



Local Plan Review

Submission Version: Infrastructure Delivery Plan

July 2018

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Introduction

What is the Infrastructure Delivery Plan?

Paragraph 162 of the National Planning Policy Framework (NPPF) requires local planning authorities to work with other authorities and providers to assess the quality and capacity of infrastructure for transport, water supply, wastewater and its treatment, energy, telecommunications, utilities, waste, health, social care, education, flood risk [and coastal change] management, and its ability to meet forecast demands. They should also take account of the need for strategic infrastructure including nationally significant infrastructure within their areas. To this we have added other infrastructure that is planned by public bodies and is important to place-making and sustainable development – a borough where people choose to live, work and stay - notably green infrastructure and built leisure facilities, emergency services provision, community centres and libraries and justice provision, infrastructure highlighted to us as important in the preparation of the Local Plan: Core Strategy.

One output of this process is the Infrastructure Delivery Plan (IDP) which is produced on an annual basis to support the Local Plan and justify the continued operation of the borough-wide CIL. The IDP identifies the borough's infrastructure requirements insofar as these are known and provides an update on the delivery of a range of physical and social (including green) infrastructure projects and infrastructure planning processes. In doing so, the aim of its production this year was to support Local Plan Review by helping to inform its strategy (ensuring infrastructure requirements are met by its policies and site allocations) and ultimately, to help demonstrate that it is positively prepared and infrastructure needs arising will be met.

Through the process of the review, the IDP is now more clearly embedded within Local Plan policy and the Plan, having submitted to the Planning Inspectorate for Independent Examination in February 2018, has reached a

more advanced stage in the plan making process. As a result, the IDP – given its relationship with the Local Plan - is now a material consideration concerning demonstration of 'need' and also requires developers to engage with the processes and infrastructure sufficiency issues highlighted within it in the course of their masterplanning, capacity testing, and impact assessments. In turn, infrastructure providers and commissioners will also be encouraged to continue to engage with it in their strategic planning, given that the plans of most are extremely short term in comparison to the 15 year + time horizon of the Local Plan, may use divergent population/growth assumptions, and seem to be prepared with little reference to the plans of other providers which may have cumulative consequences. The standard proforma for each infrastructure type helps to draw out the issues where there needs to be reconciliation, for instance, in the use of standard population projections that build in awareness of where most growth is targeted. It is notable however, that many infrastructure plans presently seem to be driven by the need for efficiency savings and financial sustainability rather being clear about any assumptions that make regarding growth, spatial and population changes.

In identifying, where possible in this context, which projects are critical in relation to planned growth (physical constraints) and which are essential to ensure it is sustainable or otherwise acceptable, and which are important – desirable to achieve more sustainable development, the IDP can also be used to help prioritise and justify the allocation of/bidding for available funding needed to meet funding gaps. However, it should be noted that most projects relevant to the IDP are in the first two categories, as most infrastructure providers'/commissioners' access to funding is such that they will focus on projects with the strongest business case, and may indeed deal with a 'backlog of investment'. The IDP is however, also strongly inter-twined with the Investment Infrastructure Planning process being undertaken by the GLA and LBN for the Royal Docks Enterprise Zone/Opportunity Area.

How is the Infrastructure Delivery Plan produced?

The IDP has been produced through the collation of material in published documents including infrastructure plans and Cabinet reports, together with discussion and formal consultation with neighbouring authorities, relevant providers and commissioners about their workplans and assumptions, where these are not in the public domain. The document will be formally updated once a year, but infrastructure providers/commissioners are welcome to provide us with updates at any point.

Structure of the IDP

The IDP is organised by infrastructure type in 2 broad groupings: physical (including green) and social. Each infrastructure type has infrastructure planning details collated under standardised headings:

1. What – what does infrastructure planning for this type of infrastructure involve, what requirements have been identified?
2. Where – where do the plans affect?
3. When – what timescales are involved, what is the time horizon for infrastructure planning? (NB individual project timescales are in the project schedule)
4. Why – why is a change from the status quo needed? What assumptions are being used?
5. Where are we now – in terms the infrastructure planning processes including delivery of key projects?
6. What are the next steps - in terms of project delivery and infrastructure planning?
7. What are the spatial implications – particularly in terms of the interaction with Local Plan Review?
8. Project list: projects which are scoped to a reasonable level of detail and committed to by the necessary stakeholders. This will not include projects that are substantially underway or those which have yet to have sufficient detail such as costing scoped.

Part 1: Physical Infrastructure

Transport: Interchange improvements including station improvements/ new stations and piers

What?

TfL provides the majority of public transport services within the borough and is therefore responsible for improving accessibility for all Newham residents, including at interchanges between transport modes and accessibility and capacity within stations in the borough, vitally important in areas of intensive growth. The Council therefore works in partnership with TfL to facilitate delivery of improvement projects at key interchanges, including stations throughout the Borough. Some of these are planned through the LIP, some through Strategic Site masterplanning, with strategic direction given by the Mayor's Transport Strategy.

