SYSTRA

Newham London

Newham Sustainable Transport Strategy

July 2024

newham.gov.uk

WE ARE NEWHAM.

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1. INTRODUCTION

1.1.1 This document details the sustainable transport strategy for the London Borough of Newham for the period 2023 - 2038. This strategy has been created to support the Local Plan Review, which sets out a framework for development in the borough, and to help prioritise Council's actions to support more sustainable transport in the borough.

1.1.2 Based against this context, a set of objectives has been developed, and proposed 'actions' that the Council and its partners will pursue to meet the objectives. Some actions are short term, and reflect schemes already in development, whereas others will need to be implemented over the longer term, and may require support from developers, neighbouring local authorities, national government or Transport for London (TfL). The strategy will not lead to an overnight transformation but will act as a basis for a programme to deliver change. The document concludes with consideration of how the actions will be funded, and how progress will be monitored.

1.1.3 The Strategy is based on the development of an extensive baseline evidence base, which considered national, local, and regional policy drivers, as well as consideration of its current and proposed land use distribution, its demographic profile and other socio-economic data, and the provision and shape of its transport network. As part of the of the evidence base, a growth assessment was also carried out; examining the possible impact of Local Plan growth on the current transport network and the implications for congestion and sustainable travel.

1.1.4 Newham commissioned SYSTRA, an independent consultancy, to develop this strategy in collaboration with the Council.

1.1.5 The structure of the document is as follows:

- Section 2 sets out a picture of the current situation in Newham today, presenting a summary of the baseline evidence base, and the Growth Assessment, as well as summarising the drivers of change that will shape travel and transport in Newham in the future;
- Section 3 summarises the consultation and engagement activities which have been carried out to provide input in to the development of the Strategy;
- Section 4 sets out the objectives for this Strategy, as well as the rationale which underpins their development;
- Section 5 presents the recommended actions to support sustainable travel in Newham;
- Section 6 sets out the programme of interventions necessary to support the delivery of the Local Plan Refresh; and
- Section 7 presents the Key Performance Indicators to be used to monitor and evaluate the success of the Strategy

2. WHAT IS THE SITUATION IN NEWHAM TODAY?

2.1 Summary of Baseline Report

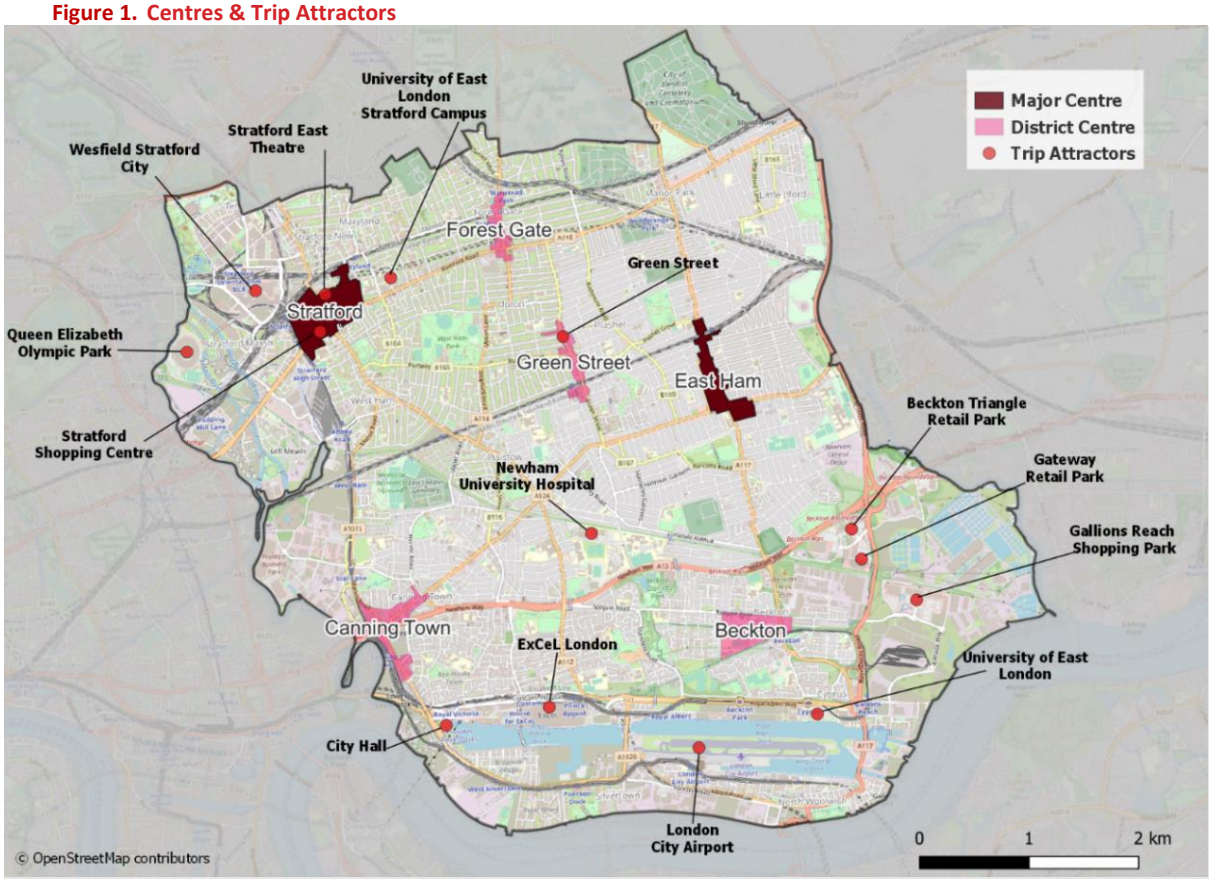
2.1.1 A baseline review of the existing transport context in Newham was undertaken by SYSTRA, and structured around the following themes and subsequent research questions:

- Place - How does the layout and make-up of Newham affect the availability of transport?
- People - Who makes up the population of Newham?
- Network - What comprises the transport network across the Borough and how is it connected?
- Movement - How do people move within, to and from, Newham?

2.2 Place

2.2.1 As shown in Figure 1, there are number of town centres across the Borough, Stratford and East Ham being the major centres where most commercial and cultural activity is clustered. There are also several large district centres. Major trip attractors include Stratford, Olympic Park, City Airport and ExCeL London. Notably the retail centres labelled on the map below are significant trip generators, and aside from Westfield, all (Gallions Reach, Beckton Triangle, Gateway Retail Park) are located out of town and some distance from a public transport hub.

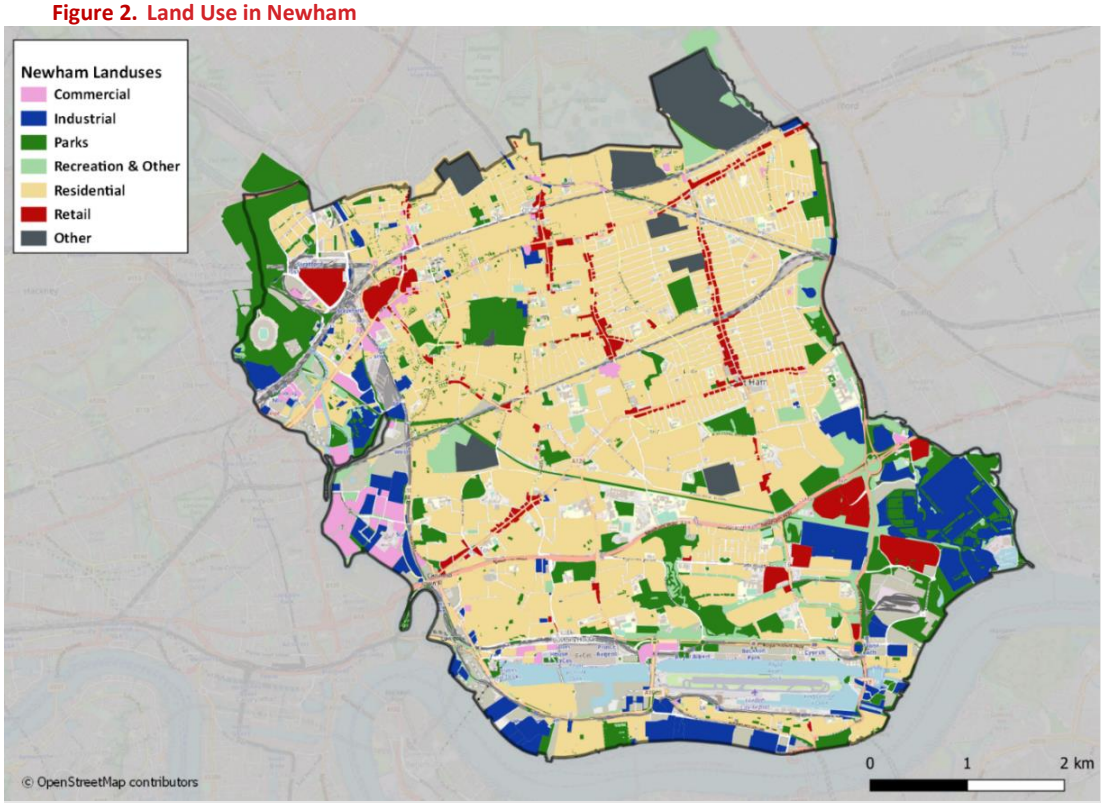
Figure 1. Centres & Trip Attractors



Source: SYSTRA

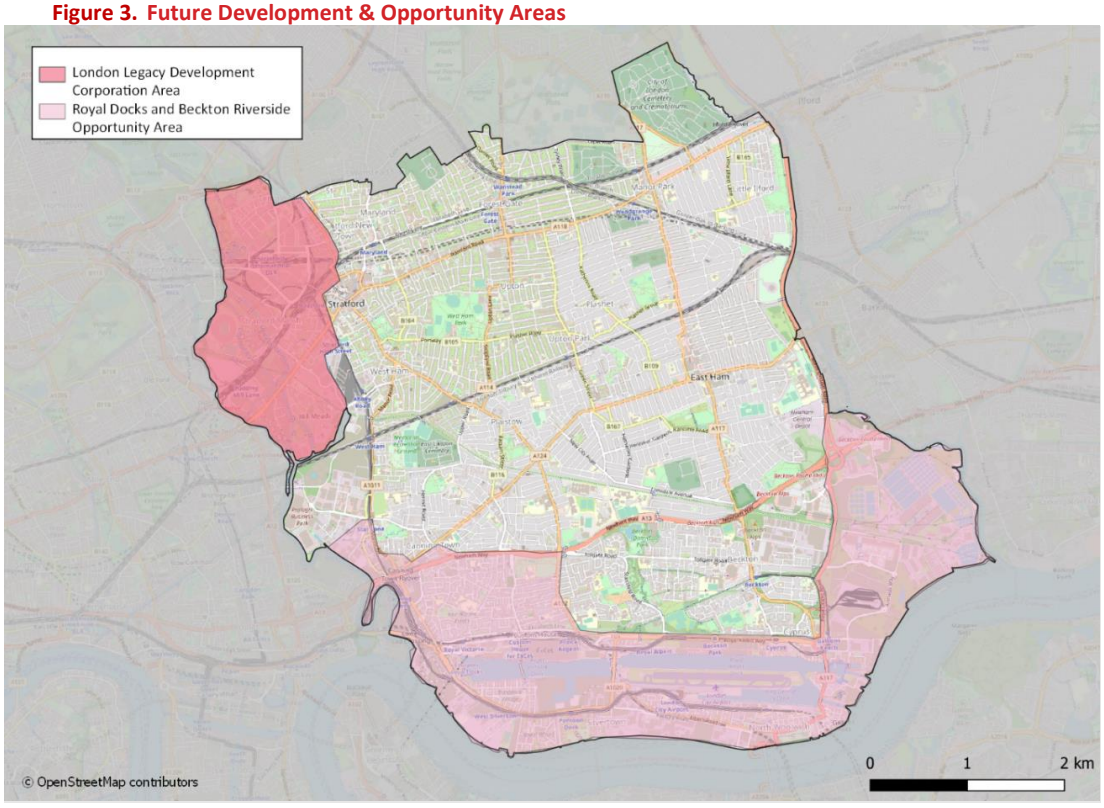
2.2.2 The Borough is predominantly residential with large residential communities spread across the centre, hosting internal local retail centres. Alternative land uses are mainly situated towards the edges, with significant quantities of industrial land along the southern edge. Further detail is shown in Figure 2.

Figure 2. Land Use in Newham



Source: SYSTRA

Figure 3. Future Development & Opportunity Areas



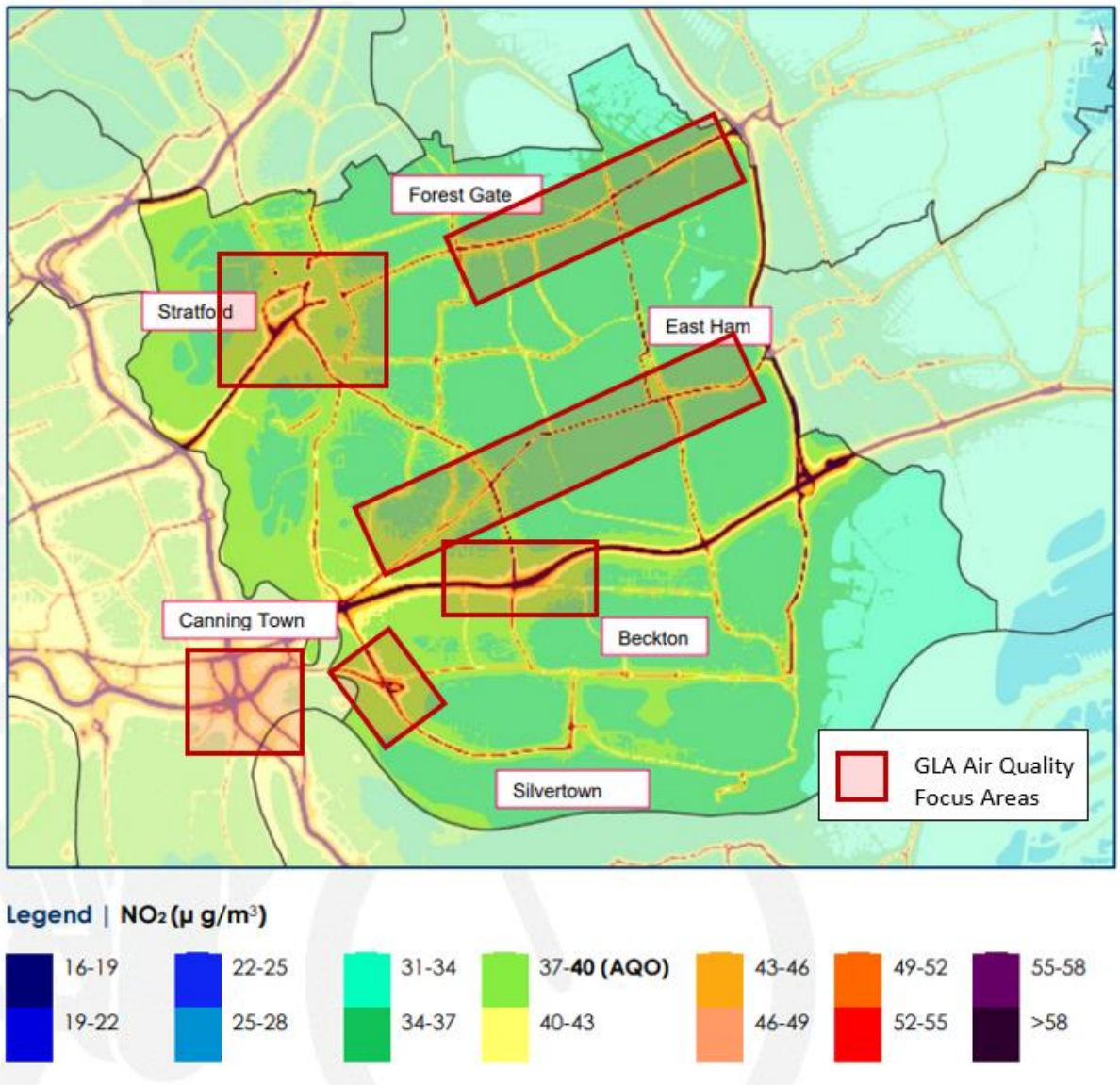
Source: SYSTRA

2.2.3 A particular focus of this strategy is the need to respond to future growth in the borough, most notably in the London Legacy Development Corporation (LLDC) and Royal Docks and Beckton Riverside Opportunity Areas.

2.2.4 Air quality across the borough is generally poor, and as a result the whole Borough of Newham was declared an Air Quality Management Area (AQMA) in 2019, for both Nitrogen dioxide (NO2) emissions and Particulate Matter (PM10 & PM2.5) emissions, as safe levels of those pollutants are on average exceeded boroughwide.

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

Figure 4. Air Quality Newham



Source: Newham Air Quality Action Plan 2019-2024

2.3 People

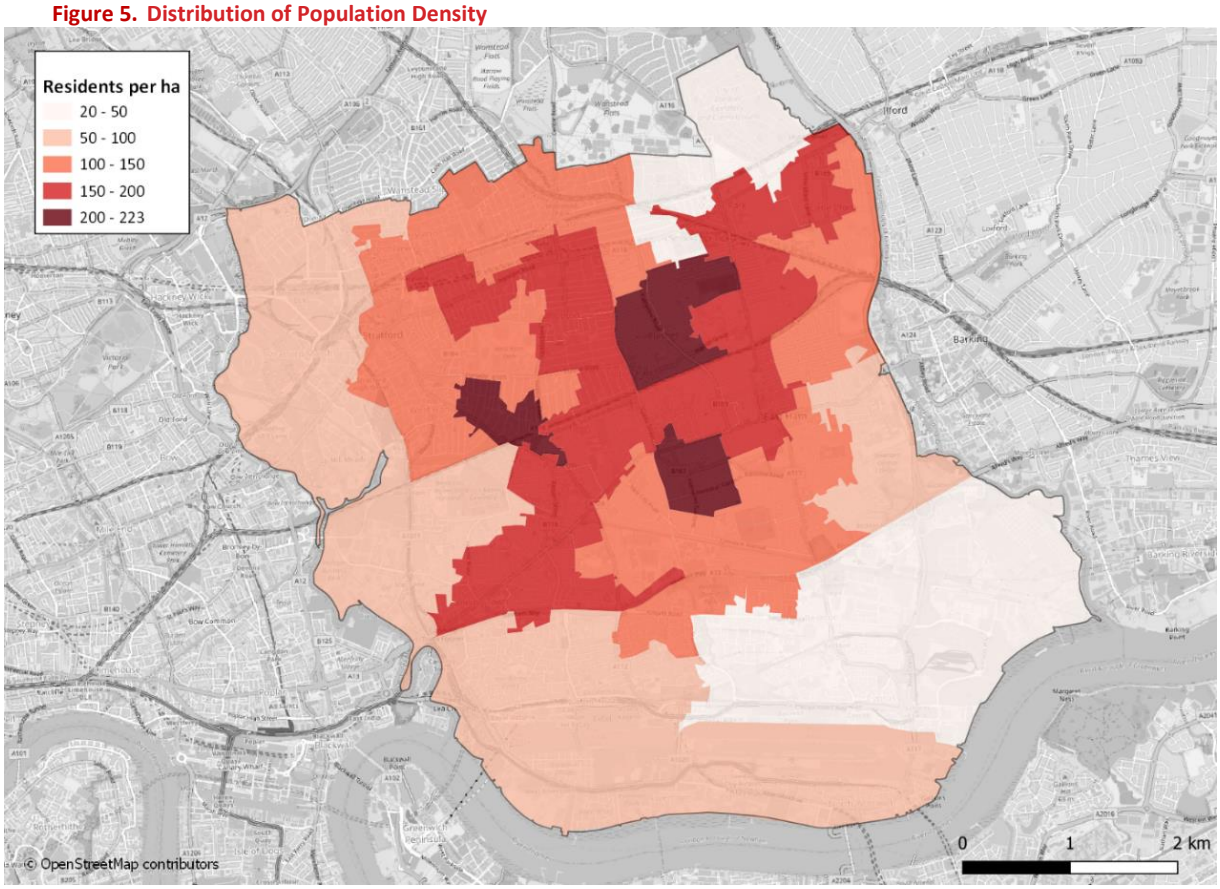
2.3.1 The population of Newham in the 2021 census was estimated to be at 351,100. Newham's population experienced a growth rate of 14% between the period 2011 to 2021, this is double that experienced by London as a whole, at 7.7% across the same timeframe. The overall increase for England in this period was 6.6%. Over the next ten years Newham will account for 30% of London's population growth. The Borough's population is expected to grow to above 440,000 by 2031 from its current 351,100.

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

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

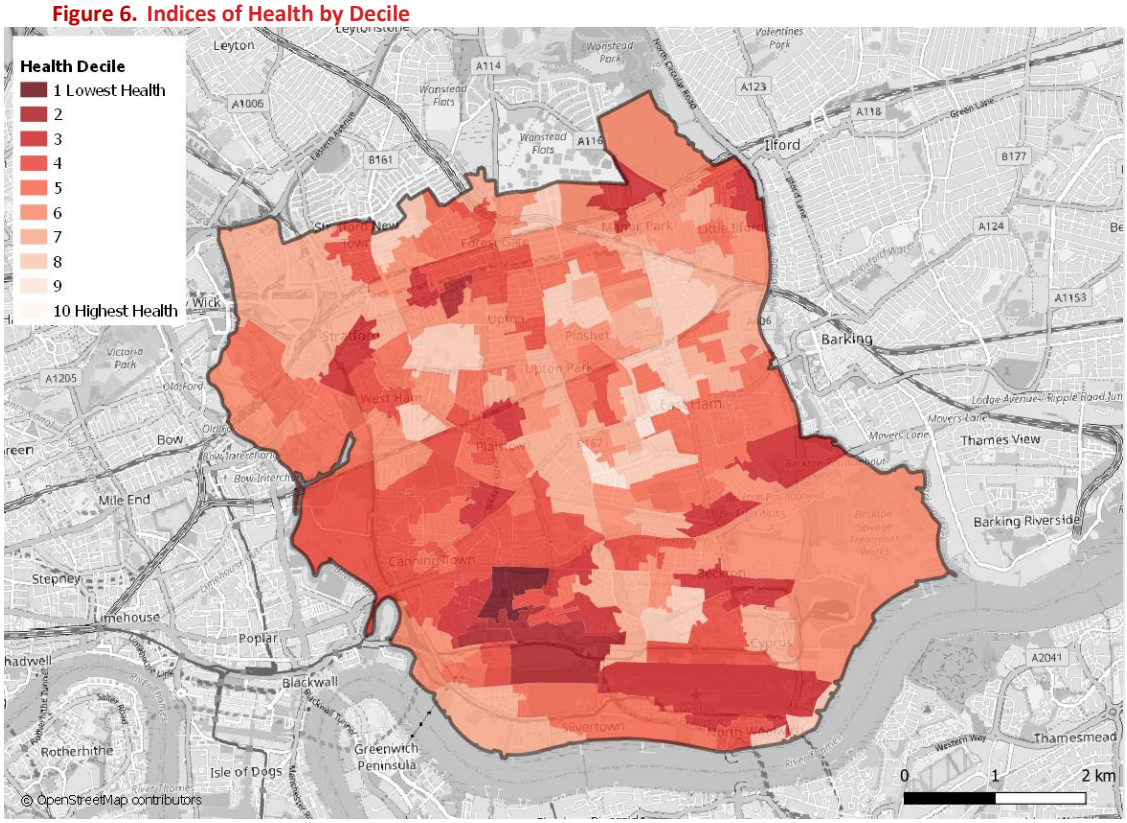
2.3.2 Census 2021 data indicates that population density in the Borough is equivalent to 97 residents per hectare or a figure of 9,700 usual residents per square kilometre. This population density of 97 per ha has risen significantly from 69 in 2001 and 89 in 2011 (ONS 2021, Demographic Projections). Newham is the eighth most densely populated of London's 33 local authority areas.

Figure 5. Distribution of Population Density



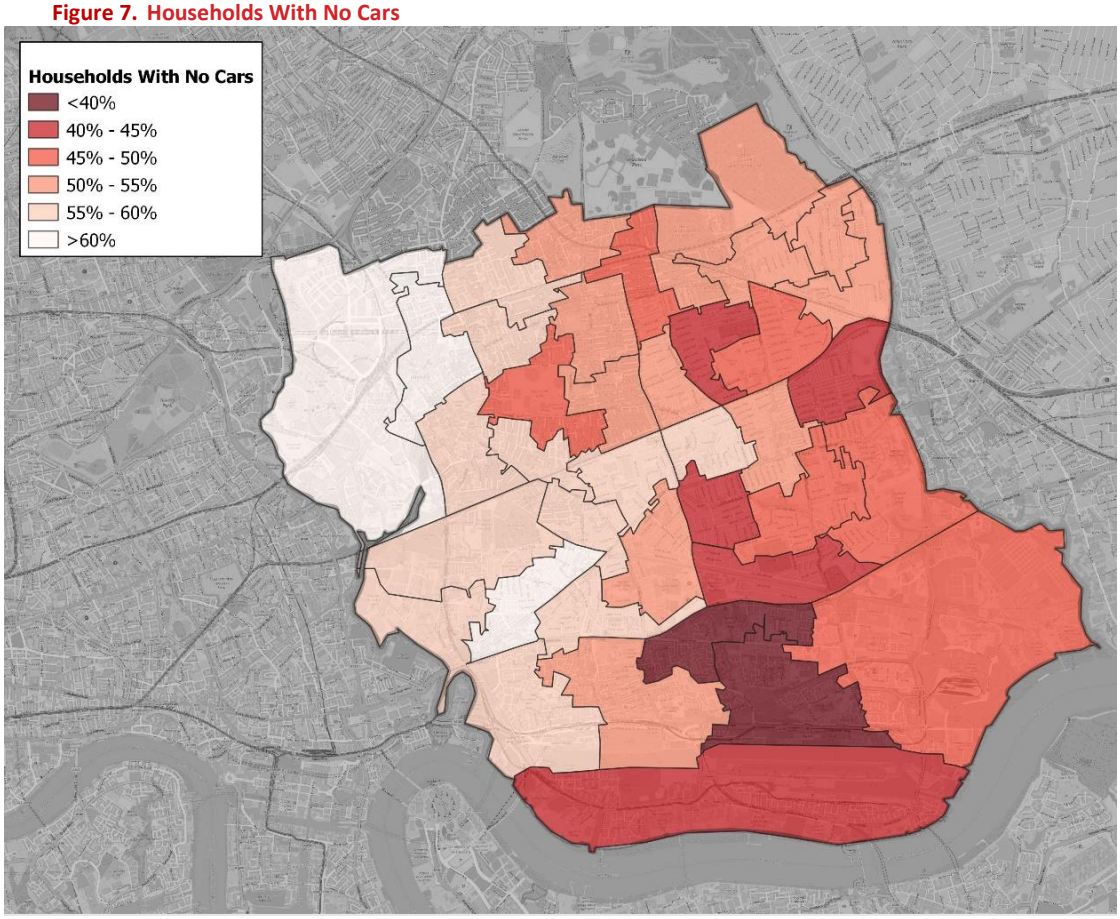
Source: Census 2021

Figure 6. Indices of Health by Decile



Source: Census 2021

Figure 7. Households With No Cars



Source: Census 2021

2.3.3 Newham has the most diverse population of any local authority in the entire country, with its Black, Asian, and Minority Ethnic (BAME) population representing 72.5% of the Borough's residents. The population can be categorised as hyper-diverse, given there are a plethora of different communities with roots across the world, bound by a variety of cultures and religions. Over 100 languages are spoken with English being the most common followed by Bengali, Urdu and Gujarati (GLA 2019).

2.3.4 In regard to disability Newham coincides with the London average, latest estimates indicated that 14% of residents had a long-term health problem or disability, meaning people whose day-to-day activities are limited a lot or a little by a disability or long-term medical condition.

2.3.5 The lowest health deciles are in the west of the borough, which align with greatest deprivation and some of the worst air quality. The neighbourhoods that rank poorly for other indices of deprivations, rank poorly for health, as is evident in Customs House, Canning Town North, and parts of the Royal Docks.

2.3.6 The 2011 Census tells us that an average of 52% of Newham households do not own a car or have access to a car. This demonstrates relatively low levels of car ownership, particularly in comparison to the national picture. Figure 7 depicts the percentage of households with no access to a car within the Borough.

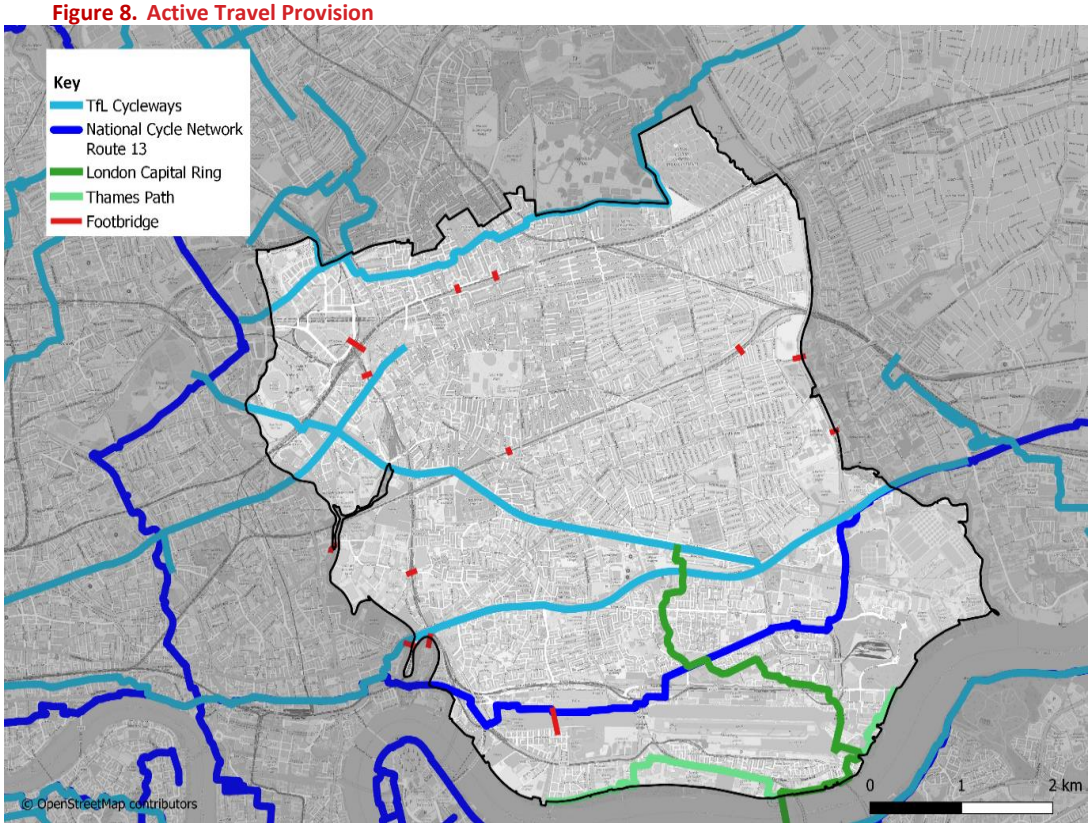
2.4 Network

Cycling and Walking

2.4.1 Figure 8 shows the current active travel provision in the area. The national cycle network route 13 passes from south of the borough in east-west direction. TfL cycleways routes also pass through south of the borough from east to extending west and northwest. Footbridges are also marked in the figure, mainly present in the north. Active travel provision map of Newham shows lack of cycling infrastructure in the northeast of the borough.

2.4.2 Cycleway 2 connects Stratford with the City of London, using a mostly segregated route. Cycleway 3 crosses Newham east to west, following Newham Way (A13) using a segregated route. The Greenway (marked as Quietway 22) crosses the borough north west to south east, from the Queen Elizabeth Olympic Park towards Beckton, on a route segregated from traffic.

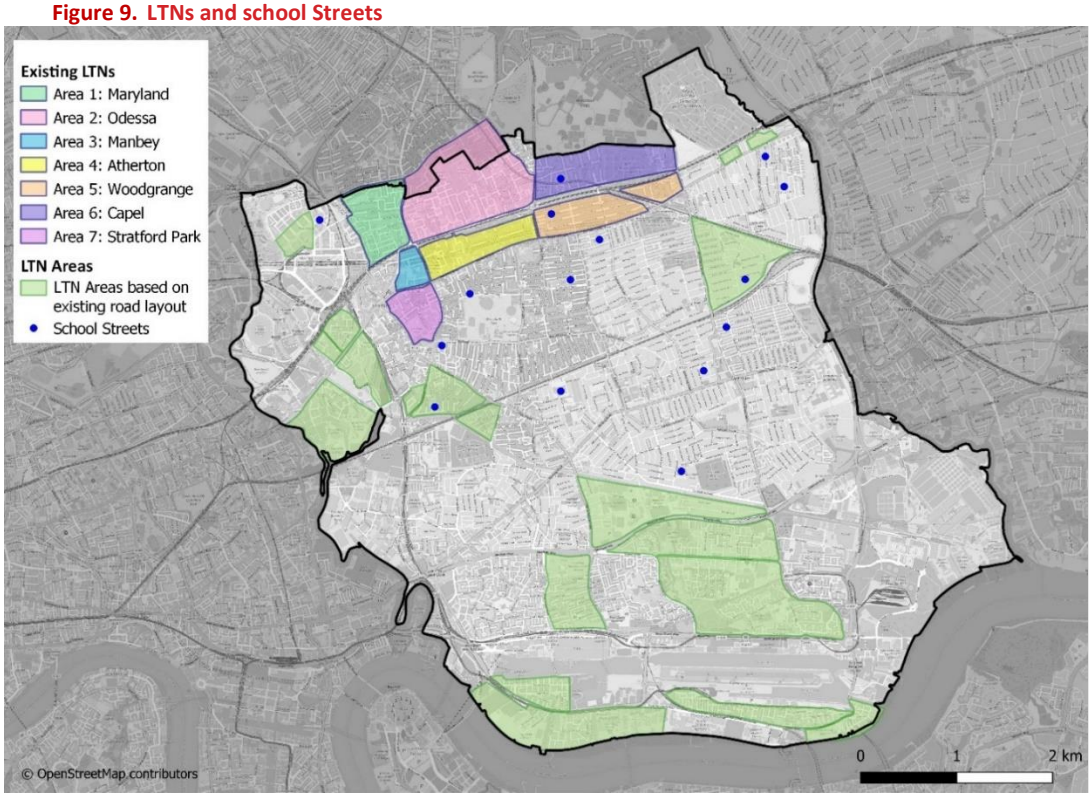
Figure 8. Active Travel Provision



Source: SYSTRA

2.4.3 Figure 9 shows the existing Low Traffic Neighbourhoods (LTNs) in the borough of Newham. All of the existing LTNs are present in the north of the borough as shown in the figure. Most school streets in the borough are not within the existing LTNs. The green band shows the LTN areas based on existing road layout in the borough.

