as part of site allocation N2.SA4 Thameside West.	2028	TfL/LBN/Key Developers	£46.4m to £92.7m (ML £66.2m)	TfL/ developer contributions	£9m	£57.2m
New Beckton Riverside DLR station	Gallions Reach	A new DLR station at site allocation N17.SA1 Beckton Riverside with proposal for extension of the DLR from Gallions Reach to Thamesmead via Beckton Riverside and DLR signal upgrade	2030	TfL, GLA, RBG, LBB, Homes England, DLUHC, Aberdeen Standard, St. William / National Grid, Lendlease and Peabody JV	£1bn - £1.5bn	TfL/Homes England/MHCLG /GLA/ LBN Capital Programme /LB Greenwich/ developer contributions	0	£1bn - £1.5bn

Major rail station improvements and new stations included in the Local Plan, in addition to above projects:

Project	Location	Site Allocation	Description	Timing	Lead & Delivery Partners/ Stakeholders	Relevant planning application
Potential station capacity upgrade	West Silvertown, Beckton Park, Cyprus and Abbey	N2.SA2 Lyle Park West N3.SA1 Royal Albert North N11.SA2 Cyprus	Potential needs on station upgrade subject to assessment of the station capacity. Site	2023-2038	TfL	n/a

Project	Location	Site Allocation	Description	Timing	Lead & Delivery Partners/ Stakeholders	Relevant planning application
	Road Stations	N7.SA1 Abbey Mills	allocations are required to conduct capacity assessment and provide potential mitigation measures as appropriate.			

Transport: Rail Network and Capacity Enhancements

What?

TfL and a number of train operating companies (TOCs) provides the majority of public transport services within the borough. Improving rail services and capacity is a key component of the Mayor's Transport Strategy (MTS) and reflected in the latest business plan. Requirements identified include Elizabeth line frequency enhancements, DLR rolling stock replacement (with walk through trains) and fleet enlargement (as part of the successful Housing Infrastructure Fund (HIF) funding from Department for Levelling Up, Housing and Communities (DLUHC)); assessment of the option to extend the DLR network to Beckton Riverside and Thamesmead (see 'Transport –Rail station improvements and new stations' section); signalling enhancements on the Jubilee line; upgrades to the Central Line including new energy efficient and high capacity rolling stock (TfL) and further network rail-freight connectivity improvements freeing more train paths for passenger services. The MTS also identifies improvements to the London Overground (orbital) rail network, alongside the extension to Barking Riverside (opened in 2022) to support growth in this area. There is also a known associated requirement to increase DLR depot capacity. International services calling at Stratford would have economic and connectivity benefits for the wider area, and local stakeholders continue to lobby for operators to use the station.

Forest Gate junction is a key junction for national freight, connecting lines from the Felixstowe, Tilbury and London Gateway Ports to the Great Eastern Main Line, allowing connections to the North London line and the Lea Valley.

Where?

Borough-wide (and network wide for rail freight improvements); DLR depot at Beckton, Stratford International.

When?

- The MTS covers the period 2018-2041. Most of these projects are due to complete by 2025, with rail freight and DLR expansion in the longer time frame.
- Newham's Sustainable Transport Strategy covers for the period 2023-2038.

Why?

- Increased demand for growth in the East sub-region requires a further major strategic rail intervention if the quality of existing and future public transport journeys is to be protected and the growth potential fully realised.
- Improving connectivity and encouraging sustainable travel modes are important to support the modal shift towards a more sustainable pattern of movement across the Borough to manage network capacity (including roads) in light of population growth and help secure air quality and accessibility improvements.

- Increases in rolling stock need to be matched with an increase in ‘stabling’ and maintenance capacity.

Assumptions:

- According to the MTS (2018), London’s population reached 8.6 million in 2015 with a projected rise to approximately 10 million by 2041. This is expected to generate more than 5 million additional trips each day by 2041.
- Newham’s population has increased significantly in recent years to approximately 350,000, and is expected to grow above 460,000 by 2030 (GLA’s Housing-led population projections informed by the London Plan (2021) housing target) together with increasing population in the neighbouring boroughs including Barking and Dagenham – results in modelled train crowding/capacity issues.
- A further modal shift of 16 per cent needs to be attained from the car to sustainable modes so these comprise 83 per cent of all trips in Newham by 2041.
- Aspirational target for increased frequency on DLR branches to Beckton and Woolwich.
- Local data on freight pathways have not been provided.
- As part of the DLR investment, capacity and anticipated morning peak frequencies form part of the three phases (Rolling Stock Programme, Amplified Growth Fund and longer term upgrade plans).

Where are we now?

- MTS was published in March 2018 identifying the need in improving rail services and capacity.
- Royal Docks and Beckton Riverside Opportunity Area Planning Framework (OAPF) was adopted to support growth-led infrastructure planning and identifying the transport needs to support growth in the Beckton and Royal Docks areas.
- In January 2019 permission was granted for phase 1 of the DLR depot expansion with an expected completion in the 2026.
- Elizabeth line was opened in May 2022, works to Elizabeth line surface stations including step free access completed in 2019, Liverpool Street platforms expanded to 9 cars in Easter 2021 boosting capacity.
- DLR programme is divided up into three phases of work. The first is the DLR Rolling Stock Programme (consisting off core DLR capacity improvements) which is largely funded by TfL alongside some developer contributions (including from London City Airport), with total funding of £650m. The second is the DLR Amplified Growth Programme up to 2025 (while £281m was secured from the HIF funding bid, this is now £257m due to a change in scope) and the longer term upgrade plans (currently unfunded) for the continued support for growth. DLR rolling stock programme is underway with new trains to be introduced in 2024 and whole fleet in place by 2026 with signal upgrades.
- Planning work to expand the DLR network to Thamesmead is ongoing with detail review of options. TfL and its partners submitted a Strategic Outline Case (SOC) to the Government, which is a business case to outline how an extension of the DLR could have a transformative effect on the area.
- TfL’s Four Line Modernisation project is underway and the District line and Hammersmith and City line in the borough would benefit from signal upgrades.
- Discussions with potential International operators for services from Stratford International continue.

What are the next steps?

- To continue to lobby TfL for essential transport enhancements particularly Stratford station, public transport river crossings and Thames Wharf DLR station.
- Develop further projects arising with TfL and other stakeholders, partly through infrastructure planning for the Royal Docks.
- Further progress the business case for DLR extension to Thamesmead via Beckton Riverside feasibility studies to consider options and the masterplanning of sites along the identified corridor.
- Safeguard sites in the borough for an eastern branch of Crossrail 2 in the long term.
- Continue to plan for International services to serve Stratford.
- Jubilee line signal upgrade will be needed in the long term as outlined in Newham’s Sustainable Transport Strategy (2024) to cope with anticipated growing capacity demand.

Spatial Implications

- Transport network capacity is critical to ensuring development potential can be realised both absolutely and in a sustainable way and embedding sustainable transport opportunities for new development – timing will be critical.
- Certain sites will need to accommodate new public transport infrastructure and be dependent on them for their accessibility (at Beckton Riverside and Thames Wharf) and hence overall development capacity and land use mix. Depot and network development (including river crossings) in the Beckton Riverside area will also need to be resolved through masterplanning and broader strategic planning.

Main Sources:

TfL, [Four Lines Modernisation](#)

TfL, [Improvements and Projects](#)

TfL, [Improving the DLR](#)

SYSTRA (2024), [LBN Sustainable Transport Strategy](#)

GLA (2018), [Mayor of London’s Draft Transport Strategy \(2018\)](#)

TfL (2017), [DLR rolling stock programme March 2017](#)

Major rail network and capacity enhancements projects:

Projects	Location	Description	Timing	Lead & Delivery Partners / Stakeholders	Expected Cost	Funding Source(s)	Funding Available	Funding Gap
DLR	Beckton depot [Network Wide]	Additional Capacity Enhancements	2026	TfL	n/k	TfL	n/k	n/k

Major rail network and capacity enhancements projects included in the Local Plan, in addition to above projects:

Project	Location	Site Allocation	Description	Timing	Lead & Delivery Partners/ Stakeholders	Relevant planning application
Jubilee Line upgrades	Stratford, Canning Town North, Canning Town South, Custom House	All site allocations in Canning Town, Three Mills, Stratford and Maryland neighbourhoods	Signal upgrade	2030/40	TfL	n/a
Stratford DLR capacity enhancement	Stratford	N8.SA2 Stratford Station N8.SA3 Greater Carpenters Estate	Double tracking the DLR route. Site allocations are required to safeguard land for this.	n/k	TfL	At site allocation N8.SA2: Planning application ref. 21/00483/FUL for student accommodation and sixth form college at Jubilee and Broadway House permitted in Sept 2022 (financial contribution secured for Stratford Regional Station upgrade).

Transport: Bus Network and Infrastructure

What?

Newham has an extensive network of bus services. Requirements identified going forward in Newham's Local Implementation Plan (LIP) are to improve bus stop accessibility and protect bus journey times via bus priority schemes service changes (to bus penetration and frequency) will need to occur south of the A13 to reflect growth, Elizabeth line interchange requirements (following the opening of the Elizabeth line in 2022) and the Silvertown Tunnel which will improve cross river bus journeys (due to open in 2025). Changes to a zero emission fleet are on-going and corridor/ fleet management to tackle air quality are also needed. The MTS proposes a series of low emission bus routes including Romford Road to support the 'Healthy Streets' agenda to promote cleaner buses along polluted routes. Furthermore, the Strategy seeks to improve bus routes and reliability in bus priority growth areas particularly in the Royal Docks and Beckton.

The London Borough of Newham (LBN) published the Sustainable Transport Strategy (STS) in 2024, sets out a number of public transport actions that create a good foundation for sustainable travel. Prioritising buses is identified as one of the important elements with bus intervention recommendations, including additional bus lanes mainly along A118 in Stratford towards the west and north-south connection via A112. Interventions on bus services improvements, additional superloop bus stops and enhanced accessibility in the Royal Docks, which is currently underserved, are also included in the STS.

Where?

Borough-wide.

When?

- The MTS covers the period 2018-2041.
- Newham's LIP3 covers a period up to 2019/20-2021-22 with delivery plans for 2023/24 and 2024/25.
- Newham's STS covers for the period 2023-2038.

Why?

- Buses are a particularly important mode of transport for the borough's population, in part due to their accessibility and relative low cost, in part due to the radial east-west focus of rail links, but also due to their flexibility to respond to emerging passenger demands (mostly generated by population growth and also crowding on other modes) relatively quickly where stations are lacking.
- Buses are a key component of sustainable travel although congestion and fleet makeup is affecting emissions.
- Enhanced bus services and frequencies will result in uplifted Public Transport Accessibility Levels (PTALs) which allow for development intensification along bus corridors.

Assumptions:

- According to the MTS (2018), London's population reached 8.6 million in 2015 with a projected rise to approximately 10 million by 2041. This is expected to generate more than 5 million additional trips each day by 2041.
- Newham's population has increased significantly in recent years to approximately 350,000, and is expected to grow above 460,000 by 2030 (GLA's Housing-led population projections informed by the London Plan (2021) housing target).
- A further modal shift needs to be attained from the car to sustainable modes so these comprise 83 per cent of all trips in Newham by 2041.

Where are we now?

- LIP funded Bus Stop Accessibility and Bus Priority Programmes ongoing. Bus priority measures were implemented in 2024 on the A112 corridor, including new bus lane on High Street Plaistow and Prince Regent Lane, and the conversion to 24-hour bus lane on New Plaistow Road. Work on planning the bus interchange facilities at Custom House is underway (to 2024).
- Planning is underway for a bus gate on Siding Street, and a new potential bus corridor via the Twelvetrees area.
- Bus service consultation has been concluded covering the south of the borough and a number of changes which result in improved service to Custom House are to be implemented.
- The SL2 Superloop service from Walthamstow to North Woolwich has started operations, providing improved orbital public transport links to the airport.
- Consideration of bus access, particularly within the masterplanning of larger site allocations.
- Low Emission Bus Corridor scheme (zones) is now operational on Stratford High Street and Romford Road, and a package of supporting bus priority measures are being investigated on Stratford High Street and Romford Road.
- Since 2021, all newly purchased buses have been zero emission, and the entire bus fleet will be zero emission by 2034.

What are the next steps?

- Implement the projects and initiatives to support buses as set out in the LIP.
- Continue with the programme of bus priority and bus stop accessibility measures, and develop new ones, in consultation with TfL, neighbouring boroughs and other stakeholders to generate best outcomes of bus routes and services, including measures to minimise the impacts of major construction projects.
- Continue to engage with TfL on the proposed stop locations for the new Superloop route (SL2) extension under the bus priority measures, with new bus lane for SL2 coming into service in 2024.
- Planning is underway for new cross-river bus routes when the Silvertown Tunnel opens in 2025 with not less than 20 buses per hour during peak periods in each direction through the tunnels, including 6 existing services and 14 extra buses. These included the bus route 129 extension to serve London City Airport.

- Explore with TfL and employers the potential for a 24/7 Royal Docks shuttle bus to link key employment sites in the area with main transport nodes at Custom House and Canning Town, as well as providing additional north-south connectivity within the Royal Docks to enable sustainable and safe access for workers outside of core DLR operating hours.
- Input to current and future consultations about bus routes or services as regards particular local issues; changes to be implemented to bus services following end of consultation.
- London Borough of Barking and Dagenham and TfL are working to improve the London Road/A406 roundabout which will enhance bus connectivity between Barking and West Ham.
- Ensure that bus garages are safeguarded in new development sites to enable new and existing capacity, with facilities for electric bus charging at these and at bus stations and interchanges.

Spatial Implications

- Transport network capacity is critical to ensuring development potential can be realised in a sustainable way; in other words, bus usage and usability can help with the absorption of growth along key bus corridors, and development (creating accessibility and permeability) of site allocations. Certain sites will need to facilitate particular bus network requirements in their masterplanning as well as make the most of interchange opportunities arising from the Stratford Station and Custom House Station.

Main Sources:

SYSTRA(2024), [LBN Sustainable Transport Strategy](#)

TfL (2018), [Mayor of London’s Transport Strategy \(2018\)](#)

Major bus network and infrastructure improvement projects:

Project	Location	Description	Timing	Lead & Delivery Partners / Stakeholders	Expected Cost	Funding Source(s)	Funding Available	Funding Gap
Bus Priority Programme	Borough-wide	Making best use of bus services to improve quality of service.	2017-2025	LBN/TfL	£15m+	TfL (growth fund)	n/k	n/k
A118 Stratford High Street Future Bus corridor	Stratford and Maryland	Make use of available highway space to provide bus priority measures on the A118 along links.	Medium term	TfL, City in the East Report	n/k	TfL (Bus Priority), S106	n/k	n/k

Project	Location	Description	Timing	Lead & Delivery Partners / Stakeholders	Expected Cost	Funding Source(s)	Funding Available	Funding Gap
Improvement of junction of Stratford High Street with Rick Roberts Way and Warton Road	Stratford and Maryland	Junction improvement including public realm improvement.	Medium Term	LBN, TfL	n/k	TfL (Bus Priority) /S106	n/k	Yes
Bus lane at Stratford High Street	Stratford and Maryland	Including improved public realm and narrowing to northeast of Warton Road, or addition of bus lanes.	Medium term	LBN	n/k	TfL (Bus Priority)	No	Yes
LLDC Bus network physical enhancements	Stratford and Maryland, Three Mills	To match the increasing travel demands resulting from the growth in the LLDC area and provide links to neighbouring communities and facilities.	Medium term	TfL/ Boroughs	n/k	CIL/S106	n/k	n/k
Custom House station	Custom House	Bus turnaround with bus stops and stand as part of Custom House regeneration work.	2025	TfL/LBN	n/k	LBN	n/k	n/k
Silvertown Tunnel	Royal Docks	Construction of the Silvertown Tunnel will allow for “not less than 20 buses per hour during peak periods in each direction”.	2025	TfL/Riverlinx	n/k	n/k	n/k	n/k
Improvements to Beckton bus station	Beckton	Identified in the Royal Docks and Beckton Riverside OAPF.	n/k	TfL/GLA/LBN	n/k	n/k	n/k	n/k

Project	Location	Description	Timing	Lead & Delivery Partners / Stakeholders	Expected Cost	Funding Source(s)	Funding Available	Funding Gap
Royal Docks Shuttle	Royal Docks	Shuttle bus to link employment sites and transport nodes outside of DLR hours including earlier running of services.	2025-2030	TfL/LBN/Royal Docks Team/LCY	£5m+	TBC	n/k	n/k
Lower Roding Crossing	Little Ilford, Wall End, East Ham, South Beckton	Additional crossing active travel and bus route.	n/k	TfL/LBN/LBBD	n/k	LBBD(CIL)/ developer contributions/other third-party funding	n/k	n/k

Major bus network and infrastructure improvement projects included in the Local Plan, in addition to above projects:

Project	Location	Site Allocation	Description	Timing	Lead & Delivery Partners/ Stakeholders	Relevant planning application
Bus station reconfiguration at Limmo	Canning Town	N4.SA4 Limmo	Reconfiguration of the bus station.	2033 - 2038	Developer/TfL	n/a
Reprovide bus-standing and drivers' facilities at Freemasons Road	Custom House	N5.SA1 Custom House – Land surrounding Freemasons Road	Reprovide bus-standing and drivers' facilities on the south-western part of the site.	2023 - 2033	Developer/TfL	Ongoing planning application ref. 23/00610/OUT for redevelopment of the site to provide mixed use development (included in the proposal).

Transport: Walking and Cycling Infrastructure including Green Connections

What?

The MTS seeks to promote walking and cycling as part of TfL's adopted 'Healthy Streets Approach', which aims to create appealing places to walk and cycle supported by better connectivity between all sustainable travel modes including access to the river and future riverbus services. Local requirements to support this are identified in Newham's Local Implementation Plan (LIP) and Cycling Strategy, including investment in a proposed network of 33 pan-borough strategic cycling routes supported by 'safe and healthy neighbourhoods', where exposure to motor traffic is reduced. Projects in the programme include rollout of the Legible London signage across the Borough to assist with pedestrian wayfinding; delivery of the Leaway walking and cycle route from Stratford to Canning Town and extension as the Royal Docks Corridor to North Woolwich; four top potential 'Cycling Futures Routes' as identified in the TfL's Strategic Cycling Analysis and Cycling Action Plan, rolling programme of Liveable 'low traffic' Neighbourhoods (LTNs); delivering TfL cycle hire scheme into London Borough of Newham (LBN) alongside the introduction of a wider range of bespoke hire options to be delivered in the Royal Docks; a residential cycle hanger programme; docking stations and dockless bays for bikes and scooters; and continued renewal of carriageways and footways.

Site allocations also require appropriate walking and cycling infrastructure, permeability and connectivity, including integration with existing or evolving routes. In the Royal Docks, significant improvements have been delivered to improve the quality of environment for pedestrian and cyclists, including improvements in permeability and public realm improvements of North Woolwich Road to support new development and better interconnect neighbourhoods in the Royal Docks Enterprise Zone.

Walking and cycling infrastructure improvements also enable connectivity into and between different green and blue infrastructure, for example through Greenway, Leaway, Thames Path, Capital Ring and river crossings. They can activate and improve existing greenspaces and also create opportunities to incorporate blue-green infrastructure features when delivering new or improved routes. Newham's Green and Water Infrastructure Strategy (2024) identified recommendations for improvement on the green connections across the borough and through site allocations. The Beckton Park Masterplan project includes not only improvements to the park but also new green corridors to bridge the existing Greenway and other green corridors. In addition, the Lea River Park (LRP) project (and sub-projects) is being planned by a joint LBN and London Borough of Tower Hamlets (LBTH) team with input from the Greater London Authority (GLA) and London Legacy Development Corporation (LLDC). It is a series of interconnected spaces along the 'backbone' of the Leaway, a continuous walking and cycling route alongside the River Lea that links Stratford, the Queen Elizabeth Olympic Park (QEOP), and Lea Valley Regional Park to the north with the Royal Docks and River Thames to the south; the latter having delivered early phases in the LLDC area. Sub-projects are concerned with connectivity into and between different park segments, activation and improvements to existing green spaces, and two new key open spaces. Apart from routes across the River Lea, the Council is also exploring options to bridge the River Roding and improve connections across boroughs working collaboratively with London Borough of Redbridge (LBRB) and London Borough of Barking and Dagenham (LBBD).

LBN's Sustainable Transport Strategy (2024) emphasises the importance of walking and cycling as sustainable and active travel modes, and identifies a number of prioritised projects to improve the walking and cycling routes in the borough.

Where?

Borough-wide.

When?

- The MTS covers the period 2016-2041, the LIP3 covers a period up to 2019/20-2021-22 with delivery plans for 2023/24 and 2024/25.
- The Cycling Strategy covers the period 2017 to 2025.
- Newham's Sustainable Transport Strategy and Green and Water Infrastructure Strategy both cover the period 2023-2038.

Why?

- Improving connectivity and encouraging sustainable travel modes are important to support the modal shift towards a more sustainable pattern of movement across the borough to manage network capacity (including roads) in light of population growth and help secure air quality and accessibility improvements.
- Active travel is the only option for significantly increasing physical activity levels across London's whole population (UK Faculty of Public Health 2013, quoted in TfL, 2015) and has a crucial role to play in improving health outcomes for Newham.
- Walking and cycling are also particularly low cost modes and therefore can also make an important contribution to improving residents' access to opportunities.
- Newham has particular opportunity to grow its cycle trip rate due to its favourable topography and young demographic, and the fact that many cyclable trips are currently made by other modes. Like buses, cycling infrastructure (such as cycle parking) can be fairly demand responsive in the time and cost implications of improvements compared to other forms of transport infrastructure, and can significantly improve an area's accessibility where this is otherwise less well-served by public transport.
- Delivery of connectivity across the River Lea is a strategic vision within both the adopted and emerging Local Plans and those of duty to co-operate partners LBTH and the LLDC. A package of river crossings to improve public transport connectivity across the sub-region, in particular to link up regeneration areas on both sides of the rivers.

Assumptions:

- According to the MTS (2018), London's population reached 8.6 million in 2015 with a projected rise to approximately 10 million by 2041. This is expected to generate more than 5 million additional trips each day by 2041.
- Newham's population has increased significantly in recent years to approximately 350,000, and is expected to grow above 460,000 by 2030 (GLA's Housing-led population projections informed by the London Plan (2021) housing target).

- The Newham Cycling Strategy (2017/18) aims for 5 per cent of all trips by Newham residents to be made by bike by 2025, with the proportion of trips by bicycle made by Newham residents (and originating in Newham) c.2.1 per cent in 2013-16.

Where are we now?

- Multiple projects are underway while others being developed as part of enterprise zone growth infrastructure planning, the Cycling Future Routes programmes and LIP programmes.
- Through consultation with Highways and Transportation officers in the Council, walking and cycling issues are routinely explored and rectified as part of site allocations masterplanning and planning applications.
- S106 funding has been secured to progress a detailed design for the section of North Woolwich Road up to Connaught Bridge under the GLA's Royal Docks Corridor, this section is underway and will be completed in 2025.
- Stratford Town Centre pedestrian and cycling improvements (as part of TfLs Major Schemes project) was completed in 2019.
- Cycleway 16 (QEOP to Manor Park) improvements for a safer walking/cycling environment were completed in 2021.
- Cycleway 22 (Newham Greenway) upgrades are underway for improvements for safer cycling and walking with TfL Quietways funded projects completed in 2021, however a number of aspirational improvements remain unfunded such as ramps.
- Completion of urban realm improvements around Elizabeth line stations including cycle parking and wayfinding.
- A Cycling & Walking Strategy for the Enterprise Zone was published in collaboration with the Royal Docks Team.
- Lack of TfL Cycle Hire in the near future and bike hire in the borough is compensated for by a network of bike hire docking stations in partnership with the Brompton Bike, which the Council is investigating the opportunity to expand.
- The Royal Albert Dock works for improved connectivity linking Royal Victoria Dock edge and Royal Albert Dock edge, and access between Connaught Bridge and Sir Steve Redgrave Bridge, as well as public realm repairs and upgrades were completed. The first phase is completed and the dock edge is opened.
-
- Newham Council Cabinet approved the Beckton Parks Masterplan in January 2024.

What are the next steps?

- Continued input to masterplanning and planning applications generally to secure good cycling and walking infrastructure, permeability and connectivity.
- Implementation of the Newham Cycle Strategy (2018-2025).
- Continued development and delivery of LIP and other projects and infrastructure planning in the Royal Docks.
- Development of successful TfL funded Cycling Future Routes and traffic management measures including Healthy School Streets and Low Traffic Neighbourhoods

- Testing/ trailing full time or temporary road closure for pedestrianisation at key high streets such as High Street North and Green Street, with higher cost expected to be needed for full time closure considering road diversion works required. Deliver walking improvements under Legible London and wayfinding expansion in the borough, particularly at Stratford, Canning Town, East Ham, Green Street and Beckton Town Centres.
- The Port of London Authority is exploring potential enhancements along riverside areas for public realm improvements such as provision of riparian lifesaving equipment, appropriate fencing and lighting supported under the Tidal Thames Masterplan.
- Delivery of the Green Corridors under the Beckton Parks Masterplan.
- Explore opportunities in collaboration with the London Borough of Redbridge and London Borough of Barking and Dagenham, together with the River Roding Trust to bridge and open up access to the River Roding.
- Support the delivery of Lochnagar Bridge, Poplar Reach Bridge and Mayer Parry Bridge across the Lea between LB Tower Hamlets and LB Newham.
- Explore opportunities to incorporate blue-green infrastructure features as standard, seeking partner contributions from Thames Water or Regional Flood and Coastal Committee (RFCC).

Spatial Implications

- Transport network capacity to be achieved through significant modal shift is critical to ensuring development potential can be realised both absolutely and in a sustainable way. All sites will need to ensure that they secure appropriate quality walking and cycling infrastructure integration as well as on/ through site provision.
- Improvements to cycling accessibility have significant potential to improve the accessibility of areas with lower levels of local public transport accessibility.
- The Royal Docks Corridor is vital to unlock development and integrate neighbourhoods to provide a high quality activity street for pedestrian and cycling routes, with high quality public realm interventions to act as new focal points for new development and emerging local centres. The scheme will also deliver a more permeable and human scale highway cross section with increased greening to provide a high quality gateway to the Enterprise Zone.
- A number of site allocations will be vital to the delivery of key green connections.