Key requirements identified are to upgrade interchanges in the vicinity of all Elizabeth Line stations in the borough (LIP schemes) plus the Stratford Gyratory scheme which includes work to improve interchange with buses, taxis and Stratford regional station; the Mayor's Transport Strategy also highlights the need for further capacity work in Stratford and Canning Town Stations, the need to improve vertical station capacity and platform lengths to accommodate longer trains along the DLR to Beckton and Woolwich; and the ongoing project to secure step-free accessibility to all London Underground stations - where Plaistow and Upton Park stand out as key candidates given neighbouring Strategic Sites. Improvements in station access and interchange will also be needed as part of the development of Strategic Sites at the Limmo (Canning Town), Thames Wharf (a new DLR station) and around West Ham; new piers for river boat services are also identified requirements on Thameside sites where sufficient demand can enable them to be viable. London City Airport is also collating a case for the development of a new Elizabeth Line station south of the airport in the Silvertown Area to serve the airport and development in this area; this is not something scoped by TfL in the DMTS but clearly speaks to a number of its objectives around improving airport access and generally achieving modal shift

The Mayor's Transport Strategy (MTS) sets out improvements to station accessibility and improved public realm for walking and cycling as a key component of station upgrades.

The Port of London's (PLA) Vision for the Tidal Thames sets out a commitment to develop and implement a long-term pier strategy to double the number of people travelling by river through potential sitings of new piers and extensions. Joint working with TfL alongside the MTS sets out what is needed to achieve this, with an indicative time frame between 2017-2020.

Where?

Maryland, Forest Gate, Manor Park, Stratford, Custom House, Canning Town, West Ham, Plaistow and Upton Park. DLR station upgrades at Canning Town,

Beckton Park, Pontoon Dock, Royal Albert, Royal Victoria and Gallions Reach. New DLR stations at Thames Wharf and Beckton Riverside. Also the Thames Riverside area and associated piers.

When?

The MTS covers the period 2016-2041

The current LIP covers a period up to 2017/18

The PLA's Thames Tidal Vision covers a period up to 2035

Why?

- Improving connectivity and encouraging sustainable travel modes over private car ownership are important to support the modal shift towards a more sustainable pattern of movement across the Borough and beyond to ensure the transport network including roads, can cope with planned growth and air quality is improved; the MTS includes an objective to improving journey times by up to 15% by the late 2020's. In turn, significant growth in passenger demand will require significantly improved interchange opportunities and capacities.
- In order to secure maximum benefits of network investment notably the Elizabeth Line, interchange efficiency is crucial.

Assumptions:

- London's population growth exceeded 8.7 million people 2015, and with a projected rise to 10.5 million over the next 25 years (GLA 2015 round estimate), this is expected to generate more than 5 million additional trips each day by 2041; Newham's population has increased significantly in recent years to approximately 330,500 (2015 estimate), and is expected to grow above 440,000 by 2031 (GLA 2015 round estimate) resulting in approximately a 30% increase in trips made within Newham
- A further modal shift of 16% needs to be attained from the car to sustainable modes so these comprise 80% of journeys.

Where are we now?

- In anticipation of the Elizabeth Line becoming operational in 2018, the Council has secured funding for public realm and interchange enhancement schemes plus internal improvements to platform access and ticket halls in and around all Elizabeth Line stations; of these the Manor Park scheme is complete and the others are underway and due to complete in the next few years (mostly in 2019). All DLR stations now have step-free access to platform level whilst. Improvements to ensure step free access onto trains along the whole platform are underway and all DLR stations have step-free access to platform level. The Stratford Gyratory project is also funded and due to start imminently (due for completion in May 2019). The Mayor's Transport Strategy is now published A planning application for one of the West Ham sites is currently under consideration.

What are the next steps?

- Continue delivery of current LIP and gyratory projects; respond to the consultation on the MTS to highlight particular Newham issues; develop further projects arising (notably step-free station access) with TfL and other stakeholders, partly through an update to the LIP that respond to MTS objectives and local needs. Continue to input to masterplanning and accessibility and infrastructure planning on relevant Strategic Sites and as part of the Royal

Docks EZ. Continue to engage with London City Airport (and relevant stakeholders) over the concept that is being worked up in ever more detail of a privately funded Elizabeth Line station serving the airport and eastern Royal Docks, subject to this not having wider network effects.

- Publication of a joint PLA/TfL Pier Strategy for London by 2020

Spatial Implications

- Transport network capacity is critical to ensuring development potential can be realised in a sustainable way; in other words, interchange including station improvements can help realise intensification around such nodes. Certain sites will need to facilitate particular interchange requirements in their masterplanning.