Figure 9. LTNs and school Streets

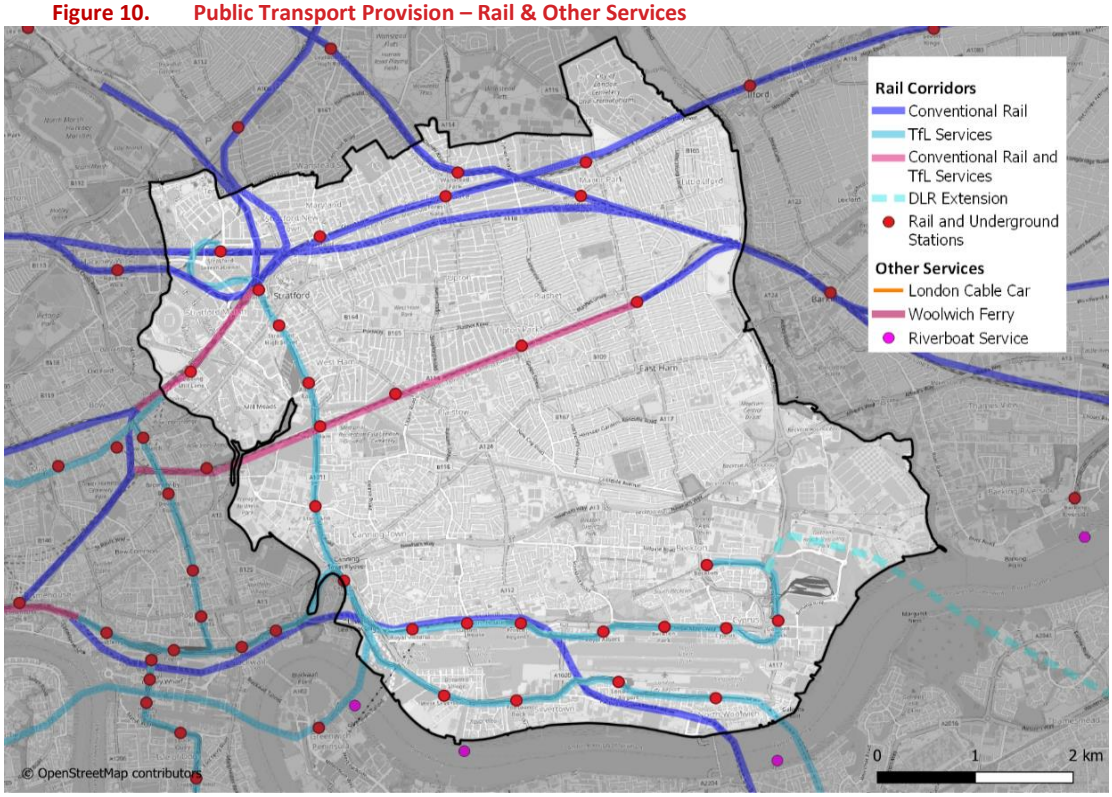


Source: SYSTRA

Public Transport

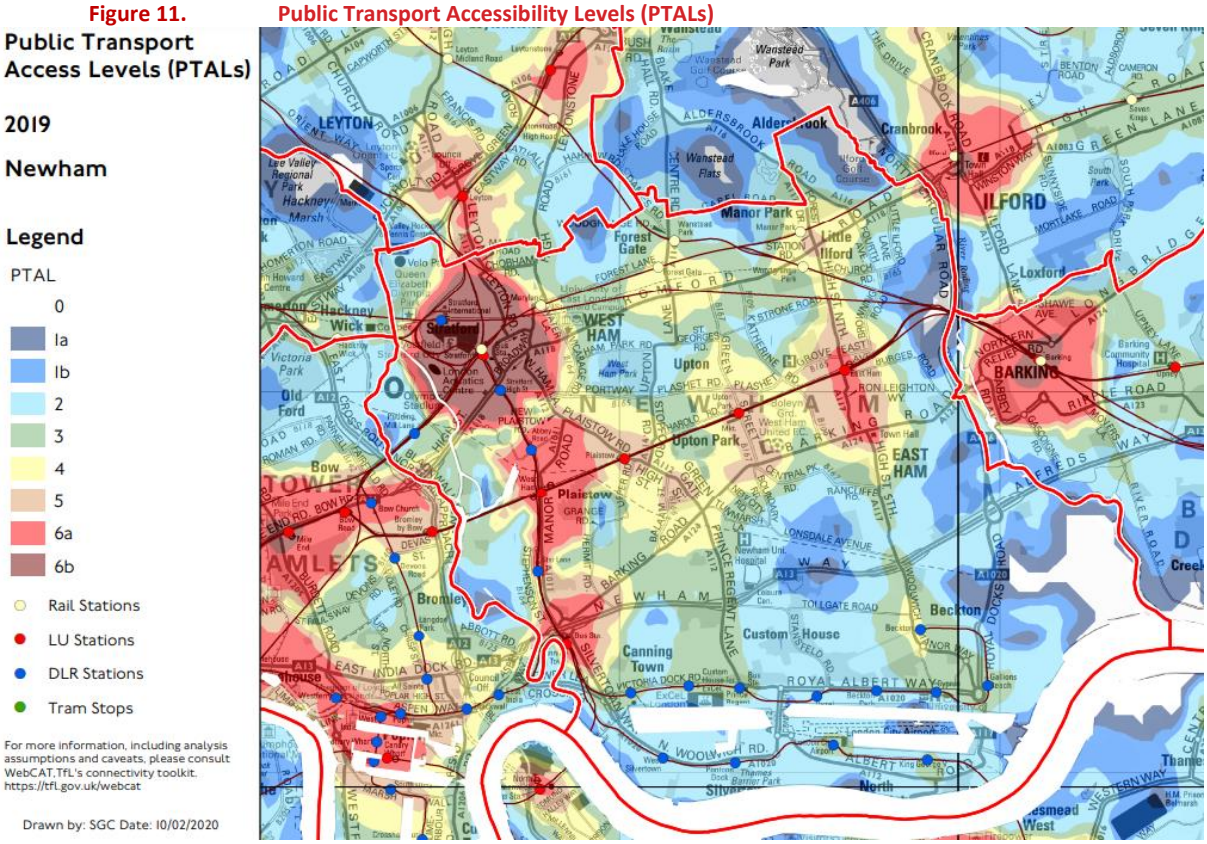
2.4.4 Figure 10 shows the current provision of rail and other services in Newham borough. The conventional rail lines pass east-west in the mid-north and north of the borough while TfL services pass through the south. Because of the north and south dominant rail networking, accessibility to train stations in the centre of the borough is less as compared to north and south.

Figure 10. Public Transport Provision – Rail & Other Services



Source: SYSTRA

Figure 11. Public Transport Accessibility Levels (PTALs)



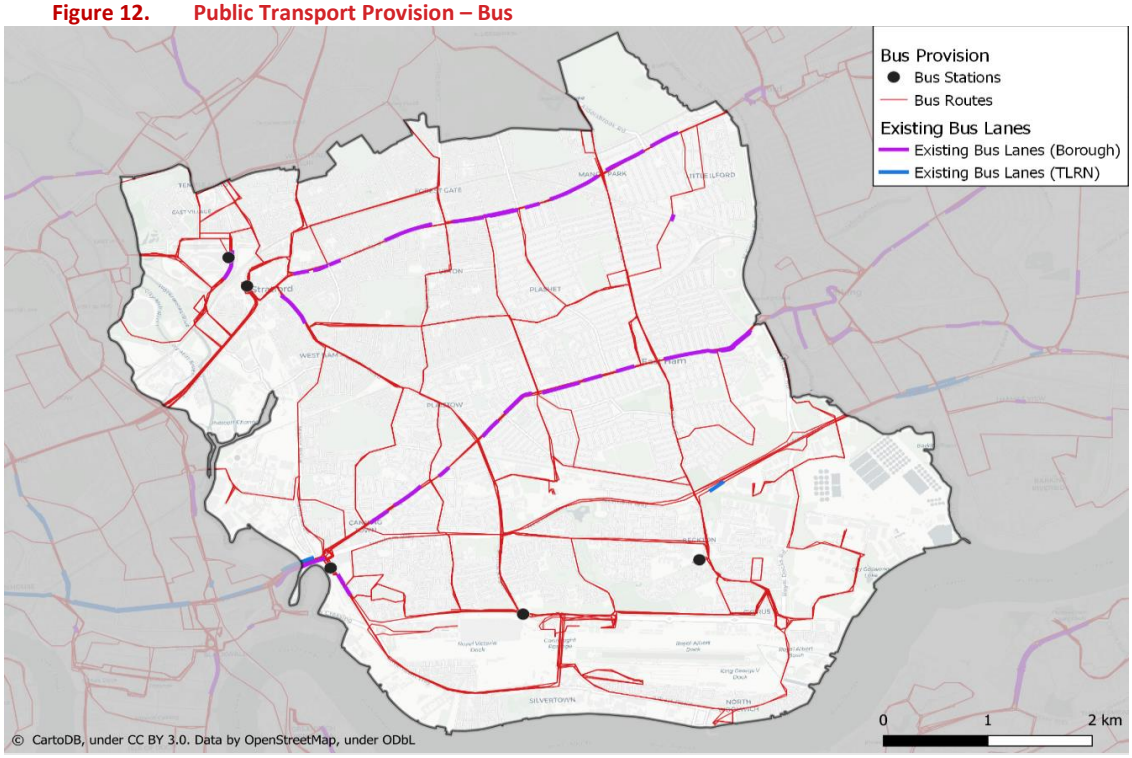
Source: TfL

2.4.5 Figure 11 shows the Public Transport Access Levels (PTAL) in Newham. It shows that public transport accessibility is poor across the south and south-east of the Borough, with strong transport connectivity in Stratford and the west of the borough.

2.4.6 Figure 12 shows the current bus transport routes in the borough. The figure also shows the existing dedicated bus lanes running east-west in the north and centre of Newham.

2.4.7 The lack of north-south rail provision in addition with bus journey time length and reliability affected by traffic and pinch points, result in connectivity issues for trips within the borough, forcing a requirement to interchange in order to move diagonally within the borough, or north-south in the centre and east.

Figure 12. Public Transport Provision – Bus



Source: SYSTRA

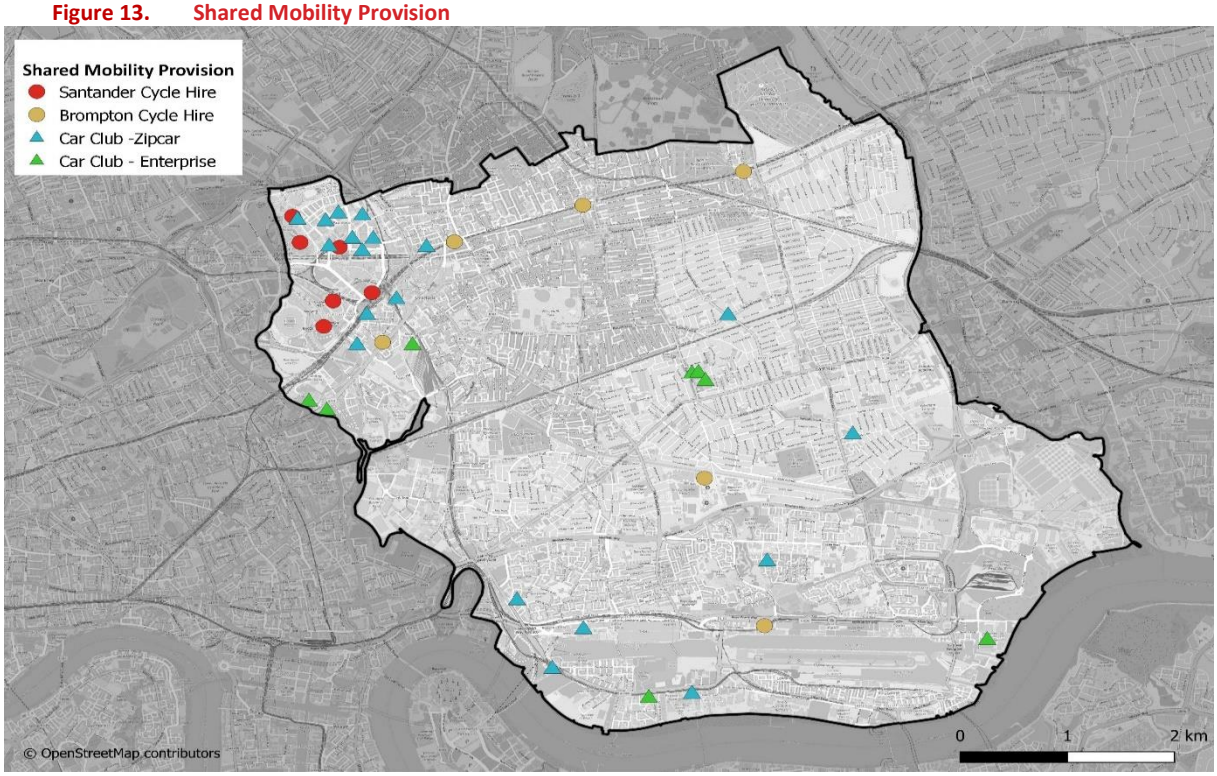
Other Public Modes

2.4.8 Other public transport services serving Newham include the IFS Cloud Cable Car (former Emirates Air Line cable car), the Woolwich Ferry and the Thames Clipper riverboat service.

2.4.9 Shared mobility provision in Newham is currently limited. In terms of cycle sharing provision, this is limited to six TfL Santander Cycles docking stations located around Stratford town centre and within Queen Elizabeth Olympic Park, and eleven Brompton bike hire stations located adjacent to some rail and DLR stations. Newham is not currently participating in the TfL e-scooter trial, however shared e-scooters are available in Queen Elizabeth Olympic Park and can be used within the Park only. There are no current agreements for dockless cycle share schemes to operate in Newham.

2.4.10 There are a total of 31 car club bays located across streets in the borough, seven operated by Enterprise and 28 Zipcar vehicles available for public hire through a back to base model. Free-floating club cars are not currently available in Newham. Car club bays are concentrated in the southern region of the borough around London City Airport and Canning Town, and another cluster is shown to exist in the north-west around Stratford International station. There is a distinct lack of car club provision in the central and eastern residential areas of the borough.

Figure 13. Shared Mobility Provision



Source: SYSTRA

2.4.11 The borough is continuously expanding their EV charging provision, there are currently 140 chargers (all types) on the highway. The borough has network of EV charging points, with more than 40 dual socket fast chargers with the ability of charging most cars and vans in less than two hours. The on-street chargers are publicly available.

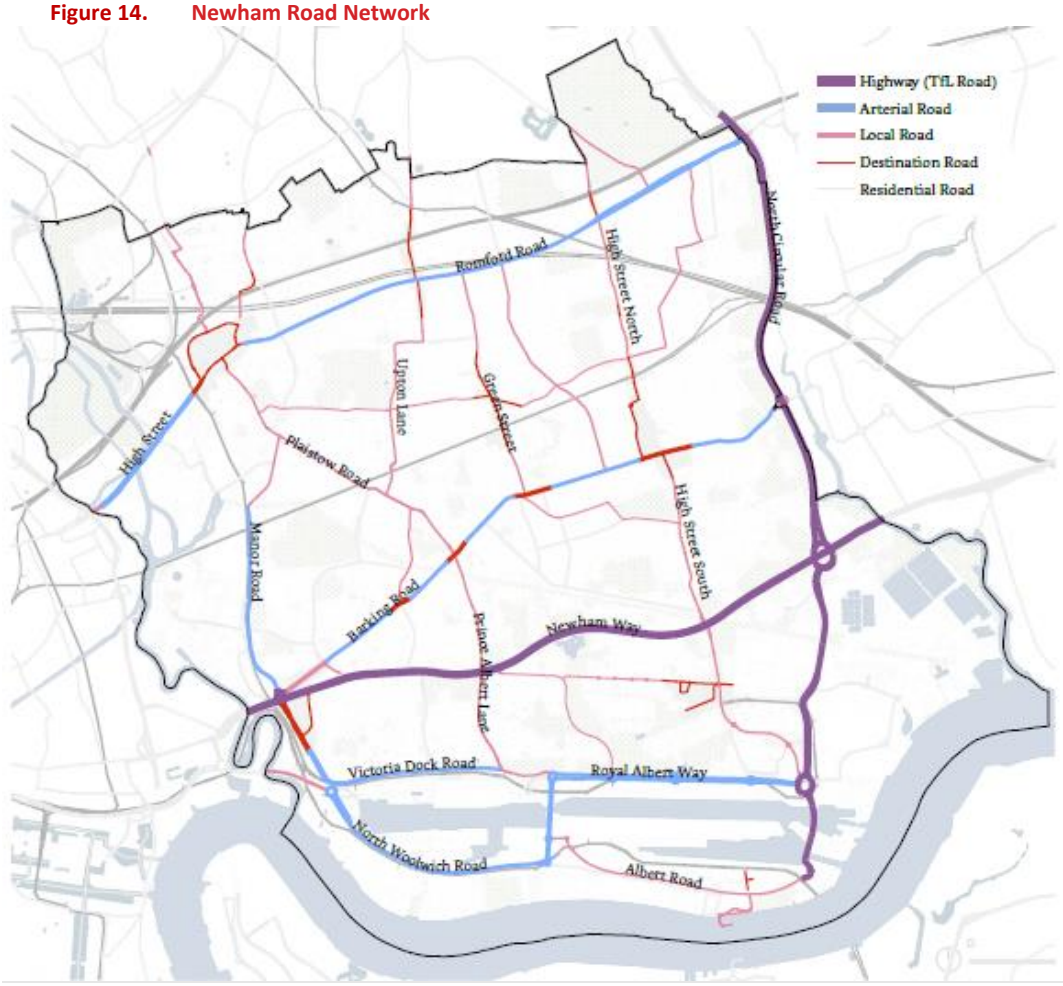
2.4.12 Private sector funding has been secured for installing 800 on-street fast (11-22kWh) chargers, via Uber and an indicative allocation for approximately 200-250 further on-street chargers via the Local Electric Vehicle Infrastructure (LEVI) fund. TfL estimate that 60,000 electric vehicle charging points could be needed in London by 2030, including 4,000 fast chargers.

2.4.13 The borough has recently expanded their EV charging provision by introducing 60 lamp column chargers. These will be slower than the ones already provided and will be ideal to charge vehicles overnight. Members of the public can suggest locations for the installation. Dedicated bays for electric vehicles are available, to allow EV users to charge their cars. The electric vehicle parking bays are designed for short stay durations of up to 4 hours (6 hours for slower lamp column chargers) to enable charging to take place and to then encourage turnover of the electric charging point so that it is available for other electric vehicles to use.

2.4.14 As of December 2023, more than half of London's black taxis are zero emission capable. From January 2023, all new Private Hire Vehicles (such as Uber) must be zero emission capable, with around 25 per cent of existing Private Hire Vehicles currently meeting this criteria.

The Road Network

Figure 14. Newham Road Network



Source: Draft Streetscape Design Guide, Newham Local Plan 2018

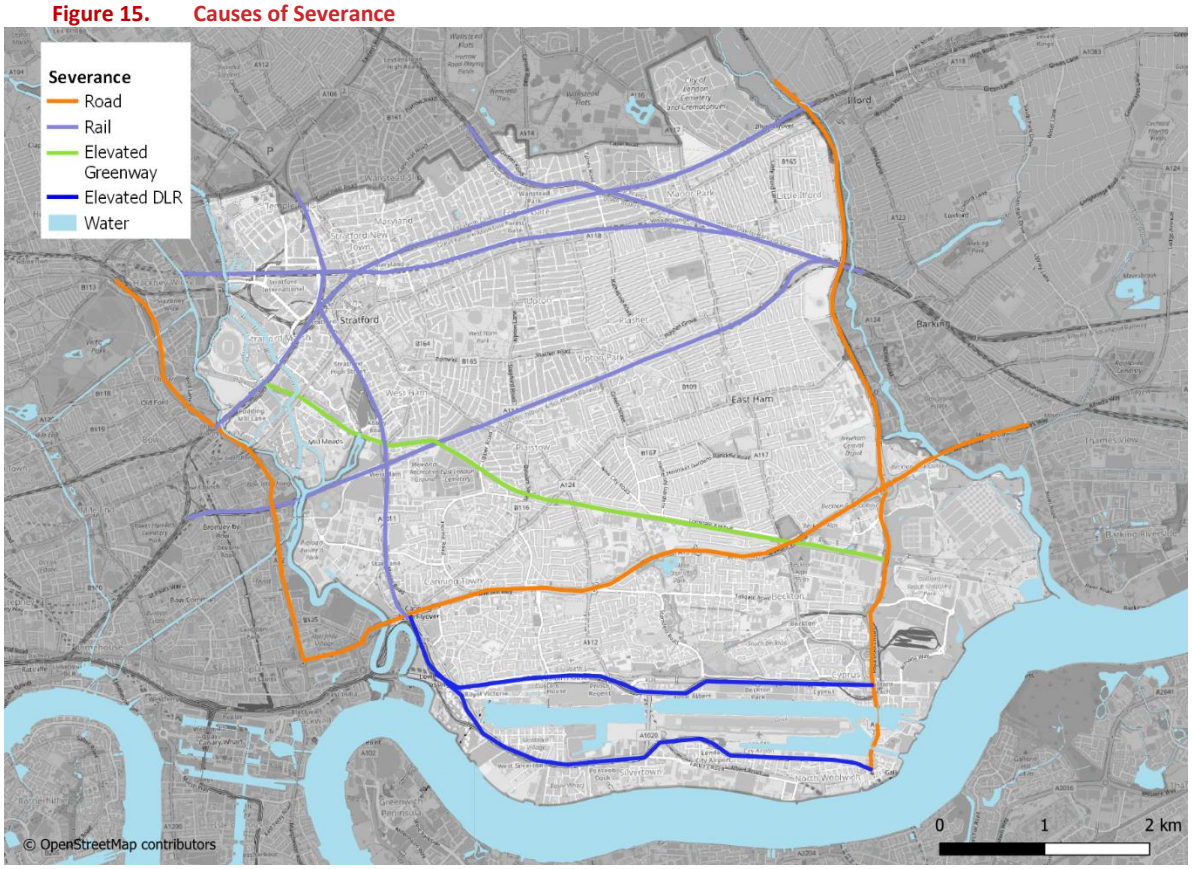
2.4.15 The borough is bounded on two sides by major roads – the A12 to the west and the North Circular (A406) to the east. Another major road – Newham Way (A13) – cuts across the bottom half of the borough from east to west. These major roads are controlled by TfL. These major roads are regionally important, allowing people and goods to move into, out of and through the borough to other parts of London and the South East.

2.4.16 Travel within the borough is at times hampered by severance caused by water and transport infrastructure.

Elements of severance include:

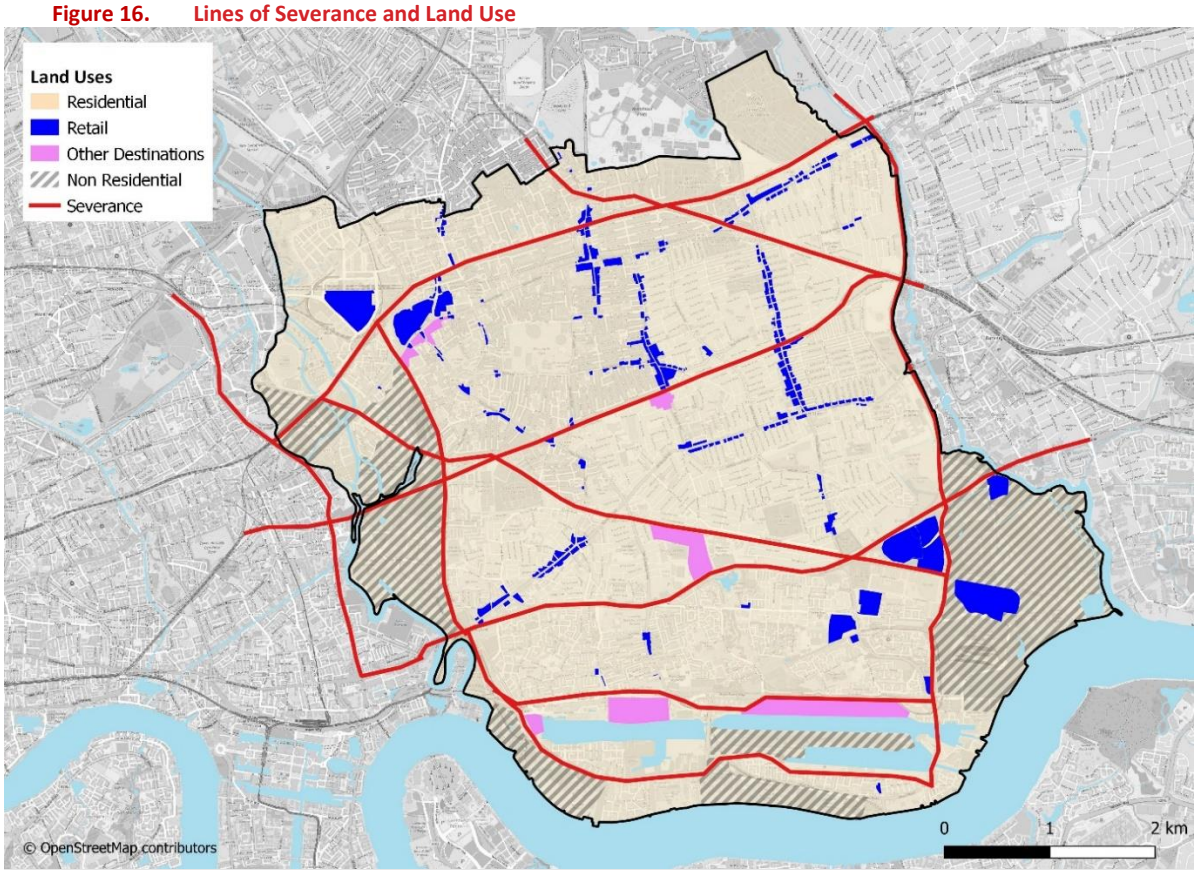
- Roads: the A12 and the North Circular border the east and the west of the borough, limiting east west movements into neighbouring boroughs. Newham Way (A13) limits movements to and from the south of the borough.
- Rail: surface rail in the north of the borough and the elevated DLR line on the south create severance for north-south movements;
- Elevated Greenway: despite being an excellent walking and cycling corridor, the greenway represents an element of severance due to its elevation and limited access point, hindering north south movements;
- Water: the River Thames and the Royal Docks limit access to services located north and south of the river. The River Lea impacts accessibility to Tower Hamlets. River Roding to the east also acts as a barrier to accessing the Borough.

Figure 15. Causes of Severance



Source: SYSTRA

Figure 16. Lines of Severance and Land Use



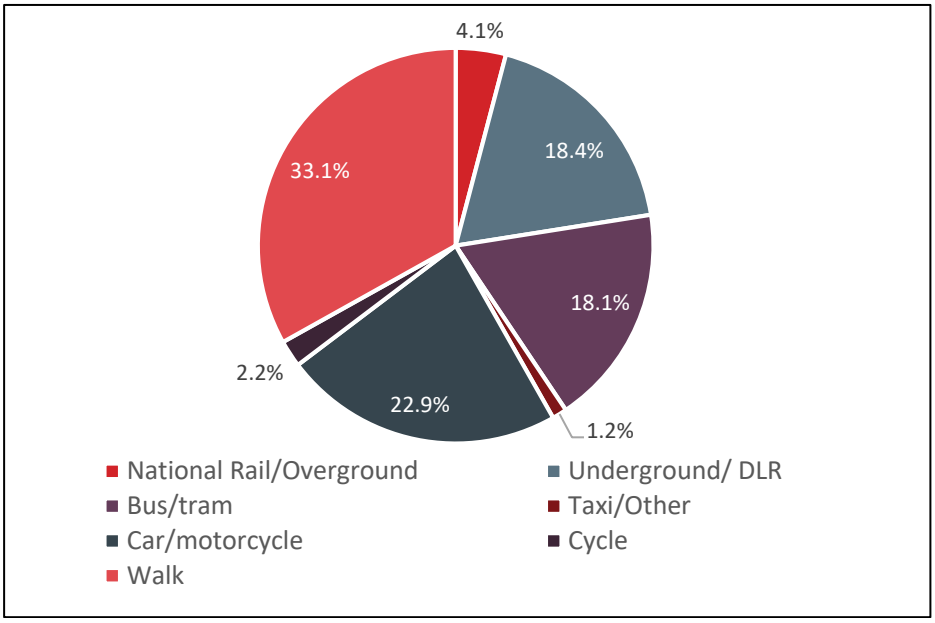
Source: SYSTRA

2.5 Movement

2.5.1 TfL collects data on mode share as part of the London Travel Demand Survey (LTDS). This data covers all trip purposes, and is the metric upon which all Local Implementation Plan (LIP) targets are set. The latest full LTDS data, covering the three year period prior to the pandemic, shows the dominant individual mode for the borough was walking, at 33%, followed by car/motorcycle at 22.9%.

2.5.2 Viewed as a whole, public transport was the most commonly mode used, at over 40% of all trips, including by rail (national rail, underground, DLR combined) at 22.5%. The data also shows a low mode share for cycle, at only 2.2% of all trips. Emerging data for the first full year following the interruption of the pandemic (2022/23) suggests a reduction in public transport use, with corresponding increases in active travel (walking and cycling) but also private car usage. Monitoring in 2023/24 will be required to better understand whether public transport usage has recovered further or represents a more established change.

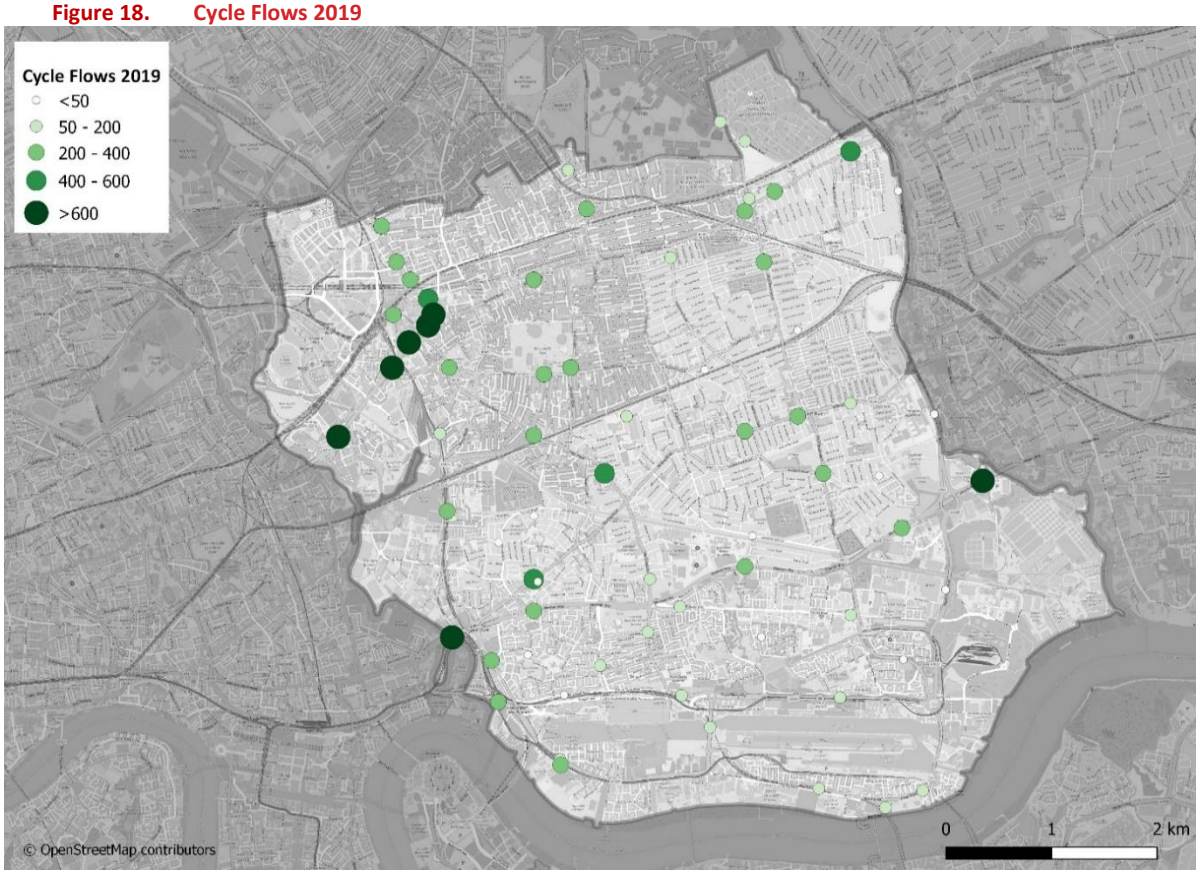
Figure 17. Newham Travel Demand Survey Mode Split, 2017/18 – 209/20



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

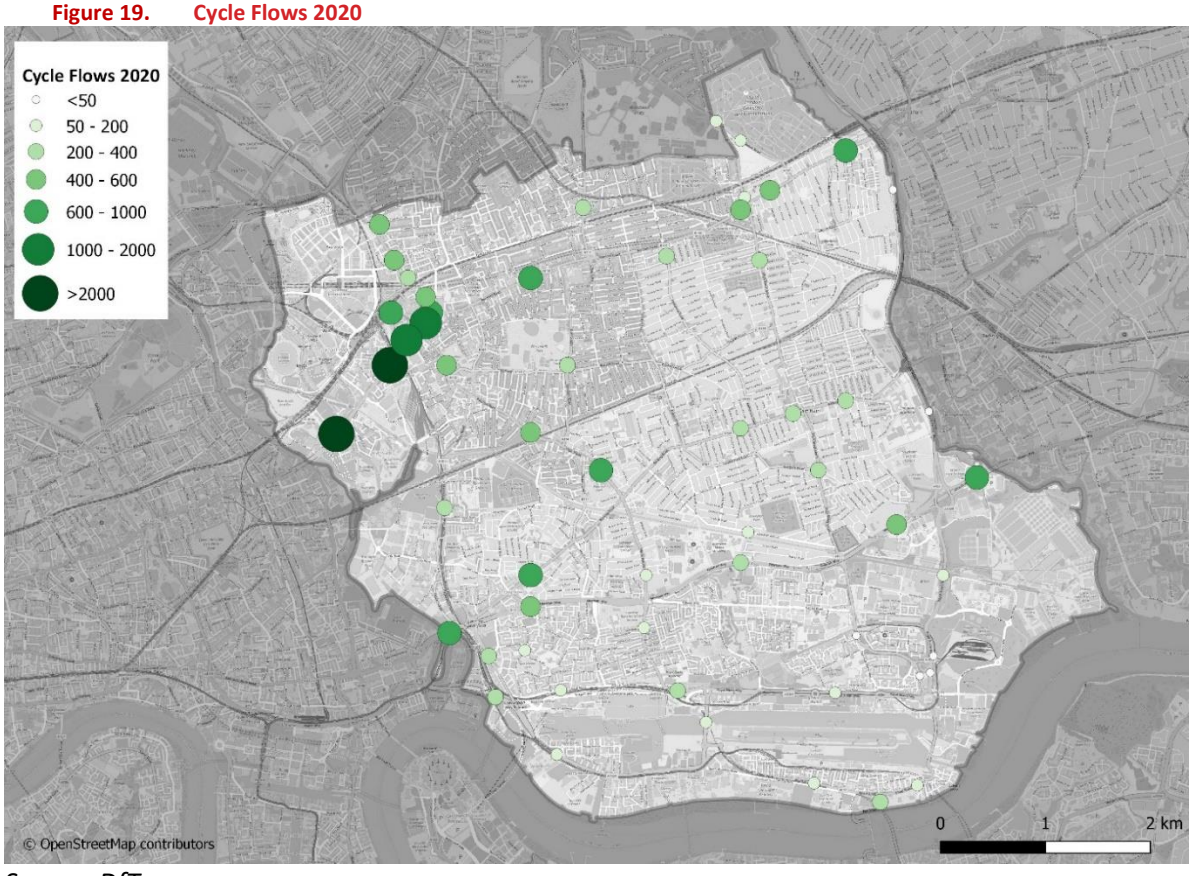
2.5.4 Road traffic statistics data from DfT suggest that both in 2019 and 2020 the highest levels of cycling align with the high-quality infrastructure of CS2 and CS3, where at least 600 cyclists per day across east-west routes were recorded both in 2019 and 2020. Volumes of cyclists on other roads are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

Figure 18. Cycle Flows 2019



Source: Department for Transport (DfT)

Figure 19. Cycle Flows 2020



Source: DfT

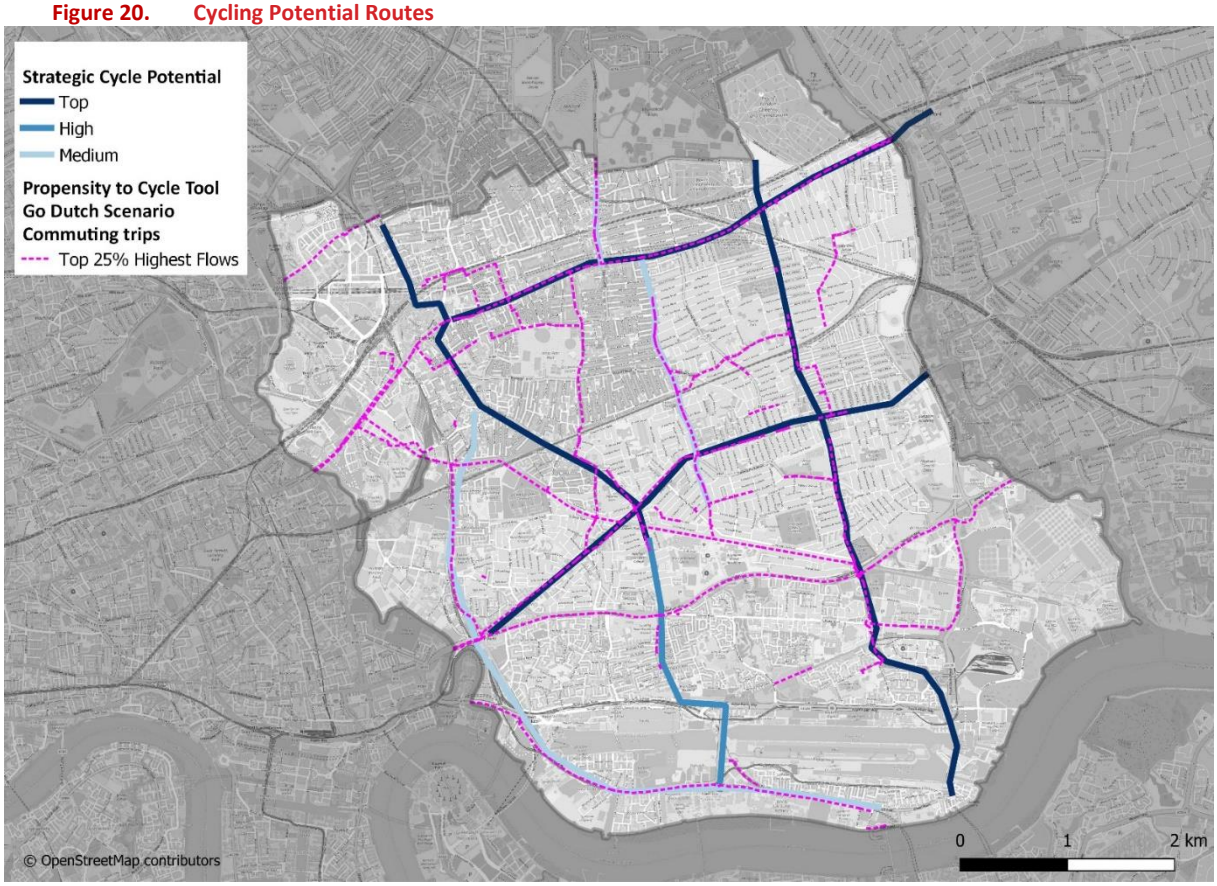
2.5.5 TfL's Walking and Cycling Commissioner recently published some manual count data[1] undertaken in 2021 showing Newham had three of the top ten cycling flows in Outer London are in Newham.