Main Sources:

TfL, [Legible London](#)

PLA (2024), [Tidal Thames Masterplan \(arcgis.com\)](#)

SYSTRA(2024), [LBN Sustainable Transport Strategy](#)

TfL (2018), [Mayor of London's Transport Strategy \(2018\)](#)

TfL (2018), [Cycling Action Plan](#)

TfL (2017), [Strategic Cycling Analysis](#)

TfL (2014), [Improving the Health of Londoners](#)

TfL (2017), [Healthy Streets for London](#)

Major walking and cycling infrastructure projects:

Project	Location	Description	Timing	Lead & Delivery Partners / Stakeholders	Expected Cost	Funding Source(s)	Funding Available	Funding Gap
Greenway upgrades								
Cycleway 22 – Newham Greenway Upgrades	Stratford and New Town, West Ham, Canning Town North, Plaistow North and South, East Ham, South Beckton	Improvements for safer cycling and walking on Greenway (aspirational improvements such as ramps remain unfunded)	2017-2025	TfL	£4.6m	TfL, LLDC	n/k	n/k
City Mill River Greenway Links	Stratford and Maryland	City Mill River Greenway Links – to provide walking and cycling connections between PML, Greenway and Bridgewater developments and including upgrade to the towpath adjacent to Otter Close (steps, ramps, underpasses or other forms of connection)	Medium Term	LLDC	£3.6m (estimated)	CIL/S106	£3.6m	n/k
Marshgate Lane Greenway links	Stratford and Maryland	Improvement of connections to the Greenway and Queen Elizabeth Olympic Park and Bobby Moore Academy Senior School including steps, ramps, crossing improvements, speed reduction measures	Short Term	LLDC/LBN	£2,272,700	CIL/S106	£2,030,000	£242,700

Project	Location	Description	Timing	Lead & Delivery Partners / Stakeholders	Expected Cost	Funding Source(s)	Funding Available	Funding Gap
		and traffic management solutions (including some Road Safety Review projects)						
Greenway - Abbey Lane steps improvements	Stratford and Maryland	Greenway steps improvements	Alongside development	LLDC/LBN	n/k	n/k	n/k	n/k
Improvements to the Greenway boundary conditions at Rick Roberts Way site	Stratford and Maryland	Greenway boundary condition improvements	Alongside development	LLDC/LBN	n/k	n/k	n/k	n/k
New pedestrian/cycle connections between the Greenway and Rick Roberts Way	Stratford and Maryland	New connection to Greenway	Alongside development	LLDC/LBN	n/k	S106	n/k	n/k
Greenway upgrades within the OAPF area – and extension to Beckton Riverside.	Beckton	Upgrades and extension of the Greenway to serve Beckton and Beckton Riverside	2023-2025	LBN, Royal Docks team, Developers	£1.65m	LBN, RDT, developer	£165k	£1.4m
Crossing/ bridge over A13 From Beckon to	Beckton/Plaistow	Greenway connection from Beckton to Newham Leisure Centre across A13	By 2038	LBN/Developers	Unknown	n/k	n/k	n/k

Project	Location	Description	Timing	Lead & Delivery Partners / Stakeholders	Expected Cost	Funding Source(s)	Funding Available	Funding Gap
Newham Leisure Centre		under the Beckton Master Plan.						
Greenway connection through Newham Leisure Centre and Newham University Hospital	Plaistow	Connection to the existing greenway near Newham University Hospital through Newham Leisure Centre and the hospital.	By 2038	LBN/NHS/developers	Unknown	n/k	n/k	n/k
Walking and cycling network enhancements								
Northwall Road improvements	Stratford and Maryland	Improvements for walking, cycling, women's safety and green infrastructure (rewilding)	2024/25	LLDC, LVRPA	£1.8m	GLA Green and Resilient Spaces Fund (development grant only). Delivery funding unknown – potential Biodiversity Net Gain site	£68k for design to RIBA 3 from GLA	£1.8m
East Village connections	Stratford and Maryland	East Village Connections to include public realm and cycling improvements to Celebration Avenue, Temple Mills Lane, Liberty Bridge Road, Penny Brookes Street, Anthems	2023 onwards	LBN	Celebration Avenue: £2,736,200 Temple Mill Lane: £1,637,375 Penny Brookes	n/k	n/k	n/k

Project	Location	Description	Timing	Lead & Delivery Partners / Stakeholders	Expected Cost	Funding Source(s)	Funding Available	Funding Gap
		Way, International Way, and Montfichet Road			Street: £2,848,900			
Improved cycling facilities on Celebration Avenue and Anthems Way as part of LBN Strategic Cycle Route NS002	Stratford and Maryland	('Temple Mill to Three Mills') To connect to Olympic Park Avenue, Westfield Avenue, Montfichet Road West, Bridgewater area, Bisson Road Area, and Three Mills Area projects	n/k	LBN, LLDC	Celebration Avenue junction with Honour Lea Ave/Temple Mills Lane – Design and Delivery: £368,863 Celebration Ave from the above junction to Stratford International – Design and Delivery: £867,790 Anthems Way Design and Delivery: £316,512	TfL/CIL/S106	No	Yes

Project	Location	Description	Timing	Lead & Delivery Partners / Stakeholders	Expected Cost	Funding Source(s)	Funding Available	Funding Gap
Leyton Road from Liberty Bridge Road to Great Eastern Road	Stratford and Maryland	Leyton Road from Liberty Bridge Road to Great Eastern Road	2024/25	LBN	£5-7m	n/k	£2-3m	£3-4m
Walking & Cycling Programme of improvements across the LLDC MDC area	Stratford and Maryland, Three Mills	Including, but not restricted to, signage, road markings, dropped kerbs, bollards, planters, junction alterations, road calming, modal filters, bridge alterations, vehicle crossing improvements associated with Road Safety Review projects.	Short term	LLDC/ LB Hackney, LB Tower Hamlets, LB Newham, LB Waltham Forest	n/k	CIL/S106	n/k	n/k
Towpath upgrade and widening (London Concrete depot)	Stratford and Maryland	Towpath upgrade and widening between rail bridge at London Concrete depot and the Greenway	n/k	Canal & River Trust, Environment Agency (consultee)	n/k	n/k	n/k	n/k
Towpath upgrade and widening (Twelvetrees Crescent)	Three Mills	Towpath upgrade and widening between Twelvetrees Crescent and the railway bridge to the north	n/k	Canal & River Trust, Environment Agency (consultee)	n/k	n/k	n/k	n/k
Upgrade of subway connection from Olympic Park at U07 under the	Stratford and Maryland	Upgrade of subway connection from Olympic Park at U07 under the Green Way on City Mill River	Implemented	Crossrail/Canal & River Trust /LLDC/LBN	n/k	CIL/s106/LLDC	No	Yes

Project	Location	Description	Timing	Lead & Delivery Partners / Stakeholders	Expected Cost	Funding Source(s)	Funding Available	Funding Gap
Green Way on City Mill River								
LCS – Bridgewater Road (E48) bridge – Pudding Mill	Stratford and Maryland	LCS – Bridgewater Road (E48) bridge – Pudding Mill	2027	JV Developer/ Canal & River Trust	n/k	Developer	£10,043,479	£0
E38 Carpenters Road Underpass and surrounding environment	Stratford and Maryland	E38 Carpenters Road Underpass and surrounding environment	Medium Term	LBN, LLDC & Network Rail	n/k	n/k	n/k	n/k
Improved pedestrian and cycle connections between Carpenters area and Stratford Town Centre	Stratford and Maryland	Improved pedestrian and cycle connections between Carpenters area and Stratford Town Centre	Short/Medium Term	n/k	n/k	n/k	no	£800,000
Marshgate Lane School Links	Stratford and Maryland	Walking and Cycling enhancements from Waterden Road to Sidings Street/ Carpenters Road	Medium	LLDC, LB Tower Hamlets, LB Newham	£2,770,000	CIL	£589,600; Part funded (LBTH section is funded, LBN section is not funded),	£2,180,400
Warton Road pedestrian/cycle route and	Stratford and Maryland	Add new pedestrian footway underneath railway tracks on western side	Long term	Newham / LLDC/ Canal & River Trust	£900,000	n/k	Yes	£200,000

Project	Location	Description	Timing	Lead & Delivery Partners / Stakeholders	Expected Cost	Funding Source(s)	Funding Available	Funding Gap
associated public realm works								
LCS planning permission projects/upgrades	Stratford and Maryland, Three Mills	LCS planning permission projects/upgrades	Long term	Developer	n/k	LCS S106	Yes	No
TfL Cycle Hire - Stratford High Street	Stratford and Maryland	Cycle Hire	Long term	TfL	£200,000	TfL/CIL/S106/ Developer work in kind	No	n/k
Montfichet Road/Westfield Avenue highway/public realm works, Stratford City bus station access.	Stratford and Maryland	Carriageway reduction and reallocation to urban realm and cycle/pedestrian space. Provision of segregated cycle facilities	Short Term	LLDC/LBN	£9.6m (for the Westfield Avenue element only)	CIL/S106	£7.66m	£1.94m
Montfichet Road West – Link to Pool Street/Loop Road pedestrian connection	Stratford and Maryland	Montfichet Road West – Link to Pool Street/Loop Road pedestrian connection	Short term	LB Newham/LLDC	n/k	n/k	n/k	n/k
Improvements to Three Mill Lane and public realm within 3 Mills Studios for new pedestrian connection	Three Mills	Improvements to Three Mill Lane and public realm within 3 Mills Studios for new pedestrian connection	2022/23	CIL/LLDC, Canal & River Trust	n/k	CIL/LLDC	£65,000 for Three Mills Lane works and £65,000 for Three Mills River Wall towpath	n/k

Project	Location	Description	Timing	Lead & Delivery Partners / Stakeholders	Expected Cost	Funding Source(s)	Funding Available	Funding Gap
New entrance ramp to the Canal at Three Mills	Three Mills	New entrance ramp to the Canal at Three Mills	Short term	LLDC, British Land, Canal & River Trust	n/k	CIL/S106	n/k	n/k
Improved pedestrian and cycling routes around Carpenters Road, Montfichet Road, Warton Road and Sidings Street	Stratford and Maryland	Improved pedestrian and cycling route incl. reconfiguration of Warton roundabout and Carpenters Road underpass.	Medium term	LLDC/LBN	£3,213,131	CIL	£263,340	£2,949,791
Three Mills Island Bridge Repairs	Three Mills	"Tesco Bridge" to 3 Mills Studios, Blue Vehicle Bridge to 3 Mills Studios/3 Mills Green	2022/23	LLDC	£100,000	CIL/LLDC	£100,000	No
Stratford High Street/ Romford Road	Stratford	Corridor wide intervention/Stratford/includes Warton Rd Junction and Abbey Lane for cycleway upgrades	2018-2030	TfL/ LBN	£50m	TfL, LBN, Developer contributions	n/k	n/k
Westfield Avenue/ Montfichet Road/ Penny Brooke Street	Stratford and New Town	Upgraded cycle facilities	2019-2023	LBN, LLDC, TfL	£3-5m	LLDC	£2m	n/k
CS2 Upgrade	Stratford and New Town	Including Junctions (part of low emission bus corridor scheme)	2019-2022	LBN, TfL	£2-4m	TfL	n/k	n/k

Project	Location	Description	Timing	Lead & Delivery Partners / Stakeholders	Expected Cost	Funding Source(s)	Funding Available	Funding Gap
New Jupp Road Bridge, Station Street	Stratford and Maryland	Provide a new entrance to Stratford Station and provide a new or improved Jupp Road Bridge for walking and cycling.	Medium term	LBN/TfL/LLDC	£5-6mn/k	S106/LLDC/CIL	£1m	£4m
Cycleway CS3X – Barking Link	East Ham South, Beckton	Improvements for a safer walking/cycling environment	2017-2021	TfL	£366k	TfL	n/k	n/k
Freemasons Rd Area, Liveable Neighbourhoods	Custom House, Canning Town South, Plaistow South	Area based projects to improve and encourage walking, cycling and public transport	2019-2022	LBN, TfL	£5m	TfL	£335k (further bid submitted Oct 19 for implementation)	£4.6m
Brunel Street Works Bridge	Canning Town	New bridge to connect site allocation N4.SA4 Limmo to Brunel Street Works/Canning Town centre.	2028-2038	LBN + developers	£10m	CIL/mainstream public funding	£0	£10m
A13 crossing improvements (Freemasons Road, Forty Acre Lane, Jack Dash Way/Noel Road)	Canning Town, Beckton	Improvements to crossings of the A13	n/k	n/k	n/k	n/k	n/k	n/k
Silvertown Way / North Woolwich Road	Canning Town and Royal Docks	Creating green cycle and pedestrian route along the	2017-ongoing	LBN + Developers	£10m(whole project)	LBN S106 monies	£66k	n/k

Project	Location	Description	Timing	Lead & Delivery Partners / Stakeholders	Expected Cost	Funding Source(s)	Funding Available	Funding Gap
		highway (Royal Docks Corridor Improvement)						
North Woolwich Road	Royal Docks	Walking/cycling improvements linked with Royal Docks Corridor Improvements	2025	TfL/ GLA	Part of a £29.67m package over 5 years	GLA Enterprise Zone / Council Funding/ TfL funding/Developer contributions	n/k	n/k
Tidal Basin Road/Dock Road (improvements associated with development of Thameside West in particular and Silvertown Tunnel)	Royal Docks	Improvements as part of the cycle infrastructure programme	2025 - 2030	LBN, TfL	£1.5m	TfL	£1.5m	n/k
Public realm improvements								
Rick Roberts Way improvements	Stratford and Maryland	Roadworks and public realm.	Alongside development	LLDC/LBN/adjacent landowners	n/k	S106; landowner/ developer contributions for delivery tbc; CIL	n/k	n/k
High Street Programme – Creative Public	Forest Gate, Green Street, Manor Park and Little Ilford	Public art, safer alleyways and small scale public realm enhancements co-	2024	LBN; Network Rail; Private Landowners	£1.1m	LUF	£1.1m	£0

Project	Location	Description	Timing	Lead & Delivery Partners / Stakeholders	Expected Cost	Funding Source(s)	Funding Available	Funding Gap
Realm Enhancement		designed with residents to improve the look and feel of town centres and make pedestrian and cycle journeys to/from/within town centres more pleasant .						
Public Realm Upgrades - North Woolwich	North Woolwich	Improved place making and public realm focussing in North Woolwich including Albert Road and Pier Parade.	TBD	LBN	£5million	Not yet identified	£0	£5million
Stratford Public Realm Improvements	Stratford	Provision of outdoor facilities including public realm improvements and public art.	2023/24	Stratford BID	£500,000	Welcome Back Fund	n/k	£500,000
Acquisition of rights to build and maintain Leaway Walk	Canning Town and Royal Docks	Public realm Improvements.	2025	LBN	£ 5m	None	0	£ 5m
Mitchell Walk and Tollgate Road	Beckton	Public realm improvements.	2023-24	LBN, TfL	£2.86m	LUF	£286k	£2.56m
Routes along or across rivers								
Silvertown Quays Bridge	Royal Victoria	Walking and cycling bridge linking Silvertown Quays and Custom House as part of site allocation N2.SA1 Silvertown Quays (On-	2023-2033	The Silvertown Partnership, LBN, GLA, Homes England, The	£41m	TfL/LBN Capital/ developer contributions	£13.2m from LBN and £27.8m loans from	£0

Project	Location	Description	Timing	Lead & Delivery Partners / Stakeholders	Expected Cost	Funding Source(s)	Funding Available	Funding Gap
		going planning application ref. 22/03046/FUL).		Guinness Partnership			Home England	
Cycleway – Roding Bridge(s)	Little Illford, East Ham North	Feasibility for new walking and cycling bridge(s).	n/k	TfL, LBRB	£2m	TfL, LB Redbridge, Liveable Neighbourhoods Bid	n/k	n/k
Lochnagar Street - Cody Wilds (Lochnagar Bridge) bridge	Canning Town	Pedestrian and cycle bridge over the River Lea in connection with Ailsa Wharf development (LBTH). Planning application ref. PA/23/01679/NC.	By 2028	LBTH/LBN + Developer(s)	c. £9m	CIL/S106 Contributions Business rates GLA Housing Zone Fund	£2.5m LBN (LBTH 2.5m)	2m LBN (2m LBTH)
Poplar Reach Bridge	Canning Town	Proposed pedestrian and cycle bridge over the River Lea. TFL feasibility study under way. Poplar Gasworks site (LBTH) granted planning consent in May 2019 (safeguarding landing).	By 2035	LBTH/LBN + Developer(s)	c.£8m	CIL/S106 Contributions / other funding sources Business rates	n/k	n/k
Leven Road – Canning Town Riverside (Mayer Parry Bridge) bridge	Canning Town	Proposed pedestrian and cycle bridge over the River Lea in connection with Leven Road Gas Works (LBTH) and site allocation	2023 - 2028	LBTH/LBN + Developer(s)	c.£10m	CIL/S106 Contributions / other funding sources	n/k	n/k

Project	Location	Description	Timing	Lead & Delivery Partners / Stakeholders	Expected Cost	Funding Source(s)	Funding Available	Funding Gap
		N4.SA5 Canning Town Riverside.				Business rates		
Leamouth South - Limmo footbridge	Canning Town	Proposed crossing over the River Lea in connection with Leamouth Peninsula (LBTH) and site allocation N4.SA4 Limmo.	2030	LBTH/LBN/Developer(s)/PLA/USM/TBWT	c.£7m	n/k	n/k	n/k
Trinity Buoy-Thames Wharf bridge	Canning Town	Proposed crossing over the River Lea tied into the continuing regeneration of Trinity Buoy Wharf (LBTH) and the future development of Thames Wharf as part of site allocation N2.SA4 Thameside West	2032	LBN/LBTH + Developer(s)/PLA	c.£10m	n/k	n/k	n/k
A13 Connector	Tower Hamlets	City Island to Leaway and Canning Town bridge extension	By 2032	LBTH + LBN	c.£15m	n/k	n/k	n/k
Leaway extension to Canning Town	Canning Town	Leaway path expansion	By 2024	LBN + Landowners/Developers	n/k	n/k	n/k	n/k
Limmo Riverside Path & Park	Canning Town	Connect Lea river to Royal Docks from Canning Town via site allocation N4.SA4 Limmo	2023 - 2038	LBN+ LBTH/Landowners/Developers	n/k	Part of site development requirements	n/k	n/k

Project	Location	Description	Timing	Lead & Delivery Partners / Stakeholders	Expected Cost	Funding Source(s)	Funding Available	Funding Gap
Electra	Canning Town	Public access along the existing riverside pathway; open gates.	n/k	LBN + landowner	n/k	Electra (S106) + LBN	n/k	n/k
Borough-wide improvements								
Bespoke Cycle Hire	All	Increased cycle hire stations/cycle facilities.	2018-2023	LBN	£400/500k	n/k	n/k	n/k
Mayor of London Cycle Hire	All	Mayor of London cycle hire – already in LLDC area and to expand further.	To 2030	TfL, LBN	\$220,000 per site	Developer contributions	n/k	n/a
TfL Strategic Cycling Corridors	Borough-wide	Develop an enhanced, safe and comfortable borough-wide cycle network.	2023-2038	LBN, TfL	£10m+	TfL	n/k	n/k
Delivery of Cycle Future Route schemes	Across Borough	Including High St East Ham / Woolwich Manor Way and along Barking Road	n/k	LBN	n/k	LBN	n/k	n/k
Low Traffic Neighbourhoods	Across the borough	Traffic reduction schemes to eliminate through traffic in residential areas (LIP)	2019-2028	LBN, LBWF, TfL	£1.2m	TfL	n/k	n/k
Public Realm improvements to permanent LTN schemes	Across the borough	Where LTNs are to be made permanent, urban realm improvements including seating, play, blue-green infrastructure, accessibility, bike parking etc.	2021-2028	LBN, TfL	n/k	n/k	n/k	n/k
School Streets	Across the borough	Improvements to areas around schools, reducing	2020-ongoing	LBN, TfL	n/k	n/k	n/k	n/k

Project	Location	Description	Timing	Lead & Delivery Partners / Stakeholders	Expected Cost	Funding Source(s)	Funding Available	Funding Gap
		traffic and encouraging active travel route to schools						

Major walking and cycling infrastructure projects included in the Local Plan, in addition to above projects:

Project	Location	Site Allocation	Description	Timing	Lead & Delivery Partners/ Stakeholders	Relevant planning application
Royal Docks Corridor Phases 2 & 3 'Canning Town to Woolwich Crossing'	Royal Victoria, Canning Town	All site allocations in Royal Victoria, N4.SA2 Silvertown Way East, N4.SA3 Canning Town Holiday Inn and N4.SA4 Limmo	Walking and cycling improvements. Extension of the Royal Docks Corridors - Connaught Bridge to Woolwich crossing.	2023-2038	TfL/LBN Capital/ developer contributions	n/a
Royal Albert Way 'Connaught to Gallions'	Royal Albert North	N3.SA1 Royal Albert North	Walking and cycling improvements under the Royal Albert Dock connectivity improvement works.	2033-2038	TfL/LBN Capital/ developer contributions	Hybrid application ref. 14/00618/OUT and reserved matter 18/00251/REM for a business-led mixed use development at the site permitted in Dec 2015 and Jun 2018 (phase 1 completed).
A124 Barking Road 'Canning Town to Barking'	Custom House, Plaistow, East Ham	N5.SA1 Custom House Land surrounding Freemasons Road, N10.SA1 Balaam Leisure Centre, N10.SA4 Balaam Street Health Complex,	Walking and cycling improvements	2025 - 2026	TfL/ LBN Capital/ developer contributions	At site allocation N5.SA1: Planning application ref. 22/01853/FUL for redevelopment to deliver of 95 residential units and commercial floorspace at Land

Project	Location	Site Allocation	Description	Timing	Lead & Delivery Partners/ Stakeholders	Relevant planning application
		N13.SA1 East Ham Western Gateway				<p>At Leslie Road and Freemasons Road permitted in Jan 2023; Planning application ref. 22/02157/LA3 for redevelopment to deliver 55 residential units at Development Site 1 To 7</p> <p>Garage Site permitted in Feb 2023;</p> <p>Ongoing planning application ref. 23/00610/OUT for redevelopment of the site to provide mixed use development.</p> <p>At site allocation N13.SA1: Planning application ref. 20/02264/FUL for residential accommodation with community use/ health centre development at the former Hartley Centre permitted in Nov 2021 (S106 secured for Active Travel Zone); Ongoing application ref. 20/01206/FUL for redevelopment at 291 to 297 Barking Road for a new mosque with residential and commercial uses.</p>

Project	Location	Site Allocation	Description	Timing	Lead & Delivery Partners/ Stakeholders	Relevant planning application
A112 'Royal Docks to Plaistow'	Plaistow, Custom House, Canning Town	N10.SA2 Newham 6th Form College N10.SA3 Newham Leisure Centre N5.SA4 Royal Road N4.SA1 Canning Town East	Walking and cycling improvements	2023-2038	TfL/LBN Capital/ developer contributions	At site allocation N5.SA4: Hybrid application ref. 23/00023/OUT and reserved matter 23/01875/REM for a mixed use development at the site permitted in Mar 2023 and Nov 2023. At site allocation N4.SA1: Planning application ref. 22/02615/LA3 for a residential-led development at Development Site East, Vincent Street permitted in Mar 2023.
A112 'Plaistow to Stratford'	Stratford and Maryland, West ham, Plaistow	N8.SA1 Stratford Central N9.SA1 Plaistow North N10.SA4 Balaam Street Health Complex N10.SA1 Balaam Leisure Centre	Walking and cycling improvement	2023-2038	TfL/LBN Capital/ developer contributions	At site allocation N8.SA1: Planning application ref. 18/03088/FUL for mixed use development at Morgan House permitted in Jan 2021; various implemented schemes for residential and hotel developments permitted under applications ref. 14/01208/NOMAT, 19/01932/FUL, 19/00920/PRECUJ and 20/02402/PRECOU at 2, 61 and 106-108 Broadway and the Oval Village.

Project	Location	Site Allocation	Description	Timing	Lead & Delivery Partners/ Stakeholders	Relevant planning application
						At site allocation N9.SA1: Planning application ref. 17/02586/FUL for mixed use development at the site permitted in Mar 2019 (not implemented).
Romford Road 'Stratford to Ilford'	Stratford, Forest Gate South, Green Street West, Green Street East, Manor Park, Little Ilford	n/a	Cycling and walking improvements. Supporting the implementation of the Ilford Garden Junction scheme to provide accessible route to Ilford.	2026/27	LUF, TfL, LBN	n/a
Route: 'Stratford to Canning Town'	Stratford, West Ham, Canning Town South	n/a	Cycling and walking improvements	2025/26 onwards	TfL, LBN	n/a
Leytonstone Road, 'Stratford to Leytonstone'	Stratford, Maryland	n/a	Cycling and walking improvements	2025/26 onwards	TfL, LBN	n/a
Route: 'Forest Gate to Upton Park'	Forest Gate North, Forest Gate South, Green Street East, Green	n/a	Cycling and walking improvements	2025/26 onwards	TfL, LBN	n/a

Project	Location	Site Allocation	Description	Timing	Lead & Delivery Partners/ Stakeholders	Relevant planning application
	Street West, Plaistow South, Boleyn					
A117, 'Manor Park to Woolwich Crossing'	Manor Park, Plashet, East Ham, East Ham South, Beckton, Royal Albert	n/a	Cycling and walking improvements	underway	TfL, LBN	n/a
Route: 'Stratford to East Ham'	Stratford, West Ham, Green Street West, Green Street East, East Ham	n/a	Cycling and walking improvements crossing Green Street	underway	TfL, LBN	n/a
Gallions Reach Roundabout Improvements	Gallions Reach	N17.SA1 Beckton Riverside	Cycling and walking improvements	2028-2038	TfL	n/a
Royal Albert Way DLR stations walking improvements	Royal Albert, Beckton	n/a	Cycling and walking improvements	n/k	TfL/ LBN	n/a

Project	Location	Site Allocation	Description	Timing	Lead & Delivery Partners/ Stakeholders	Relevant planning application
New bridges at North Woolwich	North Woolwich	n/a	New bridges for walking and cycling from Thames Road to Hartmann Road and Factory Road to Albert Road	n/k	TfL/LBN	n/a
Channelsea Path Improvements	Stratford and Maryland	N8.SA4 Stratford High Street Bingo Hall	Improve connectivity to Channelsea Path.	2023-2038	LBN/Developer	n/a
Bridge improvement to West Ham Station	Three Mills	N7.SA1 Abbey Mills	Provide an improved bridge connection to West Ham Station.	2028 - 2033	TfL/Developer	n/a
New bridges at Twelvetrees Park	Three Mills	N7.SA2 Twelvetrees Park and Former Bromley By Bow Gasworks	Provide new bridge connection to the entrance of West Ham Station and two footbridges across Manor Road.	2023 - 2038	TfL/Developer	Hybrid planning application ref. 17/01847/OUT for mixed use development at the site permitted in Aug 2018 (phase 1 under construction) (secured in proposal).
New bridges to Stratford Town Centre	Stratford	N8.SA5 Stratford Town Centre West	Provide bridges between the east of Montfichet Road and the rest of the Stratford Town Centre.	2023 - 2038	Developer	Planning application ref. 10/90641/EXTODA for Stratford City Development permitted in Mar 2012; ref. 15/00358/OUT for mixed use redevelopment at Cherry Park permitted in Feb 2018; ref. 21/00416/FUL for residential-led development at Plot S1/S11 of International

Project	Location	Site Allocation	Description	Timing	Lead & Delivery Partners/ Stakeholders	Relevant planning application
						Quarter London (IQL) South permitted in Nov 2023. (not secured via S106/planning application).
Bridge from Warton Road across Bridgewater Road	Stratford	N8.SA8 Bridgewater Road	Provide an improved road, pedestrian and cycle bridge from Warton Road across Bridgewater Road.	2028 - 2033	Developer	Planning application ref. 11/90621/OUTODA under Legacy Communities Scheme permitted in Sept 2012; Ref. 21/00403/OUT for residential-led development at the site permitted in Apr 2023 (secured in proposal).
New Bridge at Whitelegg Road	West Ham	N9.SA1 Plaistow North	Provide a walking and cycling route to provide access and connectivity to the Greenway through a bridge connection landing on Whitelegg Road.	2028 - 2033	Developer	Planning application ref. 17/02586/FUL for mixed use development at the site permitted in Mar 2019 (not implemented) (Greenway Connection Contribution secured via S106).
Public Realm improvement along High Street North and possible transformation of Pilgrim's way into a	East Ham	N13.SA2 East Ham Primark	The project to improve public realm along high street north and possible transformation of Pilgrim's way into a public square.	2028-2033	Developer	n/a

Project	Location	Site Allocation	Description	Timing	Lead & Delivery Partners/ Stakeholders	Relevant planning application
public square						
Thames Path improvements	Royal Victoria, Royal Albert	Various	Cycling and walking improvements. Extending the Thames Path through the neighbourhood along both the River Thames and the River Roding to provide connectivity at Barking Creek.	2023-2038	TfL/LBN	n/a
Capital Ring improvements	Stratford Olympic Park, Stratford, West Ham, Canning Town North, Plaistow West & Canning Town East, Plaistow South, East Ham South, Beckton, Royal Albert	various	Cycling and walking improvements	2023-2038	TfL/LBN	n/a
Pier Road Urban	Royal Albert	N1.SA1 North Woolwich Gateway	Cycling and walking improvements	2028-2033	TfL/LBN/Developer	Planning application ref. 22/02662/FUL for residential

Project	Location	Site Allocation	Description	Timing	Lead & Delivery Partners/ Stakeholders	Relevant planning application
Realm improvements						development at the site permitted in Dec 2023 (public realm improvement secured in proposal)
Cycle parking at stations (on-street/secure)	Borough-wide	Various	Cycling improvement	2028-2033	Train Operating Companies (TOC), TfL, LBN Capital	n/a

Transport: Road Network

What?

The Newham road network includes two Transport for London Road Network (TLRN) routes which are under the statutory management of TfL, with other roads under the control of LBN as the Highway Authority including ten Principal Roads. Requirements for road network improvements are identified as part of Newham's Local Implementation Plan, the Better Streets and Places programme and the Sustainable Transport Strategy. These requirements concern road maintenance, parking management and car club bay provision, public realm and technology upgrades, to improve efficiency of movement of all modes and to reduce congestion, improve journey time reliability and address localised air quality. Site allocation masterplanning also requires new streets and roads to meet Council design standards and integrate with the existing network. In the short term, the Riverlinx consortium are constructing the Silvertown Tunnel for TfL, which is planned to open in 2025. Longer term, the Council and other boroughs have also identified the need for an additional crossing across the Thames.

Where?

Borough-wide.

When?

Ongoing. The MTS covers the period 2018-2041, the current LIP3 identifies projects up to 2021/22 and beyond with delivery plans for 2023/24 and 2024/25, the Better Streets and Places Programme covers the period 2018 to 2026, the Sustainable Transport Strategy covers for the period 2023-2038.

Why?

- Congestion is already a problem in Newham, and increased trip generation derived from population growth will exacerbate this and air quality impacts if nothing is done to address and change travel behaviour. The LIP identifies that congestion remains an issue in the Borough with particular issues around main junctions and key corridors, in particular this affects through traffic travelling in an east-west direction and local traffic in the north-south direction. This in turn has knock on effects for journey time reliability and the attractiveness of bus transport, a vital component of the required modal shift to keep the city as a whole moving. Congestion and air quality impacts can be alleviated through improved roadway design and maintenance including parking configuration and management.
- Road safety and the street environment can also be improved through road network improvements, avoiding injuries, deaths and associated disruption and affecting the perceived attractiveness of walking and cycling to help achieve sustainable modal shares.
- Upgrading street lighting to LED lighting can achieve considerable energy efficiencies, which also represents a cost saving and money that can be spent on other revenue projects.
- There is a lack of River Thames crossings east of the Blackwall Tunnel, creating excessive reliance and congestion on this and other nearby crossing points, including Woolwich Ferry.

Assumptions:

- According to the MTS (2018), London's population reached 8.6 million in 2015 with a projected rise to approximately 10 million by 2041. This is expected to generate more than 5 million additional trips each day by 2041 - need to reduce traffic on London's roads by 6m vehicle km/day.
- Newham's population has increased significantly in recent years to approximately 350,000, and is expected to grow above 460,000 by 2030 (GLA's Housing-led population projections informed by the London Plan (2021) housing target).

Where are we now?

- Ongoing work planning and delivering road and footway schemes.
- Through consultation with Highways and Transportation officers in the Council, road network issues are routinely explored as part of site allocations masterplanning and planning applications.
- Resident parking zones (RPZs) are now completed including provision of car club bays to ensure every resident lives within a 10 minute walk of a bay, with a few industrial parking zones to be implemented.
- Better Streets and Places are investing £100m of Council capital over the decade 2016-2026 to improve roads and pavements across the borough.
- Silvertown Tunnel is currently under construction by the Riverlinx consortium for TfL, this is planned to open in 2025. This will improve resilience at the Blackwall Tunnels, and allow for a large increase in cross river bus routes.
- Work with the Royal Docks Team (RDT) to implement the North Woolwich Road (Royal Docks Corridor) improvement works and consider the options for highway rationalisation on the north side of Connaught Crossing.

What are the next steps?

- Continued implementation of the Better Streets and Places (road/ street lighting/pavement improvement, 2018 to 2026) and LIP programmes.
- Continue to input to major scheme development and Liveable Neighbourhoods to secure further streetscape improvements.
- Working with TfL and the other Host Boroughs, to minimise the adverse effects of the Silvertown Tunnel on residents.
- A13 Design, Build, Finance and Operate (DBFO) contract for A13 expires in 2030. After that, work should be carried out to reduce traffic and air pollution along the A13.

Spatial Implications

- Road network operational efficiency is a vital part of ensuring capacity for growth and alleviation of existing congestion, road safety and air quality problems and the effects these have on health, the environment, costs and place-making, as well as securing important new strategic connections with economic development benefits, including vehicle (including HGVs) access between industrial sites and safeguarded wharves.
- Road access and network integration is also a key component of site deliverability and to some extent suitability for different functions, notably those dependent on large numbers of vehicular movements, such as warehousing and distribution.
- Road alignments for the Silvertown Tunnel and Thames Gateway crossing are currently safeguarded, although the latter is now under review.