Main Sources:

Crossrail, [Crossrail Station Updates](#)

Crossrail, [Crossrail Eastern Branch Upgrades](#)

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

LBN, [Crossrail in LBN](#)

TfL (2016), [TfL Mayoral Budget 17/18](#)

TfL, [Improvements and Projects](#)

[PLA, Vision for the Tidal Thames \(July 2016\)](#)

[TfL, River Action Plan \(2013\)](#)

Scoped Project (not yet substantially underway, but with detail and support of key stakeholders)	Location	Timing	Lead	Delivery Partners & Stakeholders	Expected Cost	Likely funding Source	Funding Available	Funding Gap	Priority: 1 - Critical 2 - Essential 3 - Important
Maryland Station public realm and interchange improvements	Forest Gate	2017-2019	LBN	TfL/NR	£3.022m	TfL /CCM	n/k	n/k	1
Forest Gate Station public realm and interchange improvements	Forest Gate	2017-2018	LBN	TfL/NR	£2.298m	TfL /CCM	n/k	n/k	1
Custom House public realm improvements	Canning Town and Custom House	2021-2025	LBN	TfL/NR	£5m	GLA/RDDT	£3.5m	0	2
Stratford Gyratory	Stratford and West Ham	2017-2019	LBN	TfL	£17.9m	TfL (Major Schemes)	£17.9 m	0	1

Scoped Project (not yet substantially underway, but with detail and support of key stakeholders)	Location	Timing	Lead	Delivery Partners & Stakeholders	Expected Cost	Likely funding Source	Funding Available	Funding Gap	Priority: 1 - Critical 2 - Essential 3 - Important
Stratford Regional Station	Stratford & West Ham	Up to 2031 (capacity enhancement required by 2021)	TfL	LBN/TfL/Network Rail/MTR Crossrail	£85m	n/k	0	£85m	1
Custom House DLR Station Upgrade	Custom House	2016-2025	TfL	TfL/LBN/ Key Developers	£15.8m	TfL/RDDT/Developer Contributions	£6.1m	£9.7m	1
Beckton Park Station Upgrade	Beckton	2019-2020	TfL	TfL/LBN/ Royal Docks Development Team (RDDT)/Key Developers	Part of 55.6m upgrade package	RDDT forward funding/TfL/Developer Contributions	£4.7	n/a	1
Pontoon Dock Station Upgrade	Pontoon Dock	2019-2022	TfL	TfL/LBN/RDDT/Key Developers	Part of 55.6m upgrade package	RDDT forward funding/TfL/Developer Contributions	£4.6	£8.8m	1
Gallions Reach Platform Extensions	Gallions Reach	2019-2022	TfL	TfL/LBN/ RDDT/Key Developers	Part of 55.6m upgrade package	RDDT forward funding/TfL/Developer Contributions	n/k	n/k	1
Royal Albert Station Upgrade	Royal Albert	2022-2023	TfL	TfL/LBN/ RDDT/Key Developers	Part of 55.6m upgrade package	RDDT forward funding/TfL/Developer Contributions	n/k	n/k	1
Thames Wharf New Station	Silvertown	2016-2025	TfL	TfL/LBN/Key Developers	£29.8m	TfL/RDDT/Developer Contributions	n/k	n/k	1
Royal Victoria Canopy Extensions	Royal Victoria	2018-2019	TfL	TfL/LBN/ RDDT/Key Developers	Part of 55.6m upgrade package	RDDT forward funding/TfL/Developer Contributions	n/k	n/k	1

Scoped Project (not yet substantially underway, but with detail and support of key stakeholders)	Location	Timing	Lead	Delivery Partners & Stakeholders	Expected Cost	Likely funding Source	Funding Available	Funding Gap	Priority: 1 - Critical 2 - Essential 3 - Important
Canning Town Station Upgrades	Canning Town	2019-2023	TfL	TfL/LBN/RDDT/Key Developers	Part of 55.6m upgrade package	RDDT forward funding/TfL/Developer Contributions	n/k	n/k	1
Pontoon Dock Connectivity/Interchange	Pontoon Dock	2016-2021	TfL	TfL/LBN/Key Developers	£2.1m	TfL/RDDT/Developer Contributions	n/k	n/k	1
Canning Town Wayfinding + Second Lift	Canning Town	2016-2021	TfL	TfL/LBN/Key Developers	£5.0	TfL/RDDT/Developer Contributions	n/k	n/k	1
Elizabeth Line Station In Station Improvements	Stratford, Forest Gate, Manor Park, Maryland, Custom House	2015-2019	TfL/Network Rail/RfL	TfL/NR	Approx. £10m	TfL/GLA/NR	n/k	n/k	1
London City Airport (LCA) Elizabeth Line connection: shuttle/link and scoping of long term options	Custom House to LCA	2018-2023	TfL/LCA	TfL/LCA/RDDT/LBN	n/k	n/k	n/k	n/k	3
Capacity Enhancement at West Ham Station	Stratford and West Ham	2018-2020	LUL	TfL/Developer	£50m	TfL/S106	n/k	n/k	2
Royal Wharf Pier (Thames Clipper service)	Royal Docks	2018-2019	Developer	LBN/PLA	n/k	n/k	n/k	n/k	3
Gallions Point Marina	Royal Docks	By 2035	Developer	LBN/PLA	n/k	n/k	n/k	n/k	3

Transport: Rail network and capacity enhancements

What?