These are:

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

2.5.6 TfL's Strategic Cycle Analysis and the Propensity to Cycle Tool (PCT) both show potential for cycling routes both north-south and east-west. Notably, most of the corridors with the highest cycling potentials currently do not have cycle infrastructure in place. Figure 20 shows SCA routes indicatively on the most direct alignment.

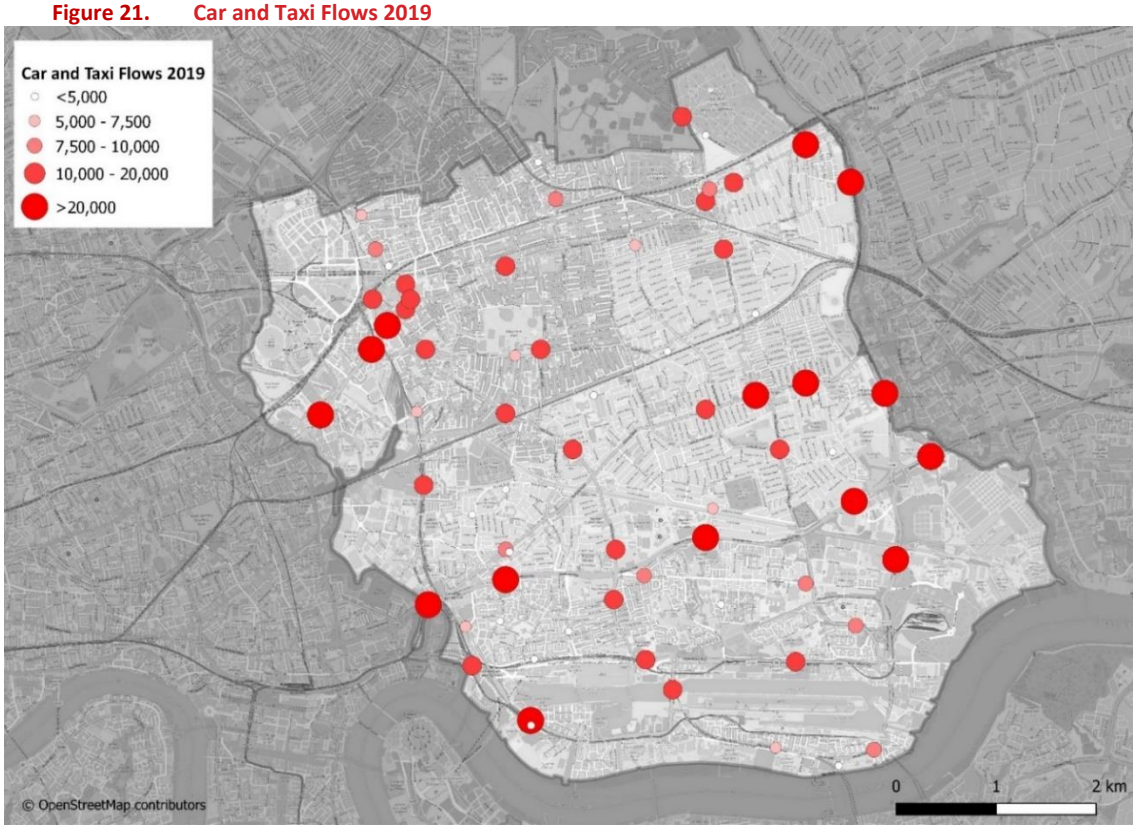
Figure 20. Cycling Potential Routes



Source: Transport for London (TfL)

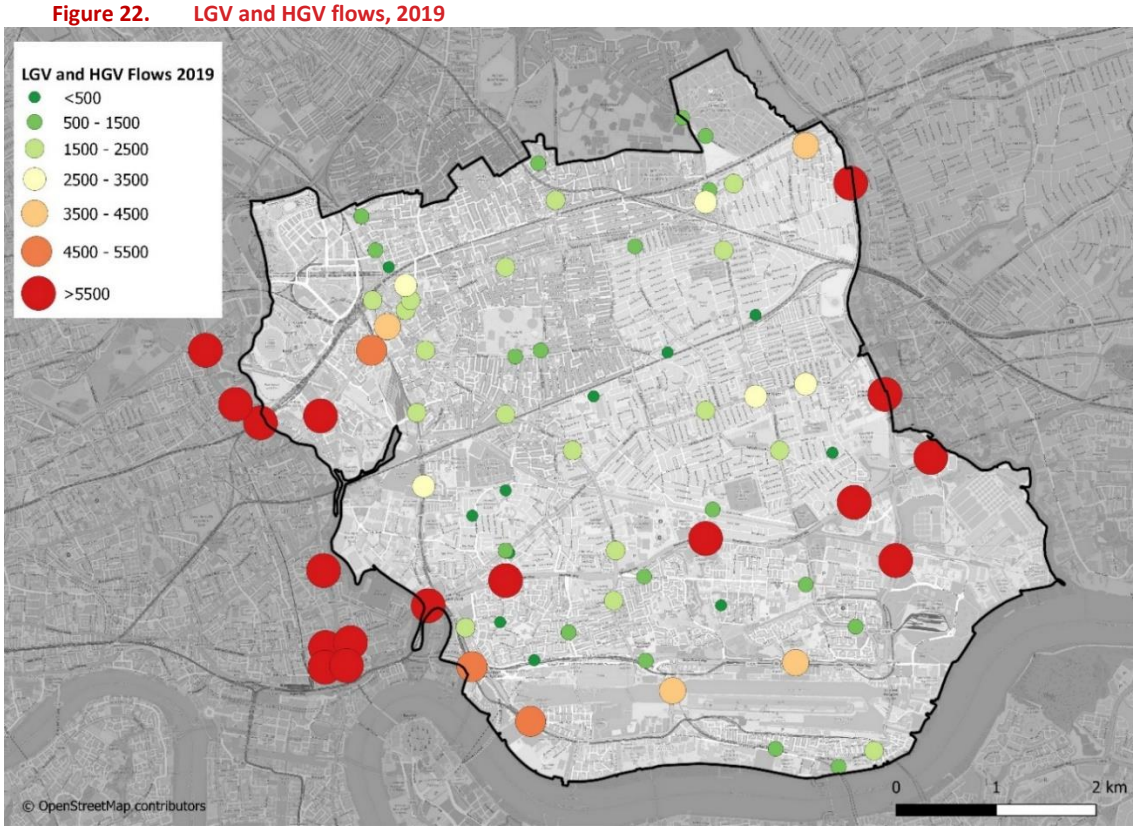
[1] https://twitter.com/willnorman/status/1567078411977330690

Figure 21. Car and Taxi Flows 2019



Source: DfT

Figure 22. LGV and HGV flows, 2019



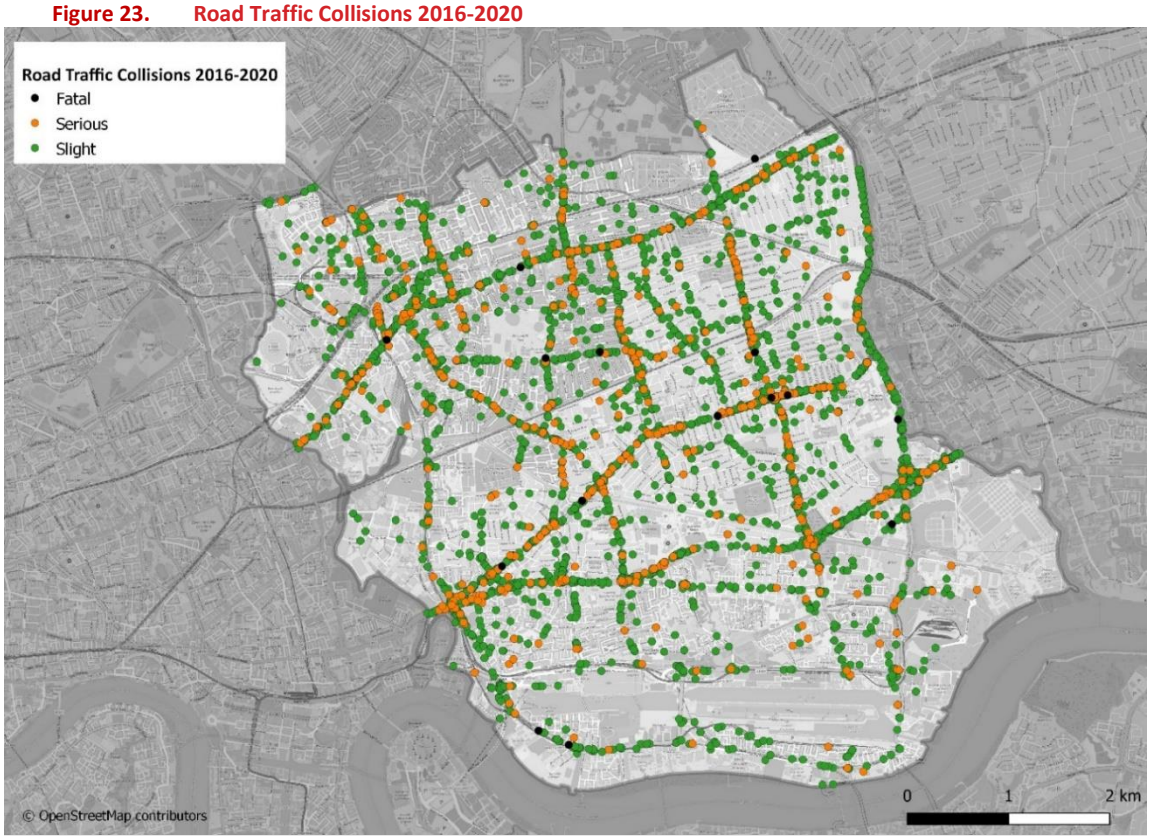
Source: DfT

2.5.7 In terms of LGV and HGV traffic, the same 2019 datasets show high level of traffic along Newham Way and the North Circular Road, with volumes in excess of 20,000 vehicles per day. High volumes are also recorded on Stratford High Street (volumes in excess of 5,000 per day).

2.5.8 Volumes along north-south main roads are much lower (between 1,000 and 2,500 vehicles per day), and significantly reduces in residential roads. The industrial land use in the west and south of the borough contributes to the high use of the A12 and A13 by LGV and HGV traffic, there are key locations for logistics and Just-In-Time (JIT) industry that align with the more significant flows.

2.5.9 DfT data shows that over the last 25 years, light goods vehicle use in London has increased by 54 per cent, while heavy goods vehicles use in London has decreased by six per cent over the same period.

Figure 23. Road Traffic Collisions 2016-2020



Source: DfT

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

2.5.11 Work is currently being undertaken to produce a Road Danger Reduction (Vision Zero) strategy that will expand on the above and outline opportunities to reduce collisions on roads across the Borough.

2.6 Summary

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

Issues:

Highly variable connectivity

- Rail and TfL services provide excellent east-west connections into London, but north-south and local connections are generally limited to bus services, except for the Jubilee and DLR line in the west of the borough.
- Diagonal and most north-south cross-borough journeys are difficult to complete by public transport.
- North-south road corridors are of limited traffic capacity, often running along town centre and local centre high streets, factors that increases roadside movements and decrease space available on the carriageway, acting as pinch points.

Public Transport

- Overcrowding at rail and Underground stations
- Narrow major roads with limited space to integrate bus priority and cycling provision.

Low levels of active travel

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

Severance

- Railways, major roads, City Airport, the docks, and River Thames all create severance, making internal journeys more difficult, particularly in north-south direction.
- Strategic roads difficult to downgrade without impacting the borough.
- Post-industrial land uses are characterised by a loose street network and the presence of wider roads that act as walking barriers, in addition to water bodies and big box industry.
- Events that are held across the borough also act as a form of severance

High levels of traffic, including HGVs along major through roads

- High levels of traffic along major roads with levels of traffic in excess of 20,000 vehicles per day creates air quality, safety, and severance challenges.
- High levels of traffic contribute to poor journey time reliability for buses

Poor Air Quality

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

Royal Docks Opportunity Area Transport Challenges

- Character of borough is divided north / south of A13
- TfL PTAL shows that public transport accessibility is poor across the south and south-east of the Borough.

- Requirement for additional DLR stations and bus capacity to support the Elizabeth Line & other new services.
- Limited crossing opportunities of River Thames
- Area also home to several heavy industry businesses meaning higher volumes of HGVs.
- Generally higher speed limits on road network

Opportunities:

Excellent east-west links

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

High Active Travel Potential

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

Population likely receptive to change.

- Over half of Newham households do not own a car, driving is not the default mode.
- High public transport mode share.
- Newham has registered the biggest drop in number of registered vehicles across all Boroughs in 2021.
- Young, transient, population often with low income likely to be looking for more environmentally and economically sustainable alternatives and open to behaviour change.
- Ethnically diverse population offers varying opportunities to promote different behaviour change approaches.

Low traffic neighbourhoods and school streets

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

Shared Mobility

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

2.7 Summary of Growth Assessment

2.7.1 A growth assessment was undertaken which considered forecast levels of growth identified by the London Borough of Newham (LBN) from 2022-2041 and looked at data trends following a review of modelling undertaken by TfL for the Royal Docks and Beckton Riverside Opportunity Area (OA). The outcomes of this growth assessment have fed into the transport scheme development and optioneering process that follows in the next stage of the study which identifies and recommends the likely infrastructure required to enable the level of targeted growth.

2.7.2 Whilst no additional modelling has been undertaken as part of the growth assessment, use and uplift of the results is a suitable approach given that, as set out in the Newham Local Plan, the OA in the south of the borough reflects approximately 60-70% of the total growth for Newham borough between 2018-2033, with 43,000 homes and 39,000-60,000 jobs planned for the area, pockets of the lowest PTAL are concentrated in the south. Therefore, the levels of growth are concentrated, and it is especially important for transport measures and assessments to focus on intra borough connectivity to this Opportunity Area to access employment opportunities as well as connectivity to surrounding boroughs and central London.

2.7.3 As part of the Stage 1 Baseline Assessment report, an assessment of Census data was undertaken to better understand the people context for LBN which is important when deriving measures for the STS.

2.7.4 Key themes of the baseline review included:

- Population Density Distribution;
- Deprivation;
- Health;
- Car Ownership; and
- Topography.

2.7.5 The conclusions from the TfL modelling provides valuable outputs on the volume of trips and mode split for baseline and future scenarios, which are helpful when devising a Sustainable Transport Strategy for Newham.

2.7.6 Aligned to the Opportunity Area standards, the assumption in the model reflects car-free (minimal car parking development). However, there is still assumed to be 'background growth' in general traffic across the region in both the lower (Do Minimum) and more intensive (Growth) development scenarios. The Do Minimum and Growth scenarios are heavily congested in this area and the results corroborate the need for sustainable transport options as well as car free development in the Opportunity Area.

2.7.7 Some of the model limitations include that no pedestrian modelling has been undertaken at stations to assess individual station impacts on capacity, however it is recognised that certain stations will experience station capacity congestion including in particular Pontoon Dock, West Silvertown, the proposed Thames Wharf DLR station to serve Thameside West, Gallions Reach and Canning Town.

2.7.8 Since the modelling was undertaken an additional 6,125 dwellings have been targeted by LBN, representing a further growth of 12.65% than what was coded into the model (48,388 homes modelled compared to a total revised growth trajectory of 54,513 homes). In the context of the volume of growth identified, this is not anticipated to materially alter conclusions, particularly on the highway network with vehicle-based trips only representing 6% of total mode share of trips.

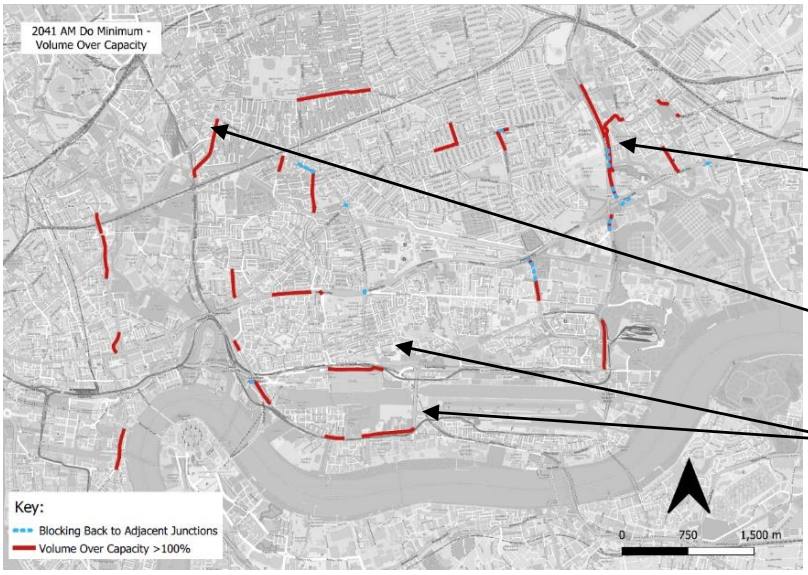
Consequently, conclusions have been reached from the model outputs to apply into the measure's identification at the next stage of the STS development.

2.7.9 The highest volumes of growth are projected around Stratford and Canning Town in the east of the borough and Royal Docks and Beckton in the south of the borough. These areas correspond with areas of high deprivation, lower levels of health deciles and low car ownership, which should be factored in the measure's identification.

2.7.10 The total trip change between the 2041 Growth and Do Minimum scenario equates to 14,673 new trips on the network in the AM peak, of which 63% will be by public transport, 31% by active modes and 6% by motor vehicle.

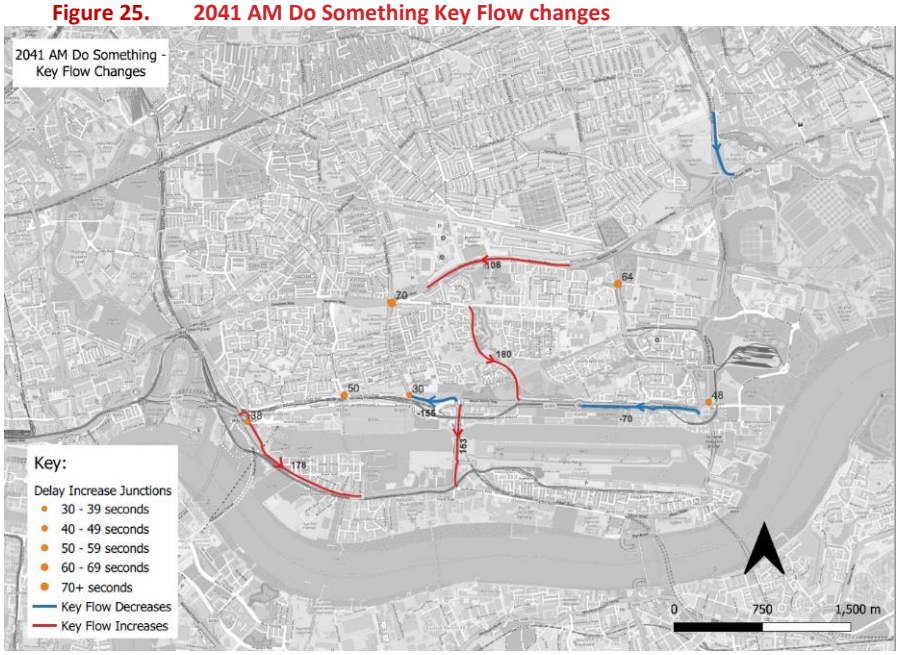
2.7.11 The LoHAM highways model shows that in the future 2041 Do Minimum network, without development growth, the network is already congested with several key junctions operating well over capacity. As development growth is factored, vehicle re-routing occurs to avoid congested links.

Figure 24. 2041 AM Do Minimum – Volume over Capacity



- A13 Newham Way experiences significant congestion in the Do Minimum scenario.
- Significant blocking back to adjacent junctions observed at the Newham Way/ Royal Docks Road roundabout.
- Manor Road, north of West Ham station – significant congestion observed.
- Victoria Dock Road and N Woolwich Rd.

Figure 25. 2041 AM Do Something Key Flow changes



Key locations where delay increases include:

- Silvertown Tunnel / Western Gateway.
- Victoria Dock Road / Freemasons Road.
- Victoria Dock Road / A112 (Prince Regent Ln).
- Tollgate Road / A13.
- Woolwich Manor Way / Alpine Way.
- Gallions Roundabout.
- Re-routing observed from Royal Albert Way.

2.7.12 The existing Low Traffic Neighbourhoods (LTNs) are all located to the north of the borough and therefore the re-routing of vehicles observed from the modelling results is a result of capacity issues rather than interaction associated with LTN impacts, given the historical LTNs that are present.

2.7.13 The LoHAM key origins and destinations demonstrate that, almost two-thirds of outbound vehicle trips that originate in Newham also have a destination within Newham. This represents a substantial opportunity for targeting modal shift through improved and targeted connections to key destinations and services within the Newham borough for both existing areas of high population and key growth areas. To encourage mode shift consideration of infrastructure to support better connections such as segregated cycle lanes, implementing Healthy Streets principles and enhanced bus routes and bus priority should be supported by measures to reduce the convenience of the private vehicle.

These include a mix of measures that are within the Council's direct control such as LTNs, car free development, school streets, high parking costs, limited on-street parking availability and those outside this control for instance the expansion of road-based charging initiatives.

2.7.14 Other key destinations include outside of London for longer-distance trips, representing an opportunity for targeted interventions to reduce reliance on the private vehicle and promote the uptake of public transport.
Improved connections to adjacent boroughs are also seen as critical to facilitate mode shift via both public transport and active modes including to Barking and Dagenham, Tower Hamlets, and Waltham Forest. Consideration should also be given to improving public transport connectivity and active travel links between Newham and Waltham Forest.

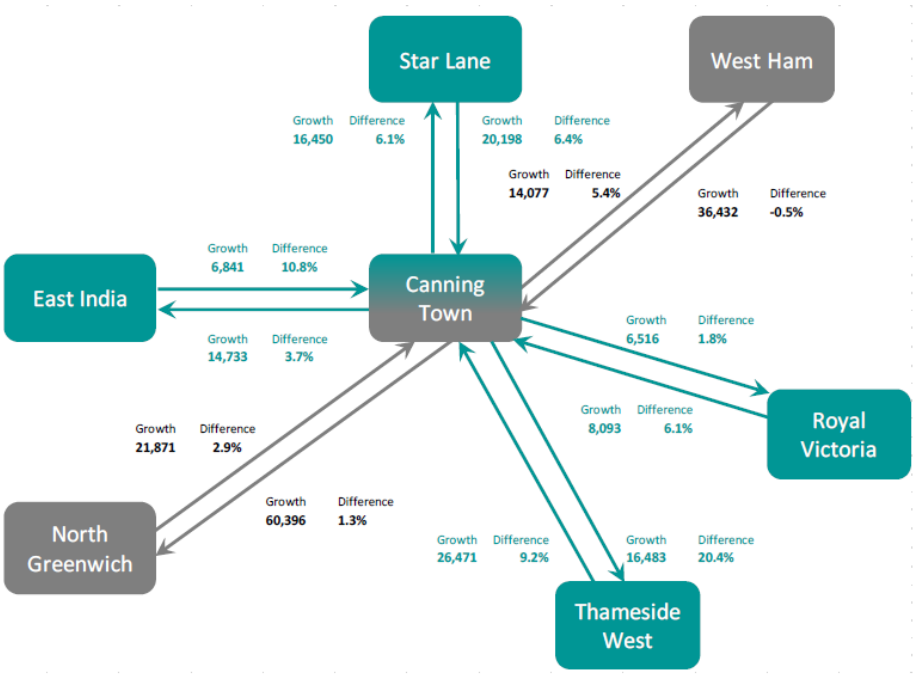
At present due to the poor provision of the above and given strong highway connections, less sustainable vehicle-based trips are more attractive.

2.7.15 The Railplan rail model also demonstrates high volumes of internal trip making to and from Newham borough, showing the importance of targeted bus priority measures and localised walking and cycling improvements.

2.7.16 By comparing the uplift in passenger numbers between the 2041 growth and 2041 Do Minimum scenario, a significant increase is observed in eastbound travel on both branches of the DLR but most notably on the Woolwich DLR branch accessing new development sites south of the docks within the OA.
On train crowding results show a sustained increase of crowding on the Beckton DLR branch between Gallions Reach and Prince Regent as well Canning Town to West Silvertown showing significant congestion between these stations on the DLR due to extensive development at the Thames Wharf area.

2.7.17 Canning Town is noted as an important interchange hub to support the Royal Docks and Beckton Riverside OA. The highest percentage change is observed between Canning Town and Thameside West (20% EB, 9% WB) and between Canning Town and East India (EB, 11%). 6% growth is observed WB from Royal Victoria to Canning Town.

Figure 26. Canning Town – Passenger Flow Differences



2.7.18 The Railplan results noted significant bus flow volume increases running east to west through the OA, however there is also an increased demand for north to south movements through the borough and bus priority measures should be targeted for these routes. Within the OA there is a 7.8% increase in bus boarding and 5.6% for bus alighting, equating to over 4,200 and 2,600 passengers respectively.

Figure 27. Bus Passenger Volume Difference (Growth- Do Minimum)

2.7.19 The outcomes of this growth assessment analysis will be critical to derive data led infrastructure solutions, in order to facilitate the target levels of growth and support the wider vision and aims of the Sustainable Transport Strategy.

2.7.20 The results of the growth assessment suggest that targeted measures to improvements in public transport capacity and connectivity as well as investment in local active travel links should be considered as a key priority to support the level of targeted growth within the Newham borough. The identified network constraints will be factored in the next stage of the study which will focus on identification of infrastructure requirements and priority recommendations.

2.8 Drivers of Change

2.8.1 Transport plays a crucial part in people's everyday lives and the role of transport is pivotal to how places operate. A well-managed transport network allows for improvements to quality of life, health and wellbeing, and economic and environmental viability, contributing to everyone having equal opportunities. It is therefore critical for Newham to have a strategy which outlines how the borough will manage and plan for transport in the future.

Housing and Employment Growth

2.8.2 Newham has one of the largest populations in London and has seen a significant growth in residents (14%, Census 2021) moving to the borough in the last decade. In addition, as London grows eastwards, Newham is becoming an attractive place to work and invest. Therefore, a transport network which responds these growth pressures is fundamental. This includes ensuring that active and sustainable travel modes are the main choices for both leisure and commuting journeys, and reducing the amount of additional private vehicles on the transport network.

Health and Wellbeing

2.8.3 People in Newham have poorer health outcomes than the UK population overall, including having shorter life expectancy and poor health during their life. Active travel such as walking and cycling – including as part of accessing public transport - allows people to exercise as part of their everyday journeys, which subsequently leads to improving people's mental and physical health and wellbeing, whilst also reducing pressures on the NHS. In addition, the use of more sustainable and shared transport, means that fewer vehicles are using the road network, which leads to cleaner air, reducing pollution that causes illnesses and deaths.

Climate Emergency

2.8.4 Air pollution is worse in the borough of Newham than anywhere else in London, despite that less than half of Newham residents have access to a car. The transport sector is responsible for more greenhouse gases than any other in the UK, of which emissions from road transport are the most significant contributor. In addition, the council declared a climate emergency in 2019, and has started a range of programmes to become carbon neutral by 2030, and carbon zero by 2045. In order to meet these goals, significant change is required in relation to transport in Newham, and a shift in journeys made by private vehicle to those using active and sustainable modes is necessary.

Inclusive Transport Network

2.8.5 Newham strives to be a place where all people can thrive, and which works for all its residents. This means ensuring that everyone can use the transport network to access education, employment and public services in a way that is fair, equitable and inclusive. The recommendations included within this strategy are intended to help people go about their lives without the need to own and operate a private car wherever possible, but can instead access an active and public transport network irrespective of their life circumstances.

Accessible Neighbourhoods

2.8.6 Over a quarter of Newham's neighbourhoods are in the 20% of most deprived neighbourhoods in the country. Both the availability and cost of transport are crucial in ensuring people have accessibility to key amenities including employment and education facilities. Improving the transport network will make it easier and cheaper for residents to get to these key amenities, reducing deprivation and creating a more equitable place to live.

3. CONSULTATION AND ENGAGEMENT

3.1 Introduction

3.1.1 Public engagement is central to the way that the Council designs and delivers its public services. Newham has held a number of citizen assemblies and has the country's largest participatory budgeting programme, and one of the Council's corporate priorities is developing a "people powered Newham and widening participation".

3.1.2 Public engagement was therefore designed in to the creation of this Sustainable Transport Strategy. Consultation was held at the baseline stage, the recommendation stage and when a draft Strategy had been completed. At Baseline stage, two online surveys were held, targeting residents and businesses, in order to understand respondent's views of the issues and challenges to be addressed in the strategy.

3.1.3 To build upon these responses, and to gain additional qualitative insight in to people's views, two online co-creation workshops were also held. For businesses, the Council recruited a combination of those who responded to the online survey, as well as using pre-existing relationships to ensure a range of business types were present. Participants for the community workshop were identified by the Council's Community Neighbourhoods Team.

3.1.4 The project team repeated these co-creation workshops once they had developed the set of recommendations which form the core of this strategy. In addition to the online business and community workshops, a face-to-face workshop was held with representatives of The Council's Youth Commission, in order to incorporate the views of young people in to the Strategy recommendations.

3.1.5 In March 2024, consultation on the draft Sustainable Transport Strategy document took place, with responses received from residents, local businesses and stakeholders. Changes to the final Strategy were made as appropriate.

3.1.6 Greater detail on the format of the engagement activities and their results are provided below.

3.2 Baseline Engagement

Online Survey - Public

3.2.1 Both online surveys were carried out between Friday 25th November 2022 and Monday 9th January 2023, and was hosted via the Council's co-create platform. A total of 975 residents completed the consultation survey, each of whom were eligible to win one of three £100 vouchers. In addition to collecting information on the demographic characteristics of the respondent, and their vehicular ownership (cars, vans and bicycles), the survey, which was designed to take between 10 and 15 minutes to complete, asked questions on travel behaviours (both pre- and post-Covid), attitudes to travel in and around the borough, barriers to using different modes of travel, and suggested priorities for strategy development.

Travel behaviours

3.2.2 The share of residents using each mode of transport at least once a week, comparing frequency of use pre-Covid (March 2020) to currently is summarised in the table below. Walking, rail or underground and bus remain the three most popular modes at each stage.

When comparing pre-Covid usage to currently, the largest increase in use is for cycling (+5.3 percentage points), whilst the largest reduction is in rail or underground use (-4.0 percentage points).