Main Sources:

SYSTRA(2024), [LBN Sustainable Transport Strategy](#)

TfL (2018), [Mayor of London's Transport Strategy \(2018\)](#)

LBN Cabinet (2017), [Keeping Newham Moving – A New Deal for Our Roads - Approval of Spend](#)

Major road improvement projects:

Project	Location	Description	Timing	Lead & Delivery Partners / Stakeholders	Expected Cost	Funding Source(s)	Funding Available	Funding Gap
Silvertown Tunnel	Royal Docks	New road tunnel connecting Greenwich Peninsular and West Silvertown.	2019-2025	Riverlinx/TfL	£1 billion	PFI funded by user charging	n/k	n/k
Low Traffic Neighbourhoods	Borough wide	Access restrictions to prevent rat running – to improve walking/cycling and improve air quality through traffic reduction and incorporation of green and blue-green infrastructure.	2020-28	LBN	n/k	n/k	n/k	n/k
Reduction of A13 speed limit to 30mph	Borough wide	RMS have no incentive to reduce traffic. When contract ends, work to reduce traffic and reduce speed.	2030	LBN, TfL	n/k	n/k	n/k	n/k
A13 River Lea bridge replacement/ refurbishment	Canning Town	Replacement of life expired bridge.	2023	RMS	n/k	RMS	£0	n/k

Project	Location	Description	Timing	Lead & Delivery Partners / Stakeholders	Expected Cost	Funding Source(s)	Funding Available	Funding Gap
Cooks Road Bridge widening over Bow Back River	Stratford and Maryland,	Widening over bridge.	Medium/long term	LLDC/Developer	£100,000 to £400,000	S106	£0	Yes
New bus/pedestrian/cycle bridge over the Bow Back river at Marshgate Lane	Stratford and Maryland/ Three Mills	New bus/pedestrian/cycle bridge over the Bow Back river at Marshgate Lane, joining a four-arm signalised junction at the intersection of Sugar House Lane and Stratford High Street.	Medium/Long term	Developer - Bridge abutment secured and land safeguarded as per the Land at Marshgate Lane permission (14/00422/FUL). Landprop to deliver and fund Sugar House Lane junction Canal & River Trust/ TfL	£19.01-20.1m	s106/CIL/Developer There are distinct funding arrangements for the bridge and the signalised junction.	£850,000	Yes
Bridges between Bromley by Bow and Sugar House Lane, including bus bridge at Culvert Drive	Three Mills	Bridges connecting to Bow, allowing Bus route through Sugar House Island	Short/medium term	Sugar House Lane s106, Developer, Bromley by Bow North s106, Canal & River Trust	n/k	Developer	Yes	n/k

Project	Location	Description	Timing	Lead & Delivery Partners / Stakeholders	Expected Cost	Funding Source(s)	Funding Available	Funding Gap
Road Safety Improvements across the LLDC MDC area	Stratford and Maryland, Three Mills	Including but not restricted to interventions such as road markings, tactile paving, signage, kerb realignments/adjustments and road calming.	Short Term	LLDC/LB Hackney, LB Tower Hamlets, LB Newham, LB Waltham Forest	£520,000	CIL	£0	£520,000
Cooks Road / Stratford High Street junction - works	Stratford and Maryland/ Three Mills	Junction improvement works.	Alongside development	LBN/developer	n/k	S106 as part of development	£0	Yes
Pool Street Realignment	Stratford and Maryland	Pool Street Realignment	Short term	LLDC/ LB Newham	£3,206,383	CIL/S106	£3,000,000	£206,383

Major road improvement project included in the Local Plan, in addition to the above projects:

Project	Location	Site Allocation	Description	Timing	Lead & Delivery Partners/ Stakeholders	Relevant planning application
Connaught Bridge roundabout	Royal Albert North	N3.SA1 Royal Albert North	Concept proposal to rationalise highways to create development plots, including removal of the Connaught Bridge roundabout.	2022-2030	LBN and RDT	n/a

Transport: Water Transport

What?

There are three safeguarded wharves (Peruvian, Thames Refinery, and Royal Primrose) in Newham safeguarded by 2021 Ministerial Safeguarding Direction. A key objective of TfL's Mayor of London's Transport Strategy (MTS) (2018) is to work with relevant stakeholders to, move where practicable, freight off London's streets and on to the rail and river network. In Newham, the Port of London Authority's (PLA) 'Thames Vision 2050 plan' identifies an action to reactivate three safeguarded wharves and intensify the use of already operational sites by 2030 which would include the maximisation of use at the Safeguarded Peruvian Wharf and the reactivation of the Safeguarded Royal Primrose Wharf for waterborne freight cargo handling, as well as to continue to support operations and activity at the safeguarded Thames Refinery. This is supported by the PLA's Tidal Thames Masterplan (2024) which sets out all potential strategic opportunities on the Tidal Thames in Newham, where one of the three themes of the vision is 'Trading Thames – The country's largest and most competitive port, closest to the UK's biggest market, producing Net Zero emissions. Improved connectivity to road and rail infrastructure. Technologically innovative, expanding the transportation of light freight into central London as urban logistics transform'. The GLA identifies the need for a strategic boatyard as a key component of enhancing waterways infrastructure, of which there is a shortage to support the maintenance of water dependant transport modes, and identified the potential for a strategic boatyard facility at Albert Island. The London Plan continues to set out the Mayor's support for river freight on providing land to support London's economic functions, with focus on waste, water transport, and freight and servicing.

The London Plan also includes a requirement for protecting and enhancing existing passenger transport piers and their capacity, including supporting new piers and necessary provision of moorings. Infrastructure need for moorings include suitable infrastructure to enable electrification for heating, such as electrical hook-up at mooring point. The Thames Vision 2050 plan also includes an action for partners, including the GLA and TfL with PLA support the expansion of passenger piers/ route network across the Tidal Thames. New piers for river boat services are also identified requirements on Thameside sites, where sufficient demand can enable them to be viable, such as at Beckton Riverside.

Where?

Mainly Royal Docks / Canning Town / Beckton Riverside.

When?

- The London Plan ensures wharf safeguarding, with the current plan covering the period 2021-41.
- PLA's 'Thames Vision 2050' plan covers a period to 2050 with various actions to deliver by 2030.

Why?

- The better planning and operation of freight forms part of the 'Healthy Streets Approach' for healthier places and more sustainable transport options - road freight is a major contributor to congestion and carbon dioxide and other emissions, and waterways have the capacity to provide part of the solution to reduce dependency on road haulage which will increase alongside other traffic with population and economic growth.
- The movement of light freight on the river is also one of the three overarching visions under the Thames Vision 2050 plan. Targeting construction materials and waste is particularly relevant in Newham given the scales of construction and waterside cement and aggregate works that currently move materials by road.

Assumptions:

- According to the MTS (2018), London's population reached 8.6 million in 2015 with a projected rise to approximately 10 million by 2041. This is expected to generate more than 5 million additional trips each day by 2041 – need to reduce traffic on London's roads by 6m vehicle km/day.
- Newham's population has increased significantly in recent years to approximately 350,000, and is expected to grow above 460,000 by 2030 (GLA's Housing-led population projections informed by the London Plan (2021) housing target).

Where are we now?

- The most recent review of Safeguarded Wharves (2018 – 2021) resulted in the release of Priors and Mayer Parry wharves on the River Lea and Thames, Manhattan and Sunshine Wharves on the Thames. The review retains Thames Refinery, and Peruvian Wharves which are active or viable for operations and additionally adds Royal Primrose Wharf to the list of safeguarded wharves.
- Re-activation of Peruvian Wharf is proceeding under contract with Brett Aggregates and Keltbray.
- The GLA have identified the potential for a strategic boatyard facility at Albert Island (Gallions Lock), supporting the maintenance and commercial boatyard uses at this location. This scheme was granted outline planning consent in March 2023.
- Silvertown Tunnel is under construction on the site of Thames Wharf, which is due to open in 2025.
- Royal Wharf Pier was completed in 2020 as part of the Royal Wharf development (Minoco Wharf).
- Potential sites for new piers were identified in the planning approvals for Thameside West and Albert Island.

What are the next steps?

- The PLA wish to promote and maximise of use of the borough's remaining safeguarded wharves for waterborne freight cargo handling, and are actively progressing with the reactivation of the safeguarded Royal Primrose Wharf for waterborne freight cargo handling.
- Continuing to support operations at the safeguarded Thames Refinery, operated by Tate & Lyle.
- The PLA is looking to establish new services for the light freight movement on the river by 2050 supported under the Tidal Thames Masterplan and Thames Vision 2050 Plan.
- Continue to work with the GLA and associated stakeholders to progress with a strategic boatyard at Albert Island/Gallions Lock.

- Royal Docks and Beckton Riverside Opportunity Area Planning Framework (OAPF) was adopted to support growth-led infrastructure planning and identifying the transport needs to support growth in the Beckton and Royal Docks areas.
- Development of potential additional Riverbus piers as part of the Beckton Riverside development which will potentially extend and increase service frequency, and exploring the potential of Albert Island for Riverbus services.

Spatial Implications

- Where development located in close proximity to the borough’s safeguarded wharves, buffering and implementation of agent of change principles will be important in relation to remaining/reactivating uses, to minimise the potential for conflicts of use and disturbance.
- Radar sightlines (T18) for navigation are maintained through safeguarding, and shown on the Policies Map.
- Strategic boatyard facility to support river dependant modes of transport as part of the Blue Ribbon Network.

Main Sources:

SYSTRA (2024), [LBN Sustainable Transport Strategy](#)

PLA, [2030 Action Plan](#)

PLA (2024), [Tidal Thames Masterplan \(arcgis.com\)](#)

PLA (2022), [Thames Vision 2050 plan](#)

GLA (2021), [Safeguarded Wharves Directions | London City Hall](#)

TfL (2018), [Mayor of London’s Transport Strategy \(2018\)](#)

Major water transport infrastructure projects:

Project	Location	Description	Timing	Lead & Delivery Partners / Stakeholders	Expected Cost	Funding Source(s)	Funding Available	Funding Gap
Visitor moorings facilities	Stratford and Maryland	Provision of better boater facilities and Visitor mooring in the Park with creation of pontoons adjacent to the existing commercial moorings. Could be on a bookable basis.	Short Term	Canal & River Trust, LLDC	n/k	Canal & River Trust, S106, LLDC	n/k	n/k
Eco moorings	Stratford and Maryland, Three Mills	Eco moorings in appropriate locations.	n/k	Canal & River Trust	n/k	n/k	n/k	n/k

Major water transport infrastructure projects included in the Local Plan, in addition to above projects:

Project	Location	Site Allocation	Description	Timing	Lead & Delivery Partners/ Stakeholders	Relevant planning application
New river pier at Thameside West	Royal Victoria	N2.SA4 Thameside West	Deliver a River Pier Landing facilities and a River Pier	2023-2038	Thames Clipper/ Developer	Hybrid application ref. 18/03557/OUT for phased mixed use development at the site permitted in Oct 2021 (secured via planning application).
New strategic scale boatyard	Royal Albert North	N3.SA1 Royal Albert North	Deliver a strategic scale boatyard	2033 - 2038	Developer	Hybrid application ref. 14/00618/OUT and reserved matter 18/00251/REM for a business-led mixed use development at the site permitted in Dec 2015 and Jun 2018 (phase 1 completed) (secured via planning application).
New river pier at Beckton Riverside	Gallions Reach	N17.SA1 Beckton riverside	Deliver a new Thames Clipper Pier	2028 - 2038	Thames Clipper/ Developer	n/a

Transport: London City Airport

What?

London City Airport (LCY) is located within the Royal Docks. Prior to the onset of the COVID-19 pandemic the airport handled 5.1 million passengers in 2019, connected 45 domestic and international destinations and employed over 2,200 people. In 2022, the airport handled 3 million passengers over 46,000 aircraft movements, and employed 2,100 people over the whole site.

The airport currently has planning permission to grow to 6.5 million passengers and 111,000 aircraft movements. The scheme (the City Airport Development Programme (CADP)) was approved in July 2016 and includes new airfield infrastructure and upgraded passenger facilities. Construction commenced in 2017 and to date, a new parallel taxiway and eight new aircraft stands (capable of accommodating the new generation of quieter, cleaner aircraft) have been completed. The next phase of the build will include the extended terminal, a new forecourt and other surface access upgrades. However, construction was temporarily paused in December 2020 due to the impacts of COVID-19 on the aviation sector and it is not clear when the project will restart. Passenger numbers have recovered relatively slowly at LCY compared to other London Airports, and there are significant uncertainties around pace and profile of future passengers and flight growth. The airport also experienced a shift from business travel towards leisure travel, which has implications for surface access movement to the airport.

In December 2020, LCY published a new master plan which shows how the airport could grow over the next 15 or so years to accommodate projected demand of up to 11 million passengers annually on 151,000 aircraft movements and supporting up to 5,300 local jobs. The forecast growth can be accommodated largely within the airport's existing boundary by making best use of the existing runway and infrastructure. It includes the potential for an onsite aviation centre of excellence as well as other supporting uses and employment floorspace. Any growth brought by the new master plan beyond the currently permitted limits would require a separate planning application. The airport committed to achieving net zero carbon emissions by 2050 and to reduce the size of its air noise contour as well as other environmental commitments.

In 2022, the LCY submitted a planning application to allow for an increase in passenger numbers to 9 million per annum, allow flights on a Saturday afternoon and additional flights between 0630 and 0659. The application was refused by the Council and the LCY lodged an appeal to the Secretary of State. The decision on the appeal is now awaited. New form of mitigation including an annual Sustainable Transport Fund will be secured in the event the appeal is approved.

Where?

Royal Docks.

When?

The Environmental Statement submitted in support of planning application ref. 22/03045/VAR assumed a construction period of June 2024 to December 2030 for the remaining CADP works in the event the application is approved. In the event the application is refused, the development is likely to be delayed with construction work commencing in 2031 and completing in 2038, or perhaps not undertaken at all in the foreseeable future.

Why?

- The Royal Docks will see significant development and economic growth over the Local Plan period in which LCY will be a key component to the delivery of these objectives due to the regional, national and international connectivity it brings as well as facilitating inward investment; business and tourism. Nonetheless, development at LCY needs to consider a range of factors including the Agent of Change and balancing the aviation need as well as the emerging residential uses in the Docks and key focus of London's growth, with negative impacts to existing or future local residents mitigated.
- As one of the biggest employers in the borough, the new master plan will enable grow and provide further opportunities to local residents, potentially supporting up to 5,300 jobs by the mid-2030s.

Assumptions:

- Aircraft movements will continue to recover from the COVID-19 pandemic while there are uncertainties around the amount of growth in passenger and flight caps.
- The outcome of the appeal and the trajectory of passenger and flight growth at the airport will determine if and when the remaining CADP works are undertaken, and what new infrastructure is required to support the airport.
- DLR modal share prior to the onset of COVID-19 was 64 per cent while the airport was the best performing in the UK for public transport use at 73 per cent. DLR modal share has reduced to 49 per cent in 2022, with modes such as taxi, minicab and ridesharing increasing. As part of the masterplan, LCY is targeting 80 per cent of journeys to and from the airport to be made by public and sustainable transport modes by the time the airport reaches 11 million passengers per annum (mppa) and acknowledging the Mayor of London's targets, increasing to 90 per cent by 2041. It also notes ambitions to better connect the terminal with the DLR station and delivering increased investment in walking, cycling and electric charging for electric vehicles.

Where are we now?

- In October 2017, development commenced with the airfield infrastructure was completed at the end of 2020.
- A new digital air traffic control tower was completed in 2019 and came into operation from January 2021.
- Royal Docks and Beckton Opportunity Area Planning Framework (OAPF) was adopted to support growth-led infrastructure planning and identifying the transport needs to support growth in the Beckton and Royal Docks areas.
- The SL2 Superloop service from Walthamstow to North Woolwich has started operations, providing improved orbital public transport links to the airport. Continue to engage with TfL on the proposed extension while LCY is supportive of the service being extended to terminate at the airport. Bus route 129 will also extend to serve LCY following the opening of the Silvertown Tunnel in 2025.

What are the next steps?

- TfL’s Mayor of London’s Transport Strategy (2018) commits to improving the introduction of full-length DLR carriages and more frequent service to LCY as part of ongoing DLR improvements within its indicative 2020-2030 timeframe.
- The airport continues to develop feasibility work and business case assessment for a new Elizabeth Line station at Silvertown serving the Royal Docks and the airport, as referenced in Transport: Rail improvement section.
- LCY published its Surface Access Strategy (SAS) in 2018, which set out its approach and priorities for surface access from 2018-2025 as the airport delivers the CADP. The airport published a review of the SAS in 2022.
- An updated Travel Plan (for 2023 - 2025) was approved by LBN in 2022.
- The Airport’s longer term ambitions are set out in the LCY master plan published in December 2020.
- Awaiting appeal decision of the 2022 planning application.

Spatial implications

- CADP permission - expanded the airport boundary to accommodate new aircraft stands over KGV Dock. The new master plan includes limited infrastructure upgrades that could be accommodated largely within the existing boundary by making best use of the existing infrastructure.
- Development constraints – on biodiversity, type of development, building heights etc. – within the vicinity of the airport will remain unchanged. Mitigation of environmental affects, in particular noise will continue to be required in accordance with the CADP planning permissions.

Main Sources:

LCACC, [London City Airport Annual Performance Report](#)
 SYSTRA(2024), [LBN Sustainable Transport Strategy](#)
 LCA (2020), [London City Airport Masterplan 2020](#)
 Arup (2019), [London City Airport Master Plan- Surface Access Technical report](#)
 TfL (2018), [Mayor of London’s Transport Strategy \(2018\)](#)

London City Airport development projects:

Project	Location	Description	Timing	Lead & Delivery Partners / Stakeholders	Expected Cost	Funding Source(s)	Funding Available	Funding Gap
City Airport Development Programme (CADP)	Royal Docks	Development improvements	n/k (Dependent on outcome of planning appeal and passenger growth)	LCY/ LBN	n/k	LCY	n/k	n/k

This will include the following:

Project	Location	Description	Timing	Lead & Delivery Partners / Stakeholders	Expected Cost	Funding Source(s)	Funding Available	Funding Gap
Improved public access at Hartmann Road	Royal Docks	Development improvements	n/k	LCY/LBN/TfL	n/k	LCY S106	n/k	n/a
Emergency Vehicle Access Point over King George V Dock	Royal Docks	Development improvements	n/k	LCY/LBN	n/k	LCY, S106	n/k	n/a

Energy

What?

National Grid Electricity Transmission (NGET) owns and maintains the electricity transmission system in England and Wales. The energy is then distributed to the electricity distribution network operators, so it can reach homes and businesses. In London, the National Grid deals with high local demand and a small amount of generation. London's energy import relies heavily on surrounding 400kV and 275kV circuits. Key infrastructure in Newham and East London includes 400kV overhead from Barking to West Ham, 400kV Lower Lea Valley Cable Tunnel and 400kV lines along the River Lea and Regent Canal.

National Grid Gas plc (NGG) owns and operates the high-pressure gas transmission system across the Great Britain. Gas leaves the transmission system and enters the UK's four gas distribution networks where pressure is reduced for public use. The National Transmission System (NTS) in Great Britain comprising pipeline, compressor sites, control valves and more than 500 above-ground installations. Demand is generally decreasing, reducing the requirement for embedded storage in the networks of Distribution Network Operators (DNO) meaning key requirements are for decommissioning alongside provision of residual gas pressure infrastructure. Thames Water also has their own biogas generating system, which is used within the Sewage Treatment Works.

The distribution network operator UK Power Networks (UKPN) owns and maintains electricity cables and lines across London, the South East and East of England. Key infrastructure in Newham includes the West Ham substation (at Cody Road / Bidder Street North) which supplies a primary substation at Silvertown, another in Tower Hamlets and the SSE Meyer inset network. In addition, Four EHV Circuit Breakers (33kV) are located at Beckton Sewage Works. Commissioned distributed generation as part of the network include various CHP, PV and diesel networks.

Requirements going forward include delivery of an additional substation and expansion of district heat networks where feasible, together with greater generation from sustainable modes. However, UKPN's Business Plan 2015 to 2023 has highlighted that current Ofgem regulatory framework does not support ahead of need investment in energy infrastructure; the Greater London Authority (GLA) therefore has projects enabling decentralised energy and to better ascertain growth-related need in the Royal Docks. As outlined in UKPN's latest Business Plan 2023 – 2038, they are proposing to establish a team within their DSO function specifically to help local authorities develop climate action plans and ultimately Local Area Energy Plans. The Local Area Energy Planning Framework Process would be one of the key activities of the DSO local planning team. The Council is working on feasibility work to understand the potential of Beckton Sewage Treatment Works as potential heat source for a heat network to serve the borough, as well as identify other heat sources and network options for future heat networks.

Where?

Borough-wide, but with a focus on meeting future demand in the Royal Docks and Beckton. Stratford, West Ham, Beckton and East Ham host gas holders and/or gas pressure/transmission infrastructure; West Ham hosts a large transmission substation with pylons running through the Lower Lea Valley and Royal Docks. Major decentralised energy infrastructure (with further potential) exists in Stratford and the Royal Docks.

When?

UKPN's current Business Plan covers an investment period between 2023 - 2028. National Grid's 'Gas Ten Year Statement 2015' covers the period 2015 to 2025. The 'Electricity Ten Year Statement' is National Grid's view of future transmission requirements, and is reviewed annually – with each statement covering the next ten years.

Why?

- Significant growth is expected in the Royal Docks and Beckton, adding to the already substantial growth Newham has seen across the 'Arc of Opportunity'; almost every activity requires electricity, and reliable supply. Gas supply also continues to be important for many domestic users.
- Without investment the health indices of current equipment will deteriorate, affecting the efficient running of the network and security of supply.
- Sustainable modes of generation are vital to de-carbonisation and help to provide for local energy security.
- New buildings cannot continue to burn fossil fuels for heating if Newham is to stay within carbon budgets. Connections to decarbonised heat networks are an increasingly important driver for heat network deployment to transition to carbon free development.
- With the growth of digital economy in the UK, there is increasing demand on data, which consume a lot of power for both operational use and cooling. Research has shown 15MW average consumption which is equivalent to the demand of 10,000 homes.
- With the factors above and also the need for electrification of transport modes, electricity demand will increase significantly in the future.

Assumptions:

Reaching Net Zero will lead to rapid increase in the demand of electricity. According to the Climate Change Committee's Sixth Carbon Budget, electricity demand doubles in 2050, compared to the levels of around 300 TWh in 2018.

Where are we now?

- Major investment in decentralised energy has occurred as part of development of Beckton STW, the Olympic Park, Stratford City, ExCeL and large scale mixed use schemes such as the Hallsville Quarter.
- The Royal Docks has been granted Enterprise Zone funding to provide a new electricity substation and electricity reinforcement works that will power the area for the future, expected to be delivered by 2025.

What are the next steps?

- The Royal Docks Team (RDT) is working with UKPN to deliver a 150MVA main substation at Gallions Reach. Further works will be required to connect the site with developments to the south of the Royal Docks. UKPN continue to monitor and optimise network utilisation.

- National Grid to programme gas holder decommissioning and remediation of sites in the borough.
- London Borough of Newham (LBN) to cooperate with GLA, UKPN, National Grid and other stakeholders to stimulate timely delivery of infrastructure required to support the expected level of growth in the borough.
- E.ON is progressing their "EctoGrid" in Silvertown. It is the largest yet proposed in the UK which will provide zero carbon heating and cooling to homes and workplaces. The energy network will be able to use waste heat sourced from adjacent to the site, which otherwise would have been emitted into the Thames.
- Beckton Sewage Treatment Works has been identified as a potential heat source for a heat network that could serve the borough, as it is one of the largest heat sources in Europe. Feasibility work is ongoing by the Council to understand the potential for this site.
- The Council is considering the potential of heat networks as a primary route to decarbonise existing housing and Council buildings in the borough. Work is underway by the Council to identify as many different heat sources and network options as possible, as well as undertaking feasibility work for future heat networks.
- A Royal Docks Team study has considered the feasibility of removing some of the pylons in the northern Royal Docks. The commercial viability of delivering this infrastructure change needs further consideration. The project could release land for development and improve visual amenity. This should be explored further to develop a business plan for the interventions needed.

Spatial Implications:

- Site allocations must incorporate energy infrastructure needs, decentralised energy generation and distribution, and connection to low carbon heat sources in their masterplanning, ensuring consideration at an early stage so that the spatial implications of infrastructure can be minimised and mitigated.
- Deliver main substation at Gallions Reach and connection to the south of the Royal Docks.
- Potential investment is also needed at the West Ham sub-station, notably a new supergrid transformer and two new circuits to feed the Silvertown Substation.
- Various brownfield sites in the borough in East Ham, West Ham and Beckton Riverside are gas holders sites, with scope for more beneficial use upon decommissioning and remediation secured in the adopted and emerging Local Plans, albeit with some legacy infrastructure and in some cases, heritage asset listing protection to be accommodated.
- Optimising the opportunities from local heat sources including connection to existing Heat Networks established within Stratford and the Royal Docks.

Main Sources:

GLA, [Energy supply](#)

Department of Energy Security and Net Zero (2023), [Heat Networks: 2023 Q4 Pipeline](#)

RDT (2020), [The Place Developments](#)

Climate Change Committee (2020), [The Sixth Carbon Budget: Electricity generation](#)

UKPN (2014), [RIIO-ED2 Business Plan 2023 – 2028](#)

UKPN (2014), [East London: LPN Regional Development Plan](#)

LBN (2013), [District Heat Network Local Development Order](#)
 Pearson A. (2011), [Case Study London Olympic Park Energy Centre, CIBSE Journal](#)

Major energy infrastructure projects:

Project	Location	Description	Timing	Lead & Delivery Partners/ Stakeholders	Expected Cost	Funding Source(s)	Funding Available	Funding Gap
Electricity network upgrades	Royal Docks, Stratford and West Ham, Canning Town	Including increased capacity of Silvertown substation to 77.4 MVA through two 15 MVA transformers fed via two new circuits from West Ham substation.	2018-2025	UKPN/RDT & Ofgem, TfL	£32m	UKPN/Ofgem	£5.01m	n/k
Electricity Network Connection	Royal Docks	New primary sub-station to provide at least 88MVA of new supply at Gallions Reach.	2024-2025	RDT	£30m	RDT	c£30m	TBC
Undergrounding of HV power lines	Royal Docks and Beckton	Feasibility established for West Ham to Beckton Park pylon removal complete but further viability and development options need to be considered.	2025-2035	National Grid, RDT and others	£120m	TBC	n/k	n/k
EctoGrid heat network system	Silvertown	Construction of the ectogrid network, installation of decentral heat pumps and chillers for heating and cooling, a connection from a bulk heat connection, and integration of smart and digital control tools.	Underway	E.ON/developers	n/k	n/k	n/k	n/k
Heat network from Beckton Sewage Works	Beckton	Heat network from Beckton Sewage Works.	TBC	LBN/Thameswater	n/k	n/k	n/k	n/k

Project	Location	Description	Timing	Lead & Delivery Partners/ Stakeholders	Expected Cost	Funding Source(s)	Funding Available	Funding Gap
Potential electricity sub-station upgrades in Bow and West Ham	Bow (Tower Hamlets) and West Ham (Newham)	Electricity sub-station upgrades	n/k	n/k	n/k	National Grid	n/k	n/k
Potential heat export point in Newham	Borough-wide	Combined Cooling, Heating and Power networks under OLSPG Energy Study	n/k	n/k	n/k	n/k	n/k	n/k
Potential Local Heat Network – connection from West Ham (Manor Road) to Greenway	West Ham	Combined Cooling, Heating and Power networks under OLSPG Energy Study	n/k	n/k	n/k	n/k	n/k	n/k

Telecommunications and Digital Connectivity Infrastructure

What?

In March 2017, the Department for Digital, Culture, Media and Sport (DCMS) published the UK Digital Strategy with the ambition to “create a world-leading digital economy that works for everyone”. The Digital Strategy highlights the ambitions to achieve at least 85% gigabit coverage by 2025 and at least 99% gigabit coverage by 2030 and the Wireless Infrastructure Strategy (2023) set the target of nationwide coverage of standalone 5G to all populated areas of the UK by 2030. The National Planning Policy Framework (NPPF) (2023) states that strategic policies should make sufficient provision for infrastructure including telecommunications, acknowledging the role of advanced, high quality and reliable communications infrastructure for economic growth and social well-being. This includes decisions supporting the expansion of electronic communications networks (including 5G) and policies that set out how high quality digital infrastructure is expected to be delivered and upgraded over time.

The supply of telecommunications is managed by private companies, Virgin Media and British Telecommunications (BT) are the two core providers of telecoms infrastructure in the borough. BT (including their ‘Openreach’ subsidiary) is the main statutory undertaker responsible for fixed telecommunications connectivity throughout the UK including maintaining the wiring, fibres and connections for local access network of telecommunications infrastructure. Openreach have the main role in planning the provision of infrastructure necessary which achieved a minimum of 97% of the UK has access to Superfast broadband and 3 million homes and businesses experiencing Full Fibre connectivity in 2023, while continuing the UK-wide infrastructure upgrade targeting to building Full Fibre to 25 million homes and businesses. According to GLA mapping (January 2024), 70.4% of premises in Newham have full fibre connectivity. Almost all premises, 98.6% have Superfast and 87.7% have Gigabit broadband speed. The Royal Docks has undergone significant improvement in broadband coverage through recent digital infrastructure upgrade at the Royal Docks, but still only about 90% premises have Superfast coverage and less than 80% premises have Gigabit coverage which is lower than Newham’s average. Continuous upgrad work will be required to bring the area up to the borough’s standard.

Since Mobile UK replaced the MOA (Mobile Operators Association), rollout plans by borough have not been provided. Future requirements regarding mobile networks are unconfirmed. Details set out in the Code of Best Practice on Mobile Network Development sets out details in relation to operator, Local Authority and stakeholder engagement, with annual update plans available on request to the operators. There is an existing request expressed by two Mobile Operators for the deployment of 55 small cells across the Borough to boost the capacity of the existing mobile network in areas of high density and pave the way towards 5G which started the work in 2021/2022.

In London, the digital revolution needs fast, reliable and universal broadband connectivity. In 2018 a new report by London First ‘a roadmap to 5G’ highlights the physical challenges due to the nature of London’s geography recognising the importance of 5G as a major benefit to growth in London. It notes there is a coordination challenge, with recommendation on various parties (including Local Authorities) role in supporting improved access to mobile connectivity in London.

Digital connectivity is a key facet of planning for economic growth and will be an important component of Royal Docks infrastructure planning. The Royal Docks and Beckton Riverside Opportunity Area Planning Framework (OAPF) (2023) recognised the need to expand the existing digital capability with additional demand from new developments in the Royal Docks, through enabling investment in the fibre broadband and mobile networks. The 75km of ducting infrastructure owned by the Council could play a role in accelerating delivery of fibre connectivity in the Royal Docks. The requirement of smart and digital infrastructure such as full fibre connectivity in the Opportunity Area is also emphasised in the Newham Sparks which was launched by the Council in 2021. Digital inclusion is also a concern of the Government and GLA. In part this is dealt with by public access to ICT at community centres and libraries. The Council will need to ensure that there is provision and sufficient future proofing to embrace smart cities technology. It is expected that fibre availability and footprint will increase across Newham because of the deployment of 5G-ready infrastructure fully funded by the private sector.