TfL provides the majority of public transport services within the borough. Improving rail services and capacity is a key component of the Mayor's Transport Strategy (MTS) and reflected in the latest business plan. Requirements identified include Elizabeth Line frequency enhancements; the development of Crossrail 2 (of which there is potential for an eastern branch serving Newham), DLR rolling stock replacement (with walk through trains) and additions; assessment of the option to extend the DLR network to Thamesmead; signalling enhancements on the Jubilee line; upgrades to the Central Line including new energy efficient and high capacity rolling stock (TfL) and further network rail-freight connectivity improvements freeing more train paths for passenger services. The MTS also identifies improvements to the London Overground (orbital) rail network alongside possible extension to Barking Riverside to reflect growth in this area. There is also a known associated requirement to increase DLR depot capacity. International services calling at Stratford would also have network benefits.

Where?

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

When?

The MTS will cover the period 2016-2041. Most of these projects are due to complete by 2025, rail freight and DLR expansion in the longer term.

Why?

- Increased demand for growth in the East sub-region requires a further major strategic rail intervention if the quality of existing and future public transport journeys is to be protected and the growth potential fully realised.
- Improving connectivity and encouraging sustainable travel modes are important to support the modal shift towards a more sustainable pattern of movement across the Borough to manage network capacity (including roads) in light of population growth and help secure air quality and accessibility improvements.
- Increases in rolling stock need to be matched with an increase in 'stabling' and maintenance capacity.
- A package of river crossings to improve public transport connectivity across the sub-region, in particular to link up regeneration on both sides of the river.

Assumptions:

- London's population growth exceeded 8.7 million people 2015, and with a projected rise to 10.5 million over the next 25 years (GLA 2015 round estimate), this is expected to generate more than 5 million additional trips each day by 2041;

- Newham’s population has increased significantly in recent years to approximately 330,500, and is expected to grow above 440,000 by 2031 (GLA 2015 round estimate) – results in modelled train crowding/capacity issues.
- Achievement of 36 trains per hour and 100 second frequencies between trains on the Jubilee line; and aspirational target for tph on DLR branches to Beckton and Woolwich.
- Local data on freight pathways have not been provided

Where are we now?

- Five car Overground trains, and Gospel Oak to Barking electrification substantially completed in 2017; Crossrail basic service capacity nearing completion (in 2018); DLR rolling stock programme is underway; and options study to explore a possible DLR network extension to Thamesmead via Gallions Crossing is due to conclude in Spring 2019. MTS was published in March 2018; Royal Docks growth-led infrastructure planning in train.

What are the next steps?

- Respond to the consultation on the MTS to highlight particular Newham issues notably timescales, river crossings and the eastern branch of Crossrail 2; develop further projects arising with TfL and other stakeholders, partly through infrastructure planning for the Royal Docks.
- Custom House capacity enhancement project (improved interchange and network improvements) due for completion in time for Crossrail opening (December 2018)
- Await DLR extension feasibility studies to consider options and the masterplanning of sites along the identified corridor.

Spatial Implications

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

Main Sources:

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

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

Scoped Projects	Location	Timing	Lead	Delivery Partners & Stakeholders	Expected Cost	Funding Source	Funding Available	Funding Gap	Priority: 1 - Critical 2 - Essential 3 - Important
Crossrail 1 (Elizabeth Line)	Stratford and West Ham; Forest Gate; Manor Park; Canning Town and Custom House	2017-2022	TfL/NR	TfL/LBN/NR/MTR Crossrail/RfL	£16b (whole project)	TfL/GLA	n/k	0	1
DLR Core Capacity Improvements	Stratford and West Ham; Canning Town and Custom House; Royal Docks and Beckton [Network wide]	2022-2024	TfL	TfL/LBN	£650m	TfL/RDDT	(Funded in TfL Business Plan)	0	1
DLR Additional Capacity Enhancements	Beckton [Network Wide]	2024-2030	TfL	TfL	£380m	TfL	0 (Currently Unfunded)	£410m	2
Jubilee Line Upgrade (signalling)	Stratford and West Ham Stations; Canning Town and Custom House	2016-2021/22	TfL	TfL	n/k	TfL; Developer Contributions	£100m-£1bn	n/k	1
DLR Station Management/ Rolling Stock S106 Contributions (LCY)	Royal Docks	2017-2025	LBN/TFL	LCY	£4.925 million	S106	£4.9 (secured)	£4.925 million	1
Upper Lee Valley Rail Network: Capacity and Enhancements	Stratford	2017-2019	NR	NR/TfL/LBN	n/k	LEAP	n/k		2

Transport: Bus Network

What?

Newham has an extensive network of bus services. Requirements identified going forward in the LIP are to improve bus stop accessibility and protect bus journey times via bus priority schemes and the Stratford Gyrotory project which will also improve bus legibility; service changes (to bus penetration and frequency) will need to occur south of the A13 to reflect growth and Crossrail interchange requirements. Changes to the fleet and corridor/ fleet management to tackle air quality are also needed. The MTS proposes a series of low emission bus routes zones including Romford Road to support the 'healthy streets' agenda to promote cleaner buses along polluted routes. Furthermore The Strategy seeks to improve bus routes and reliability in bus priority growth areas particularly in the Royal Docks and Beckton.