Table 2. Resident Online Survey response – Mode Usage Pre- and Post-Covid

Mode:	*Pre-Covid:*	*Post-Covid*	*Percentage point change:*
Walking	86.5%	87.1%	+0.6%
Rail or underground	78.1%	74.1%	-4.0%
Bus	60.8%	58.4%	-2.4%
Cycling	42.5%	47.8%	+5.3%
Car/van (as driver, alone)	40.4%	39.8%	-0.6%
Car/van (as driver, with passengers)	36.6%	35.5%	-1.1%
Car or van (as a passenger)	29.0%	28.9%	-0.1%
Taxi (including Uber, Bolt, etc.)	17.7%	18.0%	+0.3%
Motorbike or moped	5.6%	5.3%	-0.3%
Scooter or e-scooter	3.8%	4.9%	+1.1%
Other	3.9%	3.8%	-0.1%

3.2.3 With regards to journey purpose, the most popular purposes by key modes included:

- Car – shopping (63.4%); visit friends and relatives (49.3%);
- Walking – shopping (76.2%); personal business (66.9%);
- Cycling – leisure (72.0%); work/commuting (56.2%);
- Bus – shopping (56.7%); other personal business (52.3%);
- Rail or underground – work/commuting (65.9%); leisure (58.4%); visiting friends and relatives (52.5%); and
- Taxi – leisure (50.3%).

Attitudes towards travel in and around the borough

3.2.4 Respondents were asked the extent to which they agreed with a series of statements relating to different features of transport in LB Newham. The statements which residents were most and least likely to agree with are summarised below:

Five 'most agreed with' statements:

- Travelling by Rail/ Underground/DLR is easy in LB Newham (76.0%);
- I find it easy to travel into and out of LB Newham (72.8%);
- I can usually predict how long most of my journeys take within LB Newham (65.3%);
- I walk as much as would like to in LB Newham (64.4%); and
- I find it easy to travel around LB Newham (62.8%).

Five 'least agreed with' statements:

- LB Newham is a place where I'm happy for my children to cycle to school (13.7%);
- I feel there is enough cycle parking in LB Newham (17.8%);
- Cycling is easy in LB Newham (17.9%);
- LB Newham is a place where I'm happy for my children to walk/scoot to school (22.3%); and
- I cycle as much as would like to in LB Newham (26.6%).

Barriers to using different modes

3.2.5 Respondents were asked about the factors preventing them from travelling as much as they would like to use different modes. The most commonly cited reasons for different modes were as follows:

Table 3. Resident Online Survey Response - Factors Preventing Travel

Walking:	**Cycling:**
- Air pollution/traffic noise makes walking unpleasant (50.4%); - Poor quality pavements/footpaths (49.1%) - Feel vulnerable on some routes (48.0%)	- Lack of safe/segregated cycling routes (54.1%) - Feel vulnerable on some routes (46.2%) - Air pollution and traffic noise makes cycling unpleasant (39.6%)
Bus:	**Rail or underground:**
- Bus journey times are too slow (34.3%) - Bus journey times are unreliable (31.4%) - Prefer to walk or cycle (23.3%).	- Rail/underground/DLR too expensive (26.3%) - Prefer to walk or cycle (15.8%) - Can rarely get a seat on rail/ underground/DLR (11.9%).

Priorities for strategy development

3.2.6 Respondents were asked to select their most important priorities for the Sustainable Transport Strategy from a pre-set list. The five most commonly selected priorities were:

- Having better cycle facilities (32.6%);
- Reducing the impact transport has on poor air quality (23.7%);
- Having better pedestrian facilities (23.5%);
- Making journeys as safe as possible (22.9%); and
- Prioritising sustainable modes of travel (22.6%).

3.2.7 When offered an open-response question where respondents were able to state a) what they thought the greatest transport challenges in LB Newham were, and b) what other priorities should be considered as part of the Sustainable Transport Strategy, the five most common themes for each question were as follows:

Table 4. Resident Online Survey Response – Challenges and Strategy Priorities

Most significant transport challenges:	**Other priorities for the strategy:**
● Traffic congestion ● Driver behaviour ● Lack of cycling infrastructure ● Air pollution ● Unsafe roads for active travel	● Improved road and pedestrian safety ● Improved cycling infrastructure ● Investment/incentives for sustainable travel ● Reduce car usage/ownership ● Environmental impacts (e.g. air quality)

Online Survey - Business

3.2.8 The Business Survey attracted 28 responses; given the small sample size for the survey, the results were viewed indicatively, rather than being considered as particularly representative of businesses as a whole.

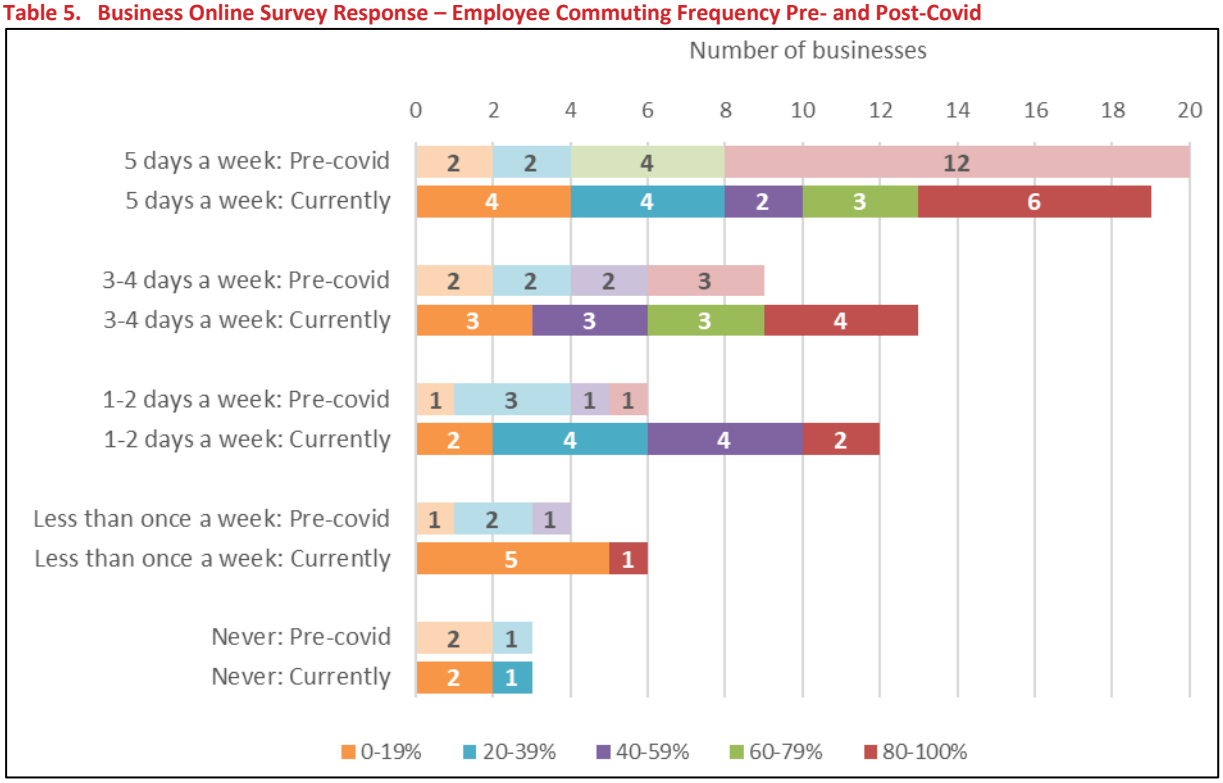
The survey captured information of the characteristics of the business (e.g., sector, number of employees and number of sites), as well as pre and post travel behaviours, priorities for the strategy and suggestions for incentives needed to encourage more sustainable business-related travel.

Travel behaviour

3.2.9 The share of businesses with employees commuting at different frequencies, and their dominant mode, pre- and post-Covid is shown in the two figures below.

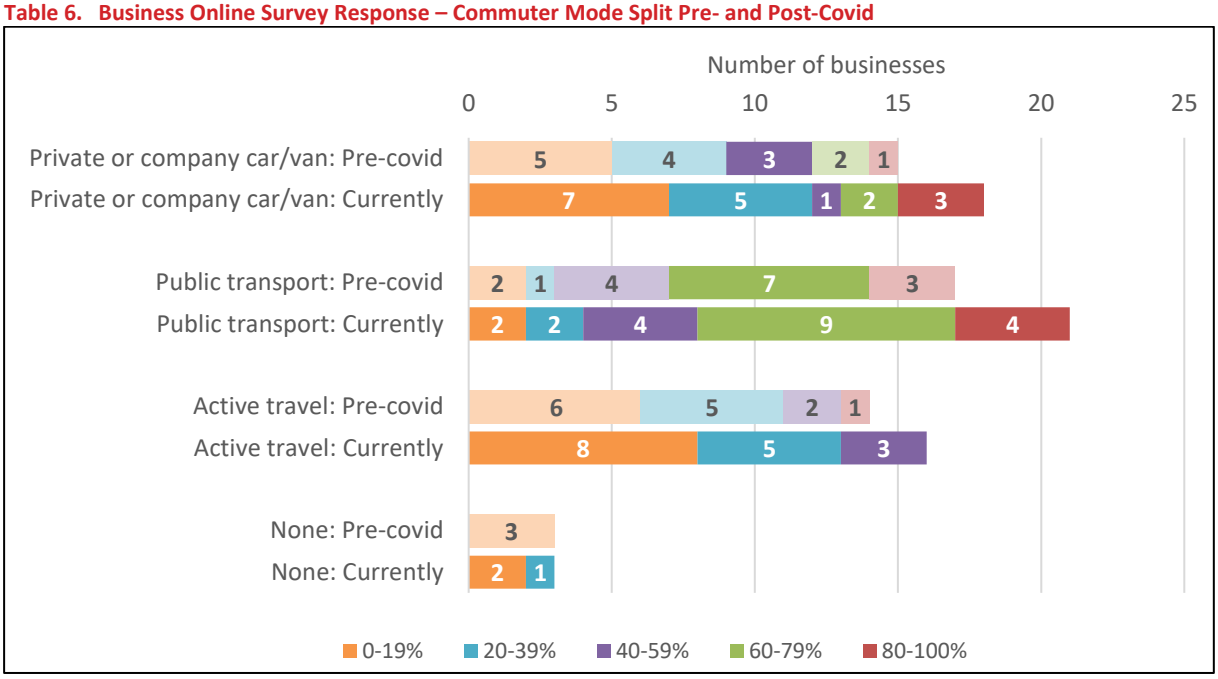
3.2.10 Most employees were working onsite five days a week in both time periods, although there were definite trends for staff to work off-site at least occasionally, with the greatest increase working off site 1-2 times a week.

Table 5. Business Online Survey Response – Employee Commuting Frequency Pre- and Post-Covid



3.2.11 The number of businesses with employees who use a private or company car or van or public transport to commute to work is currently higher (18 businesses) than it was pre-Covid (15 businesses). The number of businesses with at least some employees using active travel remains relatively unchanged, as is the number of businesses with a share of employees who work entirely from home.

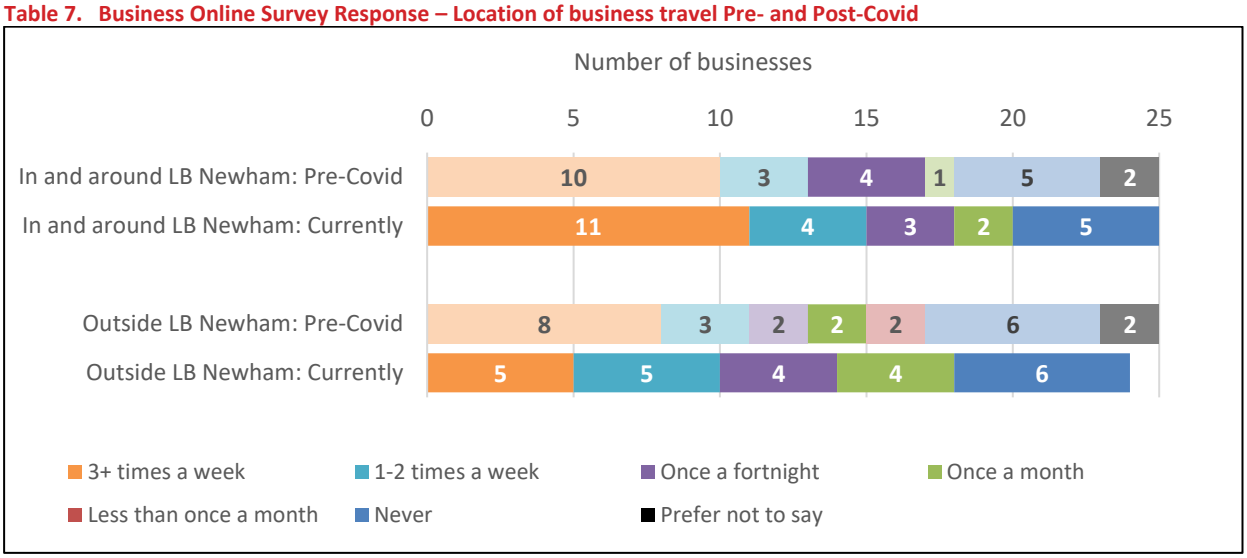
Table 6. Business Online Survey Response – Commuter Mode Split Pre- and Post-Covid



3.2.12 The figure below denotes the frequency at which surveyed businesses conduct business journeys (e.g. to meetings), broken down by journeys in and around LB Newham, and those outside the Borough.

Looking at journeys in and around LB Newham between the two-periods, the number of businesses making 'other' journeys remains relatively stable. There is a negligible increase in the number of businesses travelling 3+ times a week, or 1-2 times a week, compared to pre-Covid. Looking at journeys outside LB Newham, there is a decrease in the number of businesses currently travelling 3+ times a week for other business journeys (five businesses) compared to pre-Covid (eight businesses).

Table 7. Business Online Survey Response – Location of business travel Pre- and Post-Covid



Attitudes towards travel in and around the borough

3.2.13 Respondents were shown a series of statements relating to different features of transport in LB Newham, the statements which residents were most and least likely to agree with, are summarised below:

Five 'most agreed with' statements:

- Overall, it is easy to make business trips into and out of LB Newham (64%)
- Making business trips by Rail or Underground or DLR is easy in LB Newham (52%)
- The time business trips take in LB Newham has a negative impact on my business (35%)
- The provision of information about travel in LB Newham is sufficient for business trips (33%)
- Overall, it is easy to make business trips within LB Newham (32%)

Five 'least agreed with' statements:

- Making business trips by cycling is easy in LB Newham (29%)
- Making business trips by bus is easy in LB Newham (26%)
- I can rely on journey times for business trips in LB Newham (11%)
- Making business trips by car or van is easy in LB Newham (10%)
- There is enough car parking for business trips in LB Newham (5%)

Making business travel more sustainable

3.2.14 Respondents were then presented with a range of initiatives which can be used to encourage sustainable commuting or business trips. The top results for these initiatives which respondents stated they were i) already implementing, ii) would require further guidance to implement, and iii) would require financial support to implement, are shown below:

Table 8. Business Online Survey Response – Making Business Travel More Sustainable

INITIATIVES WHICH WERE MOST COMMONLY ALREADY BEING EFFECTIVELY IMPLEMENTED BY BUSINESSES
• Replacing face to face meetings with virtual meetings (68%) • Using public transport for more business trips (45%) • Prioritising use of local suppliers (45%)
INITIATIVES WHICH BUSINESSES WERE MOST LIKELY TO REQUIRE MORE GUIDANCE ON HOW TO EFFECTIVELY IMPLEMENT
• Participating in walk to work week or cycle to workday (35%) • Encouraging car sharing for staff journeys to work (27%) • Providing cycle training for staff (26%)
INITIATIVES WHICH BUSINESSES WERE MOST LIKELY TO REQUIRE FINANCIAL SUPPORT TO EFFECTIVELY IMPLEMENT
• Supporting staff with the cost of public transport tickets (52%) • Supporting staff with the cost of purchasing bikes and equipment (50%) • Rewards for staff who travel by public transport, walking, cycling (47%)

Priorities for Strategy Development

3.2.15 Businesses were offered an open-response question which allowed them to identify what they thought were the most significant transport issues were facing LB Newham. Responses are summarised below, in descending order of prevalence:

- Car parking, with comments relating to:
  - A lack of car parking spaces/capacity;
  - The cost of parking; and
  - Parking restrictions across the borough

- Accessibility of locations and transport services, including:
  - Access to businesses;
  - A lack of tube stations in the borough;
  - Difficulties in travelling across LB Newham, with North-South journeys highlighted as a specific challenge; and
  - HGV access across the borough.

- Safety, with specific comments including:
  - General safety concerns when travelling by public transport;
  - Overcrowding on rail/tube services; and
  - Cyclist safety

3.2.16 Following the open feedback respondents were asked to select the three priorities for the strategy which were most important to them and their business. The most commonly selected priorities for the strategy were:

- Decreasing the amount of traffic congestion;
- Increasing the number of areas which can be accessed by public transport;
- Better cycle facilities (e.g. cycle lanes, cycle parking);
- Better maintenance of the road network (e.g. reducing potholes); and
- Ensuring transport is accessible to everyone, regardless of any disabilities or impairments.

3.3 Baseline Stage Co-Creation Workshops

3.3.1 A total of seven representatives attended the business session, and 11 residents attended the community workshop. Both workshops began with an introductory session. The moderator explained the purpose of the research, and outlined the structure and ground rules for the session. At the end of both workshops, participants were asked to provide any further comments on any topics discussed and were thanked for their contribution to the research.

3.3.2 The discussion for the Business Workshop began by covering participants views on the current transport provision for journeys within, around, and through the borough. Views were then sought on what worked well, and what issues are currently faced with regards to commuting journeys, other business journeys (e.g. off peak travel to meetings), and making and receiving deliveries.

3.3.3 The discussion for the community workshop began by forming an understanding of current transport patterns, and the different types of journeys undertaken at present (e.g. journey destinations, times, travel mode, and their attitudes towards travel in LBN). It then moved on to participants' views of what works well when travelling in, around, and through LBN, and the biggest challenges faced when doing so. Participants also identified any barriers to using public transport and active travel modes in LBN.

Business Workshop Results

3.3.4 Several issues were cited by business representatives in travelling around the borough, such as:

- Difficulties in travelling north-south in Newham, relative to east-west, which was viewed as being more efficient.
- Overcrowding on public transport if there is an issue with one mode of transport or during strikes, with overcrowded buses when issues occur on the Elizabeth Line for example.
- During recent road works, re-routing of bus routes caused tension with businesses as they affected the direction and flow of shoppers.
- Many buses routes now run through smaller streets which has impacts on congestion
- Challenges in completing deliveries due to parking restrictions.
- The 24-hour nature of Port activities conflicting with plans for new residential developments along the riverside.

Business views towards sustainable transport initiatives for businesses

3.3.5 Participants were invited to make suggestions for how transport could be improved in Newham. Their comments are summarised below.

Table 9. Business Workshop Suggestions for Action Areas

Action Area	Key suggestions for each the Action Area
Public transport	• Improve promotion of public transport for more business trips
Changing employees use of vehicles:	• Encourage car sharing for staff journeys to work • Replace company vehicles with low emission vehicles
Deliveries of goods/materials	• Implement freight consolidation for deliveries • Utilising electric bikes or cargo bikes for local deliveries • Increasing facilities for cargo bike operations (e.g. hubs built in unused spaces), along with improved cycling infrastructure to support the use of cargo bikes for deliveries in the area. • For freight deliveries, safeguarded wharfs must be maintained as they are a sustainable option for freight movements • Parcel collection points should be considered during the planning phase for new developments in the borough.
Active Travel:	• Improve quality of cycle facilities to encourage more work travel by bike • Providing cycle parking and changing facilities. • Providing cycle training for staff • Improvements are also required to cycling and walking infrastructure in the Borough, such as improving lighting on riverside paths and improving the Thames Gateway Crossing.
EV	• Increased levels of infrastructure for EV charging (including the creation of new power sources for EV infrastructure).

Community Workshop Results

3.3.6 A number of issues were cited by attendees, when travelling around the borough, such as:

- A lack of quality walking and cycling infrastructure was cited by many residents from community groups, with specific reference to:
  - Walking – potholes and poor pavement maintenance, high crime rates, a lack of lighting and safety, litter, and unpleasant public realm.
  - Cycling – a lack of segregated infrastructure keeping cyclists separate from busy roads, speeding drivers, poor road maintenance, and a lack of safe cycle storage.
- Traffic congestion was frequently mentioned, particularly on key routes such as Barking Road and Romford Road.
- Several respondents noted a lack of bus routes travelling north to south across the borough.

Resident views towards sustainable transport initiatives for businesses

3.3.7 Residents were similarly invited to make suggestions for how transport could be improved in Newham. Their comments are summarised below.

Table 10. Resident Workshop Suggestions for Action Areas

Action Area	Key suggestions for each the Action Area
Public transport	• Several residents felt that improving public transport was necessary, including: • Reviewing the costs of public transport; • Addressing reliability and accessibility of services; • Increasing access to public transport around the borough; and • Develop greener forms of public transport (e.g. electric/hydrogen buses).
Equity	• An inclusive strategy was considered to be key by several residents, who emphasised the importance of the measures being designed to benefit everyone, so no groups of people or areas of Newham are forgotten. • Some participants felt the core objectives for climate could be supported by continued delivery of School Streets and Low traffic Neighbourhoods (LTNs) as a way of encouraging active travel and improving air quality.
Active Travel:	• Several residents felt it would be key for these objectives to explicitly mention safety of walking/cycling, improved maintenance of facilities, secure cycle parking, advertisement of cycle training, and improved communication and signposting of active travel options • Encouraging more active travel was cited by many residents, which would create health benefits for residents and reduce vehicle congestion.
EV	• Some residents made reference to increased EV charging infrastructure being a key requirement

3.4 Recommendation Stage Co-Creation Workshops

3.4.1 Follow-up workshops were held with business groups and resident and youth representatives, once an initial long list of recommendations had been drawn up. The purpose of these sessions was to solicit additional insight from attendees, and to identify opportunities to further refine and improve the proposals. The recruitment for each of the workshop sessions was undertaken by LB Newham.

- For the Businesses Workshop, the Council recruited a combination of those who responded to an online survey hosted on LB Newham's online co-create platform regarding The Strategy, as well as using pre-existing relationships to ensure a range of business types were present.

- For the Residents Workshop, the Council accessed participants through their Community Neighbourhoods team, in which people were invited to sign-up to the workshop session.

- For the Youth Workshop, the Council accessed participants through their network of Youth Representatives.

3.4.2 The Resident and Business Workshops were held virtually, whereas for the Youth Workshop, a face-to-face session was held at the Stratford Youth Centre. All sessions took place in early September 2023.

3.4.3 The format of the sessions varied between the Resident and Business Workshop, and the youth session.

For the former groups, the session began by showing participants a summary of the key findings from the first phase of engagement, and discussing their initial views on these findings and whether these were in line with their expectations.

Participants were then shown each of the eight Strategy Action Areas at a time, covering the main proposals within each area, as well as the individual areas of focus and any specific examples that have been identified. The discussion focused on initial thoughts on the draft actions, followed by suggestions on how these actions can be delivered and/or improved. Participants were then asked if there were any actions or individual areas of focus that they felt were missing from the current set of actions that they would like to see included.

Businesses and Residents Workshops

3.4.4 The comments received at both the community and Business Workshops were similar, although there was a greater focus at the Business Workshop on logistics and the movements of goods. Overall, the draft strategy actions outlined to businesses and residents during their respective sessions were predominantly viewed positively. Nonetheless, numerous ideas for improvements and further suggestions were provided to strengthen the actions further.

3.4.5 A summary of the key points made is outlined below in Table 11 and 12:

Table 11. Key suggestions from Resident Workshop

Action Area	Key suggestions to further strengthen the Action Area
Public transport	• Additional bus prioritisation needed, particularly on match days, as journey times increase due to congestion • Increase in bus operating hours, in some case to 24-hours a day • On street parking leading to poor bus performance, with additional enforcement needed.
Active travel	• Low Traffic Neighbourhoods were welcomed, but should be delivered equitably across the borough • Preference for segregated cycle lanes rather than shared use • Improving safety – through better lighting, CCTV etc., was an important element in encouraging active travel • Wayfinding needs to be improved to encourage people to walk and cycle
Cycle/scooter hire	• Additional parking needs to be provided for e-bikes • Community engagement or a trial so be considered before encouraging people to use e-scooters • Additional parking for Brompton bikes is needed at stations
Electric vehicles	• There is a requirement for more rapid charging points in the borough • EV charging infrastructure needs to be designed to that it doesn't cause obstruction to other uses on footpaths.
Sustainable private car use	• Measures should be put in place to encourage car clubs to be more desirable and viable • Off-street parking should be focused on key trip attractors such as retail parks and West Ham stadium.
Road safety/security	• Speed limit reduction on borough roads was considered positively but must be enforced across the borough • Requirement for high quality crossing points for pedestrians and cyclists, particularly at collision hotspots.
Behavioural change	• Strategy should consider how behaviour changes could be incentivized with rewards • Behaviour change campaigns should be developed in conjunction with the community to encourage take-up

Table 12. Key suggestions received from Business Workshop

Action Area	Key suggestions to further strengthen the Action Area
Sustainable Delivery & Servicing	• More should be done to encourage freight consolidation, including at the wharf and pier side. This should include more guidance on how to introduce consolidation • Need to make greater use of e-cargo vehicles for last mile deliveries.
Public transport	• Extended hours of operation is required, this is for both bus and underground, to serve sites like the airport • Potential for riverboat services from Beckton
Active travel	• New cycle routes –should be kept away from main roads, and can be created on quieter streets; if they are placed near main roads, they should be fully segregated. • Need to consider how taxis can operate within Low Traffic Neighbourhoods • Improved lighting should be provided on footways such as the Thames Path and riverside • Secure cycle parking is necessary to encourage people to cycle
Cycle/scooter hire	• TfL's bike hire scheme should expand further in the borough • E-cargo bike should be offered alongside other bike-hire schemes
Electric vehicles	• EV chargers should be provided for taxis and other high use vehicles,
Sustainable private car use	• On-street parking should be designed so that it doesn't interfere with pedestrians, and should be effectively enforced. • Introduce incentives to encourage carpooling etc. • Incentivise people to use smaller, lighter vehicles.
Road safety/security	• Any bans on HGVs on certain streets would need to be designed to ensure it didn't negatively impact on the movement of goods. • Footways and cycleways should be upgraded to improve safety • Reduction in speed limits may have negative impacts for businesses and pollution
Behavioural change	• Additional guidance is needed on travel planning and what this means for businesses.

Youth Workshop

3.4.6 For the Youth Workshop, the session began by showing participants a summary of what LB Newham has learned previously from engaging with young people regarding transport and the Climate Emergency. Participants' initial views on these findings were covered, as well as whether they agreed or disagreed with what had been said.

3.4.7 Participants were then split into two breakout groups. Both breakout groups began by forming an understanding of current transport patterns and the different types of journeys undertaken at present in, around, and through LB Newham (e.g. journey destinations, times, travel mode, and their attitudes towards travel in LB Newham).

3.4.8 They then focused on participants' views regarding what works well when travelling in, around, and through LBN, and the biggest challenges faced when doing so. Participants also identified any barriers to using public transport and active travel modes in LB Newham.

3.4.9 For the second half of the breakout group session, participants were asked to imagine that they were designing the Newham Sustainable Transport Strategy from scratch, and to work collaboratively to develop some of their own recommendations for how Newham can encourage sustainable transport choices across the borough.

3.4.10 At the end of the session, the two breakout groups joined back together and presented their ideas and recommendations to each other. Discussion focused on any similarities or differences between the two groups, and whether any of the other groups' recommendations seemed surprising at the time.

3.4.11 With regards to current transport provisions, young people suggested a range of areas in with transport works well, as well as numerous areas in which they currently face difficulties with regards to transport. This feedback is summarised below in Table 13:

Table 13. What young people think works well, and not so well regarding transport in Newham

What works well?	What challenges do you face?
Public transport: ● DLR & Elizabeth line (clean, efficient). ● Platform screens at stations for safety. ● Range of modes and number of stops. ● Stratford station as a transport hub.	Public transport: ● Bus: unreliability; overcrowding; lack of comfort/facilities on-board; quality of information; reliability; need for ZIP cards. ● Train: unreliability; cost of travel; unclean.
Active travel: ● Wide range of travel options in the borough	Active travel: ● Walking environment (air quality, noise). ● Restrictions on Lime bikes and scooter hire.

3.4.12 After providing some initial feedback on some potential draft strategy actions, young people were then offered the opportunity to develop their own recommendations for how LB Newham can encourage sustainable transport choices across the borough.

The broad recommendation areas suggested by young people are summarised below:

Table 14. Youth Workshop Suggestions for each Action Area

Action Area	Key suggestions to further strengthen the Action Area
Public transport	• Reduce costs of travel by public transport. • Improve personal/physical comfort. • Improve frequency, reliability, and hours of operation of services. • Improve information provisions. • Improve wheelchair accessibility on trains. • Introduce new/expand existing public transport services. • Introduce reward systems to incentivise public transport use. • Improve 'environmentally friendliness' of vehicles. • Increase range of payment types.
Active travel	• Improve quality existing infrastructure (e.g. cycle lanes). • Increase the amount/range of infrastructure that encourages active travel. • Improve public realm/physical environment for active travel. • Introduce reward systems to incentivise active travel use.
Cycle/scooter hire	• Reduce prices of cycle/scooter hire. • Increase availability of secure parking provisions. • Improve e-bike design. • Removing riding restrictions/zones.
Informing and educating on sustainable travel	• Inform and educate people on the importance of sustainability. • Involve young people in promoting sustainability. • Increase awareness of available green transport modes and green spaces.
Improving air quality/reducing pollution:	• More trees/greenery to absorb emissions. • Road re-construction to reduce vehicle dominance. • Introduce reward systems for collecting litter in public areas. • Vehicle restrictions (e.g. banning diesel cars). • Investigate ways to re-use/cycle carbon dioxide.

3.5 Conclusions of initial consultations

3.5.1 There was broad consensus in the baseline research between both businesses and residents on the aspects of transport viewed positively, and those in need of improvement.

These issues are summarised below:

Table 15. High-level overview of perceptions of current transport provisions

Positively cited features	Features requiring improvement
Stratford and Stratford International stations	North-South connectivity
Number of routes served by bus	Overcrowding on public transport services
Frequency of DLR services	Congestion on roads
Royal Wharf River Buses	General quality of walking/cycling infrastructure
Active travel and public realm in Stratford, The Greenway, and along the Thames Path	Conflict between industrial sites and residential developments
East-West connectivity	Ease of making deliveries
Logistics systems for scheduling deliveries	Cost of public transport
	Policies which impact those dependent on cars
	Severance of active travel routes

3.5.2 With regards to the current areas of priority for The Strategy, both businesses and resident participants alike considered the topics under consideration for this Strategy as those that would tackle core transport issues in the borough.

Specific areas referred to by businesses and residents with regards to their specific priorities included:

Table 16. Specific priorities for The Strategy amongst business and minority groups

Businesses	Resident and Youth Representatives
Planning for EV charging infrastructure	Planning for EV charging infrastructure
Increased use of, and facilities for, cargo bikes	'Greener' public transport (e.g. electric buses)
Cycling/walking infrastructure improved (safety, provision, maintenance and signposting)	Cycling/walking infrastructure improved (safety, provision, maintenance and signposting)
Increase connectivity, accessibility and hours of operation for public transport	Increase connectivity, accessibility and reduce costs of public transport
Safeguarding of wharfs and consider how wharfs interact with new residential developments	An inclusive strategy that meets the needs of all residents, with consultation/engagement key
A 'pragmatic' approach to the use of HGVs.	Greater emphasis on safety of active travel modes
Parcel collection points for new developments	Improve affordability of EVs
Tailoring the strategy for different areas/wards	Delivery of School Streets and LTNs, provided these are carefully consulted on
Bridges on the eastern stretches of the Thames	Improve the affordability of public transport and bike hire
Safety embedded throughout The Strategy	Improve the quality and coverage of cycling and walking networks
Planning for future technologies	
Promotion of/signposting people towards sustainable transport modes	

3.5.3 These inputs were used by the project team to inform and shape the development of the recommended actions. The second stage workshops broadly validated the types of proposals included in the strategy, as well as providing additional detail, and suggesting areas for revision, which help improve the design of recommendations. These suggestions have been woven in to the recommended actions. A sample of the changes introduced as a result of the consultation exercises are shown below.

Table 17. Changes incorporated in to the Strategy

Points Raised In The Consultation	How The Strategy has been Adapted
Make it easier to travel by public transport, including increasing the number of bus services running north-south, and improve the promotion of bus services for business travel	We have identified a number of routes that would benefit from bus priority, we will also engage with Transport for London to make the case for new bus services, particular north -south and in the Royal Docks and Beckton Riverside area. We will also implement new promotional campaigns to encourage the take up of sustainable travel. Some other issues such as addressing the cost of public transport, or the operational hours or frequencies of DLR and Jubilee line are matters for TfL, but we will continue to lobby as part of our ongoing discussions.
Improve the quality of walking and cycle facilities to encourage more take-up	The strategy includes proposals to expand the borough-wide cycle network, improve walking routes, and expand cycle parking on-street, at stations and at community destinations.
Provide additional charging infrastructure for electric vehicles	We have included recommendations to increase the number of accessibility of EV charging points, both on street and at new developments. We will also provide charging points for e-bikes and e-scooters as the law allows, and pursue a trail of a dockless e-bike hire scheme and e-cargo bike hire pilot.
Implement measures to encourage the sustainable delivery of goods	Our strategy includes recommendations to make it easier for freight deliveries to be consolidated into fewer movements, and to encourage the use of low and zero emission delivery vehicles for the last leg of a journey.
Incentivise the use of car clubs and smaller vehicles	We have recently introduced a new emission-based parking permit scheme, and we'll examine the potential to widen this out to consider the size and weight of vehicles. We will also encourage the expansion of car clubs, favouring the roll-out of electric club cars.
Improve safety for pedestrians and cyclists	We will improve crossing points at identified collision areas, and implement a 20mph speed limit on borough-controlled roads

3.6 Consultation March 2024

3.6.1 A final round of resident and stakeholder consultation was held to gather feedback on the draft Sustainable Transport Strategy (March 2024). This included both an online survey for residents and feedback from key stakeholders.

Resident feedback

3.6.2 The online survey for residents was divided by the eight action areas as identified in the draft Sustainable Transport Strategy (March 2024). The action areas in which respondents felt there should be greatest overall prioritisation were public transport, active travel measures, and safe transport networks.

3.6.3 Within each of these three highest priority action areas, the most commonly agreed with measures were as follows:

- Rail connectivity (public transport) 88.5%;
- Maintain cycleways and footways (safe network) 87.2%;
- Walking and cycling crossing improvements (safe network) 87.2%;
- Prioritising buses (public transport) 84.8%;
- Improved cycle routes and footways (active travel) 81.8%; and
- Leisure walking and cycle routes (active travel) 80.5%.