Where?

Borough-wide; digital connectivity improvements will be particularly important in areas of high population and modern employment growth especially in new development areas.

When?

On-going. Royal Docks and Beckton Riverside OAPF is a 20 year planning strategy up to 2041.

Why?

- International benchmarks reveal London underperforms on measures of digital connectivity, and yet excels on all other measures of business competitiveness – it is therefore vital that it catches up. Increasingly, digital connectivity is also expected by local residents who have high rates of mobile phone and internet usage.
- The anticipated growth in population into underserved areas will mean there will be a likely requirement for additional telecommunications infrastructure to be provided in order to boost the capacity of the existing networks, cope with the increasingly demand of voice and data from mobile users and facilitate the adoption of new 5G-dependent use cases.

Assumptions:

- It is unclear what assumptions are made about population growth in planning for telecoms infrastructure, other than it is a vital part of all modern development.
- The consumption of mobile data has grown 2X since 2020 from 415 million gigabytes to 905 million gigabytes in 2023 per month in the UK. A significant increase in data consumption is expected to take place in the next few years because of 5G.

Where are we now?

- Roll out of Superfast “Full Fibre” broadband underway, availability of full fibre in Newham is 68%, above London average of 58.05%. Plans to work with providers to agree master wayleaves to allow for full fibre to be installed in Council housing stock.

- Provision of public Wi-Fi in community facilities, libraries and other public buildings have been delivered by the Council, to support people's connectivity.
- 5G installation across the borough.
- In 2016, TfL delivered station Wi-Fi to 250 Tube and 79 Overground Stations across the Network including Stratford, West Ham, Canning Town and parts of the Overground. Jubilee line between Westminster and Canning Town has 4G/5G mobile network installed from March 2020 as pilot project, Elizabeth Line between Paddington to Stratford/Woolwich by end of Spring 2024.
- The Royal Docks Team (RDT) has completed a digital infrastructure assessment for the Enterprise Zone and the findings have been published on the Royal Docks website. Implementation measures are also completed.
- In 2021, the Council is looking to facilitate open access to their lampposts to facilitate the deployment of 5G-ready infrastructure that improves the connected experience of residents, visitors, and workers. The initial deployment of small cells took place in 2022.

What are the next steps?

- Continued rollout of superfast broadband, and 5G mobile networks including telecommunications infrastructure that can be easily accessed and upgraded over time.
- RDT continue working with the Greater London Authority to facilitate partnerships to deliver a pipeline of innovation in smart and digital infrastructure in the Royal Docks.
- Support Mobile Operator with the deployment of 5G-ready infrastructure and dark fibre across the Borough through the management of the Open Access model.

Spatial Implications

Whilst highly important for economic growth and to support modern living, telecoms provision is largely in the hands of private companies. It is unclear how these are engaging with the projected growth in Newham. In the light of urban growth this will present physical challenges due to the nature of London's geography recognising the importance of 5G as a major benefit to growth in London, whilst ensuring digital infrastructure is provided for (including in Local and economic plans) and delivered in a coordinated and joined up way to secure its delivery. By adopting the Open Access model, Newham Council aims to have a more active role in the deployment of 5G-ready infrastructure, working in collaboration with all Mobile Operators to improve mobile connectivity across the Borough, enhance digital inclusion and boost our local economy.

Main Sources:

GLA, [Connectivity Map of London](#)

TfL, [Mobile phones and Wi-Fi underground](#)

Openreach (2023), [2023 Annual Review](#)

Department of Science, Innovation & Technology (2023), [UK Wireless Infrastructure Strategy](#)

RDT (2023), [Royal Docks and Beckton Riverside Opportunity Area Planning Framework](#)

DCMS (2022), [UK Digital Strategy 2022](#)

DCMS (2017), [UK Digital Strategy 2017](#)

Mobile UK (2016), [Code of Best Practice: Mobile Network Development](#)

Major Telecommunication and digital connectivity projects:

Project	Location	Description	Timing	Lead & Delivery Partners / Stakeholders	Expected Cost	Funding Source	Funding Available	Funding Gap
4G/5G Small Cells	High density areas and “mobile not spots”	Facilitating access to lampposts for the delivery of small cells. Phase 1 of the project includes 35 locations	2021-2026	Freshwave (O2)	Neutral cost for the Local Authority	Private fund	n/a	n/a

Waste

What?

National guidance sets out that waste planning authorities need to plan for but not necessarily handle all of their own waste. The London Plan makes a commitment (in line with the proximity principle) to manage as much of London's waste within London as far as practicable. To that end, each London Borough has an 'apportionment' of waste capacity set out by the London Plan they must plan for.

The planning of waste infrastructure involves the safeguarding of sites for the handling of all waste (with facilities often delivered by private businesses) as well as the commissioning of capacity for municipal waste¹, which occurs under the auspices of the East London Waste Authority (ELWA). A Joint Waste Development Plan (JWP) for the ELWA councils (including LB Newham, Havering, Redbridge and Barking and Dagenham) was adopted in February 2012 and covers a period to 2021. This deals with the waste capacity needed to meet the combined waste apportionment of those authorities (under the London Plan at the time).

In 2022, Newham published an evidence base that considered waste management capacity across East London, to inform an update of the JWP. The conclusion of the study showed that there was a surplus of waste management capacity across East London to meet the targets set out for the region in the London Plan.

In 2024 Newham obtained cabinet approval to consult on a Regulation 18 draft of the East London Joint Waste Plan (the new JWP). This will update the JWP. Once all four participating boroughs (Newham, Redbridge, Havering and Barking and Dagenham) have acquired cabinet approval, the new JWP will be published for Regulation 18 consultation in 2024.

Where?

Significant sites at Jenkins Lane and throughout the Royal Docks and the Lower Lea (Lea Valley, Canning Town, West Silvertown, North Woolwich), plus Council depots at Folkestone Road and Bridge Road. The 2012 JWP identifies a potential waste site at Beckton Riverside, the Newham Local Plan 2018 indicates that this should be delivered or evidence as to why it is not needed as a waste site provided.

The 2022 evidence base for the JWP shows a range of waste sites, primarily located along the docks, river Thames and river Lea.

Through the preparation of the Regulation 18 draft of the East London Joint Waste Plan we have identified an updated list of operational waste sites in the borough. These are primarily located in the Royal Docks, as well as in industrial areas in proximity of the river Lea.

¹ Household waste plus commercial waste from any businesses that sign up to Local Authority collection

When?

- The 2012 JWP covers a period to 2021 and ELWA boroughs have commissioned consultants to prepare an update to the JWP. The new JWP will be published for Regulation 18 consultation in summer 2024 once all four boroughs have obtained cabinet approval to begin the consultation. This emerging plan will cover the period to 2041.
- ELWA's 25-year contract ends in late 2027.
- A Joint Strategy for East London's Resources and Waste was developed to cover a 30-year period from 2027 to 2057.

Why?

- New developments generate demolition and construction waste and, despite efficiency improvements, an increase in waste output overall. Whilst this does not necessarily mean an increase in waste requiring final disposal (as recovery, re-use, and recycling interventions improve efficiencies could well plateau). Given the amenity impacts of mishandled waste and the levels of growth expected in the Borough, maintaining sufficient waste infrastructure is vital.
- Land and facilities are needed to manage waste arising in the borough and the wider ELWA area based on the proximity principle, waste hierarchy, and London Plan apportionment. These facilities are also an important component of achieving circular economy principles.
- Waste handling capacity needs safeguarding, particularly in the context of rising values for other uses, notably residential uses.

Assumptions:

- The JWP was based on population projections and waste apportionments known in 2011.
- ELWA's adopted strategy and the new JWP are based on updated GLA population projections and the London Plan 2021 waste apportionments.
- Both the JWP and the Waste Strategy are underlined by the proximity principle (that waste should be dealt with as close as possible to where it is generated) and the waste hierarchy that prioritises reduction, re-use and recycling over final disposal.
- ELWA are in the process of developing its future large scale and high value procurement for the post-Renewi contract (which will expire in 2027). This contract will inform the delivery of ELWA's future waste treatment and disposal services from 2027 onwards. The east London boroughs have been in discussions with ELWA on any implications this may have on the Joint Waste Plan.
- The update of the JWP will reflect development aspirations set out in Newham's adopted and emerging Local Plans. The update to the JWP assumes safeguarding of needed waste management sites, while some sites which are surplus to requirements and conflict with draft Local Plan policies are proposed for release through the Regulation 18 JWP.

Where are we now?

- The 2012 Joint Waste Plan safeguards 5 sites in Newham that together have a current throughput of 580,148 tonnes per annum (EA data 2015). While the plan only covers a period to 2021, it already safeguards the capacity needed to meet Newham's 2041 apportionment figure in the 2021 London Plan (407,000).
- A Refuse Derived Fuel baler was installed at the Jenkins Lane Waste Management Facility in 2016, increasing production for energy-from-waste export markets and diverting waste from landfill.

- An updated list of identified safeguarded waste sites are set out in the Regulation 18 JWP with no further potential to be released. ELWA are currently reviewing future waste handling requirements as existing contracts come towards the end of their life.
- In 2024, Newham obtained cabinet approval to consult on a Regulation 18 draft of the new JWP. This will update the 2012 JWP. Once all four participating boroughs (Newham, Redbridge, Havering and Barking and Dagenham) have acquired cabinet approval, the JWP will be published for consultation on the Regulation 18 of the East London Joint Waste Plan in 2024.

What are the next steps?

- The ELWA councils will consult on a Regulation 18 JWP in summer 2024 and consult and submit a Regulation 19 JWP to the Planning Inspector before June 2025. The new JWP will take into consideration safeguarding of necessary waste management capacity, as well as potential changes due to national requirements – such as separate collection of food waste or streamed recycling.

Spatial implications:

- 5 active sites are safeguarded by the 2012 JWP (Jenkins Lane x 2, Bywaters, Mayer Parry, and Remet).
- As part of the JWP review there will be implications for other sites. Other waste sites exist in the borough and are currently afforded protection by the London Plan principle that all waste capacity should be retained / re-provided. These sites play a wider waste handling role (sub-regional/wider South east). A list of identified safeguarded waste sites are set out in the Regulation 18 JWP.
- Newham's emerging Local Plan currently reflects the London Plan policies safeguarding all waste sites, and – as per the requirements of the London Plan – reflects that waste sites will be released through the update of the emerging East London Joint Waste Plan.

Main Sources:

Anthesis (2022), [East London Waste Plan Evidence Base](#)

ELWA (2012), [Joint Waste Development Plan](#)

LBN Cabinet (2024), [Draft Joint Waste Plan](#)

Major waste infrastructure projects:

Project	Location	Description	Timing	Lead & Delivery Partners/ Stakeholders	Expected Cost	Funding Source(s)	Funding Available	Funding Gap
Material recycling facilities and social/educational infrastructure at Pool Street East (The Loop)	Stratford and Maryland	Including increased capacity of Silvertown substation to 77.4 MVA through two 15 MVA transformers fed via two new circuits from West Ham substation.	2024	Hackney Wick and Fish Island Community Development Trust (HWFI CDT) and University College London (UCL)	£1,496,725	GLA, UCL, HWFI CDT, CIL	£550,000 (approx)	£950,000 (approx)

Water and Wastewater Infrastructure

What?

Key water/waste water infrastructure in Newham includes the northern outfall sewer (under the Greenway), Beckton Sewage Treatment Works (STW) and Thames Gateway Water Treatment Plant (desalination plant), and pumping stations at Abbey Mills. Thames Water are the statutory water supply and sewerage undertaker for the borough, meaning they have primary responsibility for delivering and maintaining the main infrastructure that supplies water and deals with wastewater. In addition, the Local Plan requires improved water efficiency ensuring that new development will meet the London Plan target of 105 litres or less per head per day, with installation of water efficiency devices, and use of SuDS (Sustainable Urban Drainage Systems) in new development to relieve pressure on these centralised systems.

Thames Water plan long term capacity via Water Resource Management Plans (WRMP) every 5 years. They also maintain and upgrade infrastructure via a series of 5 year Asset Management Programmes (AMP) based on approval/funding from Ofwat. AMP7 will cover the period from 1 April 2020 to 31 March 2025. The Thames Water is working with Ofwat on AMP8 which will cover the period from 1 April 2025 to 31 March 2030.

The WRMP19 was published in 2020, setting out the actions Thames Water will take to provide a secure and sustainable supply of water for customers, support housing and economic growth, whilst protecting and improving the environment. The Plan includes proposals to make the best use of water, by reducing the amount lost through leaks in the pipes, installing smart water meters at homes and giving assistance to manage water use. It also sets out the new schemes needed to boost water supply in the next 10 years, these include sourcing new groundwater and buying surplus water. Thames Water is reviewing the WRMP to produce WRMP24, which sets out how water resources will be planned for and keep the taps flowing for customers over the next 50 years, looking ahead to 2075. The draft WRMP24 published in 2023 highlights the significant future shortfall in water resources in their supply area and the actions they plan to take to maintain the balance between water supply and demand. It sets out how they are going to tackle leaks and invest in new water infrastructure.

Water supply options for WRMP19 and WRMP24 are still being refined. Amongst the options being considered for longer term supply is use of the 'Northern Lagoon' land for either desalination expansion, water re-use infrastructure, or both. In the longer term Thames Water will need to develop additional water supplies to ensure they can continue to provide a secure and resilient water supply in the future. Thames Water are working with water companies in the South East to develop a multi-sector resilience plan for the whole South East region, and are working collaboratively with other water companies to look at new strategic water supply options including a new reservoir in Oxfordshire, transfer of water from Wales, the Midlands and the north west via the River Severn and schemes to reuse wastewater including at Beckton STW.s

Drainage and Wastewater Management Plans (DWMPs) are new long-term plans developed under the AMP7 programme that ensure water companies have a resilient and sustainable wastewater service for the next 25 years, and beyond. Thames Water's first DWMP was published in May 2023. It sets out how wastewater systems, and the drainage networks that serve them, are to be extended, improved and maintained to ensure they are resilient against future pressures such as climate change and population growth. Development-related requirements are established through the Local Plan and engagement during the planning control process (between developers, Thames Water, and the Local Planning Authority).

To meet the demands of forecast growth across London, Thames Water is in the process of refining upgrade options. As the largest of its ~350 sewage treatment sites, Beckton STW is a likely location for upgrades (technology retrofit) and capacity expansion in relation to both water supply and wastewater handling. Other projects going forward are completion of the Thames Tideway Tunnel and potential (as-yet-unplanned) enhancements to the distribution/sewerage pipe network to improve water quality; new development will continue to deliver water efficiency improvements and decentralised drainage (SuDS) to support capacity uplift.

Where?

Expansion projects at Beckton STW are among the options being considered by Thames Water for both water supply and sewage handling capacity improvements. AMP7 includes a project to increase sewage capacity at Beckton STW via an additional extension westward. Water efficiency and decentralised drainage improvements are needed Borough-wide.

When?

- WRMP19 covers a 80 year period from 2020 to 2100. WRMP24 will plan for the next 50 years.
- AMP7 covers a 5 year period from 2020 to 2025. The review for AMP8 (covering 1st April 2025 to 31st March 2030) is underway.
- DWMP covers a planning period of 25 years from 2025 to 2050.

Why?

- Due to population growth and the effects of climate change on water availability since rain patterns are more extreme, the Environment Agency has designated the Thames Water region as 'seriously water stressed'. As a borough with significant levels of new development, and an unusually steep projection of population growth, Newham is particularly reliant on the continuing sufficiency of water infrastructure and resource availability.
- The Thames Tideway Tunnel is driven by environmental protection objectives, with the existing Beckton STW providing treatment of the storm runoff.
- In about half of the borough, surface, and foul water are discharged to a single combined sewer system. Redevelopment provides an opportunity for important capacity uplift; development that attenuates surface water flow (e.g. through SuDS inclusion / improving run off to Greenfield rates) 'creates capacity' for the additional foul water flow anticipated from new or intensified development. Public realm enhancement also creates opportunities to include wider blue-green infrastructure measures and improve surface water management.

Assumptions:

- Thames Water use a range of measures to forecast population growth, amongst which are the GLA's SHLAA figures and (as required by statutory guidance) the growth projections in the approved Local Plans.
- They forecast a total increase in population in their area of between 2.0 million and 2.9 million people by 2040 - three quarters of which is forecast in London. In turn, household demand is forecast to increase by approximately 250 MI/d.
- Beckton STW serves a substantial catchment area in which population equivalent is forecast to increase from 3,860,000 in 2016 to 4,368,195 in 2031 (13%)
- Non-household water use forecasts remain fairly static reflecting wider economic trends.
- Baseline water supplies are also forecast to reduce over the planning period due to the impact of climate change (~90 MI/d) and sustainability reductions (21 MI/d) - from 2079 MI/d in 2014/15 to 2010MI/d in 2029/30 and 1994 MI/d by 2039/40. The supply-demand balance outlines deficits of 59.4 MI/d in 2015 rising to 291.7 MI/d in 2030 and 415.9 MI/d by 2040.
- All new development will incorporate water efficiency measures to achieve a consumption target of 105 litres or less per head per day for residential or 'excellent' Wat 01 rating for non-residential development.

Where are we now?

- Work at Beckton STW providing additional capacity was granted planning permission in September 2020 (Ref: 19/02768/FUL) and construction is expected to be complete during 2024/25.
- The East London Subregional Integrated Water Management Strategy has completed and published – with recommendation for East London local planning authorities to meet water consumption target for new developments.
- Newham's own Local Integrated Water Management Strategy covering the Royal Docks and Beckton Riverside Opportunity have both been completed and published. The strategy laid out the constraints and opportunities for sustainably managing water supply considering the water consumption with significant residential and commercial development anticipated over the coming decades.
- Work at Abbey Mill Pumping Station to connect Tideway to the Lee Tunnel have been completed.
- Thames Water's latest WRMP (WRMP19) and DWMP were published in 2020 and 2023 respectively and are iterated every five years. Thames Water published their draft Water Resources Management Plan (WRMP24) for consultation between 13 December 2022 and 21 March 2023. In August 2023, a report called the Statement of Response was published, which set out their consideration of the feedback they received and changes made to the revised draft WRMP24 in response.
- Thames Water's five-year business plan for 2025 to 2030 has been submitted to Ofwat for approval, expected in December 2024.

What are the next steps?

- The review for AMP8 will take place in 2024.
- Thames Water is working to publish the WRMP24 in 2024.
- Continue to driving down water demand through adopting water efficiency measures.

- Continue to work with Thames Water regarding the Beckton STW expansion project.

Spatial implications:

- The AMP7 project to enhance sewage handling capacity at Beckton STW will involve a further extension westward into the area currently covered by the Thames Gateway Bridge Safeguarding (west of Royal Docks Road / south of Eric Clarke Lane).
- If WRMP19/24 options for water re-use or increased desalination capacity at Beckton STW are taken forward, these would likely involve extension northwards into the ‘Northern Lagoon’ area.
- On other/all sites it will be important to continue to secure measures to alleviate water shortages through new development specifications.

Main Sources:

Thames Water (2023), [draft WRMP24](#)

GLA, Arup & RDT (2023), [Royal Docks and Beckton Riverside Integrated Water Management Strategy](#)

Mott McDonald (2023), [Subregional integrated water management strategy East London](#)

Thames Water (2023), [DWMP - Beckton Catchment Strategic Plan](#)

Tideway (2016), [Thames Tideway Tunnel](#)

Major water and wastewater infrastructure projects:

Project	Location	Description	Timing	Lead / Delivery Partners & Stakeholders	Expected Cost	Funding Source	Funding Available	Funding Gap
LON-100-35-20	London-wide	Demand Management	2015-2030	Thames Water	£967m	n/k	n/k	n/k
Beckton of 150 MI/d RO Effluent Reuse	Beckton	Effluent Reuse	2027	Thames Water	£1,067m-£1,167m	n/k	n/k	n/k
Beckton STW upgrade	Beckton	Upgrade of STW	2020-2025	Thames Water	As part of an allocated £399m for STW upgrades	n/k	Yes	No
Potential additional works to upgrade sewage works capacity	Borough-wide	Upgrade sewage works capacity as a result of residential growth	Up to 2031	Thames Water, Environment Agency (consultee)	n/k	n/k	No	Yes

Thames Tideway Tunnel	Newham	Combined sewer overflow improvement projects	Underway, expected to complete in 2025	Thames Water	£4.1BN	Thames Water and Ofwat	Yes	No
Upgraded existing and new floating ecosystems	Stratford and Maryland, Three Mills	Upgraded existing and new floating ecosystems	n/k	Canal & River Trust, Environment Agency (consultee)	n/k	n/k	n/k	n/k

Flood Protection

What?

As per the Flood and Water Management Act 2010, the Council is the Lead Local Flood Authority (LLFA) of Newham, which means it has responsibility for the management of local flood risk (e.g. from surface water sources). Whilst the Environment Agency has statutory responsibility for the management of main river defences, the Council has a significant role to play in ensuring developers fulfil the responsibilities of riparian owners (i.e. riverside sites that host flood defences including reinforced river walls).

Significant flood defence assets within or near Newham include the Thames Barrier, flood control gates on the lock entrances to King George V and Royal Albert docks, the docks themselves as a location for floodwater should gates fail or overtop, Barking Barrier (a tidal flood barrier on the River Roding), fixed defences on the River Roding upriver of the Barking Barrier and fixed defences on the River Lea.

The Environment Agency's TE2100 sets out plans to manage tidal flood risk in the Thames Estuary up to the year 2100 as sea levels rise. The current flood defence barrier will continue to operate effectively until 2070. An end-of century option for the future of the flood defence system will need to be in place and be operational before 2070. These options included a combination of flood storage areas, upgrading or converting the existing Thames Barrier and building a new barrier in the outer estuary. Options being considered in Newham include upgrading the Thames Barrier for management of higher storm tides and converting the existing Thames Barrier by adding a second set of gates and locks. Thames Water's Drainage and Wastewater Management Plan (DWMP) – Beckton Strategic Plan identifies the volume of surface water reaching the sewer system as a major driver of sewer overflow discharges into the Thames and River Lea in the borough. It also sets out a surface water drainage management strategy to tackle flood risk through reduction and removal of urban run-off from the sewer system as the primary medium- and long-term strategies for reducing these overflow discharges. Newham is currently working on an updated Local Flood Risk Management Strategy.

GLA published the East London Subregional Integrated Water Management Strategy and the Local Integrated Water Management Strategy covering the Royal Docks and Beckton Riverside Opportunity Area. The local strategy considers the constraints and opportunities for sustainably managing water supply, demand and drainage in the study area in the context of significant residential and commercial development anticipated over the coming decades. It does not suggest detail specific infrastructure projects but sets out interventions which mainly focused on asset upgrade and maintenance, drainage capacity and flood risk management on individual development sites through SuDS, blue-green infrastructure, flood resilient design and upgrades/reconfiguration of site-based flood defences. These align with the interventions suggested in the DWMP.

Where?

Borough-wide, though significantly along the Thames, Lea, and Roding rivers.

When?

- Environment Agency's TE2100 covers the period to 2100, with a 10-year programme of asset management in train.
- DWMP covers a planning period of 25 years from 2025 to 2050.

Why?

- With more than 50% of the borough is in Flood Zone 2 or 3 (medium and high probability of flooding), flood defences and resilience are of significant importance in Newham to minimise flood risk. Whilst large scale defences are in place, they require ongoing maintenance, and development of particular riverside sites affords the opportunity to secure upgrades and/or reconfigurations that reflect flood protection needs generated by development and going forward.
- The London Flood Review (2021) and DWMP identified surface water flooding risks within Beckton which should be tackled by reduction and removal of urban run-off from the sewer system including adoption of SuDS and blue-green infrastructure enhancement.
- Newham is situated along water bodies including the Thames, Lea, and Roding rivers. Majority of the area in Newham sits in the tidal defences Policy Units under the Thames Estuary 2100.

Assumptions:

- Development will need to occur in areas of flood risk and all development alters drainage capacity and flood risk.
- Riparian owners assume responsibility for flood defences on their land.
- New development will separate foul and surface water flows.

Where are we now?

- The implementation of flood defence improvements in line with TE2100 recommendations has commenced under the Environment Agency's Thames Estuary Asset Management (TEAM) 2100 programme.
- TE2100 requirements concerning safeguarding riparian margins for flood risk management have been incorporated into the Adopted and emerging Local Plans; Environment Agency and LLFA are statutory consultees on planning applications affording them the opportunity to secure appropriate flood protection/drainage capacity in new developments.
- Flood defence works have been agreed at development sites in the Royal Docks including Thameside West and Gallions Quarter.

What are the next steps?

- Continued engagement with the Environment Agency and LLFA to ensure appropriate provision is made in the masterplanning of site allocations and to ensure that long term needs are factored into Royal Docks growth infrastructure planning.
- Work with the Environment Agency, Royal Docks Management Authority and the Royal Docks Team to consider the options for an early replacement of the flood defence for the Royal Docks. This is subject to detailed design, funding and various approvals.
- The EA is working with partners to decide by 2040 on an option to keep the flood defence system operational and implement this by 2070. The Council will continue to work with the EA on end-of-century options on the Thames Barrier.

- The Council is working on a new Local Flood Risk Management Strategy.
- The Council is working with the GLA on the delivery of the Strategic Integrated Water Management Strategy.

Spatial implications:

- Any sites within 16m of formal flood defences (i.e. the three main rivers bordering the borough) are affected by the safeguarding of land for flood defence access / raising/ and maintenance
- Specific recommendations of the TE2100 plan include local defence realignment as part of redevelopments at Silvertown and Beckton, local defence realignment on the River Lea, land for secondary defences at vulnerable locations including Canning Town station and Beckton STW, high level access routes into and out of the main flood risk area.
- Masterplanning of strategic sites will need to incorporate flood and drainage infrastructure to reduce flood risk overall; in flood risk areas smaller scale interventions or design modifications will be appropriate on smaller sites.
- New river wall replacement at Limmo and Canning Town Riverside site allocations.

Main Sources:

GLA, Arup & RDT (2023), [Royal Docks and Beckton Riverside Integrated Water Management Strategy](#)

Mott McDonald (2023), [Subregional integrated water management strategy East London](#)

Thames Water (2023), [DWMP - Beckton Catchment Strategic Plan](#)

EA (2023), [Managing future flood risk and Thames Barrier: Thames Estuary 2100](#)

EA (2012), [Thames Estuary 2100 Plan \[TE2100\]](#)

Major flood protection infrastructure projects:

Project	Location	Description	Timing	Delivery Partners & Stakeholders	Expected Cost	Funding Source	Funding Available	Funding Gap
Flood defences - maintenance and repair	Borough-wide	Contributions towards the project	To 2050	LBN/EA/Riparian owners	£14m	n/k	n/k	n/k
Flood defences - major repairs and replacements	Borough-wide	Contributions towards the project	To 2050	LBN/EA/ Riparian owners	£85m (around £20k per metre)	n/k	n/k	n/k
Bradfield Steps replacement	Bradfield Road/ Pier Road/ Victoria Gardens	Contributions towards the project, with potential remedial	To 2050	LBN/EA	TBC (£1m+)	n/k	n/k	n/k

Project	Location	Description	Timing	Delivery Partners & Stakeholders	Expected Cost	Funding Source	Funding Available	Funding Gap
		works along Pier Road and Victoria Gardens subject to assessment.						
Thames Barrier - operation and maintenance	Royal Docks	Contributions towards the project	To 2050	LBN/EA/ Riparian owners	£15m	n/k	n/k	n/k
Thames Barrier - refurbishment and replacements	Royal Docks	Contributions towards the project	To 2050	LBN/EA/ Riparian owners	£5m	n/k	n/k	n/k
King George V Dock Replacement Flood Protection Gate	Royal Docks	Contribution towards the project	2022-2025	LBN/EA/RoDMA/RD T	£13-19m	Various	n/k	n/k
Replace hard engineering with soft engineering solution from Lea Bridge to Three Mills Lock (5 km)	River Lea	Replace hard engineering with soft engineering solution, set back flood defences where possible	To 2050	EA	£100-500k	Various	n/k	n/k

Major flood protection infrastructure projects included in the Local Plan, in addition to above projects:

Project	Location	Site Allocation	Description	Timing	Lead & Delivery Partners/ Stakeholders	Relevant planning application
New river wall	Canning Town	N4.SA4 Limmo N4.SA5 Canning Town Riverside	Monitoring of river wall defects, contingency planning and repair/replacement of river wall.	2020 onwards	Developers	Planning application ref. 20/01313/FUL for river wall works permitted in Oct 2020.
Interventions under Royal Docks and Beckton Integrated Water Management Strategy	North Woolwich, Royal Victoria, Royal Albert North, Canning Town, Custom House, Manor Road and Gallions Reach	All site allocations within neighbourhoods N1 North Woolwich, N2 Royal Victoria, N3 Royal Albert North N4 Canning Town, N5 Custom House, N6 Manor Road and N17 Gallions Reach.	Development should deliver the relevant site-specific integrated water management interventions outlined in section 1.3 of the Royal Docks and Beckton Integrated Water Management Strategy.	2023 - 2038	Developers	n/a

Education and Childcare Facilities

What?

The Council has a statutory duty under the Education Act 1996 to secure sufficient primary and secondary school places to meet the needs of the population in the area, with capital funding allocated by the Government through a rolling 3 year Basic Need Funding programme managed by the Education and Skills Funding Agency (ESFA). Under the 1996 Act, the Council must also “have particular regard for the need to secure provision for pupils with Special Educational needs”. The Children’s and Families Act 2014 introduced significant reforms to the special educational needs system that has effectively increased the number of children and young people for whom the local authority must ensure educational provision is available.

In relation to 16-19 places, the obligation is to secure sufficient suitable education and training provision for all 16-19 year olds in their area. The Council has a statutory duty under Part 3 of the Children and Families Act 2014 and the direct commissioning responsibilities for the education and training of young people aged 0-25 with higher special educational needs and disability (SEND) requirements.

The Council also has a statutory duty under the terms set out in the Childcare Act 2006 and 2016 to ensure sufficient childcare is provided to meet demand in the borough. Having sufficient childcare means that families are able to find childcare that meets their child’s learning needs and enables parents to make a real choice about work and training. This applies to all children from birth to age 4, and to children with disabilities. The Council and partners have continued its housing delivery program with implications on school places. Requirements are therefore, for any new school provision or reconfiguration and where appropriate, early years provisions to be established in line with new housing development.