Where?

Borough-wide

When?

The MTS covers the period 2016-2041, with an annual business plan linked to it
LBN's LIPs identify projects to be funded by TfL covers a rolling period of two years, presently to 2018/19.

Why?

- Buses are a particularly important mode of transport for the Boroughs population, in part due to their relative low cost, in part due to the radial east-west focus of rail links, but also due to their flexibility to respond to emerging passenger demands (mostly generated by population growth also crowding on other modes) relatively quickly where stations are lacking.
- Buses are a key component sustainable travel although congestion and fleet makeup is affecting their reliability and emissions - in turn affecting their popularity and air quality, with knock on consequences for modal shift and rail and road network capacity.
- Enhanced bus services and frequencies will result in uplifted PTALs which allow for development intensification along bus corridors

Assumptions:

- London's population growth exceeded 8.7 million people 2015, and with a projected rise to 10.5 million over the next 25 years (GLA 2015 round estimate), this is expected to generate more than 5 million additional trips each day by 2041;
- Newham's population has increased significantly in recent years to approximately 330,500, and is expected to grow above 440,000 by 2031 (GLA 2015 round estimate) –results in modelled train crowding/capacity issues.
- A further modal shift of 16% needs to be attained from the car to sustainable modes so these comprise 80% of journeys.

Where are we now?

- LIP funded Bus Stop Accessibility and bus priority programmes ongoing, and Stratford Gyratory project due to start in the autumn. Work on planning the bus interchange facilities at Custom House is underway.
- Bus service consultation underway covering the south of the borough.
- Low Emission Bus Corridor scheme (zones) in preparation utilising bus priority measures
- Consideration of bus access, particularly penetration in the masterplanning of larger strategic sites.

What are the next steps?

- Continue with projects, and develop new ones including measures to minimise the impacts of major construction projects in consultation with TfL and other stakeholders.
- Input to current consultations as regards particular local issues; changes to be implemented to bus services following end of consultation.
- Preparation of a new LIP.
- Ongoing transport planning input to masterplanning work.
- TfL are working on a brief in relation a Bus Priority Programme which will add detail to the project as scoped in the schedule below.

Spatial Implications

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

Main Sources:

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

Projects Scoped (see also Stratford Gyratory above)	Location	Timing	Lead	Delivery Partners & Stakeholders	Expected Cost	Funding Source	Funding Available	Funding Gap	Priority: 1 - Critical 2 - Essential 3 - Important
Bus Priority Programme	Borough-wide	2017-2021	LBN/TfL	TfL	£15m+	TfL (growth fund)	n/k	0	2
Custom House Interchange	Canning Town and Custom House	2017-2024	LBN	TfL/MTR Crossrail	£3.5m	RDDT/GLA	£3.5m	£0	2
Low Emission Bus Zone (Abbey Lane/Stratford/includes Warton Rd Junction and Abbey Lane for CS2 upgrades	Stratford	2017-2030	TfL	LBN	£50m	TfL	n/k	n/k	2

Transport: Walking and Cycling Infrastructure

What?

The MTS seeks to promote walking and cycling as part of TfL's adopted 'Healthy Streets Approach', which aims to create appealing places to walk and cycle supported by better connectivity between all sustainable travel modes including access to the River and future Riverboat services. Local requirements to support this are identified in the LIP and Borough Cycling Strategy, these are delivery of 3 Quietways; major transformation of pedestrian and cycle environment at Stratford gyratory; rollout of the Legible London signage across the Borough to assist with pedestrian wayfinding; significant improvements to walking and cycling interchange at Crossrail interchange points including high quality cycle facilities at each station; extension of TfL cycle hire (Santander) scheme into LBN alongside the introduction of a wider range of bespoke hire options to be delivered in the Royal Docks; delivery of Leaway walking and cycle route from Stratford to the Royal Docks; Cycle Permeability schemes as part of the strategic cycling network; road/pavement improvements; and a residential cycle hanger programme. Strategic sites will also require appropriate walking and cycling infrastructure, permeability and connectivity, including integration with existing/evolving routes. Along North Woolwich Road, significant improvements to the quality of environment for pedestrian and cyclists to improve the permeability (including public realm improvements) of North Woolwich Road to support new development and better interconnect neighbourhoods in the Royal Docks Enterprise Zone.

Where?

Borough-wide

When?

The MTS covers the period 2016-2041;

LBN's LIP covers the period to 2017/18 and the draft Borough Cycling Strategy will cover the period 2017 to 2021

Why?

- Improving connectivity and encouraging sustainable travel modes are important to support the modal shift towards a more sustainable pattern of movement across the Borough to manage network capacity (including roads) in light of population growth and help secure air quality and accessibility improvements.
- Walking and cycling are also particularly low cost modes and therefore can also make an important contribution to improving residents' access to opportunities as well as having health benefits.
- Newham has particular opportunity to grow its cycle trip rate due to its favourable topography and young demographic, and the fact that many cyclable trips are currently made by other modes. Like buses, cycling infrastructure can be fairly demand responsive in the time and cost implications of improvements compared to other forms of transport infrastructure, and can significantly improve an area's accessibility where this is otherwise

poorly served by public transport.