3.6.4 The open-ended responses from residents align with these priorities. The most commonly occurring themes from open responses related to pedestrian and cyclist safety, reducing traffic congestion, infrastructure maintenance, public transport improvements and promotion of active travel. These themes all indicate a strong desire for initiatives that enhance safety and accessibility for alternative modes of transportation.

Stakeholder feedback

3.6.5 As part of the review of the draft Sustainable Transport Strategy (March 2024), the council contacted key stakeholders to get their feedback. We received responses from the following organisations:

- Environment Agency
- London City Airport
- National Highways
- Places for London
- Thames Water
- Transport for London

3.6.6 The content of stakeholder feedback typically consisted of a combination of the following elements:

Request that the council seek further advice or engagement from the organisation

3.6.7 All six stakeholders made statements requesting that the council seek further advice or engagement from them regarding their areas of expertise or proposals that could affect them. For example, Environment Agency requested that the council share early plans regarding river paths and river crossings as to not adversely affect the environment. London City Airport sought a continued dialogue regarding the council's plans for buses and cycling infrastructure running near the airport.

Supportive statement

3.6.8 Overall the draft strategy was well-received by stakeholders, with London City Airport, Places for London and Transport for London making direct statements of support for the strategy. There were no statements of opposition to the strategy as a whole from any stakeholder.

3.6.9 London City Airport stated that it is strongly supportive of additional sustainable transport within the Royal Docks and across the borough. Places for London stated that they are broadly supportive of the strategy and welcome that the strategy recognises the importance of electric vehicles and projects that support their Limmo site. Transport for London stated that they are generally supportive of the strategy as it promotes active and sustainable travel in the borough, and they generally agree with the conclusions of the baseline review that was structured around the four themes of Place, People, Network and Movement.

Request for a change to the strategy document

3.6.10 Three of the six stakeholders requested one or more changes to the strategy document. These types of request for change included factual edits, additional projects or sub-projects, and additional text for clarity. The council has reviewed all recommended changes and has incorporated changes as appropriate.

4. STRATEGY OBJECTIVES

4.1 Objective Setting

4.1.1 This Strategy has been developed to support Newham Council in the production of its Local Plan Review, which sets ambitious targets for the period 2021-2038 to provide:

- Between 46,633 and 52,133 high quality homes in the borough;
- A requirement for 335,000 sqm of industrial floorspace;
- A minimum requirement for 90,000 sqm of office floorspace;
- 25,973 sqm of retail floorspace; and,
- Employment space for 10,000 new jobs

4.1.2 Most of this growth will be concentrated in the south of the borough, in the Royal Docks and Beckton Riverside Opportunity Areas (OA). Such growth can only be accommodated without placing a severe impact on the operation of the highway network through the development of a comprehensive set out sustainable travel policies and infrastructure investments which widen people travel options, and make it increasingly possible to travel to, from and within Newham on foot, by bike and on public transport.

4.1.3 The Local Plan Review is in itself informed by the Building a Fairer Newham Corporate Plan published in 2022. The Plan sets out an approach to the development of an inclusive economy which is based upon co-creation and community wealth building so that inequality can be tackled alongside the housing crisis. The Plan emphasises the importance of tackling the climate emergency through tangible action, and the application of approaches which support public health, quality of life, and public safety. It also sets out a commitment to involve residents in decision making, and to encourage participation in democracy in Newham at the local level.

4.1.4 A number of the Priorities contained within the Fairer Newham Plan are directly applicable to transport and to the development of this Strategy. They include:

- **Priority 3 – Your Neighbourhood**
  This priority recognises that Newham has the worst air quality in London, even though less than half of Newham residents have access to a car, and that the borough is also used as a through route for commuter traffic originating in other boroughs. The Plan commits the council to work with residents across Newham to make residential roads quieter, cleaner and safer; it has already committed to improving cycling facilities on Romford Road, rolling out a number of Health School Streets schemes as the latest phase of an ongoing programme, and increasing the availability of electric charging points and cycle hangar schemes to encourage a move away from petrol and diesel powered cars, and enable more people to cycle as part of their everyday journeys.

- **Priority 4 – Safer Newham**
  The Plan notes that almost 20% of Newham residents feel unsafe when using public transport, and there have been other, wider changes in the proportion of people feeling safe at all times of the day, and when in parks and other open spaces. Fairer Newham commits the Council to work with residents, the Metropolitan Place Service, and other partners, to make Newham a safer place to live and work, and to reduce both crime, and the fear of crime.

- **Priority 7 – People Powered Newham and Widening Participation**
  Newham is home to the UK's first Permanent Citizens Assembly, and the country's largest participatory budgeting programme. The Citizen's Assembly has already held an inquiry in to 15-minute neighbourhoods and recommended that the approach be adopted by Newham and reflected in its planning and transport plans, and the Fairer Newham Plan commits the Council to ever more degrees of co-creation and support for local people to influence local decisions that will affect them.

4.2 Strategy Objectives

4.2.1 On the basis of the considerations above, as well as comments received during the Baseline online survey and co-creation workshops, a number of strategic options were developed:

- **Objective 1** - Enable sustainable housing and employment growth.
- **Objective 2** - Improve health outcomes for residents and visitors.
- **Objective 3** - Deliver improvements to the transport network that will help tackle the climate emergency.
- **Objective 4** - Ensure that Newham has an inclusive transport network.
- **Objective 5** - Support measures to deliver a network of well-connected neighbourhoods to improve access across the borough and into and from London.

4.2.2 The options listed here have been used to support scheme development as detailed in Section 5, and are reflected in the suite of Key Performance Indicators in Section 7.

5. STRATEGY ACTIONS

5.1 Active Travel

Active Travel Action 1: Improved Cycle Routes and Footways

5.1.1 At the core of enabling people to walk, wheel and cycle is creating streets that are attractive and that people feel safe to travel on. This requires allocating more space and priority to active travel modes. Lack of cycling infrastructure and unsafe roads for people walking, or wheeling has been identified as two of the main barrier to increase the uptake of active travel in Newham during the public survey and stakeholder engagement undertaken in December 2022 to inform this strategy.

5.1.2 Newham Cycle Strategy 2018-2025 presented a plan of action to deliver greater numbers of cycling trips in Newham, with a target of 5% of trips across the Borough being made by bike by 2025. The action plan included the delivery of an ambitious Strategic Cycling Network covering the entire Borough, with a minimum grid density of 400m of high-quality cycling routes with a Cycling Level of Service (CLoS) score above 70 (out of 100) to facilitate high levels of cycling. The Cycling Level of Service (CLoS) score is used to describe the quality of cycle routes, by rating 33 characteristics of an environment contributing to the six design principles of safety, directness, coherence, comfort, attractiveness, and adaptability, with the score heavily weighted towards safety.

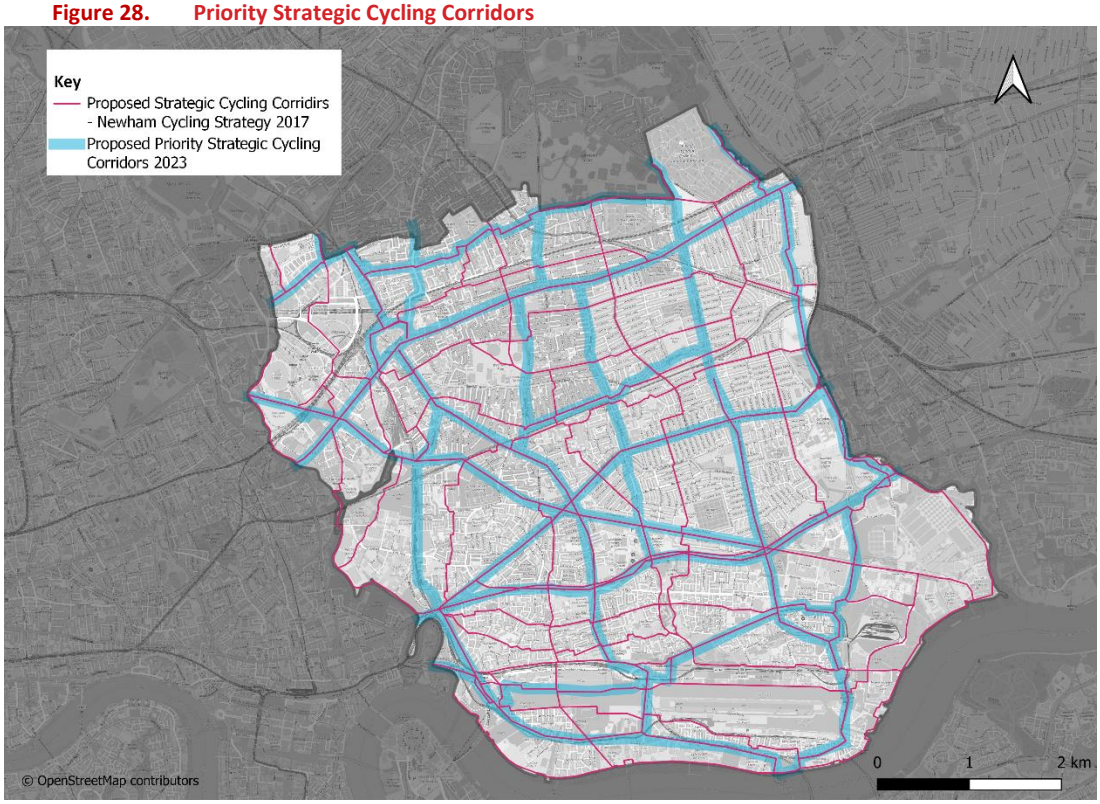
5.1.3 As part of this STS, the Strategic Cycling Network has been reviewed to help prioritise on the key cycle routes that are more likely to enable the biggest increase in cycling help achieve Newham Sustainable Transport Strategy Objectives by:

- Enabling north-south connectivity;
- Overcoming points of severance;
- Serving TfL Strategic Cycling Analysis Corridors;
- Serving routes with high cycling potential according to the Propensity to Cycle Tool (PCT) predicted cycling flows;
- Serving areas with low transport accessibility (low PTAL score);
- Serving areas with higher level of deprivation.

5.1.4 Figure 28 shows the proposed priority Strategic Cycling Corridors that are more likely to support the Newham STS objectives if delivered according to the data analysis that informed the assessment of the strategy options, together with Proposed Strategic Cycling Corridors of the Newham Cycle Strategy 2018-2025. It is important to highlight that the scope of the Cycle Strategy 2018-2025 is not being reduced, as improvement works to reach a high level of cycling service across the whole network need to be progressed as funding become available.

5.1.5 The map does not show proposed alignments of cycle routes, but only identifies strategic routes. A technical assessment of each route, including highway width analysis, is necessary to establish the viability of identified routes.

Figure 28. Priority Strategic Cycling Corridors



5.1.6 The Borough Cycling Strategy will be reviewed in 2024 with a focus on identifying improvements for the remaining routes. The review will include a desktop-based update of Cycling Level of Service Audit, to ensure the interventions proposed in the Cycling Strategy are still suitable to deliver the required level of service.

Active Travel Action 1A: Borough-wide cycle network – An enhanced, borough-wide cycle network will be developed, with infrastructure designed to make people of all abilities feel safe and comfortable when cycling. Space for cycling will be created with segregated routes along corridor with high volumes of traffic and speed, traffic management measures to reduce the impact of motorised traffic in residential areas, and by upgrading off-road paths to the same level of comfort and perceived safety of on-road links. The borough wide cycle network will provide access to a cycle route within 400m as a minimum, where maximum CLoS scores (above 70) should be attained. The priority for delivery will be the routes with the highest potential to generate cycling trips and reduce severance, connecting key origins, destinations and new developments.

5.1.7 Cycle routes are not the only aspect of a safe, comfortable and well-designed cycle network. Other elements will be key to ensure every possible cycle trip in Newham is unlocked. These include adequate cycle parking provision, wayfinding, measures to increase safety from motorised traffic on the roads and at junctions, and measures to increase the perception of safety for all road users. Actions covering those aspects are detailed later in this document.

5.1.8 Alongside developing the cycle network, it will be similarly important to enhance the provision of infrastructure for walking and wheeling in the borough. Better pedestrian facilities have been named as one of the top priorities for Newham residents that responded to the STS public survey in 2022. To encourage people to walk and wheel more, streets need to be safe and attractive spaces that are pleasant to spend time in, and that do not present barriers that prevent people of different abilities from walking and wheeling. The TfL Healthy Streets approach will be at the core of the development of the walking network.

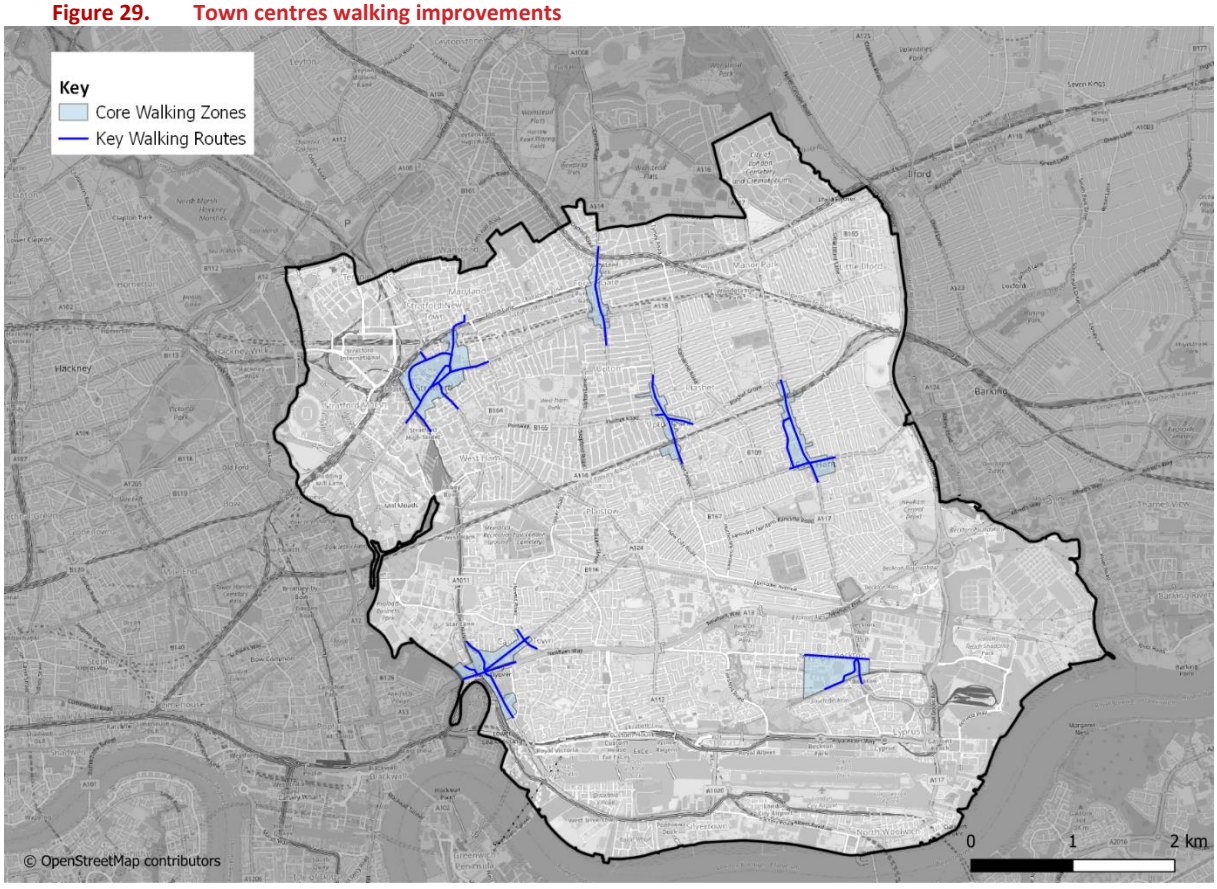
5.1.9 Streets for people walking and wheeling in Newham will provide:

- Footways of sufficient width, free of clutter, easy to follow, with even surfaces that are accessible for people of all abilities, including people using mobility aids such as wheelchairs;
- Safe crossing points that will reduce severance and will give priority to active modes over motorised vehicles;
- Places to rest providing seating, shade and shelter, as well as the possibility to socialise with other road users;
- Urban greening such as street trees and parklets;
- Attractive urban realm features encouraging people to visit and spend time on the streets; and
- A healthy environment where the effects of motorised traffic on air quality and noise are reduced as much as possible.

5.1.10 The baseline analysis of walking provision in Newham has identified town centres and rail/underground stations often located in proximity of town centres as the initial priority for walking improvements, reflecting their position as the area of the borough where the most walking trips are undertaken, due to the variety of destinations that they provide in close, walkable distance. Most of Newham town centres are located on busy main roads with high traffic flows, and sometimes poor crossing facilities along such roads. In some town centres, poor urban realm is a factor that contributes to poor walking accessibility, as well as encouraging people to travel by car to larger retail centres.

5.1.11 Areas of focus of walking improvements are reported in the map below.

Figure 29. Town centres walking improvements



Active Travel Action 1B: Walkable Town Centres – Key walking routes within and linking to the town centre will be improved to provide streets that are attractive to walk and spend time in, as well as providing new and enhanced crossings of busy roads.

5.1.12 New developments in the borough can increase walking by:

- Providing a mix of land uses and facilities that can easily be accessed by new and existing communities in line with the principle of the 15-min neighbourhood
- Creating new high-quality connections for active travel modes that tie into the existing network and address current severances
- Creating new attractive destinations that can easily be accessed by foot and are designed to prioritise pedestrians
- Designing compact mixed-use developments that reduce the need for people to use private vehicles

Active Travel Action 1C: Walkable Developments – New developments will provide uses and facilities that are easily accessible by walking for existing and new communities, and will contribute to expanding the active travel network by removing severances and providing high quality routes that put pedestrians first.

5.1.13 Clearly walking is not confined to just the town centre, and improvements to facilities for walking will be needed across the borough, especially to ensure key trip attractors outside town centres are easily accessible by active modes. A number of key destinations, including large retail parks, are more easily accessible by car compared to other modes.

Active Travel Action 1D: Walking improvements to key destinations – Walking provision leading to key large trip attractors such as transport hubs, retail centres, leisure centres, secondary education establishments and hospitals will be improved to ensure car travel is not the default choice to access such destinations.

5.1.14 When possible, walking and cycling improvements should be delivered simultaneously, especially in areas where potential for active travel is greater.

Active Travel Action 1E: Active Travel Network Development – When possible, provision for people walking, wheeling and cycling will be planned and delivered simultaneously to allow for a greater uptake of all active modes.

5.1.15 Newham is one of the most densely populated local authorities in England, and, as a result of this, the provision of greenspace is relatively low (with public parks and gardens accounting for 5.33% of space in Newham, compared to 6.04% in London overall). As a result of this, and give the borough's forecast population increase, it will be increasingly important to create new green infrastructure on-street and in public spaces. The Council's Green and Water Infrastructure Strategy includes proposals for the development of a 'green grid' of connected green infrastructure which will touch on all of the borough's 16 neighbourhoods.

Active Travel Action 1F: Green Links – The Council will proactively identify opportunities to increase the proportion of green infrastructure in the borough, and work to connect up these links to create a comprehensive 'green grid' routes which will form a network of links covering every neighbourhood in the borough.

5.1.16 The lines of severance in Newham have been identified as one of the main barriers for people to travel sustainably. Lines of severance inevitably make walking, wheeling and cycling trips longer, either because people cannot travel along a desire line their destinations, or because crossing facilities cause delays. If facilities to cross line of severance are available, such as crossing, underpasses of footbridges, they sometimes discourage people from walking and cycling.

5.1.17 For example, signalised crossings often have two stages, such that crossing requires a separate green man to traverse each direction of traffic, with a wait in the middle. Signalised crossings can thus cause significant delays for people walking, making journeys less attractive. Insufficient length of the pedestrian-crossing phase can also cause difficulties for people with restricted mobility, making using these crossings intimidating. Underpasses and footbridges often contribute to a poor perception of safety and may be sometimes inconvenient or inaccessible for people wheeling and cycling.

Active Travel Action 1G: Reduce severance for active modes – Continue to review and improve crossing facilities for people walking, wheeling and cycling, to ensure they are safe, attractive and contribute to reduce journey times.

Investigate additional crossing points for lines of severance and improve accessibility at existing crossing lines of severance.

Active Travel Action 2: Expanded Cycle Parking

5.1.18 Research undertaken by TfL as part of their Cycle Parking Implementation Plan (2019) shows that lack of cycle parking is one of the main barriers for people to take up cycling. Five main barriers related to cycle parking have been identified:

- Insufficient cycle parking;
- Lack of space to store a cycle at home;
- Cycle theft and vandalism;
- Lack of convenient cycle parking; and
- Lack of parking for non-standard cycles.

5.1.19 In 2019, almost half of Londoners declared that cycle parking was insufficient, and that cycling was not a convenient transport option due to the lack of convenient parking in proximity of trips origins and destinations, reducing the appeal of cycling for daily trips (TfL, 2019). Data for Newham reported in the TfL Cycle Parking Implementation Plan showed that the supply of on-street cycle parking was just over 4,000 spaces and that around 1,000 additional on-street cycling spaces were needed in the long-term to fulfil demand.

5.1.20 On-street cycle parking includes public on-street cycle parking and secure residential on-street cycle parking. Cycle parking needs to cater for standard cycles, as well as non-standard cycles, such as tricycles, hand bikes, adapted cycles and cargo bikes, to make cycling accessible for people of all abilities and to enable a wider variety of trip purposes, for example using a cargo bike for shopping trips or to escort children.

5.1.21 Public on-street cycle parking supports short trips to destinations such as high streets and town centres, residential areas (e.g., for short visits to family and friends) and to community destinations such as libraries, GP surgeries, leisure centres, etc. when cycle parking on site is not available. Due to the nature of these trips, parking time is usually short and takes place in well overlooked locations. The key criteria for these parking spaces is the proximity to destinations they serve, to allow easy and convenient access.

The Local Plan requires planning applicants to provide a quantity of cycle parking which is in line with, or higher than that set out in The London Plan 2021 Table 10.2[2], and that 5% of cycle parking should be dedicated to larger non-standard cycle parking to accommodate cargo, recumbent or hand bikes .

Active Travel Action 2A: Increase on-street short term cycle parking provision – Public on-street cycle parking provision will be increased to meet existing and future demand considering targets to increase cycle mode share. London Cycling Design Standards (2016) will be followed for its delivery. Location and design of cycle parking will avoid taking up footway space to avoid adverse impact on people walking and wheeling.

5.1.22 Secure residential on-street cycle parking is usually delivered using cycle hangars. Lack of secure and easily accessible cycle storage can be a barrier for residents in using their cycle on a regular basis, or even owning a cycle, as acknowledged in TfL's Cycle Parking Implementation Plan (2019). For many Londoners, parking their cycle at home is not possible or an attractive option, for instance if this means keeping it on a balcony or in a hallway. This is an issue particularly for those living in older flats, high-rise buildings, or terraced housing without a front garden, where space is at a premium and there are no dedicated cycle parking facilities provided. This should be addressed going forward, and the Newham Local Plan states that "[f]or properties with three or more bedrooms with standalone bike parking, the provision of at least one more cycling parking space than number of bedrooms is encouraged.

5.1.23 While cycle hangars are usually provided following residents' requests, delivering cycle hangars where there are currently no requests could encourage people that have not purchased a bike due to a lack of space to park it, to take up cycling. This is especially true for people needing adapted or non-standard bikes, given their expense and the fact that theft can have a considerable financial impact.

5.1.24 Residents of social housing estates are also in need of additional secure cycle parking, as existing provision is low. In some instances, cycles are left in corridors representing a trip hazard or obstructing fire exits.

Active Travel Action 2B: Increase cycle hangars provision – continue the delivery of cycle hangars to fulfil existing and future demand. Identify locations to deliver cycle hangars where there is currently low cycle demand to unlock additional cycling trips. Review cycle parking provision in estates and deliver hangars or other secure facilities where needed.

5.1.25 While cycle hangars can help provide parking facilities for existing housing developments, new developments must take every opportunity to overcome barriers to cycling for their prospective residents and for visitors.

5.1.26 TfL Cycle Parking strategy has identified train and underground stations (defined as transport hubs) as one of the key focus areas for the delivery of cycle parking. TfL analysis of cycling potential undertaken in 2016 estimated that over 80,000 cycle trips are made to and from public transport stations in London each day, and estimated an additional 1.5 million cycling trips per day if better integration between public transport and cycling is provided.

[2] https://www.london.gov.uk/sites/default/files/the_london_plan_2021.pdf

5.1.27 According to TfL analysis, the majority of stations located in Newham have less than 20 cycle spaces. These are all DLR stations, Plaistow and Upton Park Underground stations, Wanstead Park and Woodgrange Park Overground stations. Stratford Station and West Ham, Upton Park and East Ham Underground Stations have cycle parking spaces occupancy rates above 70%, clearly showing existing demand for cycle parking at stations.

5.1.28 Generous cycle parking provision at stations, including secure, longer-stay parking, is essential to allow stations to act as hubs for interchange. Cycle parking hubs can provide secure and accessible cycle parking and other facilities, such as tyre pumps, repair kits, information boards and, when space if available, also lockers, showers and changing facilities, as recommended in the latest DfT Cycle Rail Toolkit (2023).

Active Travel Action 2C: Increase secure cycle parking provision at stations – Provide a minimum of 20 cycle parking spaces within 50 metres of the station and a minimum 30 per cent spare capacity in all stations, as recommended in the TfL Cycle parking implementation plan. When possible, these should be delivered in secure cycle hubs located in the public realm surrounding the stations. When space is not available in the public realm, work with TfL, Network Rail and TOCs to upgrade cycle parking facilities within the station footprint.

5.1.29 The provision of cycle parking facilities in community and leisure destinations, such as parks, libraries, leisure centres, community centres and health centre, has the potential to increase leisure and community trips made by cycle. The latest data form the London Travel Demand Survey (2022) shows that leisure trips make up the 35% of all trips by journey purposes, while the share of commuting trips is only 15%. These data underline the importance of leisure destination to unlock additional cycling trips.

5.1.30 Newham Public Health and Park and Leisure teams are currently working on a project to increase the provision of cycle parking in parks and other community destinations across Newham, to support an uptake in cycling to these destinations and consequently improve physical and mental wellbeing outcomes for the community.

Active Travel Action 2D: Increase cycle parking in community and leisure destinations – The Council's Transport team will work with colleagues in the Public Health and Park and Leisure teams to identify locations for the delivery of short-term cycle parking to unlock leisure and community trips made by cycle.

Active Travel Action 2E: Cycle Parking in new developments – The Council will expect planning applicants to comply with the Local Plan requirement to provide cycle parking in line with, or to exceed, the quantities set out in Table 10.2 of the London Plan 2021. 5% of cycle parking should be for larger non-standard cycle parking, and, where 20 of more long-term cycle parking spaces are required, one e-charging points should be provided per 20 spaces.

Active Travel Action 3: Healthier Neighbourhoods

5.1.31 High traffic volumes are one of the biggest factors in discouraging people from walking, wheeling and cycling. High traffic volumes are especially detrimental on local streets, which were originally designed for people to live, shop, work and spend their free time, as it makes the environment unsafe and polluted.

5.1.32 To enable people to feel comfortable travelling by active modes on residential streets, the overall number of motor vehicles on the road should be reduced, through motor traffic should be removed, and residents incentivised to use active travel modes wherever possible, both through the supply of a low-traffic environment, and an improvement in the competitive time advantage of walking and cycling compared to driving for the shortest local trips.

5.1.33 A low-traffic neighbourhood (LTN) is a scheme where motor vehicle traffic in residential streets is discouraged or greatly reduced. These schemes are aimed at discouraging "thorough traffic", so all those trips that do not start or end the scheme area. Whilst this continues to allow private motorised vehicles to access homes and businesses, it helps create a neighbourhood in which people can safely travel on foot, bicycle, wheeling or bus, as well as provide a competitive time advantage for walking ad cycling compared to driving for the shortest local trips.

5.1.34 Traffic is reduced by using temporary or permanent barriers called "modal filters". These can include putting up bollards or planters. The schemes can also be camera operated without physical barriers present, but only road signs advising drivers of access restrictions. This approach still allows the passage of some motorised vehicles, such as the emergency services, waste collections and vehicles that have been granted an exemption (e.g. blue badge holders). Other measures can be integrated to create an LTN, such as full road closures, school streets and cycle infrastructure.

5.1.35 Recent research around LTNs installed in London (Thomas A. and Aldred R., 2023, as well as evidence collected by TfL) shows that LTNs have:

- reduced traffic within the scheme area;
- improved air quality;
- increased the level of walking and cycling among residents;
- reduced car ownership levels of residents;
- reduced risks and injuries on roads within the LTNs, especially for pedestrians;
- reduced street crime
- no adverse impact to fire service response times; and
- public support – with 58% of respondents in a representative poll supporting them

5.1.36 Some modal filters have been in place in Newham since the 1980s, creating some "historic" LTNs. One example is the cul-de-sac street layout of Beckton. While this has created an environment that naturally reduces through traffic, LTNs solely based on road layout do not necessarily deliver all benefits of newly implemented LTNs, as they lack the permeability that is given by "modal filters" to support walking and cycling trips.

5.1.37 This approach has successfully been implemented in Newham, where six LTNs have been made permanent (Maryland, Odessa, Sidney, Manbey, Atherton, Stratford Park) and two more have been proposed (Woodgrange and Capel, West Ham).

Active Travel Action 3A: Low Traffic Neighbourhood Expansion – The borough will continue to trial new Low Traffic Neighbourhoods in collaboration with local communities. LTNs delivered through signage and ANPR cameras will be considered, to ensure emergency vehicles and protected categories are not impacted. In general, people living within LTNs will not be exempted, however exemptions for specific categories of people, such as blue badge holders and other people with specific mobility needs will be considered.

A consistent exemption policies will be developed for all LTNs in the Borough. Scheme impacts will be monitored and evaluated before deciding whether to retain, modify or remove**.** TfL and other relevant stakeholders will be consulted before implementation, to work on mitigation strategies if required.

5.1.38 High traffic volumes are also one of the biggest factor discouraging families from walking or cycling with their children to school. School Streets are an effective way to reduce motorised traffic during pick up and drop off time on the roads in proximity of the school entrance. The roads in the vicinity of the school are closed to general traffic for a short time (usually 45 minutes) to allow children to safely walk and cycle to schools. In Newham, all the School Streets (called Healthy School Streets) are enforced by Automatic Number Plate Recognition (ANPR) cameras. Consideration will continue to be given to other physical methods of enforcement dependent on the local context where needed, including bollards, fences or volunteer stewards.

5.1.39 People who still decide to drive to drop off and pick up their children will have to park their cars further away, and walk, scoot or cycle the last leg of the journey. In contrast to LTNs, where every property remains accessible by motor vehicle, residents and businesses within the pedestrianised Healthy School Street zones require exemption in order to access their properties. Blue badge holders can also request an exemption if they require to enter the zone for child escort or work requirements. Emergency vehicles (Police, Ambulances and Fire Services) are exempted.

5.1.40 Results from schemes implemented so far in Newham have been very positive, recording a reduction in Nitrogen Dioxide levels, an increase in children walking to school (as reported on TfL Travel for Life scheme hands up surveys) and a safer and more child-friendly atmosphere around the schools, as reported by the headteachers of schools where Healthy School Streets have been delivered.

Active Travel Action 3B: Healthy School Street Schemes Expansion – Continue the roll out of Healthy School Street schemes across all suitable Primary and Secondary Schools in the borough, as part of a wider set of measures to encourage sustainable travel to school. As the highway and public health authority, Newham has statutory duties to reduce road danger and exposure to air pollution, and to increase physical activity, therefore all technically viable schools will have a Healthy School Street implemented, with non-participation in exceptional cases only. Alternative measures, such as traffic calming measures, crossing improvements and urban realm improvements will be explored for school where full road closures cannot be implemented. Newham will engage with the school community and residents in the design and delivery of the scheme, and ensure exemption policies are consistent across the schemes. The schemes' impacts will be monitored and evaluated before deciding whether to retain, modify or remove schemes.

5.1.41 Low Traffic Neighbourhoods and Healthy School Streets are two ways of rebalancing the use of road space, giving priority to people over motorised vehicles. While these two measures look at reducing traffic flow, kerbside management can help reducing the space parked vehicles occupy on the road.

5.1.42 The kerbside is the space at the edge of a road, next to the footway. This space can be occupied by different elements, such as vehicle parking, cycle hangars, EV charging points, Sustainable Urban Drainage Systems, trees and planting, places to stop, rest and socialise. However, at the moment, the majority of the kerbside space is used for private vehicles parking. Rebalancing the use of kerbside between different uses, will help make Newham urban environment less car dominated, and help manage demand for car ownership.

Depending on the different functions of the kerbside space, these can help with:

- Reducing CO2 emission from motorised traffic;
- Creating an urban environment which is more resilient to extreme weather events, such as flooding and heatwaves;
- Improve air quality;
- Creating welcoming, pleasant and accessible streets where people of all abilities feel safe and comfortable walking, wheeling and cycling, and where people chose to spend time and socialise;
- Supporting the uptake of active and sustainable travel.

5.1.43 One way of rebalancing the use of kerbside is though placemaking initiatives. Placemaking is an approach to the management of public spaces aimed at creating towns and cities that are welcoming, attractive and that promote people's health, happiness and wellbeing. Placemaking features include seating areas, al fresco dining, planting, sustainable urban drainage, or community spaces, which can be allocated on the kerbside. The delivery of placemaking features can be community-led and trialled as 'parklets' located on the kerbside or can be permanent installations. The Newham People Powered Places, one of the largest participatory budgeting initiatives in the UK, is an example of how these interventions can be delivered.

5.1.44 This approach of kerbside management will reduce the instances of "kerbside neutralisation", meaning these instances where the kerbside is used only for a limited time during the day (e.g., underused delivery bays), or where certain uses of the kerbside prevents a dynamic reallocation or change of use (e.g. installation of electric vehicle charging points).

Active Travel Action 3C: Active Kerbside management – The borough will change the way the kerbside is managed, to promote more efficient, dynamic and balanced use of the kerbside space in support of active and sustainable travel. The borough will encourage community led initiatives, such as trial of community parklets, to create a kerbside space that responds to people needs.

5.1.45 A key feature of a transport network that supports walking, wheeling and cycling for all road users is its accessibility for people of all abilities. Features of an accessible walking and cycling network are:

- Footpaths are wide enough to be accessed by people with mobility aids such as wheelchairs and mobility scooters. Cycle routes are wide enough to accommodate nonstandard cycles and free from barriers. Paths surfaces are smooth, well maintained and free from clutter and trip hazard. Footpaths are not blocked by cars or bicycles parking inconsiderately.

- The network is step free, and accessible entry and exit points to footpaths and cycle infrastructure are available at various locations, allowing users to easily get on and off the network via dropped kerbs and gentle ramps. Tactile paving is provided where necessary to support visually impaired users;
- Crossing points are marked clearly, and traffic signals are designed to be accessible, featuring audible signals, tactile indicators, and extended crossing times for those with mobility or sensory impairments;
- The network provides places to stop and rest and shelter;
- The network features clear and easily understandable signage with symbols, text, and Braille to assist users with visual or cognitive impairments;
- The network provides clear and easy to understand signage;
- The network is well-lit for safe use during all hours of the day.