The Government plans a significant extension of childcare support for families starting from April 2024. This includes an expansion of funded childcare for working families with children under 3 years old and an increase in the availability of wraparound care for primary aged children. Childcare sufficiency assessment for the new funded entitlements from April 2024 indicates a demand for around 1,300 funded 15-hour two years old places and around 1,200 children from 9 months up to 2 years in September 2024. When the hours of the scheme doubles to 30 in September 2025 under the commitments in the Children Act 2016, new place creation will be needed in order to meet the expected demand. The Local Authority will be inviting capital bids from providers to create more places in areas of identified need for the second and third phases of implementation of the new entitlements.

There are currently a number of projects committed or proposed in the Council’s Basic Need Funding programme to expand school capacity, modernise and expand provision, including for Special Educational Needs and Disability. In addition to the 2018 DfE Special Provision Fund, Newham has also benefited from the High Needs Provision Capital Allocations (HNPCA) announced in March 2021 to support the provision of places for pupils with special educational needs and disabilities (SEND) and those pupils requiring alternative provision (AP).

The Council is updating its five year School Place Planning Strategy '*Places for All*' with latest pupil projections to reflect recent demographic trends with the remainder of the Basic Need funding and HNPCA being redirected to meet the demand for specialist places in the borough.

Colleges and 6th form providers are also reviewing their estates in dialogue with the ESFA and Council as appropriate: Newham sixth form college has a 25 year masterplan reconfiguring its estate to modernise it to better meet local needs (expecting implementation at later plan period). Newham College is reviewing its estate and has formulated an overall strategy and curriculum plan for the period of 2022 - 2027.

Where?

The updated pupil forecast indicate specialist places in mainstream and special schools have to be delivered, as well as in nursery school settings for the growing population of children and young people with complex SEND by improving the suitability and accessibility of existing buildings.

When?

LBN's Pupil place planning looks ahead in 5 year periods, aligned with the 5 year Land Supply maintained by planning – this is reflected in the emerging Places for All: A School Place Planning Strategy 2022 to 2027. Next Pupil place planning forecast will be updated by summer 2024.

Why?

- There has been year on year increase in the 16-19 roll numbers. The increased demand has been met with the additional places created in the sixth form provisions.
- Newham's pace of growth in births has receded coupled with a change in migration flows due to the combined effects of Brexit and the COVID-19 pandemic. This has impacted on primary schools with possible consequence that some schools could be subject to unsustainable falling rolls especially in parts of the borough not experiencing housing growth. The larger primary cohorts experienced over the last ten years are making way into the secondary phase and the effect of the current drop in primary roll would eventually impact secondary provision.

Assumptions:

- Planning for pupil places are based on the capacity in each primary planning area for primary schools and secondary planning area for secondary school. These maps can be found in LBN's Pupil place planning.
- Housing and population growth in the Newham is concentrated in the certain high growth areas supporting incremental change.
- Pupil Place Planning makes use of Office for National Statistics (ONS) and Greater London Authority (GLA) population forecasts and ONS live birth data for the borough, triangulated against schools' census data of actual admissions, SEN2 survey data together with LBN's housing trajectory;
- 16-19 place planning makes use of pupil place planning data, GCSE attainment data, ESFA and provider data and 16-19 destination data.
- Current pupil yield calculations are based on the Newham local pupil yield study and takes account of historic trends.
- The need to avoid unsustainably low rolls due to falling birth rate.
- Plan for up to at least 2% headroom.

- Further Basic Need Funding allocations are not guaranteed, therefore prioritisation of spend from existing fund towards areas of greatest need is increasingly important.

Where are we now?

Early Years

- The number of early education and childcare places available to Newham residents has increased to 5,170 (+2.7%) compared to 2022 with 167 additional group care places available, but childminder places have declined.

Primary

- With the revised forecast, there is adequate provision for primary school places to at least 2023/24. Further need arising from new housing developments especially in the Beckton and Royal Docks will be established in line with new development and their occupation to reduce the over-provision of places that can be financially challenging to schools facing falling rolls.
- The 2FE Royal Wharf Primary opened in its permanent building in September 2020.
- The 2FE School 360 (aka School 21) primary school at Sugar House Island, Stratford East planning area which opened in 2021/22 academic year is now operating at its 2FE Published Admission Number (PAN) capacity.

Secondary

- A total of 1500 additional years 7 to 11 secondary school places was delivered with the expansions at Brampton Manor Academy, Forest Gate Community Lister Community and Little Ilford schools between 2018 and 2022.
- The Oasis Academy Silvertown moved into their permanent accommodation following completion of its school building at Royal Docks in September 2022.
- Harris Science Academy East London new permanent premises is planned as part of the Twelvetrees Park development.

Specialist provision

- A specialist provision for post-16 young people at Newham College and 25 places at the John F Kennedy annexe in Lister School were delivered in 2021 to meet the demand for more autism provision. An additional 40 places for children with autism and complex needs will be delivered through the expansion of JFK to be completed by 2024/25 academic year.
- The new Connaught Special Free School for children aged 4-19 with a diagnosis of autism who also have severe learning disabilities opened in September 2023 in a temporary accommodation at Upton Cross Primary School for up to 26 pupils. Construction is underway to provide 105 places at its permanent site in Leyes Road once completed by 2025. To support inclusion and children with less severe needs, refurbishment works are being undertaken to dedicated specialist spaces/amenities in some primary schools and existing resource provisions (RPs).

16-19 provision

- Bobby Moore Academy admitted its first year 12 cohort into its 6th Form in 2022/23. Harris Science Academy East London will have the capacity to increase the number of admission places to 200 pupils after relocation.
- London Academy of Excellence 16-19 free school has permission to increase roll numbers after redevelopment into a new-purpose-built school within Jubilee House Stratford in 2026.

- London Design and Engineering UTC were successful in their T-level building and facilities improvement grant (BFIG); construction of a new T-level satellite building on vacant land north east of the LDE site is underway which is scheduled to be completed in summer 2025.
- Funding was secured by the Newham Sixth Form College to deliver T-levels.

Further Education and Training

- In the LLDC area, University College London's 'UCL East' – a satellite campus comprising of academic buildings and student accommodation opened in September 2023.
- Birkbeck concluded the transfer of Birkbeck's remaining share in University Square Stratford (USS) to the University of East London. So the University of East London (UEL) now has three campuses in the borough: Stratford campus, University Square Stratford and the Docklands campus near Royal Albert Dock.

In addition to above, the Royal Docks Team has secured One Public Estate funding to produce a delivery plan for social infrastructure including new primary schools, health centres, and community facilities. Report to be commissioned in 2024 and completed in early 2025. It will confirm sites, phasing, funding, delivery, and potential operation across the Opportunity Area.

What are the next steps?

- Pupil Place Planning follows the updates to the 5 year land supply. Next Pupil place planning forecast will be updated by summer 2024 - there are thus potential projects still subject to agreement and subsequent approval not included in the below list of project tables.
- Continue to monitor and support the delivery of new schools or school reconfiguration on site allocations in line with major housing developments, whilst managing the risk of over provision.
- Support the delivery of specialist places to ensure the right provision is available in Newham
- Secure delivery of early years education/nurseries particularly; to expand and phase in the 30 hours of early education and childcare for working families with younger children.

Spatial implications

New school sites are extremely hard to come by in the Newham/wider London context due to residential values. Schools will need to come forward as part of mixed use proposals in site allocations, to ensure, as policy requires, they meet their infrastructure needs and as part of their mixed use strategic offer. Ensuring that schools are accessible to a wide catchment will also be important for secondary school and 6th form provision, where typically there is more capacity to absorb growth within the existing stock. Generally existing school sites will need to accommodate more, which may require innovation in formats (e.g. how parking and playground space is provided). Education facilities are required in various site allocations and neighbourhoods to meet future education needs.

Main Sources:

LBN, [Places for All: A School Place Planning Strategy 2022 to 2027](#)

Major education and childcare facilities projects:

Project	Location	Description	Timing	Lead & Delivery Partners/ Stakeholders	Expected Cost	Funding Source(s)	Funding Available	Funding Gap
6 nursery settings, 16 mainstream primary, 2 secondary schools and 1 Post 16 provision	Various	Suitability and accessibility works to existing buildings to either expand or improve specialist & RP spaces	2023-2025	Schools/Academies	c.£2.1m	LBN/HNPC A	n/k	n/k
Special Free School on Royal/Leyes Road	Custom House	New ASD Free School for 105 pupils to be delivered in site allocation N5.SA4 Royal Road	September 2025	LBN/ DfE/EFSA	n/k	ESFA	n/k	n/k
Calverton Primary School	Custom House	Suitability and accessibility works to existing ASC resource provision	March 2024	LBN	£108k	LBN/HNPC A	£108k	£0
Langdon Academy	Wall End	Expansion of ASC resource provision	By September 2024	LBN	TBC	LBN/HNPC A	n/k	n/k
Colegrave Primary School	Stratford	New purpose built facility including suitability and accessibility works to existing PMLD resource provision	By July 2025	LBN	TBC	LBN/S106	n/k	n/k
Education Links	Stratford	Expansion of existing Alternative provision	June 2024-January 2025	LBN	TBC	LBN/HNPC A	n/k	n/k
JFK (Beckton Campus)	Beckton	Expansion of SEND Provision	By September 2025	LBN	TBC	LBN/HNPC A	n/k	n/k
Clock Mill Façade repairs (East London Science School)	Three Mills	Clock Mill Façade repairs (East London Science School)	2022/23	LLDC, East London Science School Funding	£500,000	CIL, East London Science School Funding	£500,000	£0

Carpenters Primary School redevelopment	Stratford and Maryland	Improvements to, or redevelopment of, Carpenters Primary School to enhance facilities for a 2FE school with potential to expand to 3FE	Long term	Developer, S106/CIL	n/k	LBN	n/k	Yes
Nurseries at Pudding Mill	Stratford and Maryland	Two Nurseries – at least 360sqm (GEA) which can be provided as one or two premises at Pudding Mill	Delivery on site from 2026 onwards	Private sector provision - space /use secured through planning permission	n/k	Provision of space through LCS s106 agreement	No	No

Major education and childcare facilities projects included in the Local Plan, in addition to above projects:

Project	Location	Site Allocation	Description	Timing	Lead & Delivery Partners/ Stakeholders	Relevant planning application
Silvertown Quays Primary School	Royal Victoria	N2.SA1 Silvertown Quays	3FE primary school with early years childcare provision.	2023 - 2038	LBN, Royal Docks Team, DfE/ESFA	Ongoing hybrid application ref. 22/02855/OUT for phased mixed-use redevelopment at the site.
New Primary School at Connaught Riverside	Royal Victoria	N2.SA3 Connaught Riverside	provision for primary school with early years child care	2023 - 2038	LBN/Developer	Planning application ref. 20/01046/FUL for redevelopment of Unit 3 Thames Road to provide new residential development permitted in Aug 2021 (Secured via S106).
Thameside West	Royal Victoria	N2.SA4 Thameside West	4FE primary school and early child care provision	2023 - 2038	Developers, LBN, DfE/ESFA	n/a
Improvement to University of East London	Royal Albert North	N3.SA1 Royal Albert North	Support improvement to the campus.	2028 - 2038	UEL	n/a

School improvement at Custom House	Custom House	N5.SA2 Custom House Coolfin North	Reconfigure the existing Hallsville Primary School to an all-through School with early year's child care provision.	2033 - 2038	LBN/Developer	n/a
Harris Science Academy East London permanent site	Three Mills	N7.SA2 Twelvetrees Park and Former Bromley By Bow Gasworks	5FE secondary school on new site.	2023-2038	Berkeley Homes/DfE/ESFA	Hybrid planning application ref. 17/01847/OUT for mixed use development at the site permitted in Aug 2018 (phase 1 under construction) (secured in proposal).
Reproviding the London Academy of Excellence	Stratford	N8.SA2 Stratford Station	Reprovision of the existing London Academy of Excellence as part of the redevelopment of Jubilee House and Broadway House.	2026	LAE	Planning application ref. 21/00483/FUL for student accommodation and sixth form college at Jubilee and Broadway House permitted in Sept 2022 (secured via planning application).
Building Crafts College replacement floorspace	Stratford	N8.SA3 Greater Carpenters Districts	Provide replacement floorspace for the Building Crafts College.	2028 - 2033	Developer	On-going planning application ref. 22/00360/OUT for redevelopment of the site for mixed use development (secured via planning application).
New SEND School at Rick Roberts Way	Stratford	N8.SA7 Rick Roberts Way	Provide a new Special Free school on the publicly owned land.	2028 - 2033	LBN/Developer	Planning application ref. 11/90621/OUTODA under Legacy Communities Scheme permitted in Sept 2012; On-going application ref. 23/00457/FUL for redevelopment of the former gaswork site for residential development (planning application includes a primary school).
New Child Care Provision	West Ham	N9.SA1 Plaistow North	New facility for early years child care provision.	2028 - 2033	LBN/Developer	n/a

at Plaistow North						
New floospace at Newham Sixth Form College	Plaistow	N10.SA2 Newham Sixth Form College	Enable residential development at the site and increase education provision at the remaining campus.	2028 - 2033	LBN/Developer	n/a
New Child Care Provision at Newham Leisure Centre	Plaistow	N10.SA3 Newham Leisure Centre	Provide new facility for early years child care facility.	2028 - 2038	LBN/Developer	n/a
New Child Care provision at East Ham Western Gateway	East Ham South	N13.SA1 East Ham Western Gateway	Provide early years child care facility.	2023 - 2038	LBN/Developer	n/a
New Secondary School at Beckton Riverside	Gallions Reach	N17.SA1 Beckton Riverside	Provide a new secondary school in close proximity to Atlantis Avenue.	2028 - 2038	LBN/Developer	n/a
Gallions Quarter/ Armada 2	Gallions Reach	N17.SA1 Beckton Riverside	2FE primary school and early child care provision.	2024-26	LBN, Royal Docks Team, DfE/ESFA	n/a

Health Facilities

What?

NHS North East London (NEL) plays a crucial role in planning and commissioning a range of health services, with primary focus to work with all NHS bodies in NEL and ensure that all parts of the local health system work effectively together to meet the needs of over two million people across eight local authority areas, of which Newham is one. It collaborates with NHS partners and patients to improve health and care outcomes and coordinates various stakeholders, including place partnerships, provider collaboratives, clinical networks, and other NHS organizations as part of the North East London Integrated Care System to deliver integrated health services. Partners in NEL have agreed a collective ambition underpinned by a set of design principles for improving health, wellbeing and equity.

The strategic delivery of NHS services is jointly formed from NHS organisations working in Newham, and is summarised within the Joint Forward Plan. Within the borough there are currently 50 primary care assets and a total of 206 health assets which includes pharmacy, primary care, mental health and secondary care. The London Plan emphasised the increasing demand for health services in London due to a growing and ageing population and an increase in complex and long-term health conditions, and as part of this demographic change the NHS must diversify its asset portfolio to meet the changing demands. The NHS has set out the need to undertake a higher proportion of healthcare in community, rather than hospital, settings, aligning strongly to Newham's well-connected neighbourhood strategy and 50 steps to a Healthier Newham. Boroughs have a key role to play in ensuring that the need for health and social care facilities is assessed, that sufficient and appropriately-located sites are allocated for such facilities, and that mechanisms are in place to secure their provision through, for example, Section 106 or Community Infrastructure Levy contributions.

The Council's Adults and Health Directorate (covering Adult Social Care and Public Health) works in partnership with NHS NEL to meet the health and social care needs identified in the annual Joint Strategic Needs Assessment (JSNA). The Public Health Team on behalf of the Health and Wellbeing Board also plan for pharmaceutical provision through the Pharmaceutical Needs Assessment (PNA) which considers not only physical access, but also access to extended services and extended hours provision. The pharmaceutical service coverage in Newham is considered currently adequate, however review is needed to account for areas of residential growth to ensure future adequate coverage.

NHS England is working to produce a nationally agreed set of infrastructure priorities, informed, and shaped by local needs and requirements. This builds on work instigated by the Government's response (2018) to NHS property and estates: Naylor review (2017). This response accepted recommendations that local systems should develop affordable estates and infrastructure plans (recommendation 9), and that local systems that fail to develop sufficiently stretching plans should not be granted access to capital funding (recommendation 10). In 2018/19 NHS England mandated the completion of sustainability and transformation partnership (STPs) estate strategies to inform 'STP Wave 4 and Wave 4b' capital funding. Those strategies included a prioritised capital pipeline, which now needs to be reviewed and updated.

In 2022, the NHS published the Next steps for integrating primary care: Fuller stocktake report, which highlighted the need for a detailed review of the space available in each system, service by service, to inform future ICS-level infrastructure planning. It also identified the need for a significant increase in the number of healthcare practitioners locally and therefore space and increased capacity for them to deliver healthcare is more than likely to be needed.

The Council and NHS partners are committed to bringing forward sustainable, high quality health centres that can facilitate modern health and care services where required by the NHS. Funding from new residential developments will be collected in a sustainable way to provide capital for new health centres; with developments seeking to achieve exemplary sustainability standards and energy efficiency to ensure improved operating costs over the lifetime of the building. The location of facilities will primarily target town centres to ensure best accessibility for residents, and sustainable travel opportunities for health and care workers.

Where?

Borough-wide. New developments in areas with high levels of growth to deliver new/refurbish health care infrastructure as part of site allocations.

When?

On-going. NHS North East London’s Infrastructure Strategy will be published in 2024 and will sets out NHS partners 10-year direction of travel delivered locally.

Why?

- Newham encountered significant population growth as well as demographic shifts, including an increase in the proportion of over 65s and under 16s, pose challenges for healthcare provision. These age groups typically require more frequent healthcare appointments.
- The NHS faces funding constraints, particularly in east London, where there is currently a significant financial gap across all organisations. Due to the growing population with greater demand for health facilities and services, additional funding may be required.
- Many existing buildings and infrastructure fall short of current and future standards and needs. Primary care, mental health and secondary care services suffer from space limitations. These constraints hinder their ability to offer a wide range of services and support multi-disciplinary team collaboration. Consequently, patients may experience suboptimal care due to these limitations and poor provision.

Assumptions:

- Newham’s population has increased significantly in recent years to approximately 350,000, and is expected to grow above 460,000 by 2030 (GLA’s Housing-led population projections informed by the London Plan (2021) housing target). Population growth is also evidenced by London Borough of Newham’s (LBN) Housing Trajectory and Five Year Land Supply.
- The 2021 Census confirmed that 20 per cent of the population is under 15 years of age. Also, the number of older residents is growing and by 2050, Newham is predicted to have the most residents aged over 50 in all north east London boroughs.

- GLA Round capped SHLAA based projections 2017 are used in the CCG Strategic Estates Strategy; GLA Round capped SHLAA based projections 2013 version in the PNA.
- PNA considers sufficiency in relation to 10-minute drive time, 20 min walk time and opening hours including evening and weekend opening.

Where are we now?

- At Newham University Hospital a new £16 million extension (opening in 2024) will house a 26-bed general ward and a 14-bed critical care unit.
- Health & Care Space Newham (HCSN) has opened Pontoon Dock Health Centre (2021) providing services to up to 25,000 local residents.
- The Froud Centre extension and refurbishment (2021) serving an additional 11,000 patients has been delivered.
- The Royal Docks Team has secured One Public Estate (OPE) funding to produce a delivery plan for social infrastructure including new primary schools, health centres, and community facilities. Report to be commissioned in 2024 and completed in early 2025. It will confirm sites, phasing, funding, delivery, and potential operation across the Opportunity Area.

What are the next steps?

- Continue partnership working with NHS partners in North East London through the place-based partnership and local infrastructure forum.
- Contributions may be secured from residential development which generates additional demand for community facilities and health facilities (using the HUDU Planning Contributions Model) but where a new facility is not being delivered on site.
- Continue to maximise revenue resources through HM Treasury and OPE in order to develop sustainable long term solutions.
- Continue to deliver new and refurbishment of health care facilities, which will be subject to a needs based assessment at the time of delivery.

Spatial implications

- The integration of some NHS and local authority services can improve the effectiveness and efficiency of service delivery and is grounded in vision two of Newham's well-connected neighbourhood strategy aiming to create healthier and happier communities around our high streets, where people in Newham can access all the basic, day-to-day needs within a 15-minute walk or cycle from their home, thereby also supporting our 50 Steps to a Healthier Newham health and wellbeing strategy. The location of facilities will primarily target town centres to ensure best accessibility for residents, and sustainable travel opportunities for health and care workers.
- It is often difficult to find new sites for health care provision. Thus, the key approach will be ensuring that site allocations provide appropriate space/premises to meet needs arising, including wider strategic need and co-location with other services. In some cases, other community infrastructure sites which are no longer needed for their current purpose may be suitable for healthcare provision while former health care premises may likewise be re-purposed to meet other community infrastructure needs, or be released for housing/mixed use.

Main Sources:

LBN, [50 Steps to a Healthier Newham – Newham Health and Wellbeing Strategy 2024-2027](#)

NHS (2022), [Next steps for integrating primary care](#)

LBN (2018), [Pharmaceutical Needs Assessment](#)

Department of Health and Social Care (2017), [Sir Robert Naylor's independent review of NHS property and estates](#)

Major health facilities projects:

Project	Location / GP Cluster	Description	Timing	Lead & Delivery Partners/ Stakeholders	Expected Cost	Funding Source(s)	Funding Available	Funding Gap
Lord Lister Health Centre	Forest Gate	Intensification redevelopment and/or new build on the existing site or within the locality, to provide for the existing population of c20k patients. The current premises will need of significant redesign to meet the future requirements of the existing and new populations health needs. This will be delivered as part of the site allocation N15.SA1 Lord Lister Health Centre.	2030 - 2035	NHSPS, NHS NEL	£25m	LBN (S106) Other tbd	£0	£25m
King George V Health Centre	Royal Docks	New build on the existing site at Albert Road or a new site within the regeneration area in the east of Royal Docks ward, to provide for the existing and new population. The facility will link to the other services in Pontoon Dock Health Centre. This will be delivered as part of the site allocation N1.SA1 Rymill Street.	2030-2035	NHSPS and NHS NEL	£20m	LBN (S106) Other tbd	£0	£20m
Hartley Avenue Health Centre	East Ham	A new health centre (c20k patients) to meet the needs of the existing population of East Ham. This will enable the potential relocation of existing GP Practice(s) into the modern facilities. This will be delivered at	2024	LBN, NHS NEL and HCSN	£8m	LBN (S106) Public Works Loan Board (PWLB) via Health and	£8m	£0

Project	Location / GP Cluster	Description	Timing	Lead & Delivery Partners/ Stakeholders	Expected Cost	Funding Source(s)	Funding Available	Funding Gap
		site allocation N13.SA1 East Ham Western Gateway, which is under construction.				Social Care Network (HSCN)		
Balaam Street Health Centre	Plaistow	A new health centre (c20k patient) to meet the needs existing and new population of central Newham as well as borough wide East London NHS Foundation Trust (ELFT) services. The scope of development is being investigated. This will be delivered as part of site allocation N10.SA4 Balaam Street Health Complex.	2030 - 2035	LBN, NHSPS, ELFT and HCSN	e£30m	LBN (S106) PWLB via HCSN Other tbd	£0	e£30m
Hallsville Quarter Health Centre	Canning Town	A new health hub (minimum 24k patients) in the Canning Town town centre to meet the needs of existing and new population.	2025 - 2030	LBN, NHS NEL and HCSN	e£10m	LBN (S106) PWLB via HCSN	£4m	e£6m
Beckton Health Centre	Beckton	A new integrated health centre to be delivered on or within the locality of current GP premises at Tollgate in Beckton. This will be delivered as part of site allocation N11.SA1 East Beckton Town Centre.	2030 - 2035	LBN and NHS NEL	e£20m	LBN (S106) Others tbd	£0	e£20m
Queen's Market Health Centre	Green Street	A new health and social care centre (minimum 25k patients) to be developed as part of a strategic re-development of Queens Market to meet existing and new population of Upton Park/Plaistow area of Newham.	2030	LBN and NHS NEL	e£30m	LBN (S106) Others tbd	£0	e£30m

Project	Location / GP Cluster	Description	Timing	Lead & Delivery Partners/ Stakeholders	Expected Cost	Funding Source(s)	Funding Available	Funding Gap
Custom House Health Centre	Custom House	A new build (minimum 24k patients) as part of the strategic regeneration of Custom House to meet the needs existing and new population of Custom House and Prince Regent areas. This will be delivered at site allocation N5.SA1 Custom House Land surrounding Freemasons Road. within the Custom House strategic regeneration area.	2025 - 2030	LBN, NHS NEL, NCSN	e£8m	LBN (S106)	£8m	£0
Stratford Centre Health Centre	Stratford	A new build health facility to serve mental health and primary care services to meet the needs of the existing and new population of Stratford. This will be delivered as part of site allocation N8.SA1 Stratford Central (Morrison site).	2030 - 2035	ELFT, LBN, HCSN and NHS NEL	e£35m	LBN (S106) Others tbd	£0m	e£35m
Pudding Mill Health Centre	Stratford and Maryland	A new build (minimum 20k patients) to meet the needs of the existing and new population. This will be delivered as part of site allocation N8.SA9 Pudding Mill.	2030 - 2035	LLDC, LBN and NHS NEL	e£7m	LBN (s106) Others tbd	£0m	e£7m
Carpenters Estate Community and Health Centre	Stratford and Maryland	1,000 - 2,500 sqm community and health space in the Greater Carpenters Estate area including the James Riley Point Community Centre and a new build (minimum 20k patients) to meet the needs of the new population of Stratford). This will be delivered as part of the site allocation N8.SA3 Greater Carpenters District.	2030 - 2035	LLDC, LBN and NHS NEL	e£10m	S106 agreement - Development in kind (gifted unit)	£0	e£10m
East Ham Memorial Hospital	Borough wide	Expansion of integrated service offering from the community hospital facility to aid population health outcomes in Newham	2035 – 2040	CHP, NHSPS, NHS NEL, ELFT, Barts	e£70m	Central Government funding	£0m	e£70m

Project	Location / GP Cluster	Description	Timing	Lead & Delivery Partners/ Stakeholders	Expected Cost	Funding Source(s)	Funding Available	Funding Gap
		and support the acute expansion of Newham University Hospital		Trust and LBN		Others tbd		
Beckton Riverside	Beckton	A new build facility to serve the new population of the strategic development area. Size and scale appropriate for forecasted housing numbers. This will be delivered as part of site allocation N17.SA1 Beckton Riverside.	2030 – 2035	LBN and NHS NEL	e£20m	S106 agreement - Development in kind (gifted unit)	£0m	e£20m
Newham University Hospital (NUH)	Borough wide	Expansion of acute hospital services on the NUH site	2020 - 2040	Barts Trust	£TBD	Central Government funding Others tbd	£TBD	£TBD
Silvertown Quays Health Centre	Royal Docks	A new build facility to serve the new population of the site allocation. Size and scale appropriate for forecasted housing numbers.	2030 – 2035	LBN and NHS NEL	e£20m	S106 agreement - Development in kind (gifted unit)	£0m	e£20m
Twelve Trees Park Health Centre	Canning Town North	A new build facility to serve the new population of the strategic site. Size and scale appropriate for forecasted housing numbers. This will be delivered as part of site allocation N7.SA2 Twelvetrees Park and Former Bromley By Bow Gasworks.	2030 - 2035	LBN and NHS NEL	e£20m	S106 agreement - Development in kind (gifted unit)	£0m	e£20m

Major health facilities projects included in the Local Plan, in addition to above projects:

Project	Neighbourhood	Site Allocation	Description	Timing	Lead & Delivery Partners/ Stakeholders	Relevant planning application
Expansion of facilities at the Sir Ludwig Guttman health and wellbeing centre	Stratford	n/a	Expansion of existing health facilities.	n/k	LBN/ developer /NHS	n/a
Improvement in health facilities and services at Shrewsbury Road Health Complex	Green Street	N14.SA1 Shrewsbury Road health complex	Reconfiguration and reprovision of the existing Shrewsbury Road health complex, designed to meet NHS needs and standards.	2028 - 2033	LBN/ developer /NHS	n/a

Social Care

What?

Under current social care legislation, Local Authorities have the responsibility for prevention, information and advice, and shaping the market of care and support services. Accommodation-based social care services include care homes (residential and nursing), supported housing, adult day care centres, extra care or sheltered housing, homeless hostels, and refuge accommodation.

The Council's Market Position Statements (2023) assess supply and demand of the social care services in the borough and explain how the Council will support and take action in the local care market to meet demand. These cover day opportunity services and accommodation-based services including but not limited to accommodations for rough sleepers, supported living, care homes for older (+65) and younger adults (18-64), and extra care accommodation. Commissioning or action plans are produced for some of these services to set out Council's priorities and strategic directions. The Council also commissioned Home Care services through the Independent Living Support Service (ILSS) by paying providers for service delivery.

The current population of Newham is young but as outlined in Newham's Adult Joint Strategic Needs Assessment (JSNA), as the current population ages, the demand for both social care and health can be expected to increase. Based on the Market Position Statements, there are identified needs for increasing in-borough capacity for day services and care homes for both older and younger adults as well as extra care housing. Currently, more than half of the older and younger adults with care needs were placed in a residential, care home or nursing home outside of Newham. The importance of extra care housing provision is emphasised in Newham's 2022 Ageing Well Strategy. The associated Ageing Well Action Plan identifies priorities for Extra Care including to re-procure the in-borough Extra Care provision with a review of the 'step-down' flats at Amber Court, and to build and promote a new, fit-for-purpose Extra Care site at Hallsville Quarter.

The Council developed the Homelessness and Rough Sleeping Strategy 2021-2026 and the associated Action Plan 2022-2023 which sets out approach to reduce number of homelessness including support on affordable and sustainable accommodations delivery for homelessness and rough sleeping with different type of needs. Reducing the number of children living in temporary accommodation is also identified as one of the steps in Newham's 50 Steps to a Healthier Borough.

The Council is establishing a Supporting Vulnerable Adults Dynamic Purchasing Vehicle (DPV). The DPV will be used to remodel current provision using the existing bed space capacity and budget to establish housing pathway to best suit individual needs. The DPV will be made up of following categories:

- Cat 1 Supported Living
- Cat 2 Supporting Vulnerable Single Homeless Adults (SVSHA)
- Cat 3 Prevention and Floating Support

- Cat 4 Extra Care
- Cat 5 Shared Lives
- Cat 6 Care Homes
- Cat 7 Immigration Advice and Support

In addition to provision of specialist social care, home adaptations for disabled or plus-sized residents are an important component of social care provision that allows people to live independently in their own home for as long as possible. This occurs through on an individual case by case basis, depending on needs and adaptability/condition of property, with some grant support available. However, it is promoted more systematically through the planning/building regulations system for new builds. There is a requirement for the latter to be delivered as adapted, rather than with adaptability.