Assumptions:

- London's population growth exceeded 8.7 million people 2015, and with a projected rise to 10.5 million over the next 25 years (GLA 2015 round estimate), this is expected to generate more than 5 million additional trips each day by 2041
- Newham's population has increased significantly in recent years to approximately 330,500, and is expected to grow above 440,000 by 2031 (GLA 2015 round estimate)
- The London Plan aims for 5% of all trips by London residents to be made by bike by 2026, up from 2.7% in 2016 (2.2% in Newham).

Where are we now?

- Multiple projects underway or due to commence imminently (Stratford gyratory); others being developed as part of enterprise zone growth infrastructure planning.
- Through consultation with Highways and Transportation officers in the Council, walking and cycling issues are routinely explored and rectified as part of masterplanning and planning applications.
- A degree of S106 funding has been secured to progress a detailed design for North Woolwich Road Corridor Scheme, with a case being developed with the GLA Royal Docks team for implementation funds to be released from the Enterprise Zone.

What are the next steps?

- Implementation of the LBN Cycle Strategy (2018-2025); continued development and delivery of LIP and other projects and infrastructure planning in the Royal Docks RDDT.
- Continued input to masterplanning and planning applications generally to secure good cycling and walking infrastructure, permeability and connectivity.
- Complete detailed design for the North Woolwich Road improvements to develop an agreed scheme for implementations and to continue to seek implementation funding through the identified Enterprise Zone funding mechanisms.
- Stratford Gyratory progress (due for completion in 2019)

Spatial Implications

- Transport network capacity to be achieved through significant modal shift is critical to ensuring development potential can be realised both absolutely and in a sustainable way; all sites will need to ensure that they secure appropriate quality walking and cycling infrastructure integration as well as on/through site provision.
- Improvements to cycling accessibility have significant potential to improve the accessibility of areas with local public transport accessibility
- North Woolwich Road improvements are vital to unlock development and integrate neighbourhoods to provide a high quality activity street for pedestrian and cycling routes, with high quality public realm interventions to act as new focal points for new development and emerging local centres.

The scheme will also deliver a more permeable and human scale highway cross section with increased greening to provide a high quality gateway to the Enterprise Zone.

Main Sources:

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

LBN, [Keep Newham Moving](#)

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

TfL, [Legible London](#)

TfL, [Quietway 6](#)

Projects scoped (NB Stratford Gyrotory is in the interchange section above)	Location	Timing	Lead	Delivery Partners & Stakeholders	Expected Cost	Funding Source	Funding Available	Funding Gap	Priority: 1 - Critical 2 - Essential 3 - Important
Stratford Town Centre	Stratford and New Town	2017-2019	LBN	TfL	£17.9m	TfL (major schemes)	£17.9m	n/k	1-Critical
Quietway 6 – QEOP to Manor Park	Stratford and New Town, Forest Gate North, Manor Park	2017-/2018	LBN	TfL	£1.6m	TfL	n/k	n/k	2- Essential
Quietway 22 – Newham Greenway Upgrades	Stratford and New Town, West Ham, Canning Town North, Plaistow North and South, East Ham, South Beckton	2017-2025	LBN	TfL	£4.6m	TfL	n/k	n/k	2- Essential
Quietway CS3X – Barking Link	East Ham South, Beckton	2017-2019	LBN	TfL	£366k	TfL	n/k	n/k	2- Essential

Royal Docks Corridor – Leaway, Canning Town Station to Connaught Bridge	Canning Town South, Royal Docks	2018-2021	LBN	LBN	£10m	n/k	n/k	n/k	2- Essential
Quietway – Roding Bridge(s)	Little Illford, East Ham North	2019-2022	LBN	TfL, LB Redbridge	£2m	TfL	n/k	n/k	2- Essential
Westfield Avenue/ Montfichet Road/Penny Brooke Street	Stratford and New Town	2019-2022	LBN	LBN, LLDC, TfL	£3-5m	n/k	n/k	n/k	2- Essential
Tidal Basin Road/Dock Road	Royal Docks	2019-2022	LBN	LBN, TfL	£650k	TfL	n/k	n/k	2- Essential
CS2 Upgrade, Including Junctions (part of low emission bus corridor scheme)	Stratford and New Town	2019-2022	LBN	LBN, TfL	£2-4m	TfL	n/k	n/k	2- Essential
TfL Strategic Cycling Corridors	All	2019-2025	LBN	LBN, TfL	£10m+	TfL	n/k	n/k	1- Critical
Bespoke Cycle Hire	All	2018-2023	LBN	LBN	£400/500k	n/k	n/k	n/k	2-Essential
North Woolwich Road (walking/cycling improvements) linked with Royal Docks Corridor Improvements	Royal Docks	2017-ongoing	LBN	TfL/ GLA	Part of a £29.67m package over 5 years	S106/Enterprise Zone Funding/TfL Quietways	n/k	n/k	2-Essential
ABP Supporting work – improved connectivity linking Royal Victoria dock edge and Royal Albert dock edge,	Royal Docks	2018 - 2023	RDDT	RDDT, LBN, TfL, ABP	£1m Potenital Strategy works £15m	n/k	n/k	n/k	2-Essential

and access
between
Connaught Bridge
and Sir Steve
Redgrave Bridge.
Also public realm
repairs and
upgrades.