Active Travel Action 3D: Healthy Streets Audits for new developments – Applicants for new developments in the borough will be required to undertake Healthy Street Audits as part of Active Travel Assessments for both the day and night-time to ensure the transport infrastructure delivered as part of their development follow the TfL Healthy Street Approach, considers safety and security for users and are therefore inclusive.

Active Travel Action 4: Leisure Walking and Cycling Routes

5.1.46 Leisure walking and cycling, while not directly impacting mode share away from car travel, are very important to ensure Newham communities are healthy, from both a physical and mental health perspective. Walking and cycling for leisure can be the first step to get people into walking and cycling more for their everyday utility trips, such as commuting, shopping or the school run. Newham off-road routes are an important asset to support both utility and recreational trip, as such it is important that they are well maintained and accessible to people of all abilities. In some instances, off-road routes can attract visitors from outside the borough, providing benefits for the local economy.

5.1.47 Some off-road walking and cycling routes, such as the Greenway, are also an important part of the walking and cycling network for everyday trips.

Active Travel Action 4A: Greenway and London Capital Ring Improvements – The borough will continue its programme of accessibility improvements to the Greenway**.** These will include:

- an extension to the Greenway on the east, to serve new residential development in the Beckton Riverside and Gallions Reach area;
- improvements to lighting and other safety and security features to allow night-time accessibility;
- Increasing the number of access points;
- Provide better integration with the Capital Ring through improved wayfinding and signage;
- Upgrade access to the Greenway from the junction between Newham Way and the A117, to allow for a safer and seamless connection between the eastern and western side of the Greenway.

5.1.48 Officially, the Thames Path does not extend into Newham, because of presence of industrial areas and past access restrictions. In recent years, sections of paths along the Thames in Newham have been redeveloped and upgraded, such as Royal Wharf Road and sections of the Capital Ring, however it is still not fully connected and, in some places, the path is not located along the River Thames, due to the presence of construction sites and industrial sites. Wayfinding and signage are also poor.

5.1.49 It is recognised that this walking and cycling corridor along following the River Thames represents an important active travel for all the new residential and mixed-use development that are planned in North Woolwich, Beckton Riverside, Gallions Reach, Canning Town, Silvertown and Royal Victoria areas.

Active Travel Action 4B: Thames Path Improvements – The borough will work to improve the quality of paths sections following the River Thames in Newham, with the aim of linking it to the existing Thames Path in East India Docks and make it a continuous walking and cycling route, along the Thames when possible, serving future developments.
Newham will work with relevant stakeholders, including TfL and National Trails, to extend the Thames Path into Newham.
The borough will work with developers to investigate possible extension of the path to the east, to link with the Lower River Roding walking and cycling routes.

5.1.50 The Leaway (formerly known as River Lea Walk) is currently used as a leisure walking and cycling route. It provides an important link between the boroughs of Newham and Tower Hamlets, as well as an access route to DLR stations and Canning Town Station, however the number of crossing points along the river are currently limited. Furthermore, the Leaway is not yet continuous along the river due to historic industrial development.

5.1.51 As part of the Lower Lea Valley bridges programme, pedestrian and cycle bridges crossings are proposed along the river, providing new routes to jobs and transport links for existing and new residents. Lochnagar, Poplar Reach, and Mayer Parry are being progressed as priority crossings.

5.1.52 In the future, the importance of the Leaway as an active travel route is likely to increase, thanks to developments planned along the River Lea. As such the route should be maintained and enhanced, delivering a continuous walking and cycling route.

Active Travel Action 4C: Leaway Improvements – The borough will work to improve the quality of the Leaway sections in Newham, to make it a continuous walking and cycling route able to serve future developments.

Newham will work with the borough of Tower Hamlets to deliver the Lower Lea Valley connectivity programme, to increase the number of crossing points along the river.

5.1.53 The River Roding Path is another walking path serving Newham which is a valuable asset for active travel, recreational opportunities, and the environment. As other off-road paths, the quality may vary and the perceived security of people using the path at night reduces due to lack of adequate lighting provision.

However, the River Roding is also a barrier to east-west movement between Newham and Barking. There are currently a number of limitations to the future growth of the area including the presence of the Beckton sewage works and a number of operational wharfs. In the long term and as the area develops, there will be a need for new east-west connectivity,

particularly for public transport, pedestrians, and cyclists if the full active travel potential of the path is to be unlocked.

Active Travel Action 4D: River Roding Path Improvements – The borough will work together with the River Roding Trust, the London Borough of Barking and Dagenham, and London Borough of Redbridge to improve the quality of the River Roding Path in Newham, to make it a continuous active travel route able to serve future developments. Newham will work with neighbouring boroughs to identify additional crossing points along the river.

Active Travel Action 5: Wayfinding

5.1.54 Wayfinding is a very important aspect of the transport network that can help people having an easy and seamless journey experience, especially for active travel journeys. Wayfinding can help people having an idea of travel time, or it can help people locate safer and more pleasant walking and cycling routes, as these routes are often not the most direct, or the ones people will use when travelling by car.

5.1.55 In some areas of Newham, the layout of streets and buildings can be complex, leading to challenges in finding the shortest and most comfortable routes when walking or cycling. This is a particular problem in areas where cul-de-sacs are prevalent, such as Beckton. The presence of construction sites can also impact on the effectiveness of wayfinding Road closures, diversions, and temporary signage can lead to confusion, especially for those who are not familiar with the area.

5.1.56 Legible London is a TfL-led scheme that helps people navigating the urban environment by providing easy to read maps on totems located on the footway.

The maps show main points of interest, public transport provision, and indications of distances between different areas. The maps also include walking and cycling isochrones, to help people understand travel time with active travel modes. 40 legible London signs can be found in Newham, most of them located in Stratford.

Active Travel Action 5A: Legible London Expansion – The borough will work with TfL to expand legible London provision across Newham. As a minimum, a Legible London sign, or similar, should be located at the entrance of each Rail, Underground Overground and DLR station, on bus stations and on the Greenway access points. A Legible London sign, or similar, should be provided in town centres if these are not directly served by a bus or rail station.

5.1.57 Wayfinding is also important to make people aware of existing active travel routes, especially those quiet and segregated routes that are often located away from main roads, whose access points are sometimes difficult to spot if not well signposted. When travelling on those routes, wayfinding and signage needs to ensure seamless navigation of the space and continuous journeys.

Active Travel Action 5B: Develop Wayfinding and signage for active travel – The borough will ensure that existing walking and cycling routes are well signposted on the road, to raise awareness among local residents and visitors, facilitate access and ensure easier navigation and seamless connection between routes. Every new active travel scheme, such as new cycle lanes and LTNs, will be accompanied by wayfinding and signage measures to raise awareness and ensure integration with existing infrastructure.

5.2 Cycle Hire

5.2.1 Newham currently offer shared cycles through the TfL Santander Cycle hire scheme and the Brompton cycle hire scheme. At present, free floating bike sharing is only present in some areas of Stratford, however Newham is exploring options for the introduction of free-floating schemes in the borough. This Transport Strategy explores options to deliver and expand all of these schemes further, as it is recognised that they serve different travel needs and different users.

5.2.2 TfL Santander Cycle are often used by commuters or short trips between public transport stations and their workplaces or homes, as bikes can be picked up and dropping off at key transport hubs and various docking stations across the city. Some occasional users as well as visitors use the bikes for leisure or utility trips.

5.2.3 Brompton Cycle Hire is particularly popular among regular commuters who require a folding bicycle for their daily train or bus journey. Brompton Cycle Hire stations are located at key transport hubs or at large workplace sites (such as Newham Hospital), with bikes allowing them to cover the last mile of their commute.

5.2.4 Free floating e-bike sharing are mostly used for short utility trips or for commuting trips. The electric assistance helps reduce the effort required for their journeys, meaning that people not fit enough to use a standard bike can also use these. This further enables people to make longer journeys, which people on regular bicycles might avoid due to fatigue concerns. Recent research published in Transportation Research Interdisciplinary Perspectives journal suggests that because the e-bike riders often take longer trips, they get more exercise than cyclists on conventional bikes.

5.2.5 The first six Santander Cycle docking stations were installed in 2016 around Stratford town centre and within Queen Elizabeth Olympic Park. Since then, the scheme has not been expanded but additional location for expansion have been identified in Stratford (4 locations) and in Royal Docks West (5 locations). This form of cycle hire is extremely popular in Newham, especially for leisure trips in the Queen Elizabeth Olympic Park. Santander Cycles best caters for short to medium one-way trips.

5.2.6 The delivery of TfL docking stations relies on land safeguarding through the planning system, and a mix of funding streams. To work effectively, the network of docking stations should be dense (approximately every 400m). This makes the delivery of new docking stations somewhat complex and expensive, as stations need enough usage to cover their operating costs. In 2025, a new TfL cycle hire sponsor will be appointed, which could mean that more funding is available that could support the delivery of additional docking stations.

Cycle Hire Action 1: Lobbying for TfL Cycle Hire expansion – The Council will continue to utilise the planning system, in partnership with Transport for London, to support the safeguarding of areas for future TfL Cycle Hire expansion, secure contributions from major developers, and lobby Transport for London to allocate funding to implement an expansion of docking stations across the borough.

New TfL Cycle Hire stations will be prioritised in proximity of transport hubs, large mixed-use developments and in town centres.

5.2.7 Newham has a network of Brompton Bike Hire stations across the borough, with a total of 11 stations. The majority of these are adjacent to DLR or railway stations, while two of these are located on large employment sites (Newham Hospital and Aspire Point student accommodation in Stratford).

Brompton bikes are best to support first and last mile of people using public transport, as folding bikes can be carried on the TfL Rail and Underground network at all times, without any peak time restrictions as it happens for standard cycles. In addition, the hire model of Brompton Bike Hire caters for longer-term rentals, allowing users to trial the use of a bike without full financial commitment or larger storage needs.

Cycle Hire Action 2: Expand Brompton Cycle Hire provision – The Council will investigate the expansion of Brompton cycle hire, with the aim of providing a station at every transport interchange. The Council will engage with large employment sites for possible delivery of Brompton docking stations.

5.2.8 Newham recognises the rapidly evolving cycle hire market and the emergence of the dockless model and the Council is keen to exploit the benefits to the borough of a dockless hire presence. Given the cost and operating model, free floating e-cycle schemes support short one-way trips. The main advantage of these cycles is that they require less effort to ride compared to standard cycles, making them more accessible to people with limited mobility or lower level of fitness. They also make longer trips and trips on hilly terrains more accessible by bike. This also results in people not needing showers or changing facilities at their destinations, opening up cycling to people that do not have access to these facilities.

5.2.9 A number of operators, including Lime and Human Forest, are operating in the boroughs surrounding Newham. Despite the absence of an operational agreement between LBN and these operators, some of their cycles can be found within the borough, as people terminates their journeys here. This demonstrates the presence of latent demand for such services in Newham.

5.2.10 TfL and London Councils are currently working with London Boroughs to create a London-wide dockless cycle hire contract that would be used to manage and provide a consistent operating model across all areas of Greater London. The aim is to have this contract in place by 2024/2025, which would replace all existing MOUs/borough contracts with dockless cycle operators.

5.2.11 However, in the meanwhile, boroughs are required to find a way of carefully introducing and managing these schemes. Having reviewed schemes already introduced in other London boroughs, as well as the results of the six weeks trial with Mobike undertaken in 2018, LBN will investigate introducing a dockless cycle scheme trial with up to three operators. Operators will need to be operating in at least one neighbouring borough to join the trial. This will provide maximum flexibility to users to travel across borough boundaries. Parking will be operated under a controlled dockless parking system, in which cycles will have to be parked in allocated and fully marked bays located on the kerbside. The option to provide physical racks on the bays, to avoid cycles falling and become trip hazards will be investigated.

5.2.12 LBN will work with the operators to identify locations of proposed parking bays. The bays will be located to provide a sufficient density, to help giving users the confidence that they will be able to find a cycle close by when they need one, and that there will be space to return the vehicle at the end of the hire. Appropriate density of bays will also reduce the risk of cycles being abandoned outside of bays and the need for redistribution of cycles between bays. A careful balance will be sought between providing a good density of coverage, whilst recognising that demand is likely to vary in different parts of the borough.

5.2.13 Once a minimum density of bays will be agreed with the operators, bays delivery will be phased. On the first phase, a minimum bay density will be delivered across the borough. The number of bays will be consequently scaled up, to ensure areas with higher demand gets a higher number of bays to meet demand.
As e-cycle share schemes are already present in both Tower Hamlets and Barking, neighbouring Newham to the west and east respectively, an initial borough-wide coverage of bays is deemed more appropriate than an incremental, demand-based coverage.

Cycle Hire Action 3A: E-cycle hire scheme trial – The borough will consider introducing a free-floating e-cycle hire scheme, operating under a controlled dockless parking system. Parking bays will be located on the kerbside where possible. The use of bike racks for parking will be considered. Operations will be in line with the London-wide dockless cycle hire contract currently under development.

5.2.14 A shared e-cargo cycle scheme will also be considered. This would be run in parallel with the proposed standard dockless cycle share scheme, with shared rental cycles located at the kerbside. A scheme could include a range of different cycles designed to transport both goods and children.

Cycle Hire Action 3B: E-cargo bike hire scheme trial – The borough will investigate a free-floating e-cargo bike hire scheme, operating under a docked parking system.

5.2.15 The introduction of an e-scooter hire scheme in the borough is not being considered at the moment, due to the limited evidence on the benefits of such schemes, The borough will continue to review the impact of national and regional e-scooter trials; it will only consider the extension of such a scheme to the borough if benefits can be adequately demonstrated.

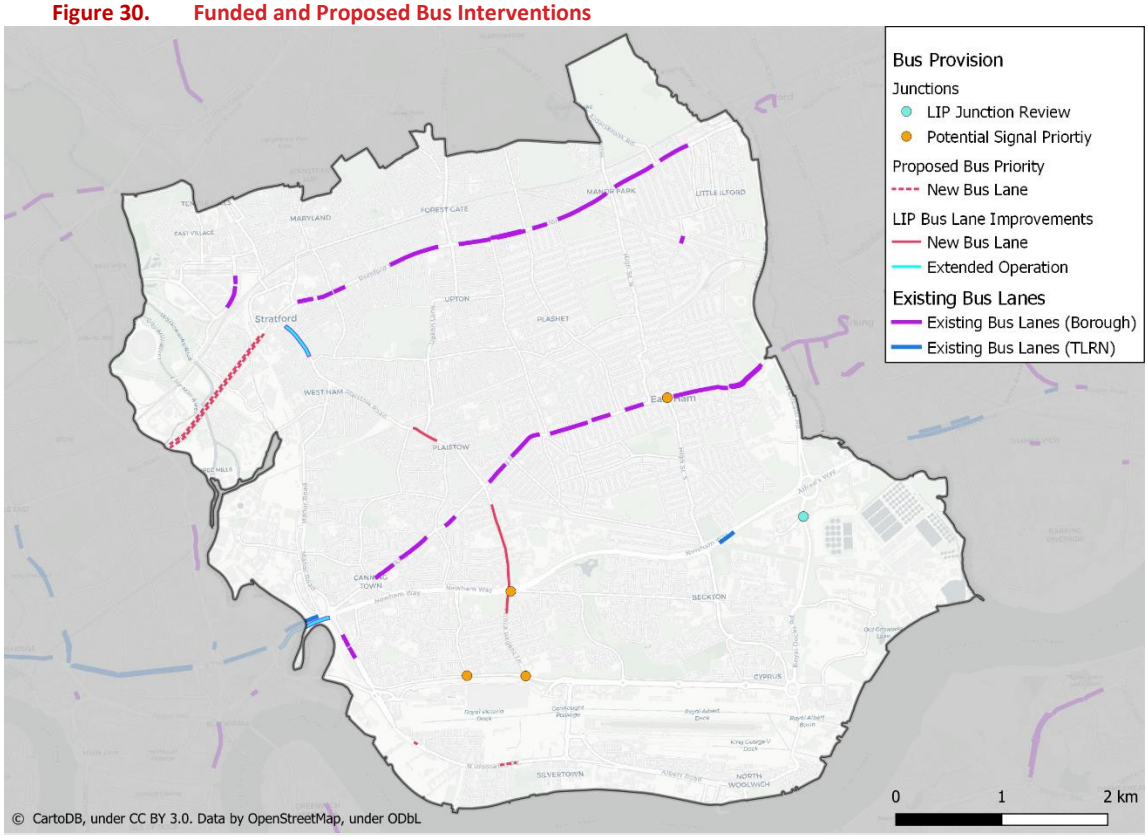
5.3 Public Transport

5.3.1 The borough has a mix of public transport options that create a good foundation for sustainable travel, however there are pockets which are less well served including pockets of poor PTAL in the south and north-south routes less well connected than east-west. Changes to the bus network are the quickest and most effective ways to provide access to public transport, providing a service in many cases where rail cannot. During our public consultation, representatives at the business, community and youth workshops all raised issues such as the price of public transport, supporting the introduction of more zero-emission buses, increasing frequencies and service provision on the Jubilee line and DLR, and expanding the coverage of the transport network north-south. These are not issues that are within the control of the Council, although they are raised regularly in discussions with Transport for London, and the Council will continue to work positively with TfL to make improvements to these issues as opportunities arise.

Public Transport Action 1: Prioritising Buses

5.3.2 In order to attract people onto sustainable modes such as buses, services must be seen to be efficient and reliable to meet trip purpose needs. Bus priority is an important element to facilitating this and can be provided through a number of interventions such as bus lanes, bus gates, signal priority and removal of pinch points. Committed and proposed priority has been included in Figure 30.

Figure 30. Funded and Proposed Bus Interventions



5.3.3 Newham has worked with TfL to identify where investment into bus priority can be made and have been awarded funding towards bus priority through the Local Implementation Plan (LIP) process.

5.3.4 Newham has a number of bus lanes which mainly serve the east-west movements across the borough, including along the A118 in the north of the borough, connecting to the strategic centre of Stratford, and the A124 through centre of the borough connecting Canning Town and East Ham to Barking. At present there are few bus lanes in the north-south direction (Figure 30 and Figure 12), movements in this direction are also more poorly served by buses in the borough.

As part of their LIP funding, Newham have identified a number of bus priority interventions including:

A112/Tollgate Road
- Southbound bus lane between the Greenway and Burley Road.
- Northbound improved cycle provision.
- Removal of parking.
- Converting zebra to signalised to improve pedestrian safety.

Plaistow Road/A114 Clegg Street
- Addition of Northbound and Southbound bus lane.
- Improving right turn onto A114 to aid movement of 325 bus route.
- Addition of green phase for pedestrians.

Bus lane operating hour changes
- Existing bus lane on A112: 7am to 7pm operation weekdays.

5.3.5 In addition to the committed schemes above, growth in population and the associated impact on the network as indicated through modelling (Figure 24, Figure 255 & Figure 277), suggest the need for additional interventions that are recommended through this strategy. The aim of which will be to meet the strategic objectives of cutting congestion and delivering a greater customer experience.

5.3.6 Recommendations from the modelling results, accessibility analysis and projected growth have been split into network intervention categories (see below). Whilst consideration has been made for existing network limitations (e.g. width of road) these recommendations have been developed as a desktop exercise and would therefore require a more detailed feasibility assessment.

- Review of Signal Priority
  - Work with TfL to identify where additional green time can be offered to buses. Modelling (see Figure 24Figure 24) indicates that by 2041 there is expedited to be significant congestion on A13 and North Circular including blocking back to junctions.
  - Delay increases at key junctions as identified in the modelling (see Figure 25) are likely to give the greatest benefit to buses passing through them and the Council will work with TfL to implement signal priority.
  - Review of signal timings may alleviate the impact on buses prior to any larger interventions needed.

- New Bus Lanes (corridors and flares at junctions)
  - Bus lanes provide the most obvious priority for buses, assuming times of operation are consistent with greatest demand on the network. Analysis suggests that a number of locations may benefit from bus lanes along corridors or shorter targets lanes on the approach to junctions to assist buses with getting ahead of traffic. Forecast increases in volumes along the road network and associated delays may be required to maintain bus reliability.

- Stratford High Street
    - Bus lanes along the length of High Street Stratford from Bow Roundabout to Broadway/Great Eastern Road have been developed to concept stage and the project is now progressing to the next stages of detailed design.

- A1020 Royal Docks Road and A406 (TLRN, being developed by TfL)
    - Superloop 2, new bus route, (Figure 32, PT Action 2) delivered by TfL.
    - Package of bus priority measures to ensure delivery of truly 'express' service.
    - Part of the package could address pinch point at A1020/Erik Clarke Lane.

- Parking Reviews
    - Parking can cause congestion along narrow roads that buses struggle to pass. The Council will consider where a parking review may complement other interventions whilst working within the road space limitations and the needs of local residents.

Public Transport Action 1: Prioritising Buses – New bus-priority measures will be developed on key corridors to reduce delays to buses at delay hotspots. These should include a package of measures to complement each other and achievable in any necessary road space reallocation.

Public Transport Action 2: Lobbying for improved bus services

5.3.7 The borough has an extensive bus network, but the greatest service levels are mainly focused on east-west movements cutting across the borough to the main centres and interchanges such as Stratford and Canning Town. Any push for new bus services will need support from TfL and should consider the future growth within the borough. These should be particularly focused in areas where growth is expected, and bus use is currently low (Figure 31) as well as ensuring connections through the Silvertown Tunnel.

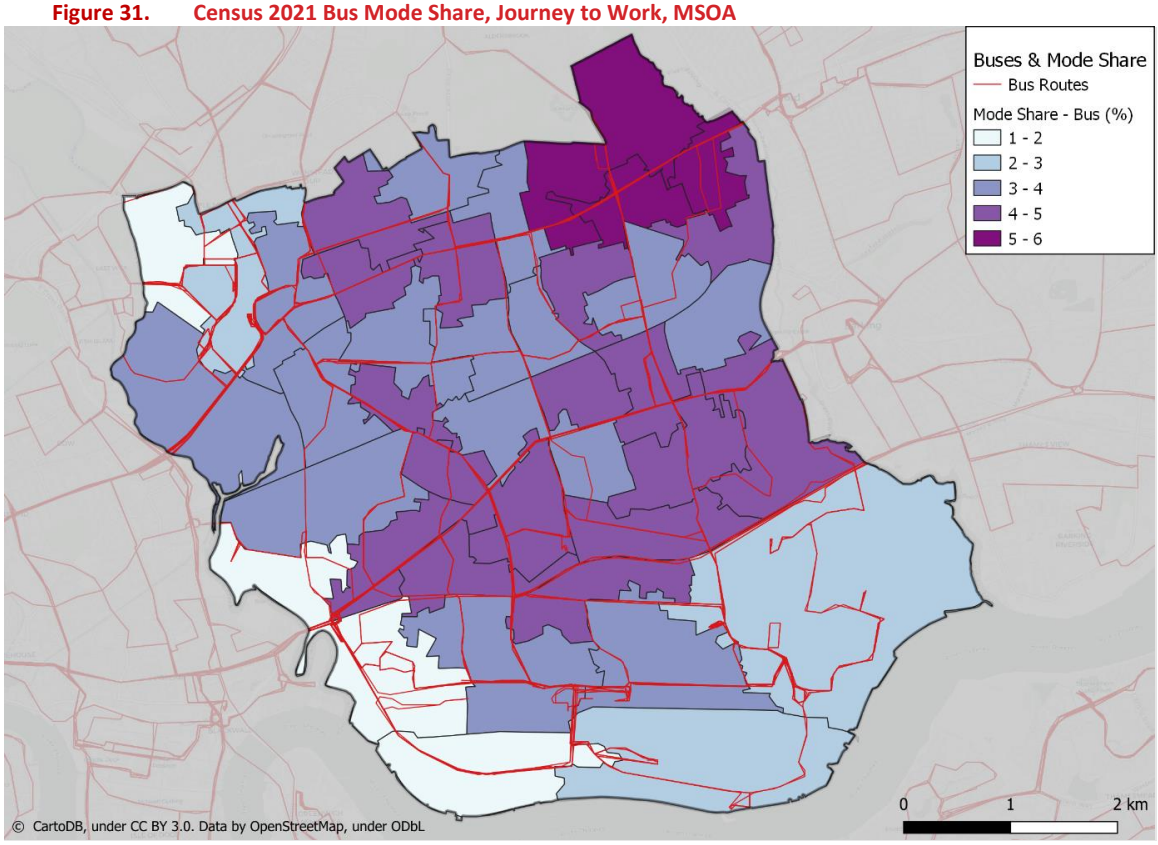
5.3.8 The Royal Docks and Beckton Riverside opportunity area had the lowest level of bus use (journey to work) in 2021, and are more sparsely populated at present but growth needs to be accommodated through the provision of new and improved services. Addressing the need for services in areas currently underserved will go towards achieving the strategic objective of ensuring capacity for future journeys is met, maintaining a good level of service to keep bus use attractive and encourage sustainable journeys.

5.3.9 Note, 2021 travel to work data is impacted by the pandemic with a greater number of people working from home or being supported by the furlough scheme. Therefore, results should be considered as a relative reflection of bus use between areas within the borough but that they may also be impacted by the type of employment e.g. lower paid workers were less likely to work from home and more likely to use the bus. Notes on how to interpret these results have been provided by the Office for National Statistics[3].

5.3.10 When new bus routes are proposed, the availability or requirements for bus shelter, bus stands (including driver facilities) and availability of EV charging for buses should be considered.

3 https://www.ons.gov.uk/employmentandlabourmarket/peopleinwork/employmentandemployeetypes/methodologies/traveltoworkqualityinformationforcensus2021

Figure 31. Census 2021 Bus Mode Share, Journey to Work, MSOA



Source: Census 2021

Public Transport Action 2A: Lobbying for new bus routes – The Council will work with TfL to identify new bus routes that could improve north-south movements within the borough and support future population growth.

5.3.11 The new Superloop route (SL2 follows the North Circular/Royal Docks Road down towards North Woolwich (Figure 32), although this is an express route with limited stops it will improve the north-south connections in the east of the borough. Newham will engage with TfL on the proposed stop locations in the borough and work with them on the package of bus priority measures being developed by TfL on the A1020 Royal Docks Road and A406 North Circular.

5.3.12 Newham will also ensure that the most appropriate locations are connected in the borough, with connections at Gallions Reach and King George V to promote modal transfer and connect an area with already lower levels of bus use than the borough average (Figure 31). Further considerations should be put into adding a stop a London City Airport before continuing onto the ferry which improve access to the airport from the east but also south of the river.

Figure 32. Proposed SL2 route

Source: TfL

Public Transport Action 2B: Suggesting Superloop bus stops – The Council will engage with TfL to ensure Superloop bus stops are in line with proposed bus priority measures and provide maximum connectivity.

Public Transport Action 2C: **Additional express bus services** – Lobby TfL to consider additional express bus services, and encouraging TfL to deliver additional bus priority along TLRN.

5.3.13 Night/24hr buses provide important links for evening leisure trips and are also important for shift workers who start or finish outside the usual commuting times. Connections to and from central London, as supported by these buses, is generally good. The borough should consider areas within the borough and connections to adjacent boroughs where high levels of shift work may occur and therefore benefit from being connected to buses/improved night bus facilities. Suggested focus areas cover industrial locations, London City Airport and access in and out of central London:

- **London City Airport**
  - 474 operates 24hrs connecting Canning Town and East Ham
  - 473 does not operate 24hr/night services, connects to Stratford and Plaistow – could provide access to staff member homes.

- **Royal Docks**
  - No night or 24hr buses operate in this area yet there are a number of industrial locations which are likely to have shift work.
  - 330 is currently the only route to serve the area, connects with Canning Town which provides wider connections across the borough and in an out of Central London.
  - Consider extending operating hours of 330 or rationalisation with 474 such as rerouting along North Woolwich Road to provide night time connections.

- **Gallions Reach/Beckton Depot**
  - Currently served by N551 but is focused on movement in and out of central London.
  - Opportunity to align with SL2 depending on proposed hours of operation to provide better radial north-south movement in the east of the borough.

- **LUL Depot Abbey Road**
  - There are no buses services at all along Abbey Road at present (including day services), limited by a weak bridge over the railway.
  - 276 is the nearest service and is not 24hr and there is no night bus equivalent.
  - Consider newer approaches to connecting this area with lightweight vehicles, away from a more conventional bus. A mini-bus style vehicle which could be part of a wider demand responsive transit (DRT) operation to also connect the business park around West Ham (see below).

- **West Ham Bus Garage & Canning Town Business Park**
  - Served by 276 and 323 which are not 24hr or have a night bus equivalent.
  - Increasing hours of 276 would provide access to Stratford and from there further travel options.
  - Introduction of smaller mini-bus type routes either as timetables or DRT to account for difference to more traditional usage during shift work.
  - Engage with private sector in those areas to consider funding contributions to a DRT trail.

Public Transport Action 2B: Lobbying for night bus services – The Council will engage with TfL for the delivery of night time bus services to support night time economy and shift work.

Public Transport Action 2C: Consider new opportunities to connect underserved areas and shift workers – Highway network limitations and non-traditional demand patterns could be better served by non-traditional bus routes such as DRT and the Council will engage with TfL and employers to develop feasibility.

Public Transport Action 3: Accessible & Safe Transport

5.3.14 Public transport should be accessible to all as well as being frequency, reliable and fit for purpose. This includes ensuring passengers are able to access bus and rail without impediment and as easy as possible for all abilities. Stations and interchanges should be accessible and clear to navigate.

5.3.15 For bus travel, improvements can be made to footways or other facilities at the bus stop to improve accessibility, such as ensuring that the bus stop is kept clear of street clutter, or

moving stops from lay-bys to on-street stops, creating 'bus boarders' so that buses can easily approach and leave the stop.

5.3.16 For Underground (Plaistow & Upton Park) Overground (Wanstead Park & Woodgrange Park) stations that are not currently fully accessible, LBN will lobby TfL and Central Government to make those stations accessible as part of planned 'step free access' improvements delivered by TfL (Underground) or Network Rail (Overground). Addressing these stations will make all DLR, Underground and Overground stations within the borough accessible. Depending on development plans around these stations, LBN could also seek developer contributions to assist with conversion of these stations to step free.

Public Transport Action 3A: Public Transport accessibility improvements – Support and lobby for improvements to the accessibility of stations (including step-free access), bus stops and interchange locations in Newham.

5.3.17 People should feel safe using the transport network, particularly at stations and stops. LBN will work on initiatives along with TfL and British Transport Police (BTP) to make those using the network particularly women and girls and at night feel safe using the network. Confidence in the safety of the network will encourage usage of sustainable modes.

Public Transport Action 3B: Customer Safety – LBN will work with TfL and BTP to target vulnerable users of the network, increase visibility of law enforcement and ensure adequate CCTV at stations.

Public Transport Action 4: Transport Hubs & Active Travel Integration

5.3.18 Transport hubs bring together multiple modes in a single location, increasing their benefit compared to each operating separately. Allowing people to seamlessly change from one mode to another takes away a key disincentive of using public transport that of the time spent and inconvenience caused by changing between modes. They encourage people to complete their entire journeys by public transport by offering options for the 'first and last mile', such that people can easily continue their journey. Having a visible transport hub in itself promotes the concept of using sustainable travel simply through boosting its visibility, and they can act as a key source of travel information for users.

Public Transport Action 4A: Public Transport and Active Travel Integration – Improve sustainable transport infrastructure at and on the approach to stations to support sustainable first/last mile trips and encourage public transport usage.

5.3.19 Whilst traditionally transport hubs such a Stratford, are large, and connect primarily long-distance modes, they can play a valuable local role. As the number of shared and sustainable transport options increases in the borough, it will help existing users and attract new users if they are well integrated.

5.3.20 Hubs will need to expand beyond those traditional larger locations to smaller mini-hubs in local communities, connecting to bike share bays, car club spaces, electric vehicle fast-charging, Demand Responsive Transport virtual stops, taxi hotspots and cycle parking in a single location. This will be particularly important in connecting vital services but also connecting communities where transport connectivity is currently poorer. Locations could include University of East London, East Ham, Silvertown, Newham University Hospital, and Forest Gate.

5.3.21 Applying a consistent branding will help people become familiar with the concept of finding their nearest mini-hub. Other services, such as parcel lockers and transport information, could offer additional benefits and draw more people to using sustainable transport.

Public Transport Action 4B: Community mini-hubs – Investigate and develop mini transport hubs that combine multiple sustainable and shared modes in strategic locations around the borough.

Public Transport Action 5: Rail Connectivity

5.3.22 The rail network also plays an important role in Newham connecting residents to the rest of London. Developments like Beckton Riverside offer the possibility of developing new neighbourhoods and town centres built around the needs of residents and supporting the Council's well-connected neighbourhood approach. With the proposed increase in homes within Beckton Riverside, significant capacity upgrades to the rail network will be required, including an extension to the DLR from Gallions Reach to Thamesmead in Greenwich and potentially further east, in addition to new stations at Beckton Riverside and Thamesmead.

5.3.23 LBN will work with TfL to seek the greatest benefits from the Silvertown Tunnel, particularly for development of Beckton Riverside and will ensure a focus on using the tunnel to improve bus connectivity to link Stratford, the development site, and Greenwich. Growth in this area will strengthen the business case for a new DLR station at Thames Wharf, which will provide a high-capacity link for growth which could not be supported by the current bus network. Thames Wharf has been the subject of a TfL options study but is currently unfunded.

5.3.24 In the longer term, LBN will work with TfL and other local authorities to consider how rail connectivity can be further improved – such as extending the DLR northwards towards Barking and Ilford (along the corridor of the River Roding/North Circular), an eastern branch of Crossrail 2, and extending the Elizabeth line beyond Abbey Wood towards Ebbsfleet.

Public Transport Action 5A: DLR Expansion – The Council will continue to work with TfL and the Mayor of London and Central Government to develop and implement proposal for the extension of the DLR line and the construction of new stations at Beckton Riverside, Thamesmead and Thames Wharf.

5.3.25 The significant levels of regeneration at Stratford have been delivered by notable improvements to its transport infrastructure, such that Stratford is one of the busiest rail stations in the UK, with a 90 million increase in patronage in 13 years. Recent and forecast growth is such that interchange capacity is reaching safe limits, with increasing need to manage crowding. Proposals for its redevelopment have been developed by Newham Council, Network Rail, TfL and the London Legacy Development Corporation (LLDC).

5.3.26 Enhancements will also be required at Canning Town (DLR & Jubilee line and bus) and West Ham (DLR, District, Hammersmith & City, Jubilee lines and National Rail) stations in recognition of developments in the area, and the additional pressures these will place on station capacity.

Public Transport Action 5B: Stratford, West Ham & Canning Town stations – The Council will continue to work in partnership with Network Rail, TfL, the LLDC and other to further develop plans for the expansion and redevelopment of Stratford station, and the expansion of West Ham and Canning Town stations. We will engage constructively with the Department for Transport over funding.

5.3.27 As growth and development is focused along the DLR network, and given its importance at moving people across the borough, assessments of capacity constraints and any improvements will need to take place as development levels become clearer.

Public Transport Action 5C: DLR Station Capacity Upgrades – The Council will work in partnership with TfL and developers to investigate the need for station improvements relative to the level of planned development in those areas. Focus stations are likely to include West Silvertown and Pontoon Dock.