The Newham Strategic Housing Market Assessment was published in 2022, reviewing the housing demand until year 2038. The assessment included projected need for housing for older people and people with disabilities. The housing need for older people is established by the Greater London Authority with a benchmark for Newham to deliver a total of 85 homes annually in the period of 2017-2029. By using this rate, there is a benchmark to deliver 1,445 units for older people in total until 2038. Meanwhile, there is a projected need of adapted housing units to serve 13,060 households in the borough.

Where?

Borough-wide.

When?

- 2022 Ageing Well Strategy does not have a timeframe and the Action Plan covers projects before 2025.
- 50 Steps to a Healthier Borough - Health and Wellbeing Strategy covers years 2024-2027.
- Newham Strategic Housing Market Assessment covers the years 2021 to 2038.
- The Market Position Statements do not have a timeframe and will be updated as appropriate while the timeframe of associated commissioning/ action plans for different types of social services vary.
- Homelessness and Rough Sleeping Strategy covers years 2021-2026 and the associated Action Plan covers years 2022-2023.

Why?

- The Council's focus on resilience (including the promotion of services to enable older residents and adults with learning disabilities and/or autism to remain living in their own homes (or with family carers) for longer) has led to a reduction in care home placements in recent years. As a result, residents tend to move into a care home setting at a much older age; often because they have developed Dementia and/or nursing care needs.
- Following the closing of Older Adults Care Homes in the borough over the last two years and projected increase in demand for growing and ageing population, the lack of capacity issue is likely to worsen in coming years.

- According to the Homelessness and Rough Sleeping Strategy 2021-2026, statutory homelessness figures for London are at a 15- year high, with 62,670 households living in temporary accommodation. The rate of households in temporary accommodation in Newham is the highest in London with 48 per 1,000 contrasting against 17 per 1,000 in London overall.

Assumptions:

- Newham's population has increased significantly in recent years to approximately 350,000, and is expected to grow above 460,000 by 2030 (GLA's Housing-led population projections informed by the London Plan (2021) housing target). The number of older residents is growing and by 2050, Newham is predicted to have the most residents aged over 50 in all north east London boroughs.
- Nationally available trend data (e.g. POPPI and PANSI, Institute of Public Care) for the areas of Mental Health disorders, Older People, Dementia and Learning Disability.

Where are we now?

- Care homes (residential or nursing) in Newham are delivered by private providers, with LBN playing a commissioning/placement role, seeking to influence the market through proactive communication of strategic needs analyses and commissioning criteria.
- The council have updated the Market Position Statements reflecting the demand and supply of local services market in 2023.
- Following the expiry of the 2017 Five Years Extra care commissioning plan, new strategic intentions are currently in development. this will include a strategic review of all current services, an updated needs assessment, and a production of a new five year plan for Extra Care Housing in Newham.
- Coordinating a Newham mental health action plan.
- Recent funding from Department for Levelling Up, Housing and Communities and the Greater London Authority has attracted funding to enhance services such as additional Housing First accommodation with support staff, Young Peoples accommodation.
- The Council is establishing a DPV to remodel current provision of social care using the existing bed space capacity and budget to establish housing pathway to best suit individual needs.

What are the next steps?

- Continue with strategic commissioning programmes as detailed above including needs analysis for all types of social care services to make best use of existing stock.
- Invest in the transformation of existing care homes, Supported Living and Extra Care schemes, as well as new provision to increase in-borough capacity as set out in the commission/action plans to meet the increasing demand and improve quality of services.
- Invest in a 23 bed care home in Forest Gate for residents with high level dementia needs and intermediate care with rehabilitation services; developing innovative solution and best use of space with specialist designers.
- Newham currently does not have a Recovery College. Joint work to create a Business Case between East London Foundation Trust and London Borough of Newham (LBN) is underway.
- The Council is in the process developing a centre of Excellence Assessment Centre which is anticipated to be operation from 2024. At present the Assessment Centre is delivered from a temporary location.

- Work with existing and new supported accommodation providers to develop their capacity to accommodate rough sleepers and others with complex needs.
- Facilitate a number of meaningful engagement events with the market, key stakeholders & service users, carers and families as part of the transformation work to determine longer term commissioning intentions that can be realised through the new DPV.

Spatial implications

Difficulty of finding new sites hence existing portfolio will need to be re-configured where necessary. This also highlights the importance of specifying provision to meet housing needs as part of local housing mix – particularly on site allocations. Whether a development is considered to provide specialist housing will be considered on a case-by-case basis dependent on the nature of the accommodation being provided. This will be reviewed by London Borough of Newham (LBN) commissioning teams based on relevant needs and capacity assessments.

Main Sources:

LBN, [Joint Strategic Needs Assessments](#)

LBN, [50 Steps to a Healthier Newham – Newham Health and Wellbeing Strategy 2024-2027](#)

LBN, [Homelessness and Rough Sleeping Strategy 2021-2026 and Action Plan 2022-2023](#)

LBN (2023), [Market Position Statements](#)

LBN (2022), [Ageing Well Strategy 2022 and Action Plans](#)

Opinion Research Services (2022), [Newham Strategic Housing Market Assessment](#)

Major social care projects:

N/A

Community Centres/ Hubs & Libraries

What?

Community centres provide spaces for residents to meet together, take part in activities and/ or to hire for special occasions. There are currently more than 70 community centres in Newham covering all the neighbourhoods with high level of use, with most of them located within major residential areas such as Canning Town, Beckton and Royal Docks, and Stratford and West Ham. Around 30 of them are owned by the Council with one-third managed by the Council. Other centres are leased to Voluntary and Community Sector (VCS) organisations who use them for a range of uses to benefit residents or to nurseries providing childcare. Libraries are all run by the Council which provide spaces for the community to interact with books and reading, access digital (PCs, WiFi and support); access information; participate in and produce cultural activity; come together, meet other residents and be a part of their community. Both are important to enable social interaction and cohesion. LBN currently runs 10 libraries and 10 community centres.

Planning for these facilities is occurring in two ways: lease reviews of existing buildings to secure more sustainable futures; identification of new development-related opportunity sites that can accommodate new facilities reflecting new need arising from the development and potential to consolidate provision in more accessible locations/fit for purpose buildings.

Newham's Community Facilities Needs Assessment (2022) indicates that Newham has a good stock of community spaces currently and sets out recommendations to mitigate facility deficits brought by future population growth, mostly by improving/intensifying the existing provision, delivering new facilities and by managing loss. Making libraries and community spaces more inclusive, including supporting digital inclusion, is one of the steps in Newham's Health and Well Being Strategy – 50 Steps to a Healthier Newham. As a result of the approved Community Centre strategy in 2019, the Council carries out Community Spaces Reviews continuously to identify opportunities for improvements of existing assets. The latest review took place in 2021.

Where?

Borough-wide; currently new library facilities are in progress as part of Plaistow North development at Valetta Grove and at Queens Market in Green Street. The Community Space Review has brought community centres back into Council control, in line with the methodology approved by Cabinet. Further new facilities will be needed as part of major development in the Arc of Opportunity.

When?

Ongoing. Newham Health and Wellbeing Strategy covers the period of 2024-2027. The Community Centre strategy and Community Spaces review do not have a timeframe.

Why?

- Newham has a good stock of community spaces currently, with libraries and community centres covering all the neighbourhoods. However, Newham’s Community Facilities Needs Assessment (2022) found that the areas with the highest and lowest number of facilities does not correlate with population density. Also, the population of the borough is growing and new neighbourhoods are being created which puts a demand on existing libraries and community centres;
- The Community Space Review has identified a number of improvements required to ensure the service can meet the needs of the community, which these improvements were implemented.
- In order to secure financial sustainability and ensure access to appropriate provision for a growing population, it is important to secure more effective use of the buildings focusing larger facilities on key locations while other locations may offer opportunities for other types of facilities with more local catchments such as nurseries.
- The spatial pattern of library and community space provision will also need to evolve and grow to ensure new areas of population growth are served adequately, notably at West Ham, Beckton, Silvertown and Stratford.

Assumptions:

- Newham’s population has increased significantly in recent years to approximately 350,000, and is expected to grow above 460,000 by 2030 (GLA’s Housing-led population projections informed by the London Plan (2021) housing target).
- Some buildings are in need of refurbishment while others will need on-going updating works. .
- Financial sustainability as the key driver, ensuring that the best offer possible is provided for the community.
- All population references in Newham’s Community Facilities Needs Assessment are ONS midyear population estimates for 2020.

Where are we now?

- The Community Centre strategy was agreed by Cabinet in 2019 and underpins the Community Space Review of council community centres. Community Space Review has reviewed 29 community centres, 25 were completed with 4 in progress; 3 further community centres to be reviewed.
- North Woolwich Library was refurbished and reopened in 2021.
- Development of Plaistow Library at Valetta Grove was approved in September 2018 as part of a mixed-use development. The Valetta Grove development was completed, pending for related fit out for the Library space.
- Libraries and Community Space are a named step on the Health and Wellbeing Strategy agreed in 2024. In addition, there is ongoing engagement with the related Council team ensuring any emerging strategies fit with the wider spatial strategy.
- The Royal Docks Team has secured One Public Estate funding to produce a delivery plan for social infrastructure including new primary schools, health centres, and community facilities. Report to be commissioned in 2024 and completed in early 2025. It will confirm sites, phasing, funding, delivery, and potential operation across the Opportunity Area.

What are the next steps?

- Continued engagement responding to opportunities that align with objectives.

- New library facilities are in progress as part of Plaistow North development at Valetta Grove and Green Street Library is moving to a refurbished location as part of the Queens Market regeneration in 2025.
- Cundy community centre, Vicarage Lane community centre and Jack Cornwall community centre will be refurbished in 2024.
- Community Spaces Review is continuing to review, make and implement recommendations on community centres.

Spatial implications

- It is difficult to find new standalone sites for community centres and libraries, so much will depend ensuring site allocations provide appropriate space/premises to meet needs arising, including wider strategic need. In some cases other community infrastructure sites no longer needed for their current purpose may be suitable for such provision.

Main Sources:

LBN, [50 Steps to a Healthier Newham – Newham Health and Wellbeing Strategy 2024-2027](#)

LBN (2022), [Community Facilities Needs Assessment](#)

LBN (2021), [Community Spaces Review](#)

LBN (2019), [Community Centres strategy and Social Value Policy](#)

CIPFA (2017), [Newham Libraries Report](#)

Major community centre/hub and library projects:

Project	Location	Description	Timing	Lead & Delivery Partners/ Stakeholders	Expected Cost	Funding Source(s)	Funding Available	Funding Gap
Beckton Community Centre	Beckton	Refurbishment.	2024	LBN	£2.2m	S106, LUF	>£2.2m	£0
Valetta Grove Community Centre	Plaistow	New-build.	2024	LBN/ developer	£2.5m (fit out; developer supplies shell)	LBN	£2.5m	£0
Plaistow Library	Plaistow	This project is to fit out space built by Populo Living and to create a new library and community hub. The building will provide a modern library for the	2026 onwards	LBN/ developer	£3.3m	LBN Capital Programme	TBC	TBC

Project	Location	Description	Timing	Lead & Delivery Partners/ Stakeholders	Expected Cost	Funding Source(s)	Funding Available	Funding Gap
		Borough and will allow a range of activities, events and service offers to be provided to residents, as well as a much improved children's library and access to the adjacent park.						
Jack Cornwall Centre Refurbishment	Manor Park and Little Ilford	Refurbishment of the Jack Cornwall Community Centre to provide a community hub	2024	LBN	£0.3m	LUF	£0.3m	£0
Cundy Community Centre	Custom House	Refurbishment of the Cundy Community Centre	2024	LBN	n/k	LUF	n/k	n/k
Vicarage Lane Community Centre	West Ham	Refurbishment of the Vicarage Community Centre	2024	LBN	n/k	LUF	n/k	n/k
Green Street Creative Wellbeing Space including new Green Street Library	Green Street	Green Street new community hub incorporating the current Green Street Library	2025	Lead: LBN Partner: GLA/DLUHC	£1.9m	LBN Capital/LUF /GLA	£1.9m	£0
Queen's Market	Green Street	Improvements to Queen's Market including floor, lighting,	2025	Lead: LBN Partner: GLA/DLUHC	£2.8m	LBN Capital/LUF /GLA	£2.8m	£0

Project	Location	Description	Timing	Lead & Delivery Partners/ Stakeholders	Expected Cost	Funding Source(s)	Funding Available	Funding Gap
		new public toilets, power bollards, signage and canopies.						
Queen's Market Modernisation and Refurbishment	Green Street	Upgrade and modernisation to existing commercial buildings to support the long term sustainability of the market, and possible further community spaces (library etc.) and new health centre.	Up to 2030	Lead: LBN Partner: NHS NEL	up to £180m	LBN Capital and Health and Care Space Newham	n/k	£180m
North Woolwich Over the Tracks Co-design project	North Woolwich	Activate an empty TfL-owned site in North Woolwich to provide a community hub including landscaping, low level lighting, garden seating and a temporary cabin.	2024	LBN; GLA; TfL	£548,000	GLA/TfL.	£548,000	£0
Newham Heritage Centre	Canning Town	Renovation of Canning Town Old Library	2023-24	LBN	£ 7.2m	LUF/LBN/U KSPF/Public Sector Decarbonisation Funding	£6m	£1m
Tate Institute	North Woolwich	Bring a highly valued LBN-owned building	2024	LBN	£3m	LUF	£1.5m	£1.5m

Project	Location	Description	Timing	Lead & Delivery Partners/ Stakeholders	Expected Cost	Funding Source(s)	Funding Available	Funding Gap
		back to life and provide new community space and affordable workspace.						
Good Growth Hub (permanent premises)	IQL north	Good Growth Hub as community brokerage (permanent premises) to support the inclusive economy programme	2024-2027	LLDC, Good Growth Hub, Developer	TBC	Developer	TBC	TBC
Reconfiguration of the Chobham Manor Community Centre	Stratford and Maryland	Reconfiguration of the Chobham Manor Community Centre to create more space for affordable community hire	2024/25	Aspire Support Learn (ASL)	£69,750	CIL	Unknown	£69,750
Fit-out of East Village Community Space (The Hall)	Stratford and Maryland	Fit-out of East Village Community Space (The Hall)	n/k	East Village Trust	n/k	Developer	n/k	n/k
LCS community spaces – Pudding Mill/Bridgewater	Stratford and Maryland	213 sqm of F1/F2 floorspace at Bridgewater Triangle site; 273 sqm of F2 floorspace at Pudding Mill Lane site.	To be delivered	Developer	n/k	Developer (secured in LCS scheme)	Yes	No
South Park Pontoon land side facility	Stratford and Maryland	South Park Pontoon land side facility	Short Term	LLDC	£200,000	TBC	n/k	Yes

Possible sites included in the Local Plan in additional to above projects to provide community facilities subject to a needs based assessment which should consider all types of community facility including community centre, libraries and all other types of community facilities as defined in the Local Plan:

Project	Neighbourhood	Site Allocation	Description	Timing	Lead & Delivery Partners/ Stakeholders	Relevant planning application
Community facilities at North Woolwich	North Woolwich	N1.SA2 Rymill Street	New community facilities in North Woolwich Local Centre.	2028 - 2033	LBN/ developer	n/a
Community facilities at Silvertown	Royal Victoria	N2.SA1 Silvertown Quays	New community facilities in Silvertown Local Centre.	2023 - 2038	LBN/ developer	Ongoing hybrid application ref. 22/02855/OUT for phased mixed-use redevelopment at the site (included in planning application).
Community facilities at Lyle Park	Royal Victoria	N2.SA2 Lyle Park West	New community facilities in Lyle Park Neighbourhood Parade.	2023 - 2033	LBN/ developer	Planning application ref. 19/01791/FUL for redevelopment at land adjacent West Silvertown DLR Station to provide residential-led development permitted in Jan 2021; subsequent 23/02432/CLE permitted in Dec 2023. (flexible commercial floorspace including D1/D2 secured in planning application)
Community facilities at Connaught Riverside	Royal Victoria	N2.SA3 Connaught Riverside	New community facilities in Connaught Riverside Local Centre.	2023 - 2038	LBN/ developer	Planning application ref. 20/01046/FUL for redevelopment of Unit 3 Thames Road to provide new residential development permitted in Aug 2021 (financial contribution for schools secured via S106).

Project	Neighbourhood	Site Allocation	Description	Timing	Lead & Delivery Partners/ Stakeholders	Relevant planning application
Community facilities at Thames Wharf	Royal Victoria	N2.SA4 Thameside West	New community facilities in Thames Wharf Local Centre.	2023 - 2038	LBN/ developer	Hybrid application ref. 18/03557/OUT for phased mixed use development at the site permitted in Oct 2021 (community and leisure floorspace secured via planning application, financial contribution for schools and health care secured via S106).
Community facilities at Royal Albert Quay	Royal Albert North	N3.SA1 Royal Albert North	New community facilities at Royal Albert Quay Neighbourhood Parade.	2033 - 2038	LBN/ developer	Hybrid application ref. 14/00618/OUT and reserved matter 18/00251/REM for a business-led mixed use development at the site permitted in Dec 2015 and Jun 2018 (phase 1 completed) (community and cultural, and assembly and leisure uses secured via planning application).
Community facilities at Canning Town	Canning Town	N4.SA3 Canning Town Holiday Inn	New community facilities in Canning Town District Centre.	2028 - 2033	LBN/ developer	n/a
Community facilities at Custom House	Custom House	N5.SA1 Custom House – Land surrounding Freemasons Road	New community facilities in Custom House Local Centre.	2023 - 2033	LBN/ developer	Planning application ref. 22/01853/FUL for redevelopment to deliver of 95 residential units and commercial floorspace at Land At Leslie Road and Freemasons Road permitted

Project	Neighbourhood	Site Allocation	Description	Timing	Lead & Delivery Partners/ Stakeholders	Relevant planning application
						in Jan 2023 (education contribution secured via S106); Planning application ref. 22/02157/LA3 for redevelopment to deliver 55 residential units at Development Site 1 To 7 Garage Site permitted in Feb 2023 (education contribution secured via S106); Ongoing planning application ref. 23/00610/OUT for redevelopment of the site to provide mixed use development (local community floorspace included in the planning application).
Community facilities at Abbey Mills	Three Mills	N7.SA1 Abbey Mills	New community facilities in Twelvetree Local Centre.	2028 - 2033	LBN/ developer	n/a
Community facilities at Twelvetrees Park	Three Mills	N7.SA2 Twelvetrees Park and Former Bromley By Bow Gasworks	New community facilities in Twelvetree Local Centre.	2023 - 2038	LBN/ developer	Hybrid planning application ref. 17/01847/OUT for mixed use development at the site permitted in Aug 2018 (phase 1 under construction) (Community and leisure floorspace secured in planning application, education contribution secured via S106).
Community facilities at Sugar House	Three Mills	N7.SA3 Sugar House Island	New community facilities in Sugar House Local Centre.	2023 - 2033	LBN/ developer	Outline planning application ref. 12/00336/LTGOUT for a mixed use development at the site

Project	Neighbourhood	Site Allocation	Description	Timing	Lead & Delivery Partners/ Stakeholders	Relevant planning application
						permitted in February 2012 and subsequent reserved matter applications (D1/D2 floorspace secured in planning application, education contribution secured via S106).
Community facilities at Stratford Central	Stratford and Maryland	N8.SA1 Stratford Central	New community facilities at the site.	2023 - 2038	LBN/ developer	Planning application ref. 18/03088/FUL for mixed use development at Morgan House permitted in Jan 2021 (internal community facilities secured in planning application).
Community facilities at Stratford Town Centre	Stratford and Maryland	N8.SA2 Stratford Station	New community facilities in Stratford Town Centre.	2023 - 2038	LBN/ developer	Planning application ref. 21/00483/FUL for student accommodation and sixth form college at Jubilee and Broadway House permitted in Sept 2022 (School proposal with Community Use Agreement secured via S106).
Community facilities at Greater Carpenters District	Stratford and Maryland	N8.SA3 Greater Carpenters District	New community facilities at Carpenters Neighbourhood Parade.	2028 - 2038	LBN/ developer	On-going planning application ref. 22/00360/OUT for redevelopment of the site for mixed use development (community space secured via planning application).
Community facilities at Stratford Town Centre West	Stratford and Maryland	N8.SA5 Stratford Town Centre West	New community facilities at the site.	2023 - 2038	LBN/ developer	Planning application ref. 10/90641/EXTODA for Stratford City Development permitted in Mar 2012;

Project	Neighbourhood	Site Allocation	Description	Timing	Lead & Delivery Partners/ Stakeholders	Relevant planning application
						ref. 15/00358/OUT for mixed use redevelopment at Cherry Park permitted in Feb 2018; ref. 21/00416/FUL for residential-led development at Plot S1/S11 of International Quarter London (IQL) South permitted in Nov 2023. (community facilities secured via planning applications, education contribution secured via S106 (cherry park))
Community facilities at Pudding Mill	Stratford and Maryland	N8.SA9 Pudding Mill	New community facilities in Pudding Mill Lane Local Centre.	2023 - 2033	LBN/ developer	Planning application ref. 11/90621/OUTODA under Legacy Communities Scheme permitted in Sept 2012 (community facilities secured via planning application and S106); planning permissions for comprehensive mixed use redevelopment under ref. 15/00392/FUL (includes D1/D2 floorspace) and 21/00574/OUT (includes local community use).
Community facilities at Plaistow North	West Ham	N9.SA1 Plaistow North	New community facilities in Plaistow North Local Centre.	2028 - 2033	LBN/ developer	n/a

Project	Neighbourhood	Site Allocation	Description	Timing	Lead & Delivery Partners/ Stakeholders	Relevant planning application
Community facilities at East Beckton	Beckton	N11.SA1 East Beckton Town Centre	New community facilities in East Beckton District Centre.	2028 - 2038	LBN/ developer	n/a
Community facilities at East Ham Primark	East Ham	N13.SA2 East Ham Primark	New community facilities at the site.	2028 - 2033	LBN/ developer	n/a
Community facilities at Former East Ham Gasworks	East Ham	N13.SA3 Former East Ham Gasworks	New community facility with a local neighbourhood appeal (smaller than 1,000 sqm Gross Internal Area).	2028 - 2038	LBN/ developer	n/a
Community facilities at Beckton Riverside	Gallions Reach	N17.SA1 Beckton Riverside	New community facilities in new neighbourhood parade.	2028 - 2038	LBN/ developer	n/a

Green Infrastructure

What?

Newham has an existing network of natural spaces; not just nature reserves, parks, and rivers but also playgrounds, playing pitches, allotments, gardens, hedges, green walls, green/brown roofs, cycle and footpaths, street trees, docks, lakes, and ponds. Newham has a significant number of water spaces, including the historic Royal Docks. Newham also borders the three largest rivers in London, with the Thames to the south, the River Lea in the west and, to the east, the River Roding.

There are 262.42 hectares of publicly accessible open spaces in Newham, including parks and gardens, amenity greenspace, natural and semi-natural greenspace and public sports facilities. Of this, some public open spaces are managed by the Council, whilst other public open spaces under the ownership and management of other bodies include West Ham Park (City of London), Thames Barrier Park (Greater London Authority), part of the Queen Elizabeth Olympic Park and Bow Creek Ecology Park (Lea Valley Regional Park Authority). Allotments in Newham are all managed by the Council.

Open space covers 25% of Newham with a significant amount of this space is open water – just 7% of the borough is accessible green space. This level is much lower compared to neighbouring boroughs. Given the current population of the Borough and that projected for 2038, provision of publicly accessible greenspace in Newham is 0.72 hectares per 1,000 HoP in 2023. In the absence of any further supply of greenspace in Newham over the next 15 years, this rate of provision of green space will decrease to 0.57 hectares per 1,000 HoP in 2038. To keep the 2023 level of provision in 2038 would require the creation of an additional 66.23 hectares of new publicly accessible green space by that date.

Newham's Green and Water Spaces Infrastructure Strategy (2024) sets out principles that form the foundation for a series of actions that will improve the biodiversity, sustainability, quality and accessibility of our parks and open spaces and water bodies to ensure that they better meet the needs and aspirations of our diverse communities. Types of open space include play space and growing space (including allotments and community gardens). Newham's playgrounds are categorised in different typologies according to size, namely the Local Area for Play (LAP) with more than 0.01 ha in area, Local Equipped Area for Play (LEAP) with more than 0.04 ha in area, and Neighbourhood Equipped Area for Play (NEAP) with more than 0.1 ha in area. New greenspaces including play space and growing space are mainly to be delivered as part of site allocations. The Strategy also sets out the need to protect and/or enhance the function, quality and character of existing open space. Overall the Council wants to offer improved choice and access to safe, welcoming, high quality parks and open spaces, removing barriers to their use from fear of crime, cost, physical accessibility or poor quality environments. Another evidence document published by London Borough of Newham (LBN) is the Playing Pitch Strategy, which assessed the supply and demand of playing pitch and outdoor sports facilities in the borough included bowls, cricket, football, hockey, rugby league/union, and tennis. It sets out a list of actions to protect and enhance existing pitches and to provide new facilities to meet future needs.

Transport infrastructure planning, notably walking and cycling initiatives, are also relevant in improving access to blue and green infrastructure (see Transport section of the IDP). Lastly, school improvement projects also seek to improve public access to any existing sports facilities.

In addition, there are 308.29 hectares of water infrastructure in Newham (either natural or man-made), many of which are accessible to people. In Newham these can include rivers (River Thames, River Roding and River Lea), streams, lakes, ponds, and docks (Royal Albert, Royal Victoria and King George V). This can be referred to as the Blue Ribbon Network (BRN) and it provides a variety of roles, including for community and recreational activities. The Port of London Authority's (PLA) Tidal Thames Masterplan (2024) indicates support for further utilisation of the Thames for sports, recreation, community and cultural activities within Newham. Chanel River Trust manages the non-tidal River Lea pathways and locks. New development should utilise the boroughs waterways for active water-based leisure and for informal waterside recreation and access.

Green infrastructure planning occurs through masterplanning of site allocations, including through planning for flood risk/drainage management (via SUDs), and smaller scale landscaping and biodiversity schemes on other sites.

Where?

Borough-wide.

When?

LBN Green and Water Infrastructure Strategy and Paying Pitch Strategy both cover the period of 2023 – 2038.

Why?

- Green infrastructure has multiple benefits for health and wellbeing, drainage, and ecology. As an aspect of the built environment people frequently refer to as important, protecting existing green infrastructure and requiring inclusion in new development is a key element of the Local Plan.
- Given levels of population growth already in train, constrained land supply, and the fact that Newham already has amongst the lowest levels of public open space of all London boroughs for its population size and significantly higher population densities than comparable local authority areas, space for such infrastructure is at a premium.
- LBN's Just Transition Plan sets out the future aspiration of the borough to shape neighbourhoods that are resilient, connected and green.
- LBN's 50 Steps Strategy sets out 50 steps, divided into 12 priority areas to improve physical and mental health in Newham from 2024 to 2027. The Strategy reflects on the factors which have an impact on people's health and wellbeing and focuses on improving health and reduce health inequalities in Newham.
- These strategies highlight the importance of protecting and enhancing Newham's green and water infrastructure. Improving the quality, quantity and access to the Borough's green and water spaces will not only improve the character of the built environment but improve public health and wellbeing and play an important role in delivering climate and biodiversity resilience. It is essential therefore, as part of successful place-making strategies, that the delivery of new open space is achieved together with the improvement and enhancement of existing space (including accessibility) across the borough.

Assumptions:

- Newham’s population has increased significantly in recent years to approximately 350,000, and is expected to grow above 460,000 by 2030 (GLA’s Housing-led population projections informed by the London Plan (2021) housing target).
- Individual participation rates in physical activities remain stable. Increased demand arises from population growth and sports development initiatives.
- Better quality parks, with more facilities, are generally more widely used. In other words, more can be gained by making our existing parks work harder, without solely depending on quantitative increases.
- GLA’s Shaping Neighbourhoods: Play and informal Recreation SPG contains a calculator that assumes 10 sqm of playspace per child, and generates a child yield from the housing mix.

Where are we now?

- LBN Green and Water Infrastructure Strategy and Playing Pitch Strategy were published in 2024.
- The adopted and emerging Local Plans policy protects and seeks to enhance and improve the accessibility of both existing open space and the blue ribbon network, and seeks to ensure that new developments meet their needs for parks and open space infrastructure.
- Masterplanning underway on site allocations includes new open space provision, as well as better connections with existing parks and, where relevant, access to and enjoyment of watercourses.
- The Royal Docks Public Realm Framework and Landscape Design Guide have been published and they set out options for improvements to the green spaces and landscaping across the area. This includes the options for upgrades to a number of green spaces within the Royal Docks.
- The Council carried out public engagement on parks improvements – over 1500 residents engaged in co-design of Beckton Parks Masterplan, residents were engaged in creation of Greenway Pollinator Trail, Covid Memorial Gardens, Little Ilford Park improvements, Beckton Meadows etc. by utilising co-create and running in-person events and workshops.
- Beckton Parks Masterplan is adopted and currently awaiting funding for implementation.
- Funding secured for the creation of the Greenway Pollinator Trail, creation of Beckton Meadows, Lyle Park Masterplan, Little Ilford LUF project, Will Thorne Pavilion LUF project, Beckton Corridor LUF project, Forest Lane Park HLF funded project, People Powered Places community projects and Shape Newham public space improvement projects.
- Insourcing of allotments service has taken place and allotments are now all managed by the Council.

What are the next steps?

- Input to masterplanning of site allocations to secure appropriate parks and open space including playspace and growing space to meet new needs.
- Implementation of the over 6-year delivery plan - Beckton Parks Masterplan which was approved by the Cabinet in January 2024.
- Funding of Beckton Parks Masterplan and further funding for Lane Park to be granted.

- Masterplans and feasibility work are due to commence preparation by the Lee Valley Regional Park Authority in 2025 to look at options for additional sporting and leisure facilities at the VeloPark and north Queen Elizabeth Olympic Park. Conclusion of LUF park improvement projects, including Little Ilford, Will Thorne Pavilion and Beckton Corridor LUF projects.
- The GLA is working to produce a nature recovery strategy.
- Continue provision of playing pitches through site allocations to address shortfalls in grass football pitches, rugby union grass pitches and cricket pitches as identified in the Playing Pitch Strategy.

Spatial Implications

- The population of Newham will become increasingly concentrated in five growth Wards (Beckton, Stratford and New Town, Royal Docks, Canning Town North, Canning Town South). Most of this new population will be accommodated in high density housing that will not include the provision of private greenspace. The provision of an adequate supply of greenspace in response to this increase in population will therefore be a significant objective for the emerging Local Plan. The impact of demographic change on these wards between 2023 and 2038 will create significant deficits in overall provision within four of these Wards. It will also be important to continue to protect and enhance open spaces, parks and waterways as well as playing pitches to recognise opportunities through site allocations to meet needs arising both onsite and through improved connections to others in the vicinity.