Transport: Road Network

What?

The Newham road network includes 10 Principal Roads, 5 B- Roads and 2 TLRN routes which are under the statutory management of TfL, with the rest falling under the responsibility of LBN. Requirements identified as part of the LIP and the Council's Keeping Newham Moving initiative concern maintenance, parking management and car club bay provision, public realm and technology upgrades (focusing on yellow box management) and the Stratford Gyratory project – to improve the efficiency of movement of all traffic to reduce congestion, improve journey time reliability and address air quality. Strategic site masterplanning also requires new streets and roads and integration with the existing network. Longer term, the Council and other boroughs have also identified the need for a package of road based river crossings across the Thames.

Where?

Borough-wide

When?

Ongoing. The Current LIP identifies projects up to 2017/18; Keeping Newham Moving programme covers the period 2016 to 2026
The MTS covers the period 2016-41

Why?

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

Assumptions:

- London's population growth exceeded 8.7 million people 2015, and with a projected rise to 10.5 million over the next 25 years (GLA 2015 round estimate), this is expected to generate more than 5 million additional trips each day by 2041
- Newham's population has increased significantly in recent years to approximately 330,500, and is expected to grow above 440,000 by 2031 (GLA 2015 round estimate)

Where are we now?

- Ongoing work planning and delivering road and footway schemes: 63 road and 27 footway schemes delivered and a further 22 road and 19 footway schemes in design or being constructed and a significant programme of street lighting upgrades underway; RPZs are being rolled out to Spring 2018 including provision of car club bays to ensure every resident lives within a 10 minute walk of a bay.
- Through consultation with Highways and Transportation officers in the Council, road network issues are routinely explored as part of masterplanning and planning applications.
- Keep Newham Moving investing £100m over the decade 2016-2026) to improve roads and pavements across the borough

Approval by the Secretary of State for the Silvertown Tunnel on 10th May 18

What are the next steps?

- Continued implementation of the KNM and LIP programmes
- Continue to input to major scheme development to secure further streetscape improvements
- Silvertown Tunnel approved on the 10th May 2018 with contractors decided by 2019 and expected operation by 2024
- Preparation of a new LIPLIP preparation

Spatial Implications

- Road network management and improvement is a vital part of ensuring capacity for growth and alleviation of existing congestion, road safety and air quality problems and the effects these have on health, the environment, costs and place-making, as well as securing important new strategic connections with economic development benefits.
- Road access and network integration is also a key component of site deliverability and to some extent suitability for different functions, notably those dependent on large numbers of vehicular movements.
- Road alignments for the Silvertown Tunnel and Thames Gateway crossing are currently safeguarded.

Main Sources:

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

LBN, [Keep Newham Moving](#)

LBN, Cabinet January 2017, *Keeping Newham Moving – A New Deal for Our Roads - Approval of Spend*

(<https://mgov.newham.gov.uk/documents/s109803/Keeping%20Newham%20Moving%20-%20Approval%20of%20Spend%20Part%20A.pdf>)

Projects scoped	Location	Timing	Lead	Delivery Partners & Stakeholders	Expected Cost	Funding Source	Funding Available	Funding Gap	Priority: 1 - Critical 2 - Essential 3 - Important
Keep Newham Moving (road/streetlighting/pavement improvements)	All	2016-2026	LBN	LBN	£100m	LBN (Capital Programme)	£100m	£0	1
Silvertown Tunnel	Royal Docks	2018-2024	TfL	Contractor currently being procured, preferred bidder to be identified by Feb 19 with appointment expected May 2019	£1 billion	PFI funded by user charging	n/k	n/k	3

Transport: Wharves and River Navigation

What?

In Newham there are 7 safeguarded wharves (Priors, Mayer Parry, Thames, Peruvian, Manhattan, Sunshine, Thames Refinery). A key objective of the MTS is to work with relevant stakeholders to, move where practicable, freight off London's streets and on to the rail and river network. In Newham, the PLA (it its 2016 Thames Vision document) has identified the requirement to re-activate Peruvian wharf, and consolidate other wharfage on a new site to the east of Peruvian, including that to be potentially displaced by the Silvertown Crossing. This is particularly targeting spoil and materials from infrastructure projects close to the river. The GLA have identified the need for a strategic boatyard as a key component of enhancing waterways infrastructure in which there is a shortage to support the maintenance of water dependant transport modes. The Draft London Plan (December 17) continues to set out the Mayor's support for river freight in Policy E4 on providing land to support London's economic functions especially parts A and D1, Policy SI8 on waste especially parts B3C, aggregates policy SI10 part D2, Policy SI15 on water transport.,transport policy T2 on Healthy Streets particularly Parts B1 and D2 and Policy T7 on freight and servicing.

Where?

Royal Docks / Canning Town

When?