Public Transport Action 6: Lower Roding Crossing, reducing severance

5.3.28 The neighbouring London Borough of Barking and Dagenham is considering a new crossing of the River Roding which would be an active travel and bus route, linking to the Barking riverside development. This would reduce severance and improve connectivity to Beckton and other neighbourhoods, as well as bringing in to use open land which currently has limited public access. Improved connections along the Thames Path and the Roding will provide facilities for cycling and walking as well as bus and the emergency services.

Public Transport Action 6: Lower Roding Crossing – The Council will review options and case for the proposed River Roding crossing as an active travel and bus corridor.

5.4 Electric vehicles

5.4.1 Although this Sustainable Transport Strategy prioritises the delivery of projects that enable and encourage more trips on foot, by bike or public transport, it is recognised that some people will only be able to travel using private vehicles for some of their journeys. It is therefore important that the Council delivers the necessary infrastructure to support the uptake of cleaner vehicles, without encouraging car travel for people that do not necessarily require it.

5.4.2 EVs offer significant advantages including reduced tailpipe emissions, lower operational costs compared to petrol vehicles, and quieter operations, contributing to a decrease in noise pollution. However, it is also important to acknowledge the challenges associated with EVs. While they are a positive step forward, they still contribute to particulate emissions from brake dust and tyres. Road safety remains a concern as EVs, like any other vehicles, can be involved in road collisions. Additionally, EVs continue to occupy limited kerbside space, a valuable urban commodity.

5.4.3 There are also environmental considerations tied to the production, disposal, and recycling of batteries, which can contribute to environmental degradation if not managed responsibly. Moreover, the initial high purchase cost of EVs can be a barrier to widespread adoption, particularly for low-income households.

Electric Vehicle Action 1: On-street EV Charging: *Charging Point Accessibility*

The Council will:

1. Adopt a footway-free installation policy for charging points wherever possible. Newham should only allow new installations on dedicated buildouts, ensuring the safety and free movement of pedestrians.
2. Ensure that there is enough space around the charging points, especially for wheelchair users or those with mobility impairments. Charging cables should be retractable or have dedicated storage to prevent trip hazards.
3. Offer multiple payment methods, including touchless payment options. Ensure payment terminals are at a height accessible to everyone and consider voice-guided payment systems for visually impaired users.
   Integrate fair pricing structures to make EV charging affordable and equitable, promoting wider usage.
4. Establish a regular maintenance schedule to ensure all accessibility features remain in optimal condition. Include feedback mechanisms for users to report any issues they encounter.
5. Engage with the local community, especially those with disabilities, to understand their specific needs and concerns related to EV charging.
6. Promote the establishment of shared EV programs within Newham, reducing the need for individual ownership while ensuring access to clean transportation.
7. Prioritise the delivery EV charging infrastructure near public transport hubs to encourage the use of EVs for first/last mile legs and promote multi-modal transportation.
8. Collaborate with developers to ensure that new residential and commercial developments contribute to expanding the on-street charging network.

5.4.4 Integrating charging infrastructure in new development ensures that Newham can anticipate the needs of future residents and businesses. Under the Local Plan provisions, any new development that does provide parking must provide Electric Vehicle Charging Points, with 100 per cent of spaces at residential, and 20 per cent of other developments having Charging Points and future proofing of future installation at the remaining spaces.

Electric Vehicle Action 2: Off-Street EV Charging *Points in New Developments:*

The Council will:

1. Encourage developers to partner with EV charging providers to leverage their existing payment and management systems.
2. For developments that already have a service charge-inclusive system, explore retrofitting options to transition to a pay-as-you-use model or offer a return system for non-EV users.
3. Encourage car-free residential development. This action would balance the need for accessibility to EV Charging infrastructure while discouraging the dependence on private vehicles.
4. Encourage developers to design charging infrastructure that can be easily upgraded or expanded in the future, anticipating growth in EV adoption.

5.4.5 While the borough is committed to decreasing congestion and promoting sustainable transport modes, it's acknowledged that certain users might continue relying on personal vehicles due to specific requirements or limited access to public transport. As such, a strategic approach to EV charging infrastructure is imperative to ensure it supports the right vehicle users.

5.4.6 It is important to highlight that people with disabilities rely more heavily on personal vehicles. For them, driving is often a necessity due to the challenges presented by other transport options.

Electric Vehicle Action 3: *Prioritising High Utilisation & Essential Users*

Action 3A: EV charging for taxis and private hire drivers

The Council will:

1. Prioritise the installation of charging infrastructure in areas frequented by taxis, PHVs, LGVs, and HGVs.
2. Support the transition to Zero Emissions Vehicles for high-mileage and essential service vehicles, including taxis, PHVs, LGVs, HGVs, as well as tradespeople like plumbers, electricians, and window cleaners.
3. Improve collaborations with commercial partners, such as Uber and other taxi and delivery services.
4. Implement monitoring systems to optimise the utilisation of EV charging points, ensuring they are available for high-utilisation vehicles. Consider introducing time limits or dynamic pricing to discourage long-term occupancy, enhancing accessibility for all users requiring charging services.
5. Promote the electrification of car clubs to offer residents an alternative to private car ownership, thereby reducing dependency on private vehicles as well as the overall emissions in the borough.

Electric Vehicle Action 3B: Adaptive Charging Solutions

The Council will:

1. Installing a set proportion of new charging infrastructure as "Fully Accessible". These would include features such as wider bays, levelled surfaces, easy-to-use charging equipment suitable for all users, and clearer signage.

2. Ensure that "Fully Accessible" EV charging points are positioned near essential facilities such as hospitals, care homes, rehabilitation centres, and other places frequently visited by people with disabilities.

3. Adopt modular charging stations that allow for easy upgrades. This ensures that as technology progresses, only components that are outdated need replacement, rather than the entire infrastructure.

5.4.7 The Council recognises that the growth and the increasing popularity of technologies such as e bikes and e-scooters. Whilst Newham's vision is to provide residents with a seamless charging experience, we also note that e-scooters are classed as motor vehicles, which means that the rules that apply to cars – such as the need to have a licence, insurance and tax – also apply to e-scooters. As it's not currently possible to get insurance for privately owned e-scooters, it is currently illegal to use them on public roads, though this may change as a result of approved government trials.

Electric Vehicle Action 4: e-scooters, e-bikes, and mobility scooter charging

The Council will:

1. Design versatile charging stations that can support various electric vehicles, from cars to e-scooters and e-bikes, respecting current e-scooter legal restrictions.

2. Develop proposals for the introduction of fast-charging options in strategic locations, ensuring adaptability to legal and regulatory changes.

3. Stay updated on e-scooter regulations, adjusting policies and infrastructure to promote legal and safe electric transport use.

5.4.8 In addition to the interventions outlined above, the Council will review and update its policies to support greater roll out of EV charging points. These will recognise that the placement and design of charging points become not just about functionality, but also about integrating these elements into the urban landscape. In planning for roll-out the Council will be mindful of the impact of charging points on the public realm, as well as coordinating delivery with that of other elements of the capital programme to minimise construction impacts and disturbance.

Electric Vehicle Action 5: *Kerbside Neutralisation:*

The Council will:

1. Provide recommendations on broad locations for EV charging infrastructure, ensuring installations align with Newham's aesthetic and functional urban standards.
2. Collaborate with urban planners, local businesses, and community members to identify optimal locations for charging points, ensuring minimal disruption to current and planned pedestrian areas, parks, and public spaces.
3. Consider charging infrastructure that can be adapted, upgraded, or repurposed as technology and urban needs evolve.
4. Develop plans for the roll-out of charging points in conjunction with other elements of capital programme delivery so as to minimise the construction impacts.

5.4.9 Newham Council is committed to ensuring the accessibility and expansion of Electric Vehicle Charging Points (EVCPs) using Section 106 and the Community Infrastructure Levy (CIL) Funds.

5.4.10 While Newham is shifting towards car-free developments, the Council wants to ensure that the transport needs of all residents are met. The Council acknowledges the necessity to increase EVCPs especially in areas where parking is proposed, and to integrate contributions from car-free developments.

Electric Vehicle Action 6: Optimising Section 106 and CIL Funds for EV Infrastructure

The Council will:

1. Prioritise the installation of EV charging infrastructure in on-street parking locations designated for Blue Badge holders and visitors.
2. Ensure that contributions from car-free developments are assessed based on the direct benefit and specific needs of each development and the surrounding community.

5.5 Sustainable Private Car Use

5.5.1 Despite the push towards sustainable and active travel at local, regional and national policy levels, it is recognised that private vehicles will continue to be part of the mobility mix in Newham for a long time. However, measures can be put in place to promote a more efficient use of vehicles, and to promote smaller, lighter and cleaner vehicles. It is important that appropriate steps are taken to manage parking demand, promote a reduction in private vehicle usage and encourage modal shift.

5.5.2 A failure to do so may not only limit opportunities to meet active travel, car ownership and traffic volume targets for the borough as set out within the Mayor’s Transport Strategy but have negative impacts in terms of congestion, air quality and health.

5.5.3 Newham has one of the lowest levels of car ownership in London, and a low car-mode share for many types of journeys. The Council has embraced a number of planning policies, such as the development of low traffic neighbourhoods that encourage people to consider the use of non-car modes. In addition, the Local Plan makes it clear that all new development will be car-free, and that the provision of residential car parking – outside of blue badge spaces – will not be supported.

5.5.4 Despite this, Newham has an extensive network of on- and off-street parking facilities; these should be reviewed to confirm that the provision and location of parking spaces are commensurate with the borough's car ownership levels and its wider aspirations to encourage sustainable transport and address the climate emergency.

5.5.5 A total of 31 Resident Parking Zones (RPZs) cover the borough with different hours of restriction in each. Eligible residents are able to obtain parking permits that allow them to park on-street.
The number of RPZs, also known as Controlled Parking Zones (CPZs), is similar to many other London boroughs.

- Newham: 31
- Greenwich: 39
- Hackney: 26
- Redbridge: 36
- Tower Hamlets: 16
- Waltham Forest: 72

5.5.6 As well as resident permits, the Council provides a number of other permits for parking, as detailed in Table 7. Emission-based charging principles are applied for a number of permit types, whereby the greater the emissions released by an individual vehicle, the higher the tariff for parking. The implementation of emission-based charging for various permit types has been demonstrated to positively influence the composition of the vehicle fleet in favour of greener vehicles in Newham.

Table 18. Newham Permit Overview

Permit Type	Emission-Based Charging Used (Y/N)	Number of Emission Bands	Different £ for Multiple Permits
Resident Parking	Y	Y	5
Visitor Parking	Y	Y	5
Disabled Parking***	Y	N	N/A
Business Parking	Y	Y	5
Industrial Parking	Y	Y	5
Charity Business Parking	Y	Y	5
Trade & Courtesy	Y	N	N/A
Care & Care Home	Y	N	N/A

Sustainable Private Car Use Action 1: Develop a Parking Strategy – The Council will develop a Parking Strategy to review the number and location of on- and off-street parking, to ensure that provision is in line with the Borough's wider corporate objectives. The Strategy should also consider hours of operation, parking charges, and the use of technology to efficiently balance supply and demand and support revenue generation.

Parking Supply

5.5.7 Parking spaces are offered in abundance in the borough, both on-street and in off-street car parks (managed by the Council or private). A large proportion of off-street capacity is located in and around Stratford, Beckton, Forest Gate, East Ham and Upton Park. Alongside car parks operated by the Council, private car parks, including those provided in conjunction with retail facilities, form much of the wider parking offer in Newham.

5.5.8 On-street parking provides a considerable proportion of supply across the borough. It is important that neither on-street or off-street parking is considered in isolation. The interplay of both types of provision is an important consideration prior to any redevelopment of car parks or changes to on-street parking supply. The two forms of supply inevitably interact and changes in off-street car parking provision or management may result in changes in behaviour for on-street car parking, and vice versa.

5.5.9 The Council's Parking Policy and Procedures document (October 2020, amended November 2020) identifies nine objectives with respect to parking. These are intended to support the Council in making decisions with respect to allocation of parking space and management processes (e.g. pricing):

- Tackle the poor air quality and Climate emergency by influencing vehicular behavioural change;
- Deliver a fair and equitable parking service;
- Increase the number of journeys taken by walking, cycling or public transport;
- Prioritise the parking needs of people with disabilities, local residents, visitors of local residents, suppliers of goods and services, businesses and their customers;
- Seek to reduce car commuting into the borough;
- Ensure the safe and efficient flow of traffic particularly where this will benefit vulnerable road users, pedestrians, cyclists and bus passengers;
- Reduce the environmental and visual impacts of traffic and parking particularly in sensitive areas and to support a healthy streets agenda;
- Reduce the environmental and visual impacts of traffic and parking particularly in residential and other sensitive areas; and
- Ensure that parking regulations are firmly and fairly enforced.

5.5.10 Furthermore, the Local Plan (2018) supports measures that "manage car travel and parking demand by encouraging changes in mode choice favouring walking, cycling and public transport use" (paragraph 6.21). Reductions in car parking provision can be one such measure.

5.5.11 These parking objectives, and policy positions set out in the Local Plan, are to be used to guide the decision-making process regarding parking. Ensuring that the future provision of car parking, including the management of parking demand, aligns with the council's wider ambitions, objectives and visions is of great importance. This includes the objectives of the Climate Emergency Just Transition Plan

5.5.12 Without implementation of parking policy and associated demand management measures, future residential, commercial and tourism growth would likely increase parking demand. It is estimated that, without modal shift, forecast population growth in the borough could generate demand for an additional 25,000 cars by 2026 – an increase of over 40% (2020 figures).

5.5.13 For car parks that are in accessible locations (i.e. subject to high levels of passing footfall / cycle movements), consideration can be given to alternative / complementary uses of car park space. Potential alternative uses can be permanent or temporary and include smart lockers (e.g., Amazon Lockers), cycle parking and supporting infrastructure, pop-up markets, appliance repair workshops and event-based activity.

Sustainable Private Car Use Action 1A: Review parking supply – As part of the parking strategy development, review the existing on-street and off-street parking supply. Consider utilising on-street car parking spaces to encourage greener travel options, reallocating them to alternative uses such as car club spaces, parklets, cycle parking, or bike share bays as appropriate.

Accessibility

5.5.14 Ensuring that parking provision is not discriminatory to disabled people is important, in line with legislation against discrimination.

5.5.15 Blue badge holders can park for free and without duration of stay limits on-street in permit holder bays (resident, business, visitor), shared use bays, paid-for parking locations and blue badge only bays, when displaying a valid blue badge. In RPZs, a disabled resident parking permit is required to park in disabled resident bays. These are available free of charge for eligible residents, and as such are not subject to emission-based charging principles. For those without such a permit, resident permit bays can be utilised when displaying a blue badge.

5.5.16 For those living in a RPZ that require home visits from a carer(s), carer parking permits are available at a limit of one per person. This permit can be used by different vehicles and costs £11 for one year. Emission-based charges are not applied given the permit can be used by more than one vehicle (although not at the same time). Such permits can be used for parking in resident bays in the RPZ the person receiving care lives. Eligibility criteria is set out on the Council's website.

5.5.17 Similar permits are offered by a number of neighbouring boroughs. Redbridge, Waltham Forest, Greenwich and Islington all offer carer permits, with costs varying including some not charging for such permits. Similar eligibility criteria is applied in these boroughs.

5.5.18 Appropriate provision for disabled blue badge parking is important. As average population age increases, there may be greater demand for such spaces and a requirement to increase the number of accessible parking spaces in town centres close to amenities and services, along direct routes. Recent changes in the Blue Badge eligibility criteria may also increase demand for disabled spaces.

5.5.19 A standard threshold utilise to determine appropriate levels of disabled parking spaces is 5% of overall parking provision. Whilst this can be applied to on-street locations, it is predominantly used for off-street parking. In Council-operated car parks that are in suitable locations, meeting this threshold should be targeted. Implementing a reactive approach to customer feedback and requests for additional disabled parking bays, including on-street disabled resident parking bays within RPZs, can ensure suitable response to demand for such provision. In suitable locations, consideration should be given to parking for mobility scooters and adapted cycles used by those with disabilities or reduced mobility. However, it is recognised that car parks may not present an optimal location for parking.

5.5.20 Monitoring use of disabled parking can determine whether current disabled parking supply meets demand and whether issues of non-compliance exist.

5.5.21 When developing schemes that may influence parking demand or change parking, due consideration should be given to the needs of and potential impacts on disabled residents, workers and visitors. This can include the involvement of local disability groups within consultation and engagement phases.

Information Provision

5.5.22 Technology can be used to improve the user experience of car parking in Newham whilst also improving management and enforcement practices.

5.5.23 Good quality and easy-to-follow signage in and around car parks can enhances navigation and information for both visitors and local residents. Improvements to signage help to identify the location of all car parks and to enhance journey experience, in turn supporting improvements in traffic circulation and reducing congestion. Policy T3.2 of the Draft Local Plan (2023) requires the provision of "clear, easy to understand signage" within parking structures.

5.5.24 This supports both the objectives of the Parking Strategy and wider council goals and objectives regarding sustainability and the Climate Emergency

Parking Charges

5.5.25 Tariffs for on- and off-street parking provision can be used to encourage parking usage in line with the Council's overarching strategy aims and objectives. A number of changes to parking charges were introduced in August 2023 to charges for parking within Newham. This includes prices for all parking permit types, with the exception of disabled parking permits. For all permit and parking types, changes have been made to emission-based charging structures utilised, to ensure parity between residents, workers and visitors.

5.5.26 However, while emission-based charging can promote the switch to cleaner vehicles, it does not help tackling road safety issues caused by cars. The bigger and heavier the vehicles, the more dangerous it is for vulnerable road users. In addition, bigger vehicles also occupy more kerbside space when parked, promoting a non-efficient use of kerbside space and can cause greater damage to the highway. LBN aspires to develop a charging system that not only takes into account vehicles emission, but also takes into account their size and weight, to help removing from the roads those vehicles that are more dangerous to vulnerable road users and that take up more road space when parked.

Sustainable Private Car Use Action 1B: Develop parking charges that take into account emission, weight and size of vehicles – As part of the parking strategy development, the Council will explore charging options for parking permits and pay as you go parking to encourage people to switch to smaller, lighter and cleaner vehicles.

5.5.27 Furthermore, given the low levels of car ownership in the Borough, and the commitment to supporting sustainable travel, Newham should consider the possible alternative uses that can be made of kerbside space as a result of a reduction in on-street parking provision. Reallocating kerbside space for cycle hire and parking, pedestrian crossings, or for public transport access would make a positive contribution to supporting sustainable transport. Within a modal hierarchy that prioritises pedestrian and cycle activity, followed by public

transport use, ahead of private vehicles, kerbside space could also be reallocated for other means, such as parklets, community gardens or on-street dining.

Sustainable Private Car Use Action 1C: A Kerbside Strategy to consider alternative uses for the kerbside – As part of the parking review, the Council will explore options for alternative uses to the kerbside, including the promotion of cycle parking and hire facilities, and community parklets.

5.5.28 Car clubs provide individual and businesses access to a vehicle without needing to own one. Car club vehicles are used more efficiently than private vehicle. On average, a car or van in England is driven only 4% of the time, while the rest of the time is parked at home (including on-street) or elsewhere (RAC Foundation, 2021). A shared vehicle is used multiple times per day and therefore occupies parking spaces less often.

5.5.29 As detailed in Section 2.4 and shown in Figure 13, as of December 2022 there were 35 car club vehicles located within the borough; seven operated by Enterprise and 28 by Zipcar. The majority of car club bays are concentrated to the southern of the borough, in the vicinity of London City Airport and Canning Town, with some also located to the north-west around Stratford International station. There is less car club provision in the central and eastern residential areas of the borough.

5.5.30 Working in collaboration with car club operators and building on ongoing dialogue, the Council should look to expand car club coverage across the borough, both in terms of spatial provision and number of vehicles available. Expansion of car club services to include blue badge services to support a potential reduction in demand for blue badge parking on-street.

5.5.31 At present, there are no free-floating car club vehicles in Newham. Such vehicles are not located in or allocated to designated bays. Rather, they can be parked in certain categories of bay, anywhere within the scheme operating area. Vehicles can be used for one-way trips, without the need for the user to return the vehicle to its origin. Vehicles may be used across local authority boundaries, as long as the vehicle remains within the operator's scheme area.

5.5.32 Consideration could be given to free-floating car club vehicles in Newham. A new permit system could be introduced to distinguish such vehicles, allowing them to be parked in particular bay types (e.g. resident pay, shared use bays, standard car park bays).

5.5.33 Regular (annual or bi-annual) monitoring should be undertaken, in collaboration with operators, to assess the impact of car club vehicles on wider parking operations and patterns and identify whether any changes are required to provision, parking locations or eligibility.

Sustainable Private Car Use Action 2: Expand Car Clubs provision – The Council will continue the expansion of car club provision in the borough, both in terms of spatial coverage and number of car club vehicles, according to the standard set out in the Local Plan.

5.5.34 Similarly to car clubs, taxis and private hire vehicles (PHVs), allow people to access a car without the need of owning one. In addition, taxis and PHVs provide vehicular access to people that do not have a driving licence, do not own a car, are unable to drive or do not feel comfortable driving in certain situations. They are particularly important for people in our communities that are disabled or vulnerable that rely on car travel for their mobility, but do not own a car, are not able to drive or cannot be escorted on their journeys by a carer.

5.5.35 Often, taxi bays are located in areas where there are multiple and competing kerbside uses, such as town centres, close to transport hubs (such as London City Airport) and in proximity of train and London Underground stations. While access to taxis and PHVs should be maintained, consideration should be given to the expansion of taxi bays provision in the borough in locations where demand is identified. Appropriate facilities for taxi drivers (such as restroom access) should also be identified in the vicinity of key taxi rank locations.

Sustainable Private Car Use Action 3: Review access to taxis and PHVs – Review usage of existing taxi bays and identify possible locations for taxi bay provision expansion. In area of competing transport demand, identify opportunities to use taxi bays for other purposes (e.g., delivery and servicing, EV charging) during times of low demand.

5.5.36 The availability and cost of car parking is a key factor in influencing people's decisions on whether to drive a journey or choose an alternative mode. Parking policy and strategy has an important and influential role in managing parking supply and demand. It can help to promote more sustainable travel modes and support the Climate Emergency.

5.5.37 Projected future residential, commercial and employment growth has the potential to increase parking demand within Newham and use of appropriate tools to manage parking demand is an important consideration.

5.5.38 There are often competing demands in terms of implementing parking management tools and measures. The Local Plan and Parking Policy & procedures places priority on reducing parking demand, supporting approaches that are most likely to deliver environmental and sustainability benefits.

5.5.39 There are a number of measures that can be used to change either the quality or quantity of parking. These help to provide parking that is not only safe, secure and able to meet current demand, but is resilient against anticipated employment and housing growth across the borough and changes in travel patterns.

5.6 Safe Transport Network

5.6.1 Ensuring Newham's transport network is perceived as, and is, safe, is crucial to helping people feel comfortable with making trips walking, wheeling and cycling, as well as using public transport.

While the main threat to vulnerable road users is motorised traffic, other factors can discourage people from travelling sustainably, such as poorly maintained walking and cycling paths, poor lighting provision, littering and graffiti on roads. Poor quality urban realm can also contribute to a reduced perception of safety, discouraging people from walking and cycling and from spending time on the road.

5.6.2 TfL's Vison Zero road safety strategy sets targets that, by 2030, there will be a 70% reduction in people killed or seriously injured on London's roads (compared to 2010-14 levels), and no people killed in or by a London bus.

When considering the threat posed by motorised traffic, data on collisions in Newham shows that the majority of incidents involving vulnerable road users happen on major roads, especially in close proximity to junctions and crossing points. Particularly severe collision hotspots have been identified at the junction of Barking Road and High Street South in East Ham and in the in the area of Plashet Road and Upton Lane.

Safe Transport Network Action 1: Walking and Cycling Crossing Improvements – crossing improvements for both pedestrian and cyclists will be prioritised on identified collision hotspots.

5.6.3 Vehicle speed is one of the most important factors in determining the severity of collisions, and this is especially true for people walking and cycling. According to research by the European Transport Safety Council, less than 50% of pedestrian or cyclists struck by a car at 30mph survive, while 90% may survive if the speed limit is lowered to 20mph. Speed limit compliance is generally lower on local roads than it is on motorways and national speed limit roads, with 51 per cent of car drivers exceeding the speed limit on 30mph roads.

Compliance with speed limits is even lower on 20mph roads. In 2021, under free flow conditions, 87 per cent of car drivers exceeded the speed limit on such roads, with 19 per cent exceeding it by 10mph or more. It is important to note that this data is based on a sample of only 116 automatic traffic counters and may not represent the typical scenario for all 20mph roads[4].

Safe Transport Network Action 2: Reduce vehicle speeding – a borough wide 20mph speed limit will be implemented on borough-controlled roads. Further traffic calming measures and targeted enforcement will be introduced to support this restriction where speeding issues persist.

5.6.4 Vehicle size is also a contributory factor in the severity of collision, as such timed restrictions on HGVs should be considered on some locations to enhance safety.

[4] DfT (2022), Vehicle speed compliance statistics for GB:2021, https://www.gov.uk/government/statistics/vehicle-speed-compliancestatistics-for-great-britain-2021/vehicle-speed-compliance-statistics-for-great-britain-2021#vehicle-speeds-on-20mph-roads

Safe Transport Network Action 3: Reduce HGV Traffic – The borough will review roads which are unsuitable for HGVs in terms of weight and road safety, and provide signage to enforce an HGV ban on these roads and to ensure that these more dangerous larger vehicles are kept to the sections of our road network that can most safely accommodate them. A timed ban on HGVs may be appropriate in situations where a full ban would unduly impact local businesses.

5.6.5 Maintenance of footways and cycleways ensures that routes remain attractive, accessible and safe to use.

Safe Transport Network Action 4: Maintain cycleways and footways. – Deliver regular cycleways and footways maintenance, particularly on key routes linking to employment centres. The Council will ensure that footway and cycleway are regularly maintained, kept clean, free of clutter and free from overgrown plants. Winter gritting of cycleways and footways will be prioritised.

5.7 Behavioural Change

5.7.1 To make sure the schemes that are developed meet the objectives of this strategy, it will be important to involve and engage with the local community as much as possible to help shape their design, as well as making people aware of the schemes delivered and how to make the best use of them.

5.7.2 New transport initiatives will need to be accompanied by an information campaign, before, after and during their launch, especially if the Council seeks feedback from the community to inform the design of schemes. Incorporating appropriate resource and budget allocation for communicating and marketing new measures should therefore be standard practice. This should not just provide information on the initiative but be carefully thought out to encourage people to use them, paying attention to key lessons of successful messaging around behaviour change in transport. Messaging around new transport schemes should include information of tangible benefits of shift to sustainable travel (e.g., health and economic benefits) and evidence of people from hard-to-reach groups using sustainable modes of travel.

Behavioural Change Action 1A: Develop promotional campaigns for the Transport Strategy actions – Ensure that appropriate, well thought-out, clear information is produced to support all actions of this strategy, providing the nudge or motivation people need to change their behaviour, prioritising the uptake of sustainable travel. Develop and maintain a transport communication plan, and a consistent approach to communication, engagement and consultation that links new transport measures to the wider LBN objectives. Such a campaign should ideally be part of a wider and consistently braded active travel campaign which would dovetail with other Council-related sustainable travel activities.

5.7.3 The promotion of sustainable travel and the communication of sustainable travel benefits could be aided by the support of initiatives that are not strictly transport related, but that can promote active travel from a health and wellbeing perspective or from a community perspective. Active travel can be promoted in partnership with health professionals, to help increase awareness of the benefits of exercise for physical and mental health or can be promoted through activities and games that encourage people to make use of the borough urban and green spaces.

5.7.4 These measures include the promotion of apps such as Street Tag, which encourages physical activities by turning it into a game, in which people can win prizes based on the amount of activity they do.

5.7.5 TfL provides free travel mentoring to support people with mobility issues or a disability to become more confident and independent travellers on public transport through the TfL Travel Mentors initiative.

Behavioural Change Action 1B: Work with health, park and leisure departments to support the uptake of sustainable travel – LBN transport team will collaborate with the health and park and leisure department to explore option to promote active and sustainable travel to improve health and wellbeing of residents and to support the activation of community spaces.

5.7.6 Together with communications campaigns, travel planning for schools, businesses and residential development is an effective behavioural change measure to support sustainable travel.

5.7.7 Travel planning activities for schools offer an invaluable opportunity to embed sustainable travel behaviour at an early age and embrace the power of children to influence their parents' behaviour, thanks to most pupils, especially in primary schools, living within walking and cycling distance from the school. While secondary school's catchment areas may be wider, the dense London public transport network offers older pupils the possibility to travel to school independently.

5.7.8 School travel planning via the Travel for Life scheme can encourage pupils to travel to and from school by sustainable means. Through this scheme schools can develop a bespoke travel plan, with actions targeting students and staff journey to school, and keep track of its delivery by recording progress on the platform.

5.7.9 Schools can achieve accreditation, with different levels recognising how much the schools have demonstrated best practice in supporting cycling, walking, scooting and other forms of sustainable and active travel on the journey to/from school, by delivering bespoke active and sustainable travel actions. The rages of activities that can be implemented include:

- Road safety training and education;
- Bikeability Training;
- Air quality workshops;
- Cycle and walk to school week initiatives;
- Travel Planning Workshops;
- Safer Routes To School Scheme and School Streets; and
- Travel to school surveys.

5.7.10 Encouraging more schools to engage with TfL's Travel for Life scheme and work towards accreditation should help encourage more sustainable travel for school trips. In addition, requiring the development of a school travel plan on TfL Travel for Life should be a condition for schools to access travel planning support offered by the Council, such as Bikeability training.

Behavioural Change Action 2A – Promotion of School Travel Plans – Engage with schools to encourage them to develop accredited TfL Travel for Life scheme travel plans. Ensure schools that want to have access to travel planning support from the Council develop a TfL Travel for Life Travel Plan to keep track of their progress.

5.7.11 LBN is currently developing a Sustainable Modes of Travel to School Strategy, which is a bespoke transport strategy for schools in the borough. The strategy will outline key action to support school travel for students and staff, and it is envisaged that it will be used by schools to support the development of their bespoke school travel plans.

Behavioural Change Action 2B – Develop a Sustainable Modes of Travel to School Strategy for Newham: The Council will develop a Sustainable Modes of Travel to School Strategy to support schools in implementing school-specific travel plans.

5.7.12 Similar to the school run, shifting commuting trips to sustainable travel may have a considerable impact in reducing car trips in the borough. Workplaces and employers can play a large role in determining how their employees commute to work and make business trips. Workplace Travel Planning can play an effective role in encouraging more sustainable work travel, through developing a package of measures and actions to this effect. Where employed successfully, these can not only lead to greener travel, but wider businesses benefit, such as reduced costs related to travel, healthier and happier employees, plus a more sustainable image for potential customers.

5.7.13 Workplace Travel Plans need to be bespoke to each organisation and require significant commitment from employers for them to be successful. The Council could support the delivery of effective travel plans by enabling access to a bespoke package of measures, which can include:

- Dr Bike sessions;
- Cycle confidence training;
- Led rides and led walks;
- Discounts on public transport;
- Information on benefits of walking and cycling;
- Active travel maps; and
- Active travel newsletters.

Behavioural Change Action 3 – Support the development of Workplace Travel Plans – The Council will engage with businesses to support the development of ambitious Workplace Travel Plans, by enabling access to a package of supporting measures targeting a shift to more sustainable travel behaviour.

5.7.14 Sustainable travel should be embedded in any new residential and commercial development delivered in Newham, to ensure new residents and workers travel sustainably as much as possible from the start. The design and planning of new development can play a huge role in determining the travel behaviour of its occupiers. The Council has produced Travel Plan Guidance5 which provides information to developers on best practice in creating travel plans, the guidance, and examples of the types of measures than can be implemented in workplace, residential, school and other contexts.

[5] www.newham.gov.uk/downloads/file/5816/lbn-travel-plan-guidance-2022-v6

5.7.15 A key tool of the planning process is the Travel Plan, setting out how a new development will enable its users to travel sustainably, and subsequently monitor the extent to which this occurs. Travel Plans are a planning requirement of all new development; however, their success is dependent on being effectively monitored and enforced. Travel Plan Bonds can help ensure measures proposed in the travel plans are delivered. The bonds are fees to be held from developers and only returned in instalments on successful delivery of measures and achievements of targets set out within the Travel Plan.

5.7.16 Where multiple developments are planned in a single area, Area Travel Plans can be effective in providing a framework for bringing forward strategic-level measures that are relevant to the area and build public support for sustainable travel.

Behavioural Change Action 4: support the delivery of commercial and residential travel plans – Make full use of planning conditions to facilitate sustainable travel, including wider use of Travel Plan Bonds to support the delivery of Travel Plans, and adoption of Area Travel Plans for areas of multiple developments.

5.8 Sustainable Delivery and Servicing

5.8.1 The movement of freight is an essential component of the transport network in Newham. Residents and businesses rely on delivery and servicing vehicles to provide them with the goods and services they need in their daily lives. When making changes to the highway network it is essential to consider these delivery and servicing needs.

5.8.2 Newham is unique among London boroughs as a borough with strategic industrial land in proximity to the Central Activity Zone. This makes it a key location for interchange from larger vehicles to smaller vehicles more suitable for delivery into central and inner London. Our approach to sustainable deliveries and servicing in Newham needs to reflect this unique position.

5.8.3 Delivery and servicing vehicles are in competition for road space both while they are moving around our road network and at their final destination, if this is the kerbside. With the population of Newham set to grow, and investment in the borough leading to an increase in business activity, this competition for road space will intensify. This is at the same time, as we will be reallocating kerbside space to sustainable uses, such as cycle lanes, green infrastructure, bus priority measures and electric vehicle charging.

5.8.4 The COVID-19 Pandemic accelerated the shift to e-commerce, with 26.1% of total retail sales being internet sales in July 2023, compared to 9.5% ten years earlier in July 2013. These deliveries are made primarily by light goods vehicles (LGVs). LGV registrations grew by 30% from 2010 – 2020 across the UK, compared to a 13% growth in vehicles across the same period. This growth continues apace, with a 17.3% growth in LGV registrations in 2023 compared to 2022.

5.8.5 While goods vehicles are an essential part of the transport network, they are longer, wider and heavier than other vehicles. This results in greater noise pollution, air pollution, and a higher level of road danger. The following actions set out the measures that we will take to ensure that delivery and servicing needs in Newham are sustainable and efficient, based on the following three principles:

- **Reduce –** the number of delivery and servicing vehicles on Newham streets will be reduced as far as possible, and deliveries will be more efficient so overall vehicle kms driven are reduced.

- **Remode** – where possible, delivery and servicing requirements will be met by more sustainable modes, including use of the river, e-cargo bikes (or e-quads), pedestrian couriers, and small electric vehicles.
- **Retime and manage** – where delivery and servicing requirements cannot be reduced or carried out by a more sustainable mode, consideration will be given to pursuing the retiming of vehicle movements outside of the peak hours to reduce conflict with more vulnerable road users and free up capacity in the road network. Delivery and servicing activity on the public highway will be better managed to ensure it takes place in the right location, reducing the impact on the wider network.