Main Sources:

LBN (2024), Green and Water Infrastructure Strategy

LBN (2024), Playing Pitch Strategy

PLA(2024), [Tidal Thames Masterplan \(arcgis.com\)](https://arcgis.com)

LBN (2023), [Just Transition Plan](#)

LBN (2020), [50 Steps to a Healthier Newham 2024- 2027](#)

Major green infrastructure projects:

Project	Location	Description	Timing	Lead & Delivery Partners/ Stakeholders	Expected Cost	Funding Source(s)	Funding Available	Funding Gap
Green space								
Implementation of Beckton Parks Masterplan	Custom House and Beckton	Implementation of Beckton Parks Masterplan and associated green links	2024 – 2029 onwards	LBN	£66.29m	n/k	£0	£66.29m

Project	Location	Description	Timing	Lead & Delivery Partners/ Stakeholders	Expected Cost	Funding Source(s)	Funding Available	Funding Gap
Forest Lane Park HLF Project	Forest Gate	Renovation, investment and refurbishment	2021-2031	LBN	c.£1.1m	n/k	£95k	£1m
UEL tree planting	Royal Docks	Plant more trees in the Docks.	2024-2026	UEL	£246k	Urban Tree Challenge Fund	£0	Yes
LCS open space at Pudding Mill/Bridgewater	Stratford and Maryland	0.1 hectares required by operative LCS permission. 0.63 hectares of open space secured through permission for Pudding Mill, and 0.39ha secured through operative permission for Bridgewater.	2015 - 2031	Provision secured through LCS permission	n/k	Developer	Yes	No
LCS open space at Rick Roberts Way	Stratford and Maryland	1.2 hectares required by operative LCS permission. This is part of the site allocation requirements at N8.SA7 Rick Roberts Way – the open space should include a LEAP and a LAP in form of playable public realm.	2015 - 2031	Provision secured through LCS permission	n/k	Developer	Yes	No
Public open space at Sugar House Lane and Bromley by Bow	Stratford and Maryland, Three Mills	Public open space at Sugar House Lane and Bromley by Bow	Alongside development	n/k	n/k	Developer (part of permitted schemes)	Yes	No

Project	Location	Description	Timing	Lead & Delivery Partners/ Stakeholders	Expected Cost	Funding Source(s)	Funding Available	Funding Gap
						(Site Allocation requirement)		
LLDC LPA public realm interventions	Stratford and Maryland, Three Mills	Public realm interventions within the LLDC LPA area, as identified in the Safety of Women and Girls Report including, but not restricted to, lighting, signage, wayfinding, increased natural surveillance, public art and public realm reconfiguration.	Short /medium term	Developer, LLDC	n/k	CIL, S106	£677,000	n/k
Tree lighting along Broadway outside St John's Church (Market Area)	Stratford and Maryland, Three Mills	Tree lighting along Broadway outside St John's Church (Market Area)	n/k	Stratford Original/MET	£43,000 minimum	MET and Stratford Original	£15,000	£28,000
Playground								
Little Ilford Park	Manor Park	Renovation, investment and refurbishment	Underway	LBN	£2,125,000	LBN / S106	Yes	£0
Plaistow Park	Plaistow	Renovation, investment and refurbishment	2021 - 2031	LBN	£1,883,000	LBN / S106	n/a	n/k
Will Thorne Pavilion	Beckton	Refurbish and reopen disused LBN-owned asset to provide	2025	LBN	£2m	LUF	Yes	£0

Project	Location	Description	Timing	Lead & Delivery Partners/ Stakeholders	Expected Cost	Funding Source(s)	Funding Available	Funding Gap
		changing rooms to allow increased use of the adjacent sports pitches, a cycle hub to encourage residents to use local cycle facilities and affordable work spaces.						
Star Park	Canning Town and Custom House	Renovation, investment and refurbishment	2021 - 2031	LBN	£1.3m	LBN / S106	n/k	n/k
Cundy Park	Canning Town and Custom House	Renovation, investment and refurbishment	2021 - 2031	LBN	£1.1m	LBN / S106	n/k	n/k
Barking Road Recreation Ground	East Ham	Renovation, investment and refurbishment	2021 - 2031	LBN	£1.1m	LBN / S106	n/k	n/k
East Ham Nature Reserve	East Ham	Renovation, investment and refurbishment	2021 - 2031	LBN	£260k	LBN / S106	n/k	n/k
Hathaway Green	Manor Park	Renovation, investment and refurbishment	2021 - 2031	LBN	£710k	LBN / S106	n/k	n/k
Lister Gardens	Plaistow	Renovation, investment and refurbishment	2021 - 2031	LBN	£230k	LBN / S106	n/k	n/k
May Green	Plaistow	Renovation, investment and refurbishment	2021 - 2031	LBN	£430k	LBN / S106	n/k	n/k
New City Green	Plaistow	Renovation, investment and refurbishment	2021 - 2031	LBN	£280k	LBN / S106	n/k	n/k
Valetta Green	Plaistow	Renovation, investment and refurbishment	2021 - 2031	LBN	£350k	LBN / S106	n/k	n/k
Priory Park	Green Street	Renovation, investment and refurbishment	2021 - 2031	LBN	£1.4m	LBN / S106	n/k	n/k

Project	Location	Description	Timing	Lead & Delivery Partners/ Stakeholders	Expected Cost	Funding Source(s)	Funding Available	Funding Gap
Abbey Green	Stratford	Renovation, investment and refurbishment	2021 - 2031	LBN	£270k	LBN / S106	n/k	n/k
Chandos Green	Stratford	Renovation, investment and refurbishment	2021 - 2031	LBN	£260k	LBN / S106	n/k	n/k
Rokeby Green	Stratford	Renovation, investment and refurbishment	2021 - 2031	LBN	£260k	LBN / S106	n/k	n/k
Odessa Green	Forest Gate	Renovation, investment and refurbishment	2021 - 2031	LBN	£320k	LBN / S106	n/k	n/k
Infrastructure	Borough Wide	Infrastructure – Essential Building works, new signage, fencing and boundaries, paths and surfacing	2021 - 2031	LBN	£5.15m	LBN / S106	n/k	n/k
Playing pitch								
Barrington Playing Fields	Manor Park and Little Ilford	Protect and enhance the existing hockey pitch	2026-2028	LBN Football Association (FA)/ Football Foundation (FF) England Hockey (EH)	<50k	n/k	n/k	n/k
Beckton District Park South (Beckton Parks Masterplan area)	Beckton	Protect and enhance the existing football pitch, cricket pitch and tennis courts.	2024-2029 onwards	LBN FA/FF England & Wales Cricket Board (ECB)	100k – 550k	n/k	n/k	n/k

Project	Location	Description	Timing	Lead & Delivery Partners/ Stakeholders	Expected Cost	Funding Source(s)	Funding Available	Funding Gap
				Lawn Tennis Association (LTA)				
Brampton Manor Academy	East Ham South	Protect and enhance the existing football pitches, cricket pitch and tennis courts.	2024-2029 onwards	School FA/FF ECB LTA	<150k	n/k	n/k	n/k
Brampton Park	East ham South	Bringing back the disused football pitch into use	2024-2025	LBN FA/FF	50k – 150k	n/k	n/k	n/k
Canning Town Recreation Ground	Custom House	Protect and enhance the existing tennis courts	2024-2025	LBN LTA	50k – 150k	n/k	n/k	n/k
Central Park	East Ham	Protect and enhance the existing tennis courts and bowling green, and provision of a formal cricket pitch	2024-2025	LBN ECB LTA Bowls England	100k – 550k	n/k	n/k	n/k
Chobham Academy	Stratford	Protect and enhance the existing 3G pitch and tennis courts	2024-2025	School FA/ FF LTA	<100k	n/k	n/k	n/k
Cumberland Community School	Plaistow	Retain the existing football pitches, cricket pitch and tennis courts	2024-2029 onwards	School FA/FF ECB LTA	<150k	n/k	n/k	n/k
East London Rugby Club	Canning Town	Protect and enhance the existing pitches for	2024-2025	Club RFU	100k – 500k	n/k	n/k	n/k

Project	Location	Description	Timing	Lead & Delivery Partners/ Stakeholders	Expected Cost	Funding Source(s)	Funding Available	Funding Gap
		Rugby union and Rugby league		Rugby Football League (RFL)				
Eastlea Community School	Canning Town	Protect and enhance the existing football pitch, 3G pitch and pitch for Rugby union, and the potential provision of a cricket pitch	2024-2028	School FA/FF ECB Rugby Football Union (RFU) LTA	<200k	n/k	n/k	n/k
Flanders Playing Field	East Ham South	Protect and enhance the existing football pitch, hockey pitch and cricket net	2024-2025	Community Association FA/FF EH ECB	150k – 750k	n/k	n/k	n/k
Forest Gate Community School	Forest Gate	Protect the existing 3G pitch for long-term sustainability	2029 onwards	School FA/FF	<50k	n/k	n/k	n/k
Gooseley Playing Fields	East Ham South	Protect and enhance the existing cricket pitch and tennis courts, and bringing back the disused football pitch into use	2024-2029 onwards	LBN FA/FF	100k – 550k	n/k	n/k	n/k
Hermit Road Recreation Ground	Canning Town	Protect and enhance the existing tennis courts	2024-2025	LBN LTA	50k – 250k	n/k	n/k	n/k
Kingsford Community School	Beckton	Protect and enhance the existing 3G pitch and tennis courts	2026-2029 onwards	School FA/FF LTA	<100k	n/k	n/k	n/k

Project	Location	Description	Timing	Lead & Delivery Partners/ Stakeholders	Expected Cost	Funding Source(s)	Funding Available	Funding Gap
Langdon Academy	East Ham South	Protect and enhance the existing football pitch, cricket pitch and tennis courts and provide a community use 3G pitch	2024-2025	School FA/FF ECB LTA	50k – 500k	n/k	n/k	n/k
Lister Community School (Southern Road Playing Fields)	Plaistow	Protect and enhance the existing football pitch, 3G pitch, cricket pitch and Rugby union pitch	2024-2029 onwards	School FA/FF ECB RFU	50k – 500k	n/k	n/k	n/k
Little Ilford Park	Manor Park and Little Ilford	Replace the existing cricket pitch with additional pitch provision and enhance the existing tennis courts	2024-2025	LBN ECB LTA	100k – 500k	n/k	n/k	n/k
Little Ilford School	Manor Park and Little Ilford	Protect and enhance the existing 3G pitch and tennis courts	2026-2029 onwards	School FA/FF LTA	<100k	n/k	n/k	n/k
London Marathon Community Track	Stratford	Protect and enhance the existing football pitch	2029 onwards	FA/FF	<50k	n/k	n/k	n/k
Lyle Park	Royal Victoria	Protect and enhance the existing tennis courts, and bringing back the disused football pitch into use.	2024-2028	LBN FA/FF LTA	50K – 300k	n/k	n/k	n/k
Newham Leisure Centre	Plaistow	Protect and enhance the existing football pitch and 3G pitch at site	2024-2025	LBN FA/FF	50k – 250k	n/k	n/k	n/k

Project	Location	Description	Timing	Lead & Delivery Partners/ Stakeholders	Expected Cost	Funding Source(s)	Funding Available	Funding Gap
		allocation N10.SA3 Newham Leisure Centre						
Old Spotted Dog Ground	Forest Gate	Protect and enhance the existing football pitch	2024-2025	Club FA/FF	<50k	n/k	n/k	n/k
Plashtet Park	East Ham	Protect and enhance the existing cricket nets, tennis courts and bowling green, and bringing back the disused football pitch into use	2024-2029 onwards	FA/FF LTA Bowls England	50k – 500k	n/k	n/k	n/k
Plashtet School	East Ham	Sustain the quality of the existing tennis courts	2029 onwards	School LTA	<50k	n/k	n/k	n/k
Powerleague (Newham)	Gallions Reach	Protect and enhance the existing 3G pitch	2024-2025	FA/FF	50k – 250k	n/k	n/k	n/k
Rokeby School	Canning Town	Protect and enhance the existing 3G pitch	2026-2028	School FA/FF LTA	<50k	n/k	n/k	n/k
Royal Docks Academy	Beckton	Protect and enhance the existing 3G pitch and tennis courts	2026-2028	School FA/FF LTA	50k – 300k	n/k	n/k	n/k
Royal Victoria Gardens	North Woolwich	Protect and enhance the existing tennis courts and bowling green	2024-2028	LBN LTA Bowls England	>300k	n/k	n/k	n/k
Saint Bonaventure's School	Green Street	Resurface the existing 3G pitch	2024-2025	School FA/FF	50k – 250k	n/k	n/k	n/k

Project	Location	Description	Timing	Lead & Delivery Partners/ Stakeholders	Expected Cost	Funding Source(s)	Funding Available	Funding Gap
New Beckton Park (Beckton Parks Masterplan area)	Beckton	Protect and enhance the existing football pitch and tennis courts, and bring back the disused cricket pitch into use	2024-2025	LBN FA/FF ECB LTA	100k – 550k	n/k	n/k	n/k
Sports Dock	Royal Albert North	Resurface the existing 3G pitch	2026-2028	University FA/FF	<50k	n/k	n/k	n/k
Star Primary School	Canning Town	Protect and enhance the existing hockey pitch	2029 onwards	School England Hockey (EH)	<50k	n/k	n/k	n/k
Stratford Park	West Ham	Provide a pedal tennis venue, protect and enhance the existing hockey and bowling green.	2024-2028	LBN FA/FF EH LTA Bowls England	50k – 350k	n/k	n/k	n/k
West Ham Foundation	Beckton	Retain the existing 3G pitch	2026-2028	FA/FF	<50k	n/k	n/k	n/k
West Ham Memorial Recreation Ground	Canning Town	Protect and enhance the existing football pitch, 3G pitch, cricket pitch and Rugby union pitch.	2024-2029 onwards	Community association FA/FF ECB RFU	100k – 600k	n/k	n/k	n/k
West Ham Park	West Ham	Protect and enhance the existing football pitch, cricket pitches and tennis courts	2024-2029 onwards	City of London FA/FF ECB LTA	50k – 350k	n/k	n/k	n/k

Project	Location	Description	Timing	Lead & Delivery Partners/ Stakeholders	Expected Cost	Funding Source(s)	Funding Available	Funding Gap
School 21	West Ham	Retain the existing football pitch and tennis court	2024-2029 onwards	School FA/FF LTA	<100k	n/k	n/k	n/k
Eko Pathways School	East Ham South	Retain the existing tennis court	2029 onwards	School LTA	<50k	n/k	n/k	n/k
Lister Community School	Plaistow	Retain the existing tennis courts	2029 onwards	School LTA	<50k	n/k	n/k	n/k
Oasis Academy Silvertown	Royal Victoria	Retain the existing tennis court	2029 onwards	School LTA	<50k	n/k	n/k	n/k
John F Kennedy Special School	West Ham	Retain the existing tennis court	2029 onwards	School LTA	<50k	n/k	n/k	n/k
Stratford School Academy	Green Street	Retain the existing tennis courts	2029 onwards	School LTA	<50k	n/k	n/k	n/k
Newham Sixth Form College	Plaistow	Protect and enhance the existing cricket pitch at site allocation N10.SA2 Newham Sixth Form College and tennis courts	2024-2025	School ECB/LTA	50k – 300k	n/k	n/k	n/k
Sarah Bonnell School	West Ham	Improve quality of the existing tennis courts	2024-2025	School LTA	<50k	n/k	n/k	n/k
Ravenscroft Primary School	Plaistow	Protect and enhance the existing tennis court	2024-2025	School LTA	<50k	n/k	n/k	n/k
Lady Trowers Trust Playing Field	East Ham	Bring back the disused football pitch into use or provide replacement pitch	2024-2025	FA FF	50k – 250k	n/k	n/k	n/k

Project	Location	Description	Timing	Lead & Delivery Partners/ Stakeholders	Expected Cost	Funding Source(s)	Funding Available	Funding Gap
Gasworks Sports Ground	East Ham	Bring back the disused cricket pitch into use or provide replacement pitch as part of the site allocation N13.SA3 Former East ham Gasworks.	2029 onwards	ECB	<50k	n/k	n/k	n/k
Improvements to the Pleasure Gardens Play Area	Stratford and Maryland	Improvements to the Pleasure Gardens Play Area	2024/25	LLDC	£300,000	LLDC	n/k	£300,000
LCS children's play space at Pudding Mill/Bridgewater (new provision)	Stratford and Maryland	LCS children's play space PDZ8 – 1605 sqm comprising 378 sqm doorstep play and 1,227 sqm play (new provision)	2021 onwards	Developer, CCG (Provision secured through LCS permission)	n/k	Developer	Yes	No
LCS children's play space at Rick Roberts Way (new provision)	Stratford and Maryland	LCS children's play space 1365sqm PDZ12 - comprising 659sqm local play and 707 sqm youth play space (new provision)	2021 onwards	Developer, CCG (Provision secured through LCS permission)	n/k	Developer	Yes	No
Interim community uses within the Greater Carpenters District	Stratford and Maryland	Interim community uses within the Greater Carpenters District, including but not limited to improved play	Short/medium term	Populo	n/k	Developer, LB Newham	n/k	Yes

Project	Location	Description	Timing	Lead & Delivery Partners/ Stakeholders	Expected Cost	Funding Source(s)	Funding Available	Funding Gap
		space/recreation provision						

Major green infrastructure projects included in the Local Plan, in addition to above projects:

Project	Location	Site Allocation	Description	Timing	Lead & Delivery Partners/ Stakeholders	Relevant planning application
PlayZones	Custom House, Plaistow, East Ham South, East Ham, Manor Park and Little Ilford, and Beckton	n/a	Deliver PlayZones at Canning Town Recreation Ground, Plaistow Park, Gooseley Playing Fields, Central Park, Little Ilford Park and in Beckton.	By 2025	Football Federation (FF)	n/a
New parks/open spaces in North Woolwich Gateway	North Woolwich	N1.SA1 North Woolwich Gateway	Deliver a new pocket park prioritising community growing opportunities, a LEAP and LAP in form of public realm.	2028 - 2033	Developer	Planning application ref. 22/02662/FUL for residential development at the site permitted in Dec 2023 (Secured via planning application)
New parks/open spaces in Rymill Street	North Woolwich	N1.SA2 Rymill Street	Deliver a new linear pocket park prioritising community growing opportunities and a LEAP.	2028 - 2033	Developer	n/a
Consolidated/new parks/open spaces in	Royal Victoria	N2.SA1 Silvertown Quays	Deliver a consolidated local park with minimum area of 2ha prioritising community	2023 - 2038	Developer	Ongoing hybrid application ref. 22/02855/OUT for phased mixed-use

Project	Location	Site Allocation	Description	Timing	Lead & Delivery Partners/ Stakeholders	Relevant planning application
Silvertown Quays			growing opportunities, a LEAP and a LAP in form of playable public realm.			redevelopment at the site (Secured via planning application)
Parks expansion and new provision at Lyle Park West	Royal Victoria	N2.SA2 Lyle Park West	Extend the northern section of Lyle Park prioritising community growing opportunities and deliver a NEAP and a LAP in form of public realm.	2023 - 2033	LBN/Developer	Planning application ref. 19/01791/FUL for redevelopment at land adjacent West Silvertown DLR Station to provide residential-led development permitted in Jan 2021; subsequent 23/02432/CLE permitted in Dec 2023 (Secured part of the open space via planning applications)
New parks/open spaces in Connaught Riverside	Royal Victoria	N2.SA3 Connaught Riverside	Deliver a new small open space prioritising community growing opportunities, a LAP in form of a playable public realm, and a NEAP.	2023 - 2038	Developer	n/a
New parks/open spaces in Thameside West	Royal Victoria	N2.SA4 Thameside West	Deliver a consolidated local park of minimum of 2ha prioritising community growing opportunities, a LEAP, a NEAP and a LAP in form of playable public realm.	2023 - 2038	Developer	Hybrid application ref. 18/03557/OUT for phased mixed use development at the site permitted in Oct 2021 (secured via planning application)

Project	Location	Site Allocation	Description	Timing	Lead & Delivery Partners/ Stakeholders	Relevant planning application
Consolidated/ new parks/open spaces in Excel Western Entrance	Royal Victoria	N2.SA5 Excel Western Entrance	Reprovide and enhance Royal Victoria Square Civic Space as consolidated open space prioritising community growing opportunities, deliver LEAP and a LAP in form of playable public realm.	2028 - 2033	Developer	n/a
New parks/open spaces in Royal Albert North	Royal Albert North	N3.SA1 Royal Albert North	Deliver a sequence of new pocket parks with a combined area of 2ha prioritising community growing opportunities, a LEAP, a NEAP and a LAP in form of playable public realm.	2033 - 2038	Developer/Royal Docks	Hybrid application ref. 14/00618/OUT and reserved matter 18/00251/REM for a business-led mixed use development at the site permitted in Dec 2015 and Jun 2018 (phase 1 completed) (open space partly secured via planning application)
New parks/open spaces in Canning Town East	Canning Town	N4.SA1 Canning Town East	Deliver new pocket parks prioritising community growing opportunities, a NEAP, and LAP in form of playable public realm.	2023 - 2038	Developer	Planning application ref. 22/02615/LA3 for a residential-led development at Development Site East, Vincent Street permitted in Mar 2023 (public realm secured via planning application)

Project	Location	Site Allocation	Description	Timing	Lead & Delivery Partners/ Stakeholders	Relevant planning application
New parks/open spaces in Silvertown Way East	Canning Town	N4.SA2 Silvertown Way East	Deliver a new pocket park, community growing opportunities as part of communal amenity space, a LAP in form of playable public realm, and a LEAP which could be part of the pocket park.	2028-2033	Developer	n/a
New parks/open spaces in Canning Town Holiday Inn	Canning Town	N4.SA3 Canning Town Holiday Inn	Deliver a new pocket park, community growing opportunities as part of communal amenity space, LAP in form of playable public realm or part of the pocket park.	2028 - 2033	Developer	n/a
Consolidated/new parks/open spaces in Limmo	Canning Town	N4.SA4 Limmo	Deliver a local park of minimum of 2ha of consolidated space and some additional open space to the west of Canning Town Rail Station prioritising community growing opportunities, a LEAP, a NEAP and a LAP in form of playable public realm.	2033 - 2038	Developer/TfL	n/a
New parks/open spaces in	Canning Town	N4.SA5 Canning Town Riverside	Deliver a new pocket park with southern	2023 - 2033	Developer	Ongoing application ref. 23/00655/FUL for

Project	Location	Site Allocation	Description	Timing	Lead & Delivery Partners/ Stakeholders	Relevant planning application
Canning Town Riverside			extension to the Leaway Walk, a LEAP, a NEAP and a LAP in form of playable public realm.			redevelopment to the south of the former EMR site to provide mixed use development; Ongoing application ref. 24/00088/FUL for a data centre development at the former EMR site. (Partly secured via planning application)
New parks/open spaces in Custom House – land surrounding Freemasons Road	Custom House	N5.SA1 Custom House – land surrounding Freemasons Road	Deliver a new pocket park with reprovision of William Patton Gardens with associated growing space, a NEAP and a LAP in form of playable public realm.	2023 - 2033	LBN/Developer	Planning application ref. 22/01853/FUL for redevelopment to deliver of 95 residential units and commercial floorspace at Land At Leslie Road and Freemasons Road permitted in Jan 2023 (playspace secured via planning application, public realm contribution secured via S106); Planning application ref. 22/02157/LA3 for redevelopment to deliver 55 residential units at Development Site 1 To 7 Garage Site permitted in Feb 2023 (No open space

Project	Location	Site Allocation	Description	Timing	Lead & Delivery Partners/ Stakeholders	Relevant planning application
						within site, public realm contribution secured via S106); Ongoing planning application ref. 23/00610/OUT for redevelopment of the site to provide mixed use development (playspaces included in planning application).
New parks/open spaces in Custom House – Coolfin North	Custom House	N5.SA2 Custom House – Coolfin North	Deliver a new pocket park and a LAP in form of playable public realm.	2033 - 2038	LBN/Developer	n/a
New parks/open spaces in Custom House – Land between Russel Road and Maplin Road	Custom House	N5.SA3 Custom House – Land between Russel Road and Maplin Road	Deliver a new pocket park and a LAP in form of playable public realm.	2033-2038	LBN/Developer	n/a
New parks/open spaces at Royal Road	Custom House	N5.SA4 Royal Road	Deliver a new pocket park and a LAP.	2023-2028	LBN/Developer	Hybrid application ref. 23/00023/OUT and reserved matter 23/01875/REM for a mixed use development at the site permitted in Mar 2023 and Nov 2023 (secured in planning application)

Project	Location	Site Allocation	Description	Timing	Lead & Delivery Partners/ Stakeholders	Relevant planning application
Consolidated/new parks/open spaces in Abbey Mills	Three Mills	N7.SA1 Abbey Mills	Deliver a consolidated local park with minimum of 2ha prioritising community growing opportunities, a LEAP, and a LAP in form of playable public realm.	2028 - 2033	Developer	n/a
Consolidated/new parks/open spaces in Twelvetrees Park and Former Bromley By Bow Gasworks	Three Mills	N7.SA2 Twelvetrees Park and Former Bromley By Bow Gasworks	Deliver a consolidated local park with minimum of 2ha prioritising community growing opportunities, a NEAP and a LAP in form of playable public realm.	2023 - 2038	Developer	Hybrid planning application ref. 17/01847/OUT for mixed use development at the site permitted in Aug 2018 (phase 1 under construction) (open space partly secured in planning application)
New parks/open spaces in Sugar House Island	Three Mills	N7.SA3 Sugar House Island	Deliver a new pocket park along the River Lea with terraced river edge, a LEAP and LAP in form of playable public realm.	2023 - 2033	Developer	Outline planning application ref. 12/00336/LTGOUT for a mixed use development at the site permitted in February 2012 and subsequent reserved matter applications (secured in planning application).
New parks/ open spaces in Stratford Central	Stratford and Maryland	N8.SA1 Stratford Central	Deliver a new pocket park at roof level prioritising community growing opportunities	2023 - 2038	Developer	Planning application ref. 18/03088/FUL for mixed use development at Morgan House permitted

Project	Location	Site Allocation	Description	Timing	Lead & Delivery Partners/ Stakeholders	Relevant planning application
			and public realm improvement across the site particularly around Morgan House and in the Cultural Quarter. Deliver a LAP in form of playable public realm and a LEAP.			in Jan 2021 (new public square secured via planning application).
New parks/open spaces in Stratford Station	Stratford and Maryland	N8.SA2 Stratford Station	Deliver a new pocket park or a series of pocket parks prioritising community growing opportunities. Deliver a LAP in form of playable public realm and a LEAP.	2023 - 2038	Developer/TfL / LLDC / Network Rail	Planning application ref. 21/00483/FUL for student accommodation and sixth form college at Jubilee and Broadway House permitted in Sept 2022 (open space secured via S106).
New parks/open spaces in Greater Carpenters District	Stratford and Maryland	N8.SA3 Greater Carpenters District	Reprovide and enhance existing open spaces and play provision to function as a pocket park, prioritising community growing opportunities, a LAP and a LEAP, (including, but not limited to wildflower gardens, and green corridors).	2028 - 2038	Developer	On-going planning application ref. 22/00360/OUT for redevelopment of the site for mixed use development. (included in planning application)
New parks/open spaces in	Stratford and Maryland	N8.SA4 Stratford High Street Bingo Hall	Deliver a LAP in form of playable public realm and communal amenity	2028 - 2033	Developer	n/a

Project	Location	Site Allocation	Description	Timing	Lead & Delivery Partners/ Stakeholders	Relevant planning application
Stratford High Street Bingo Hall			space prioritising community growing opportunities.			
New parks/open spaces in Stratford Town Centre West	Stratford and Maryland	N8.SA5 Stratford Town Centre West	Deliver a series of pocket parks and a community garden at International Quarter North as part of an extension to Mirabelle Gardens, prioritising community growing opportunities, a LAP in form of playable public realm and a NEAP.	2023 - 2038	Developer	Planning application ref. 10/90641/EXTODA for Stratford City Development permitted in Mar 2012; ref. 15/00358/OUT for mixed use redevelopment at Cherry Park permitted in Feb 2018 (open space and playspace secured via S106); ref. 21/00416/FUL for residential-led development at Plot S1/S11 of International Quarter London (IQL) South permitted in Nov 2023. (open space secured via planning applications)
New parks/open spaces in Stratford Waterfront South	Stratford and Maryland	N8.SA6 Stratford Waterfront South	Deliver a LAP in form of playable public realm and community growing opportunities as part of either communal amenity space or MOL.	2028 - 2033	Developer	Planning application ref. 11/90621/OUTODA under Legacy Communities Scheme permitted in Sept 2012 (open space secured);

Project	Location	Site Allocation	Description	Timing	Lead & Delivery Partners/ Stakeholders	Relevant planning application
						Planning application ref. 17/00235/OUT and reserved matter 18/00424/REM for academic development and associated uses permitted in May 2018 and Mar 2019 (open space and public realm secured in S106). (partly secured via planning applications)
New parks/open spaces in Bridgewater Road	Stratford and Maryland	N8.SA8 Bridgewater Road	Deliver a new pocket park, a LAP in form of playable public realm and a LEAP.	2028 - 2033	Developer	Planning application ref. 11/90621/OUTODA under Legacy Communities Scheme permitted in Sept 2012 (open space and playspace secured in LCS application); Ref. 21/00403/OUT for residential-led development at the site permitted in Apr 2023 (open space and playspace secured via planning application).
New parks/open spaces in Pudding Mill	Stratford and Maryland	N8.SA9 Pudding Mill	Deliver a new pocket park prioritising community growing	2023 - 2033	Developer	Planning application ref. 11/90621/OUTODA under Legacy

Project	Location	Site Allocation	Description	Timing	Lead & Delivery Partners/ Stakeholders	Relevant planning application
			opportunities, a LEAP and a LAP in form of playable public realm.			Communities Scheme permitted in Sept 2012 (open space and playspace secured in LCS application); various planning permissions for comprehensive mixed use redevelopment under ref. 14/00422/FUL (public realm via S106), 15/00392/FUL (public realm, open space and playspace via S106) and 21/00395/FUL (open space and playspace via S106).
New parks/open spaces in Chobham Farm North	Stratford and Maryland	N8.SA10 Chobham Farm North	Deliver a LAP in form of playable public realm and community amenity space with community growing opportunities.	2028 - 2033	Developer	Planning application ref. 12/00146/FUM for mixed use development at Chobham Farm Zone 3 permitted in Feb 2014 (public realm secured via planning application).
New parks/open spaces in Plaistow North	West Ham	N9.SA1 Plaistow North	Deliver a new pocket park, community amenity space with community growing opportunities and a LAP	2028 - 2033	Developer	n/a