Reduce – Freight Consolidation

5.8.6 Freight consolidation involves goods first being delivered to a single hub location before being grouped together for the final stage of delivery using fewer, fuller vehicles. Freight consolidation provides the opportunity for transferring goods from larger, more polluting vehicles to more suitably sized, sustainable modes. The use of off-site freight consolidation has been secured for multiple major office development in the City of London through S106 obligations, with 22 Bishopsgate estimating consolidation will result in a reduction in weekly deliveries from 1,300 to 55.

Sustainable Delivery and Servicing Action 1: Freight Consolidation – Major commercial development must use off-site consolidation to reduce the number of delivery and servicing trips, secured through planning conditions/ S106 agreements. Where a delivery and servicing plan is required for a development, this must include a consolidation strategy to demonstrate how delivery and servicing trips will be reduced.

Reduce – Parcel Lockers

5.8.7 Parcel lockers can be used to group deliveries into a single destination, reducing the number of vehicle kms delivery vehicles make going from door to door. Parcel lockers provide a pick-up and drop-off solution, with customers able to return parcels as well as collect them. Parcel lockers can be strategically located close to transport hubs and town centres to enable customers to link their trips as part of their daily routines.

5.8.8 Depending on their exact location, lockers can be accessed 24/7 and so provide the customer with greater control over the time of collection and drop off. This convenience can bring with it benefits in terms of physical activity, with customers required to walk to a locker rather than wait at home for a delivery/collection.

5.8.9 Parcel lockers can be specific to a unique operator, or “agnostic”, where a range of operators and logistics providers can be accessed through a parcel locker. Lockers can be located on private or public land (such as the highway or a council car park).

5.8.10 There are currently 52 parcel locker locations in Newham, provided by a range of operators. To increase the attractiveness of parcel lockers a dense network is required. Operators recommend a maximum 250m distance between lockers, what is sometimes referred to as “slipper distance” (the maximum distance you would travel from your home wearing slippers).

Sustainable Delivery and Servicing Action 2: Increase the density of parcel lockers – New sites will be provided as multi-operator/ agnostic to maximise the range of services they offer residents. To achieve the desired density, we will work with operators to find suitable locations on the highway or on council-controlled land.

Remode – Green Delivery Modes

5.8.11 The majority of delivery and servicing trips are currently made using petrol or diesel driven goods vehicles. While alternative modes exist, traditional internal combustion engine driven modes remain the majority choice for deliveries and servicing because they are the cheapest option and comfortably meet operators' requirements in terms of range and the infrastructure they require.

5.8.12 Many delivery and servicing requirements in Newham could be fulfilled on foot, using cargo cycles and small electric vans. The river Thames and inland waterways are underutilised for freight across London and represent an opportunity to diver freight from our road network onto the river.

Sustainable Delivery and Servicing Action 3: Expand network of EV charging points, particularly rapid charging points at key locations (major roads on borough boundary) for commercial uses – The number of electric goods vehicles is increasing and advances in battery technology mean that vehicle range is improving. To further enable the shift to electric vehicles for delivery and servicing activity, we will expand the network of rapid electric vehicle charging points, with these located at strategic points on the network to provide a convenient option for operators, as well as encouraging charging at existing and proposed logistics sites.

Sustainable Delivery and Servicing Action 4: Provide land for last mile logistics hubs: incentivise their provision in planning policy, protect industrial land and prioritise for sustainable logistics uses – To encourage the use of smaller delivery vehicles including cargo bikes, land must be available for last mile logistics hubs. These hubs are located close to delivery destinations and enable operators to transfer cargo from larger vehicles onto smaller, more appropriate vehicles for the last leg of their journey. This reduces the distance driven by larger vehicles in dense urban environments where the impacts of these larger vehicles are most acutely felt. Last mile logistics hubs must enable the electrification of freight activity by providing charging facility for both HGVs making the inbound delivery into the hub, and for any LGVs required for outbound deliveries from the hub.

Sustainable Delivery and Servicing Action 5: Wharf and Pierside land use must provide for freight interchange between river and last mile logistics – applications must demonstrate that they will deliver a reduction in the number of goods vehicles on Newham's roads –

To enable a shift to using the river for freight, infrastructure for the transfer of freight from the river to cargo bikes and small electric vehicles must be provided. Alongside this access to these facilities needs to be open to freight operators, through appropriate licensing and legal agreements.

5.8.13 E-cargo bikes can offer a viable alternative to conventional delivery modes for many small businesses. They offer the potential of both economic and sustainability benefits, including reduced running costs, journey time advantages and lower emissions. However, E-cargo bikes are a relatively new option and the lack of confidence in, or knowledge of, how they can work and the benefits they offer act as a key barrier to their uptake.

Sustainable Delivery and Servicing Action 6: We will run an e-cargo bike trial open to residents and businesses – Providing the option to trial the bikes before buying can help to alleviate this concern. Through trial feedback we will gather information on the enablers and barriers to cargo bike use in Newham, including the optimum location and quantity of cargo bike parking and any physical barriers that permit standard cycles but not larger cycles such as cargo bikes.

Sustainable Delivery and Servicing Action 7: We will incentivise businesses to switch to cleaner modes – We currently incentivise businesses to switch to cleaner modes through emission-based charging for business parking permits, where vehicles with lower carbon emissions pay a smaller annual permit fee. In addition to this and the cargo bike trial we will work with local businesses to incentivise the switch to cleaner modes.

Retime – Management of kerbside and delivery and servicing hours.

5.8.14 Our highway network is congested, and kerbside space is in high demand for a variety of competing road users. As our population grows this demand will increase putting additional strain on the highway network and testing the limits of the capacity of our kerbside. Several of the borough's key North-South bus routes run through town centres, where roads are narrow and unmanaged kerbside activity can have a significant impact on bus journey times and reliability.

5.8.15 To accommodate this additional demand and reduce the impact of delivery and servicing activity on other road users we need to ensure deliveries take place in the most appropriate locations, at the most appropriate times.

Sustainable Delivery and Servicing Action 8: Prohibit peak time delivery and servicing of new developments through planning conditions/ S106 agreements. Encourage overnight deliveries where appropriate –

We will prohibit deliveries to new major development during peak hours, typically 07:00 – 10:00 and 16:00 – 19:00. Restrictions will be tailored to suit local context; in some locations such as busy town centres additional lunchtime restrictions may be appropriate, around schools restrictions at school pick up times may be appropriate. Deliveries by cargo bike would fall outside of these restrictions and be permitted at any time.

Sustainable Delivery and Servicing Action 9: Reviewing the number of loading bays/ loading facility within town centres, including hours of operation –

We will work with own town centre and regeneration teams, as well as London Buses and other key stakeholders to identify where loading activity is causing issues and deliver solutions in these locations. The following specific options will be explored in each location:

Relocating loading bays from bus routes to side roads

Providing inset loading bays on side streets that can be used as footway during peak hours and loading outside of the peaks.

Introducing red route restrictions where loadings is causing persistent issues for bus journey time and reliability, with loading only permitted outside peak times.

Newham's Sustainable Delivery and Servicing Pledge

5.8.16 Newham Council is the largest employer in the borough and generates a significant volume of delivery and servicing movements carrying out a range of services across the borough. In recognition of this, we will lead by example and incorporate the principles of reduce, remode and retime into our business-as-usual activities. This will include continuing the transition of our council fleet to meet our target of a fully green fleet by 2030.

Sustainable Delivery and Servicing Action 10: Collaboration –

We will work with neighbouring boroughs, the freight industry and businesses to keep abreast of the challenges and opportunities associated with delivery and servicing activity in the borough and proactively address these, in particular:
Joining Central London Freight Quality Partnership

Attending TfL London Freight Forum

Working with other London boroughs and TfL in the development of Road User charging for London.

Working with businesses to look at providing welfare facilities for delivery drivers, potentially alongside rapid charging locations.

We will also review Newham Council's fleet operations and logistics requirements.

5.8.17 Development activity in Newham will continue to generate significant freight vehicle movements, and ensuring this construction activity is properly managed in line with the principles of reduce, remode and retime will be crucial to achieve our sustainable delivery and servicing objectives.

Sustainable Delivery and Servicing Action 11: Managing Construction –

We will continue to require all new development to submit a construction logistics plan, produced in accordance with TfL's Construction Logistics Plan guidance, to demonstrate how construction logistics will be managed to minimise impacts on the highway network. Major development will be required to commit to the consolidation of construction activity.

Sustainable Delivery and Servicing Action 12: Waste Management

5.8.18 Waste management generates a significant volume of freight vehicle movements. While the waste industry is often considered separately from standard delivery and servicing requirements, the same principles of reduce, remode and retime can be applied to the management of waste vehicles.

Sustainable Delivery and Servicing Action 12: Waste Management –

We will continue to require details on waste collection arrangements as a condition of planning applications, and in this applicants must demonstrate how the principles of reduce, remode and retime will be applied to minimise the impacts of their waste collection.

We will ensure that innovations in refuse management, such as underground refuse storage, are not installed without due consideration to the highway network. Newham has invested in a number of underground storage vehicles. The vehicles size and the amount of time needed to collect the waste are causing issues by causing pinch points on the highway network. Such solutions should only be applied where there is space to do so.

We will encourage the use of innovative waste systems, such as waste compression systems which can significantly reduce the volume of waste and in turn the number of waste collection trips required.

6. PROGRAMME AND FUNDING

6.1.1 The Strategy sets out a blueprint for delivering improvements in Newham between now and 2038, although some of the larger infrastructure improvements – to the rail and underground network - will continue beyond that timeframe.

6.1.2 Some actions are short term, and reflect schemes already in development, whereas others will need to be implemented over the longer term, and may require support from developers, neighbouring local authorities, national government or Transport for London (TfL).

6.1.3 A small number of the interventions are necessary to accompany the delivery of allocations identified in the Local Plan, whilst others will be implemented over time to make traveling around Newham easier and more pleasant for everyone.

6.1.4 The first of the tables below shows those recommendations, the implementation of which are considered essential to ensure that planned development in the borough can be brought forward in a sustainable manner.

6.1.5 The second of the tables below includes all scoped sustainable transport projects that contribute to the objectives of this strategy.

Priority projects and funding:

Project	Location	Description	Indicative/potential funding sources	Site Allocation(s)	Strategy actions
Beckton Riverside DLR extension and station	Beckton	Extension of DLR line from Gallions Reach to Thamesmead, via a new DLR station at Beckton Riverside	TfL / Homes England / DLUHC / Greater London Authority / LB Newham Capital Programme / LB Greenwich / developer contributions	Beckton Riverside	Public Transport Action 5A
Thames Wharf DLR station	Royal Victoria	New DLR station to serve Thameside West	TfL / developer contributions	Thameside West	Public Transport Action 5A
Jubilee Line upgrades	Stratford, Canning Town North, Canning Town South, Custom House	Signal upgrade	TfL	Canning Town East Silvertown Way East Canning Town Holiday Inn Limmo Canning Town Riverside Abbey Mills Twelvetrees Park and Former Bromley By Bow Gasworks Sugar House Island Stratford Central Stratford Station Greater Carpenters District Stratford High Street Bingo Hall Stratford Town Centre West Stratford Waterfront South Rick Roberts Way Bridgewater Road Pudding Mill Chobham Farm North	

Gallions Reach DLR	Royal Albert	Platform extensions	TfL / developer contributions	Beckton Riverside Cyprus	Public Transport Action 5C
West Silvertown DLR station upgrade	Royal Albert	Station upgrade	TfL / developer contributions	Lyle Park West	Public Transport Action 5C
Silvertown Quays Bridge	Silvertown Quays	Walking and cycling bridge linking Silvertown Quays and Custom House	TfL / LB Newham Capital Programme / developer contributions	Silvertown Quays	Active Travel Action 1G
Limmo Bridge	Canning Town	Walking and cycling bridge linking Canning Town to the Limmo Peninsula	TfL, LB Capital Programme / developer contributions	Limmo	Active Travel Action 1C, Active Travel Action 1G
Royal Docks Corridor 'Canning Town to Woolwich Crossing'	Royal Victoria	Walking and cycling improvements	TfL / LB Newham Capital Programme / developer contributions	Connaught Riverside Thameside West Lyle Park West Silvertown Quays Silvertown Way East Canning Town Holiday Inn Limmo	Active Travel Action 1A
Royal Albert Way, 'Connaught to Gallions'	Royal Albert	Walking and cycling improvements	TfL / LB Newham Capital Programme / developer contributions	Royal Albert North	Active Travel Action 1A
A124 Barking Road, 'Canning Town to Barking'	Canning Town, Plaistow, East Ham	Walking and cycling improvements	TfL/ LB Newham Capital Programme / developer contributions	Custom House Land surrounding Freemasons Road Balaam Leisure Centre Balaam Street Surgery Complex East Ham Western Gateway	Active Travel Action 1A
A112 'Royal Docks to Plaistow'	Plaistow, Stratford	Walking and cycling improvements	TfL / LB Newham Capital Programme / developer contributions	Newham 6th Form College Newham Leisure Centre Royal Road Canning Town East	Active Travel Action 1A

A112 'Plaistow to Stratford'	Stratford Olympic Park	Walking and cycling improvements	TfL / LB Newham Capital Programme / developer contributions	Stratford Central Plaistow North Balaam Street Surgery Complex Balaam Leisure Centre	Active Travel Action 1A

Wider sustainable transport projects:

Project / Policy	Location	Description	Indicative/potential funding sources	Strategy actions
Royal Docks Corridor 'Canning Town to Woolwich Crossing'	Royal Victoria	Cycling and walking improvements	Transport for London (TfL), LB Newham	Active Travel Action 1A
Royal Albert Way, 'Connaught to Gallions'	Royal Albert	Cycling and walking improvements	TfL, LB Newham	Active Travel Action 1A
A124 Barking Road, 'Canning Town to Barking'	Canning Town, Plaistow, East Ham	Cycling and walking improvements	TfL, LB Newham	Active Travel Action 1A
A112 'Royal Docks to Plaistow'	Plaistow, Stratford	Cycling and walking improvements	TfL, LB Newham, developer contributions	Active Travel Action 1A
A112 'Plaistow to Stratford'	Stratford Olympic Park	Cycling and walking improvements	TfL, LB Newham, developer contributions	Active Travel Action 1A
Romford Road, 'Stratford to Ilford'	Stratford, Forest Gate South, Green Street West, Green Street East, Manor Park, Little Ilford	Cycling and walking improvements	Levelling Up Fund (LUF), TfL, LB Newham	Active Travel Action 1A
Route: 'Stratford to Canning Town'	Stratford, West Ham, Canning Town South	Cycling and walking improvements	TfL, LB Newham	Active Travel Action 1A
Leytonstone Road, 'Stratford to Leytonstone'	Stratford, Maryland	Cycling and walking improvements	TfL, LB Newham	Active Travel Action 1A
Route: 'Forest Gate to Upton Park'	Forest Gate North, Forest Gate South, Green Street East, Green Street West, Plaistow South, Boleyn	Cycling and walking improvements	TfL, LB Newham	Active Travel Action 1A
A117, 'Manor Park to Woolwich Crossing'	Manor Park, Plashet, East Ham, East Ham South, Beckton, Royal Albert	Cycling and walking improvements	TfL, LB Newham	Active Travel Action 1A

Route: 'Stratford to East Ham'	Stratford, West Ham, Green Street West, Green Street East, East Ham	Cycling and walking improvements	TfL, LB Newham	Active Travel Action 1A
Roding Valley Way 'Little Ilford to Jenkins Lane'	Little Ilford, Wall End, East Ham South, Beckton	Cycling and walking improvements	TfL, LB Newham	Active Travel Action 1A
Greenway Improvements	Stratford Olympic Park, Stratford, West Ham, Canning Town North, Plaistow West & Canning Town East, Plaistow South, East Ham South, Beckton	Cycling and walking improvements	TfL, LB Newham	Active Travel Action 4A
Gallions Reach Roundabout Improvements	Royal Albert, Beckton	Cycling and walking improvements	TfL	Active Travel Action 1G; Safe Transport Network Action 1
Lower Lea Valley bridges programme (Lochnagar, Poplar Reach and Mayer Parry)	Canning Town North, Canning Town South, Royal Victoria	Cycling and walking improvements	TfL, LB Newham, LB Tower Hamlets	Active Travel Action 1G, Active Travel Action 4C
Manor Road Railway crossing improvements	West Ham, Canning Town North	Cycling and walking improvements	TfL, LB Newham	Active Travel Action 1G
Royal Albert Way DLR stations walking improvements	Royal Albert, Beckton	Cycling and walking improvements	TfL, LB Newham	Active Travel Action 1G
Stratford Town Centre walking improvements	Stratford	Cycling and walking improvements	TfL, LB Newham	Active Travel Action 1B; Active Travel Action 1C
Canning Town Centre walking improvements	Canning Town South, Canning Town North	Cycling and walking improvements	TfL, LB Newham	Active Travel Action 1B; Active Travel Action 1C

East Ham Town Centre walking improvements	East Ham	Cycling and walking improvements	TfL, LB Newham	Active Travel Action 1B; Active Travel Action 1C
Green Street Town Centre walking improvements	Green Street West, Green Street East	Cycling and walking improvements	TfL, LB Newham	Active Travel Action 1B; Active Travel Action 1C
Beckton Town Centre walking improvements	Beckton	Cycling and walking improvements	TfL, LB Newham	Active Travel Action 1B; Active Travel Action 1C
River Roding crossings	Little Ilford, Wall End, East Ham South, Beckton	Cycling and walking improvements	TfL, LB Newham	Active Travel Action 4D; Public Transport Action 6
Thames Path improvements	Royal Victoria, Royal Albert	Cycling and walking improvements	TfL, LB Newham	Active Travel Action 4B
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	Cycling and walking improvements	TfL, LB Newham	Active Travel Action 4A
Leaway extension to Canning Town	Canning Town North, Canning Town South	Cycling and walking improvements	TfL, LB Newham	Active Travel Action 4C
Pier Road urban realm improvements	Royal Albert	Cycling and walking improvements	TfL, LB Newham	Active Travel Action 1C
Post-war inner suburbs permeability improvements	Borough-wide	Cycling and walking improvements	TfL, LB Newham	Active Travel Action 1C
School Streets	Borough-wide	Cycling and walking improvements	TfL, LB Newham	Active Travel Action 3B
Low Traffic Neighbourhoods	Borough-wide	Cycling and walking improvements	TfL, LB Newham	Active Travel Action 3A
Legible London and wayfinding expansion	Borough-wide	Cycling and walking improvements	TfL, LB Newham	Active Travel Action 5A

				Active Travel Action 5B
Walking improvements to key destinations	Borough-wide	Cycling and walking improvements	TfL, LB Newham	Active Travel Action 1D
Green infrastructure links	Borough-wide	Cycling and walking improvements	TfL, LB Newham	Active Travel Action 1F
Reducing severance for active modes	Borough-wide	Cycling and walking improvements	TfL, LB Newham	Active Travel Action 1G
A13 green bridge, Newham Hospital to Beckton Park	Plaistow South, East Ham South Custom House, Beckton	Cycling and walking improvements	TfL, LB Newham	Active Travel Action 1G; Active Travel Action 1F
Limmo Bridge	Canning Town	Cycling and walking improvements	TfL, LB Newham, developer contributions	Active Travel Action 1C, Active Travel Action 1G
Silvertown Quays Bridge	Royal Victoria	Cycling and walking improvements	TfL, LB Newham, developer contributions	Active Travel Action 1G
On-street short term cycle parking provision	Borough-wide	Cycling improvement	TfL, LB Newham	Active Travel Action 2A
On-street secure cycle parking provision - hangars	Borough-wide	Cycling improvement	TfL, LB Newham	Active Travel Action 2B
Cycle parking at stations - on street	Borough-wide	Cycling improvement	TfL, LB Newham	Active Travel Action 2C
Cycle parking at stations - secure	Borough-wide	Cycling improvement	Train Operating Companies (TOC), TfL, LB Newham Capital Programme	Active Travel Action 2C; Public Transport Action 4A
School cycle parking	Borough-wide	Cycling improvement	TfL, LB Newham Capital Programme	Active Travel Action 2D
Off-street cycle parking at destinations	Borough-wide	Cycling improvement	TfL, LB Newham Capital Programme	Active Travel Action 2D
TfL cycle hire expansion	Borough-wide	Cycling improvement	TfL, LB Newham Capital Programme	Cycle Hire Action 1
Brompton bikes schemes expansion	Borough-wide	Cycling improvement	TfL, LB Newham Capital Programme	Cycle Hire Action 2

Cargo-bike share scheme	Borough-wide	Cycling improvement	Cycle hire operators	Cycle Hire Action 3B; Sustainable Delivery and Servicing Action 6
E-bikes shared scheme	Borough-wide	Cycling improvement	Cycle hire operators	Cycle Hire Action 3A
E-scooter shared scheme	Borough-wide	Micro-mobility access	E-scooter hire operators	Cycle Hire Action 3A
Beckton Riverside DLR extension and station	Beckton	Public transport improvement	TfL / Homes England / DLUHC / Greater London Authority / LB Newham Capital Programme / LB Greenwich / developer contributions	Public Transport Action 5A
Thames Wharf DLR station	Royal Victoria	Public transport improvement	TfL / developer contributions	Public Transport Action 5A
Stratford station upgrade	Stratford Olympic Park, Stratford	Public transport improvement	TfL / Network Rail / LLDC / GLA / DfT / Homes England / developer contributions	Public Transport Action 5B
Canning Town station upgrade	Canning Town South	Public transport improvement	TfL	Public Transport Action 5B:
West Ham station upgrade	West Ham, Canning Town North	Public transport improvement	TfL	Public Transport Action 5B
Jubilee Line signal upgrades	Stratford, Canning Town North, Canning Town South, Custom House	Public transport improvement	TfL	
District Line signal upgrades	West Ham, Plaistow North, Green Street East, Boleyn, Plashet, East Ham	Public transport improvement	TfL	
DLR signal upgrades	Stratford Olympic Park, Stratford, West Ham, Canning Town North, Canning Town South, Royal Victoria, Royal	Public transport improvement	TfL	Public Transport Action 5A

	Albert, Beckton			
DLR station capacity improvements (e.g. West Silvertown and Gallions Reach)	Royal Victoria, Royal Albert	Public transport improvement	TfL / developer contributions	Public Transport Action 5C
A13 Newham Way / Prince Regent Lane signal bus priority	Plaistow South, Custom House	Public transport improvement	TfL	Public Transport Action 1
Freemason Road / Victoria Dock Road bus priority	Custom House	Public transport improvement	TfL	Public Transport Action 1
A117 / A124 signal bus priority	East Ham	Public transport improvement	TfL	Public Transport Action 1
New bus services for new development	Borough-wide	Public transport improvement	TfL	Public Transport Action 2A
Improve night bus provision	Borough-wide	Public transport improvement	TfL	Public Transport Action 2B
Expand public transport to underserved areas and shift workers	Borough-wide	Public transport improvement	TfL	Public Transport Action 2C
Bus station redevelopment	Borough-wide	Public transport improvement	TfL	Public Transport Action 5B
Improve safety for public transport	Borough-wide	Public transport improvement	TfL	Public Transport Action 3B
Superloop bus priority	Wall End, East Ham South, Beckton, Royal Albert	Public transport improvement	TfL	Public Transport Action 1; Public Transport Action 2B; Public Transport Action 2C
Increase the density of parcel lockers	Borough-wide	Freight and logistics	Logistics operators	Sustainable Delivery and Servicing Action 2
Reviewing loading operations in town centre	Borough-wide	Freight and logistics	LB Newham	Sustainable Delivery and Servicing Action 9
Last mile logistics hubs	Borough-wide	Freight and logistics	LB Newham	Sustainable Delivery and Servicing Action 4
Pierside freight interchange for last mile logistics	Borough-wide	Freight and logistics	LB Newham	Sustainable Delivery and Servicing Action 5

Incentives to business to switch to cleaner modes	Borough-wide	Freight and logistics	TfL, LB Newham	Sustainable Delivery and Servicing Action 7
Review Newham Council's fleet operations and logistics requirements	Borough-wide	Freight and logistics	LB Newham	Sustainable Delivery and Servicing Action 10
Freight consolidation via new development	Borough-wide	Freight and logistics	LB Newham	Sustainable Delivery and Servicing Action 1
Walking and cycling crossing improvements	Borough-wide	Road danger reduction	TfL, LB Newham	Safe Transport Network Action 1
Reduce vehicle speeding	Borough-wide	Road danger reduction	TfL, LB Newham	Safe Transport Network Action 2
Reduce HGV Traffic	Borough-wide	Road danger reduction	TfL, LB Newham	Safe Transport Network Action 3
Maintain cycleways and footways	Borough-wide	Road danger reduction	TfL, LB Newham	Safe Transport Network Action 4
Work with other London boroughs and TfL in the development of road user charging for London	Borough-wide	Reducing private car use	LB Newham	Sustainable Delivery and Servicing Action 10
Improve access to Car Clubs	Borough-wide	Reducing private car use	LB Newham	Sustainable Private Car Use Action 2
Produce a kerbside strategy	Borough-wide	Reducing private car use	LB Newham	Sustainable Private Car Use Action 1C
On-street electric vehicle charging points (EVCPs)	Borough-wide	Electric vehicle charging	Charge point operators, HMG	Electric Vehicle Action 1
Off-street EVCPs in new developments	Borough-wide	Electric vehicle charging	Charge point operators, HMG	Electric Vehicle Action 2
Rapid EVCPs for freight, taxis and private hire drivers	Borough-wide	Electric vehicle charging	Charge point operators, HMG	Electric Vehicle Action 3 Sustainable Delivery and Servicing Action 3
E-scooters, e-bikes, and mobility scooter charging	Borough-wide	Electric vehicle charging	Charge point operators, HMG	Electric Vehicle Action 4

7. TARGETS AND MONITORING

7.1 Targets and Monitoring

7.1.1 To understand whether the strategy is having the desired impact, and meeting the established objectives, it will be important to monitor its impact against key performance indicators.

7.1.2 The London Borough of Newham has established a comprehensive set of monitoring targets as part of its review of the Local Plan. Where applicable, these targets have been aligned to the Strategic Objectives for the Strategy, as set out in Chapter 3 of this document, and are presented in Table 4 below.

7.1.3 An annual report will be produced outlining performance against the strategic objectives. That report will also include progress against the various actions set out within the Strategy and associated plans.

Table 19. Sustainable Transport Strategy Key Performance Indicators

Strategic Objective	Key Performance Indicator	Data Source	Target	Timing
Enable sustainable housing and employment growth	Progress towards the Mayor's Transport Strategy target of 83 per cent of all trips made by foot, cycle, or public transport.	TfL Travel in London report, Newham Authority Monitoring Report. Infrastructure: Transport Monitoring Bulletin	83%	Annual
	Travel Plan Conditions approved		100%	Annual
Improve health outcomes for residents and visitors	Progress towards achieving the Mayor's Transport Strategy 2041 expected outcomes for PM2.5, PM10 and NOX emissions in the borough and with achieving legal limits for NO2 and PM2.5 concentrations	London Atmospheric Emissions Inventory	PM2.5: 19 Tonnes PM10: 40 Tonnes NOx: 30 Tonnes (All Annual, 2041 Target)	Annual
	Progress towards the Mayor's Transport Strategy target of 83 per cent of all trips made by foot, cycle, or public transport.	TfL Travel in London report, Newham Authority Monitoring Report. Infrastructure: Transport Monitoring Bulletin	83%	Annual
	Casualties Killed or Seriously Injured (KSIs)	STATS19	2030 Target – 41 2041 Target - 0	Annual

Deliver improvements to the transport network that will help tackle the climate emergency	Number of electric vehicle charging points in the borough.	Newham Authority Monitoring Report. Infrastructure: Transport Monitoring Bulletin	Increasing	Annual
	Progress towards the Mayor's Transport Strategy 2041 Target for CO2 levels in the borough.	London Atmospheric Emissions Inventory	54,500 Tonnes (annual), 2041 target	Annual
	Size of Newham's vehicle fleet, and the emissions of them	Internal Council Operating Data Newham Air Quality Annual Status Report	Decreasing	Annual
	Number of Low Traffic Neighbourhoods in the borough.	Newham Authority Monitoring Report. Infrastructure: Transport Monitoring Bulletin	Increasing	Annual
Ensure that Newham has an inclusive transport network that works for everyone	Number of School Streets in the borough.	Newham Authority Monitoring Report. Infrastructure: Transport Monitoring Bulletin	Increasing	Annual
	Quantity of high-quality wayfinding signage.		Increasing	Annual
	% of accessible stations and bus stops	TfL Data	Increasing	Annual
	Progress towards the target of 88 per cent of Newham residents living within 400m of the strategic cycle network by 2041	TfL Travel in London report, Newham Authority Monitoring Report. Infrastructure: Transport Monitoring Bulletin	2041 target – 88%	Annual

Support measures to deliver a network of well-connected neighbourhoods to improve access across the borough and into London	Increasing PTAL levels across the borough	TfL PTAL data	Increasing	Annual
	Progress towards the target of 88 per cent of Newham residents living within 400m of the strategic cycle network by 2041	TfL Travel in London report, Newham Authority Monitoring Report. Infrastructure: Transport Monitoring Bulletin	2041 target – 88%	Annual

8. BIBILIOGRAPHY

8.1.1 A wide range of national, regional and local documents and guidance were used during the development of the Sustainable Transport Strategy.

8.1.2 National

- Census (Office of National Statistics, 2021)
- Census (Office of National Statistics, 2011)
- National Planning Policy Framework (Department for Levelling Up, Housing and Communities, 2023)
- Planning practice guidance – Transport evidence bases in plan making and decision making (Department for Communities and Local Government, 2015)
- Cycle Infrastructure Design - Local Transport Note 1/20 (Department for Transport, 2020)
- Strategic road network and the delivery of sustainable development - DfT Circular 01/22 (Department for Transport, 2020)
- Decarbonising Transport – a better, greener Britain (Department for Transport, 2021)
- Gear Change – a bold vision for cycling and walking (Department for Transport, 2020)
- Cycle-Rail Guidance – Cycle-Rail toolkit 3 (Active Travel England, 2023)
- Health Matters: Air Pollution (Public Health England, 2018)
- Vehicle speed compliance statistics for Great Britain (Department for Transport, 2021)
- COVID-19 domestic transport data (Department for Transport, 2023)
- Passenger Rail usage (Office of Rail Regulation, 2019-2024)

8.1.3 Regional

- London Plan (Greater London Authority, 2021)
- Royal Docks and Beckton Riverside Opportunity Area Planning Framework (OAPF) (Greater London Authority, 2023)
- Royal Docks and Beckton Riverside OAPF Transport & Movement Strategy (Transport for London, 2023)
- Royal Docks and Beckton Riverside OAPF Local Connections Strategy (Transport for London, 2023)
- Mayor's Transport Strategy (Greater London Authority, 2018)
- Mayor of London Transport Strategy - Addendum to the Mayor's Transport Strategy (MTS): Proposal 24.1 (Greater London Authority, 2022)
- Travel in London 2023 (Transport for London, 2023)
- Travel in London reports 11-15, (Transport for London, 2018-2022)
- Healthy Streets for London (Transport for London, 2017)
- Sustainable Transport, Walking and Cycling London Plan Guidance (Greater London Authority, 2022)
- Investment to get London and the UK moving again (Transport for London, 2020)
- Bus Action Plan (Transport for London, 2022)
- Cycling Action Plan (Transport for London, 2023)
- Cycle parking implementation plan (Transport for London, 2019)
- Freight and Servicing Action Plan (Transport for London, 2019)
- Vision Zero Action Plan (Transport for London, 2018)

- Vision Zero Action Plan – progress report (Transport for London, 2021)
- Leisure Walking Plan (Transport for London, 2022)
- Walking Action Plan (Transport for London, 2018)
- London's Passenger Pier Strategy (Transport for London, 2019)
- London's 2030 electric vehicle infrastructure strategy (Transport for London, 2021)
- Guidance on travel plans for new developments (Transport for London, 2013)
- London Legacy Development Corporation – Local Plan Review – Transport Study (CH2M Hill, 2018)
- London Cycling Design Standards (Transport for London, 2016)
- Kerbside Loading Guidance (Transport for London, 2017)
- Delivery and Servicing Plan Guidance (Transport for London, 2020)
- Construction Logistics Planning (CLP) Guidance (Transport for London and CLOCS, 2021)
- London Streetspace Plan - School Streets Guidance (Transport for London, 2020)
- Getting to know School Streets - An in-depth analysis of five School Streets in London (Transport for London, 2022)
- Royal Docks Local Transport Design Guidance (Transport for London, 2015)
- London Stalling – Reducing Traffic Congestion in London (London Assembly, 2017)
- Residential Car Parking – Part of the London Plan evidence base (Transport for London, 2017)
- Cycle Parking – Part of the London Plan evidence base (Transport for London, 2017)
- Health impact of cars in London (Greater London Authority, 2015)
- Transport Policy Position (Local London, 2024)
- The impacts of Low Traffic Neighbourhoods in London (Transport for London, 2024)

8.1.4 Local

- Building a Fairer Newham Corporate Plan 2022 – 2026 (London Borough of Newham, 2022)
- Towards a Better Newham – Re-orientation and Recovery Strategy (London Borough of Newham, 2022)
- Just Transition Plan (London Borough of Newham, Dark Matter Labs and Arup, 2023)
- Local Implementation Plan 2022 – 2024 (London Borough of Newham, 2022)
- Cycling Strategy 2017/18 – 2024/25 (London Borough of Newham, 2017)
- Community Wealth Building Strategy (London Borough of Newham, 2020)
- 50 Steps to a Healthier Borough (London Borough of Newham, 2024)
- Local Plan (London Borough of Newham, 2018)
- Local Plan Refresh Issues and Options (London Borough of Newham, 2021)
- Draft Local Plan Regulation 18 (London Borough of Newham, 2022)
- Infrastructure Delivery Plan (London Borough of Newham, 2021)
- Travel Plan Guidance (London Borough of Newham, 2023)
- Draft Streetscape Design Guide (London Borough of Newham, emerging)
- Parking Policy and Procedures (London Borough of Newham, 2020)
- Demolition and Construction Logistics Plan (D/CLP) Guidance (London Borough of Newham, 2024)

- Climate Emergency Action Plan (London Borough of Newham, 2019)
- Air Quality Action Plan 2019 to 2024 (London Borough of Newham, 2019)
- The State of the Borough Report (London Borough of Newham, 2021)
- Characterisation Study (Maccreanor Lavington with New Practice, Avis and Young, GHPA, 2024)
- Green and Water Spaces Infrastructure Strategy (Jon Sheaff and Associates with London Wildlife Trust, 2024)
- Stratford Station Strategic Outline Business Case (London Borough of Newham, London Legacy Development Corporation, Transport for London and Network Rail, 2023)
- Thamesmead & Beckton Riverside Public Transport Programme – Strategic Outline Case (Transport for London, 2023)

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Southern Europe & Mediterranean: Algiers, Baku, Bucharest,
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Bangkok, Beijing, Brisbane, Delhi, Hanoi, Hong Kong, Manila, Seoul, Shanghai, Singapore, Shenzhen, Taipei

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