Project	Location	Site Allocation	Description	Timing	Lead & Delivery Partners/ Stakeholders	Relevant planning application
			in form of playable public realm.			
New parks/open spaces in Balaam Leisure Centre	Plaistow	N10.SA1 Balaam Leisure Centre	Deliver a LAP in form of playable public realm.	2033 - 2038	LBN/Developer	n/a
New parks/open spaces in Newham Sixth Form College	Plaistow	N10.SA2 Newham Sixth Form College	Enhance the quality and accessibility of existing open space for public use for all time/ outside school hours prioritising community growing opportunities, and deliver a NEAP.	2028 - 2033	Developer	n/a
New parks/open spaces in Newham Leisure Centre	Plaistow	N10.SA3 Newham Leisure Centre	Reprovide existing sports pitches alongside enhanced open space to provide a local park with minimum size of 5ha prioritising community growing opportunities, and deliver a LAP in form of playable public realm.	2028 - 2038	LBN/Developer	n/a
New parks/open spaces in Balaam Street Health Complex	Plaistow	N10.SA4 Balaam Street Health Complex	Deliver a LAP in form of a playable public realm.	2028 - 2033	Developer	n/a
New parks/open spaces in East	Beckton	N11.SA1 East Beckton Town Centre	Deliver new pocket parks, a central public square and a LAP.	2028 - 2038	Developer	n/a

Project	Location	Site Allocation	Description	Timing	Lead & Delivery Partners/ Stakeholders	Relevant planning application
Beckton Town Centre						
New parks/open spaces in Cyprus	Beckton	N11.SA2 Cyprus	Deliver a new pocket park and a LAP.	2028 - 2033	Developer	Planning application ref. 23/00840/FUL for residential development permitted in Dec 2023 (secured via planning application).
New parks/open spaces in Alpine Way	Beckton	N11.SA3 Alpine Way	Deliver a new pocket park/small open space, a LEAP and a LAP in form of playable public realm.	2028 - 2038	Developer	n/a
New parks/open spaces in East Ham Western Gateway	East Ham	N13.SA1 East Ham Western Gateway	Deliver a LAP in form of playable public realm and communal amenity space with community growing opportunities.	2033 - 2038	Developer	Planning application ref. 20/02264/FUL for residential accommodation with community use/ health centre development at the former Hartley Centre permitted in Nov 2021 (public realm improvement secured in planning application).
New parks/open spaces in East Ham Primark	East Ham	N13.SA2 East Ham Primark	Deliver a LAP in form of playable public realm and community amenity space with community growing opportunities.	2028 - 2033	Developer	n/a

Project	Location	Site Allocation	Description	Timing	Lead & Delivery Partners/ Stakeholders	Relevant planning application
New parks/open spaces in Former East Ham Gasworks	East Ham	N13.SA3 Former East Ham Gasworks	Deliver a LEAP and a LAP in form of playable public realm, prioritising community growing opportunities.	2028 - 2038	Developer	n/a
New parks/open spaces in Shrewsbury Road Heath Complex	Green Street	N14.SA1 Shrewsbury Road Heath Complex	Deliver a LAP in form of playable public realm and communal amenity space with community growing opportunities.	2028 - 2033	Developer	n/a
New parks/open spaces in Lord Lister Health Centre	Forest Gate	N15.SA1 Lord Lister Health Centre	Deliver a LEAP on a new small pocket park and a LAP in form of playable public realm.	2028 - 2033	Developer	n/a
New parks/open spaces in Woodgrange Road West	Forest Gate	N15.SA2 Woodgrange Road West	Deliver a LAP in form of playable public realm.	2023 - 2038	Developer	Planning application ref. 20/02849/FUL for residential development at the site permitted in Dec 2022 (public realm improvement secured in planning application).
Consolidated/New parks/open spaces in Beckton Riverside	Gallions Reach	N17.SA1 Beckton Riverside	Deliver a consolidated local park with minimum of 2ha and pocket parks, a LAP, a LEAP and a NEAP, prioritising community growing opportunities.	2028 - 2038	Developer	n/a

Project	Location	Site Allocation	Description	Timing	Lead & Delivery Partners/ Stakeholders	Relevant planning application
Improvement at Ghandi Chaplin Peace Garden	Canning Town	n/a	Improve the Ghandi Chaplin Peace Garden and surrounding streetscape through street trees and ground plane planting, particularly on Victoria Dock Road.	TBC	LBN	n/a
Enhancement of VeloPark	Stratford	n/a	On-going development and enhancement of the Lee Valley VeloPark.	TBC	Lee Valley Regional Park	n/a

Sport and Recreation Facilities

What?

The NPPF emphasises the need for Local Authorities to provide and protect sports and recreational facilities with assessments of the need for open space, sport and recreation facilities (including quantitative or qualitative deficits or surpluses) and opportunities for new provision. Sports England and National Governing Bodies (NGBs) also have their own strategy documents that set out their sports' national strategic priorities.

Newham has a range of formal sports facilities, parks and green space, water leisure and an extensive network of community halls and education-based leisure provision. Existing leisure facilities provision across Newham includes sports halls, swimming pools, fitness studios, health and fitness gyms, outdoor tennis courts and facilities for athletics and cycling. Some of these are provided within the three leisure centres in Newham, namely the Atherton, East Ham and Newham Leisure Centres. There are plans for replacement of Newham Leisure Centre and provision of a new centre in Canning Town. There are also a number of parks in the borough with sports facilities provision including Multi-Use Games Area (MUGAs), bowling greens and outdoor gyms. These existing facilities are owned by the public sector (including the Council, Olympic Delivery Authority and education organisations), the private sector and third sector. Regarding operational management responsibility, provision is run by a combination of Greenwich Leisure Limited (GLL) (replacing Active Newham from April 2024), the University of East London, various education organisations and a small number of private operators. GLL will deliver improvements to the existing leisure centres and a new replacement for Manor Park Fitness Centre, which closed in 2021.

The London Borough of Newham's (LBN) Built Leisure Needs Assessment (BLNA) (2024) assesses the supply of and demand for built leisure and recreation facilities in the borough. NGBs were consulted during the process to understand their strategic needs. The BLNA identified current and future needs for new sports halls, swimming pools, fitness suites and studios and street/urban sports at areas of new housing growth including Canning Town, Beckton and Stratford, alongside improvements at Newham Leisure Centre. There are also needs for more and a wider range of street/urban sports facilities alongside BMX/skate facilities at new housing growth areas. The BLNA also makes recommendation to protect, refurbish and enhance the existing provision, as well as to open up facilities on education sites for community access to address the increasing demand brought by projected population growth to 2038.

Newham is home to the Queen Elizabeth Olympic Park (QEOP), the London Stadium, Aquatic Centre and the Lee Valley Velopark, all of which are a lasting legacy from the 2012 Olympic Games. These are world class facilities and important national leisure and sporting venues. The Lee Valley Velopark is owned by the Lee Valley Regional Park Authority and managed through its leisure trust, with on-going work to seek to improve and grow the offer, thereby ensuring its long term sustainability.

Where?

Borough wide, with a particular focus on provision at new housing growth areas, including Beckton, Stratford, Canning Town and Royal Docks, and refurbishment of Newham Leisure Centres.

When?

The Built Leisure Needs Assessment (2024) plans ahead to 2038.

Why?

- Active leisure pursuits are vital for the health and well-being of the local population in terms of fitness, stress relief and social interaction.
- Leisure facilities need to evolve to meet the changing demands for space, and population growth and change, ensuring accessibility is maximised for everyone.
- Additional provision of leisure and sporting facilities at existing venue of strategic importance including VeloPark will have an important role in contributing to healthy neighbourhoods and future sporting needs.

Assumptions:

- Population projections for 2038 in the Built Leisure Needs Assessment (2024) are from the GLA capacity-based projection scenario accessed on the London Datastore. Over the next 15 years, Newham’s population will increase by just over 27%; this population growth will become increasingly concentrated in five growth Wards (Beckton, Stratford and New Town, Royal Docks, Canning Town North, Canning Town South).
- Individual participation rates in physical activity is lower than the London and national average and remain stable,
- Modern facilities will secure better levels of use – i.e. better meet needs.
- 20-minute public transport travel time and a 15-minute walk time as a catchment area for sports facilities.

Where are we now?

- A new 10 year management contract was approved with GLL in November 2023 to take over Active Newham’s role in managing Newham’s leisure centres which provides opportunities for long-term improvements. The contract started in April 2024.
- The Lee Valley Regional Park is currently at an early feasibility stage in identifying a further range of leisure and sporting facilities to enhance provision at the VeloPark both indoor and outdoor. An enhanced health and fitness offer at the VeloPark has recently been completed as part of the Authority’s diversification of its offer at this venue and it is likely there will be other opportunities for the Park Authority to support Newham in meeting local needs and targets i.e. social care, through the development of sport and recreation facilities within this venue.
- In July 2023 Newham Cabinet approved feasibility to progress a new centre at Canning Town. In April 2024 LBN won GLA funding to progress feasibility studies at Newham leisure centre in partnership with the NHS.

What are the next steps?

- Deliver the new leisure centres, urban sports offers and MUGA through development of site allocations.

- Protect the existing facilities and continue to sought wider community access to leisure facilities as part of school improvements, while private gyms are increasingly present in town centres and planned as part of mixed use schemes.
- Master plans and feasibility work are due to commence preparation by the Lee Valley Regional Park Authority in 2025 to look at options for additional sporting and leisure facilities at the VeloPark and north QEOP.

Spatial Implications

- Enhance and protect the existing built sport and recreation facilities and deliver new provision in Canning Town, Beckton and Stratford to meet the needs of existing and growing population where there are major housing developments.
- Balaam Leisure Centre must not be released for housing until a replacement leisure centre is opened in Canning Town.

Main Sources:

LBN (2024), [Built Leisure Needs Assessment](#)

LBN (2023), [New 10 year management contract agreed for Newham’s leisure centres](#)

Major sport and recreation facilities:

Project	Location	Description	Timing	Lead & Delivery Partners/ Stakeholders	Expected Cost	Funding Source(s)	Funding Available	Funding Gap
New leisure centre at Canning Town	Canning Town	Provide a new built leisure centre with a minimum of 6 badminton court hall, 8 lane x 25m pool and 1 teaching pool, fitness suites and studios in Canning Town District Centre.	2023 – 2030	LBN	>£20m	LBN/Developers	£2.6m	n/k

Major sport and recreation facilities included in the Local Plan, in addition to the above project:

Project	Location	Site allocation	Description	Timing	Lead & Delivery Partners/ Stakeholders	Relevant planning application
Newham Leisure Centre improvement and indoor urban sports offer	Plaistow	N10.SA3 Newham Leisure Centre	Deliver improvement and expansion of Newham Leisure Centre to contain 12 badminton courts, 8 lane x 25m pool and 1 teaching pool, fitness suites, studios, outdoor athletics track and protecting the indoor athletics facility (the Hub) Terence Mcmillan Stadium; including an indoor sports offer.	By 2038	LBN/NHS/Developers/GLL	n/a
New leisure centre at Beckton	Gallions Reach/ Beckton	N17.SA1 Beckton Riverside/ N11.SA1 East Beckton Town Centre	Provide a new built leisure centre with minimum 4 badminton court sports hall, 1 x 4 lane x 25m pool, fitness suites, and studios to be delivered either in Beckton Riverside or East Beckton Town Centre.	2028 – 2038	LBN/Developers	n/a
New sports facility at Rick Roberts Way	Stratford and Maryland	N8.SA7 Rick Roberts Way	Provide a new sports hall with minimum 4 badminton courts.	2028 - 2033	LBN/Developers	Planning application ref. 11/90621/OUTODA under Legacy Communities Scheme permitted in Sept 2012 (169sqm leisure floorspace secured in LCS scheme atPDZ8).
VeloPark Improvements	Stratford and Maryland	n/a	Development and enhancement of the Lee Valley VeloPark.	2025 onwards	Lee Valley Regional Park Authority/ LBN	n/a
Manor Park Community	Manor Park and Little Ilford	n/a	Deliver a replacement community fitness centre.	2025	LBN/GLL	Planning application ref. 21/01737/LA3 for affordable residential scheme with

Project	Location	Site allocation	Description	Timing	Lead & Delivery Partners/ Stakeholders	Relevant planning application
Fitness Centre						replacement gym approved in July 2021 (secured in planning application).
Urban sports offer	Canning Town, Custom House, East Ham South, Manor Park and Little Ilford, Manor Park and Little Ilford	n/a	Provide urban sports offer at Star Park, King George V Park, Gooseley Playing Field, Barrington Playing Fields and Little Ilford Park.	n/k	LBN	n/a
Urban sports offer at Beckton Riverside	Gallions Reach	N17.SA1 Beckton Riverside	Provide urban sports offer at Beckton Riverside.	2028-2038	Developer	n/a
New MUGA at Lyle Park West	Royal Victoria	N2.SA2 Lyle Park West	Deliver a new sports-lit MUGA.	2023 - 2033	LBN/Developers	n/a
New MUGA at Royal Albert North	Royal Albert North	N3.SA1 Royal Albert North	Deliver a new sports-lit MUGA.	2033 - 2038	LBN/Developers	Hybrid application ref. 14/00618/OUT and reserved matter 18/00251/REM for a business-led mixed use development at the site permitted in Dec 2015 and Jun 2018 (phase 1 completed) (not secured for MUGA - sports use

Project	Location	Site allocation	Description	Timing	Lead & Delivery Partners/ Stakeholders	Relevant planning application
						secured via planning application).
Reprovision of existing MUGA at Canning Town East	Canning Town	N4.SA1 Canning Town East	Protect and reprovide the existing sports-lit MUGA adjacent Fox Road and Burke Street.	2023 - 2038	LBN/Developers	n/a
New MUGA at Custom House – Coolfin North	Custom House	N5.SA2 Custom House – Coolfin North	Deliver a new sports-lit MUGA.	2033 - 2038	LBN/Developers	n/a
New MUGA at Stratford	Stratford	N8.SA5 Stratford Town Centre West or N8.SA7 Rick Roberts Way.	Deliver a new sports-lit MUGA either at Stratford Town Centre West or Rick Roberts Way.	2023 - 2038	LBN/Developers	n/a
New MUGA at Plaistow North	West Ham	N9.SA1 Plaistow North	Deliver a new sports-lit MUGA.	2028 - 2033	LBN/Developers	n/a
New MUGA at Beckton District Park	Beckton	n/a	Deliver a new sports-lit MUGA.	n/k	LBN	n/a
New MUGA at Beckton Riverside	Gallions Reach	N17.SA1 Beckton Riverside	Deliver a new sports-lit MUGA.	2028 - 2038	LBN/Developers	n/a

Emergency Services: Metropolitan Police Service

What?

The New Met for London (NMfL) Plan outlined the Metropolitan police service's (MPS) aspiration to transform its buildings, including:

- Developing a comprehensive strategy for building working environments that are sustainable and efficient, support staff, their work, and the delivery of the NMfL Plan;
- The creation of hubs to process digital evidence, improved evidence and property storage and more capacity to deliver new leadership training;
- Ensuring policing buildings will also provide victims of crime with a comfortable and supportive environment; and
- Carrying out immediate refurbishment in line with existing plans.

Currently buildings occupied by the Metropolitan police are located in Plaistow, Forest Gate and Stratford, with further neighbourhood police bases and small office locations spread throughout the borough. As part of the NMfL, the MPS is looking to recruit up to an additional 1,600 Police Community Support Officers across London (500 PCSOs have been funded so far) to ensure the ward teams are based within a maximum of 20-minute walk from the ward boundary of the wards they police. In order to achieve the aims of the NMfL, new neighbourhood police bases will be needed. Within LB Newham, these are required particularly in the East Ham South and Wall End wards. However, it is possible that neighbourhood police bases could be required within other wards as a result of large planning applications proposing development sufficient to justify new bases.

One of the MPS's current Emergency Response & Patrol Team covering the North East Basic Command Unit is located at Uplands Business Park, Blackhorse Lane, Waltham Forest. The base covers both the Waltham Forest and Newham boroughs. It is likely to be displaced as a result of a proposed redevelopment of the business park, which recently secured a resolution to grant planning permission from LB Waltham Forest in December 2023. A new location for the base is needed.

The MPS emphasised the focus of investment for digital improvement to support new ways of working and decarbonisation target in their Business Plan 2021-24. The decarbonisation strategy will be delivered by managing direct and indirect emissions from buildings, transport and business air travel to reduce impact on climate change and to improve London's air quality.

Where?

Borough-wide. New neighbourhood police bases will be needed particularly in the East Ham South and Wall End wards, and may be needed in other wards with large scale developments.

When?

- MPS's Business Plan covers the time period from 2021-24.
- The NMfL is a two years plan which covers the time period from 2023 to 2025.

Why?

- More efficient approaches to asset management will yield the finance to invest in new ways of delivering policing in the borough, with the aim of reducing neighbourhood crimes, boosting public confidence, and delivering savings (the 20:20:20 initiative).
- Invest in estates and fleet upgrade including decarbonisation to contribute to action against global climate change.
- Digital investment will improve service efficiency and the working environment for MPS staff.

Where are we now?

- Closure of East Ham police station as a result of the MOPAC Estate's Strategy 2013 – 2016 to reduce amount of space occupied.
- There are unfunded estate costs associated with implementing the NMfL reform programme (London-wide), which could be as much as £1 billion.
- As set out in the Mayor's Capital Strategy, the MPS has a Capital Programme with an estimated value of £1.5b over the period 2020/21 to 2024/25. The Capital Programme supports many of the changes required to deliver efficiencies for the future, as well as funding for maintaining existing essential capabilities, including £125m for vehicle fleet renewal and £313m for IT expenditure.

What are the next steps?

- The MPS is working to finalise the MPS/Mayor's Office for Policing & Crime (MOPAC) longer-term estates strategy, which will be based on the content of the New Met for London Plan. The Council will continue to work closely with MPS regarding key elements of proposed infrastructure, particularly new neighbourhood police bases and S106 charging.
- The MPS is working with LB Waltham Forest, LB Newham and other partners on the relocation of the Emergency Response & Patrol Team base.
- The MPS will work with LBN on exploring the emerging need for the new neighbourhood police bases.

Spatial Implications

- New locations may be needed, perhaps co-located with other uses, subject to the proposals in the upcoming MOPAC estates strategy.
- Deliver digital infrastructure improvements borough-wide to support estate modernisation and digitalisation.
- Generally re-design of MPS estates needs to support decarbonisation planning.
- Sufficient electricity capacity to support estate and fleet decarbonisation.

Main Sources:

MPS, [Business Plan 2021-24](#)

MPS, [A New Met for London 2023-2025](#)

MOPAC/MPS (2013), [Estates Strategy 2013-2016](#)

Major infrastructure projects for Metropolitan Police Service:

N/A

Emergency Services: London Fire Brigade

What?

The London Fire Brigade (LFB) provides fire, rescue and community safety services for London. It is run by the London Fire Commissioner (LFC) and within the direct responsibility of the Mayor of London. LFC's estate in London includes 102 fire stations and one river station, deploying 142 fire engines and a further 102 specialist operational vehicles. Infrastructure in the borough comprises fire stations and training facilities including the north east area management hub and fallback emergency control room.

LFB's infrastructure planning focuses on improving effectiveness and efficiencies, which includes looking at integration opportunities with other emergency services and a strategy to decarbonise both premises and fleet. LFB estate objectives focus on delivering the following priorities for buildings:

- efficient and effective;
- open and recognisable;
- safe and secure; and
- inclusive and sustainable.

The Greater London Authority (GLA) and Mayor of London have set Functional Bodies, including the LFB, a target of becoming carbon net zero by 2030. The upcoming LFB Decarbonisation Strategy includes proposed work streams on smart energy use, premises decarbonisation, renewable energy and electrical upgrades which focus on decarbonising estate. In addition, the Mayor of London introduced the Ultra Low Emission Zone (ULEZ) in 2019, which expanded to Greater London in 2023. The LFB currently includes around 50 electric cars, however the future electrification of specialist vehicles such as fire appliances pose a challenge due to higher demand for electric current requiring substantial upgrades. In line with Carbon Net Zero initiative, the plan allows for replacement of existing internal combustion powered vehicles with zero emission vehicles.

Where?

In Newham there are 3 stations, namely East Ham Fire Station (210 High Street South), Plaistow Fire Station (154 Prince Regent Lane) and Stratford Fire Station (117 Romford Road). In addition, there is a training centre in Beckton run by an external agency. However, borough boundaries are not relevant for emergency (999) response purposes. LFB plans and locates its fire stations and fire engines to ensure London-wide cover so the areas covered by fire stations are not, therefore, consistent with borough boundaries.

When?

The current LFB Community Risk Management Plan (CRMP) runs for 6 years and covers years from 2023 to 2029. The associated LFB Estates Strategy is in place until 2029 whereas LFB Fleet Strategy proposes a planned way forward until 2035. Both strategies will be subject to periodic review.

Why?

Looking ahead the next few years will present different approaches to the way LFB administers and delivers its services, particularly in the context of changing risk patterns, the planned new governance arrangements – including increased cooperation between Metropolitan Police Service, London Ambulance Service and LFB service – and ongoing budget challenges. The LFB Estate Strategy and LFB Fleet Strategy are enabling strategies providing vital platforms for the delivery of services LFB will provide within its CRMP.

- The age of a fire station is the most significant factor in assessing its suitability and how fit for purpose it is and 2 out of 3 of Newham’s fire stations are ageing, underlining the need for on-going adaptation and investment to meet the needs of a 21st century fire service.
- The accommodation needs to respond to the new patterns of risk facing London such as population growth, climate change, the increase risk of flooding, and terrorist threats.
- There has been a significant increase in the number of specialist vehicles and equipment and the way in which these specialist vehicles and skills are managed impact accommodation needs in the future.
- Accommodation needs to respond to LFB’s community ethos to have ‘stations at the heart of the community’ and opening up stations as community hubs as well as the duty to collaborate.
- Invest in estates and fleet upgrade including decarbonisation to contribute to action against global climate change.
- Digital investment will improve service efficiency and the working environment for LFB staff.

Assumptions:

- An effective fire station must be well located in order to achieve acceptable response times to incidents, as well as house modern fire appliances, equipment and personnel in a manner which can also provide suitable facilities for training purposes, maintenance and an inclusive working environment.
- Fires continue to decline whilst road traffic accidents are tending to require more resource from the LFB. Additionally, changing patterns of risk across London, such as population growth, increased risk of flooding, climate change, threat of terror and the emerging fire risks involving transportation powered by lithium batteries require LFB to be prepared for such scenarios.

Where are we now?

- To complement the CRMP, Borough Risk Management Plans was published providing tailored intelligence on the delivery of LFB services in Newham.

What are the next steps?

- Awaiting publication of the LFB Decarbonisation Strategy.
- Ongoing management, maintenance, assessment and investment in LFB estate including East Ham, Stratford and Plaistow fire stations.
- Plan the delivery of the Estate Strategy and Fleet Strategy.
- Continue to work collaboratively with other emergency services to deliver mutually beneficial estates solutions.
- Estate mapping to report on estate performance and manage utilisation.

- An accessibility review of the estate to support alignment with Equality Act 2010.

Spatial Implications

- Deliver digital infrastructure improvements borough-wide to support estate modernisation and digitalisation.
- Generally re-design of LFB estates needs to support decarbonisation planning.
- Sufficient electricity capacity to support estate and fleet decarbonisation.

Main Sources:

[LFB \(2024\), LFB Fleet Strategy 2024 - 2035](#)

[LFB \(2023\), LFB Estate Strategy 2024 - 2029](#)

[LFB \(2023\), LFB Community Risk Management Plan \(CRMP\) 2023 - 2029](#)

[LFB \(2023\), LFB Borough Risk Management Plan](#)

Major infrastructure projects for London Fire Brigade:

N/A

Emergency Services: London Ambulance Service

What?

London Ambulance Service (LAS) NHS Trust provides emergency response and less urgent care services in London which are purchased by NHS North East London (NEL). LAS provides 999 triage service for London, and 111 clinical advice services for North East London. Infrastructure planning also covers the fleet.

The LAS estate comprises various properties to support its range of functions, including 70 ambulance stations and 5 sector-based headquarters distributed across London. Their functions include:

- Operational Delivery – ambulance stations, control centres;
- Fleet – workshops;
- Make Ready – at ambulance stations;
- Logistics – store;
- Training – training facilities; and
- Administration – headquarters and other administrative offices

The LAS Strategy 2023-28 has 3 strategic missions:

- Our care – delivering outstanding emergency and urgent care whenever and wherever needed.
- Our organisation – being an increasingly inclusive, well-led and highly skilled organisation people are proud to work for.
- Our London – using our unique pan-London position to contribute to improving the health of the capital.

The LAS Strategy outlines priorities and commitments. The LAS has plan to improve their infrastructure by estate modernisation so that the ambulance stations are in the best locations and that they are redeveloping property to provide a positive environment for people. By 2028, the LAS will open at least one rebuilt ambulance station each year, improve the IT, phone system and vehicle fleet, and invest in digital working technologies.

Where?

There are 3 ambulance stations in Newham (North Woolwich Way, E16 2BB; Howards Rd, E13 8AZ; Wellington Rd, E6 2RG), a Hazardous Area Response Team (HART) at Cody Road (6 South Cres, E16 4TL) and an Emergency Operations Centre (EOC) and Education Centre at Newham Dockside (Dockside Road, E16 2QU). Newham University Hospital in Plaistow is the main recipient of the LAS service in the borough.

When?

The LAS Strategy covers the years 2023-2028.

Why?

- The ambulance service is part of the integrated National Health Service and therefore what it does has knock on effects, notably for hospital capacity, just as in turn, the organisation of and access to primary care has implications for recourse to the Service.
- In Newham, as elsewhere in London, many residents are not registered with a GP and population churn reduces the efficacy of education campaigns, meaning a higher recourse to ambulances and accident and emergency (A&E). Increased life expectancy and solo living amongst older residents has also not been matched with sufficient support for management of conditions at home. Many ambulance calls and subsequent admissions are avoidable.
- Cooperation and integration among emergency services is expected to deliver better outcomes for patients and savings.
- Invest in estates and fleet upgrade including decarbonisation to contribute to action against global climate change.
- Digital investment will improve patient care and the working environment for LAS staff.

Assumptions:

- Avoidable ambulance calls outs and emergency admissions should be reduced providing for a service that can better accommodate needs arising from population growth. This can be achieved by improving investment and access to primary care (GP surgeries).

Where are we now?

- LAS training centre at Newham Dockside was implemented in 2021.
- The relocation of Emergency Operation Centre in Bow to Newham Dockside completed in 2022, with implementation of upgraded IT infrastructure.

What are the next steps?

- LAS to deliver the Business Plan 2023-24 under the LAS Strategy 2023-28.

Spatial Implications

- Development needs to be planned with emergency access.
- Deliver digital infrastructure improvements borough-wide to support estate modernisation and digitalisation.
- Generally, re-design of LAS estates needs to support decarbonisation planning.
- Sufficient electricity capacity to support estate and fleet decarbonisation.
- Primary care provision in suitable location to improve existing and future population to access services.

Main Sources:

LAS, [Who we are and what we do](#)

LAS, [Business Plan 2022/23](#)

LAS (2023), [LAS Strategy 2023-28](#)

Major infrastructure projects for London Ambulance Service:

N/A

Justice

What?

In 2019, the Ministry of Justice (MoJ) published the response to HM Courts and Tribunal Service's (HMCTS) '*Fit for the future: transforming the court and tribunal estate*' which served as the basis of the HMCTS Estate Strategy published in 2022. It sets out how decisions regarding the future of the estate should be made. The Estates Strategy is built on providing premises to meet four guiding principles: care, place, value and innovations, by ensuring:

- care for buildings so that they provide a safe, secure and well-maintained environment;
- buildings are in the right locations to deliver access to justice and provide a flexible and resilient estate;
- every action delivers value-for-money to the taxpayer; and
- development of better ways to provide capacity and use of existing court and tribunal estate.

The HMCTS Estate Strategy outlined the actions to be implemented by the end of 2031, including:

- in place new court buildings which are flexible, resilient and sustainable;
- closed the least efficient and sustainable court buildings and relocated the work where possible to more modern, costs effective and low energy/low carbon sites;
- consolidated the administrative estate as far as practicable;
- reached expiry for 13 (out of 17) Private Finance Initiative (PFI) agreements – and interest has reverted to HMCTS/MoJ (in most cases);
- developed a shopfitting and 'moves & changes' service to support the short-term changes of use; and
- invested funding to meet Greening Government Commitments 2030.

Where?

Stratford Magistrates' Court in Stratford and New Town ward.

When?

HMCTS Estate Strategy sets out ambitions in the next 10 years from 2021 to 2031.

Why?

- Many of the 460 court and tribunal buildings in the HMCTS estate nation-wide are underused, unsuitable and/or expensive to maintain. In 2016, four out of ten buildings were used less than half their available time. In the context of constrained resources, the justice system needs to have modern IT and processes and to be located in buildings which are fit for purpose.
- The public sector, including HMCTS, is committed to Greening Government Commitments to reduce carbon, improve conservation of water and increase biodiversity. There is a need to reduce its estate footprint or obtain investment for innovative greener technologies to achieve these targets.

- Invest in estates decarbonisation to contribute to action against global climate change.
- Digital investment will improve service efficiency and the working environment for staff.

Assumptions:

- Reconfiguration of services and related processes and systems will allow for rationalisation of estate.
- Digital investment will improve service efficiency and the working environment for staff.

Where are we now?

- Delivering the HMCTS Estates Strategy.

What are the next steps?

- Continue to deliver the HMCTS Estate Strategy by the end of 2031.
- Awaiting future estate proposals from HMCTS. On-going work for HMCTS to develop a Property Strategy Tool to determine open, close and relocation of tribunal and court buildings.

Spatial Implications

- Deliver digital infrastructure improvements borough-wide to support estate modernisation and digitalisation.
- Generally, re-design of estates needs to support decarbonisation planning.
- Sufficient electricity capacity to support estate decarbonisation.

Main Sources:

HMCTS (2022), [Estates Strategy](#)

MoJ (2019), [Response to the 'Fit for the future: transforming the court and tribunal estate' consultation](#)

HMCTS (2018), [Fit for the future: transforming the court and tribunal estate](#)

Major justice facilities projects:

N/A