The London Plan ensures wharf safeguarding, with the current plan covering the period 2015-36;
PLA's Vision for the Tidal Thames covers a period to 2035

Why?

- The better planning and operation of freight forms part of the 'Healthy Streets Approach' for healthier places and more sustainable transport options - road freight is a major contributor to congestion and CO2 and other emissions, and waterways have the capacity to provide part of the solution to reduce dependency on road haulage which will increase alongside other traffic with population and economic growth. Targeting construction materials and waste is particularly relevant in Newham given the scales of construction and waterside cement and aggregate works that currently move materials by road.
- Consolidation of wharfage has regeneration benefits in terms of enabling the release of larger sites for residential/mixed use development.

Assumptions:

- London's population growth exceeded 8.7 million people in 2015, and with a projected rise to 10.5 million over the next 25 years (GLA 2015 round estimate), this is expected to generate more than 5 million additional trips each day by 2041; Newham's population has increased significantly in

recent years to approximately 330,500, and is expected to grow above 440,000 by 2031 (GLA 2015 round estimate) Need to reduce traffic on London's roads by 6m vehicle km/day

Where are we now?

- Mayor's Consultation Draft Safeguarded Wharves Review (2018) proposes the release of Priors, Mayer Parry and Thames, Manhattan and Sunshine Wharf (Vacant) and the retention, Thames Refinery, and Peruvian Wharf which are active or viable for operations. Royal Primrose is identified for proposed safeguarding as part of the review. This wharf review is underway, and is planning for the potential Silvertown Crossing which, subject to consent will need the re-location of Wharves in Thameside West the PLA are therefore actively planning for wharf consolidation, including engaging with relevant landowners. Re-activation of Peruvian Wharf is proceeding under contract with Brett Aggregates.
- The GLA have identified the potential for a strategic boatyard facility at Albert Island (Gallions Lock), supporting the maintenance and commercial boatyard uses at this location.

What are the next steps?

- Following the consultation, awaiting further progress on the Mayor's Safeguarded Wharves Review (2018) and will set out the relevant guidance and direction in relation to Newham's wharves.
- Continue to work with operators of viable wharves in Newham to support operational needs and stakeholders (including the PLA and GLA) to support the consolidation of facilities and reactivation where appropriate
- Continue to work with the GLA and associated stakeholders to progress with a strategic boatyard at Gallions Lock.

Spatial Implications

- Potential wharf consolidation around Peruvian Wharf (alongside Royal Primrose Wharf) with synergies with surrounding SIL (that buffers noise etc) and construction projects; this allows for wharf release and greater development potential elsewhere (notably at Thames Wharf, S08). Where SIL release is proposed adequate buffering and implementation of agent of change principles will be important in relation to remaining/reactivating uses
- Radar sightlines for navigation are maintained through safeguarding.
- Strategic boatyard facility to support river dependant modes of transport as part of the Blue Ribbon Network.

Main Sources:

GLA (2018), [S Consultation Draft Safeguarded Wharves Review \(2018\)](#)

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

PLA (2016), [The Vision for the Tidal Thames](#)

Transport: London City Airport

What?

London City Airport (LCY) is a 48 HA site located within the Royal docks. In 2016 the airport handled 4.5 million passengers from January to December 2016 and has the potential to grow to 6.5 million passengers by 2025 through the delivery of the planning permission for the City Airport Development Programme (CADP) approved in July 2016.

The Draft Mayor's Transport Strategy highlights capacity and frequency improvements to the DLR services to London City Airport, as set out in Rail Network and Capacity Enhancement section of the IDP. The airport has also identified, through the CADP planning application measures necessary to increase passenger handling capacity and de-carbonise/tackle air quality.

NATS/CAA are undertaking a review of air traffic control infrastructure and have identified the need for a new digital air traffic control tower.

Where?

Royal Docks

When?

2017-2025 is the time horizon for the City Airport Development Programme;
the MTS covers the time period 2016-41

Why?

- The existing planning permission at the airport allows up to 110,000 movements per annum and 120,000 Noise Factored Movements (NFM) , 6.5 million passengers which can't be fully realised due to current infrastructure constraints. The Royal Docks will see significant development and economic growth over the plan period in which LCY (will be a key component to the delivery of these objectives due to the international connectivity it brings and its orientation particularly at business travel, as well as creating jobs in its own right.
- A number of initiatives as part of CADP also contribute to decarbonisation and air quality objectives

Assumptions:

- Aircraft movements will reach the capacity of 110, 000 pa, reflecting an increase in recent growth rates to be achieved by capacity works.
- DLR modal share is currently at 63% (with total public transport mode share at 69%). The mode share is forecast to increase to 65% by 2025 with the completion of CADP (which also contributed to additional DLR rolling stock)

Where are we now?

- In 2016 upgrades were completed on the existing West Passenger Pier in which additional seating and approximately 1600m² of additional floorspace were added and new gates opened.
- In July 2016 the Secretary of State approved CADP comprising of an increase in capacity of the Airport through major works including terminal expansion, an extension of the taxiway and allowing more passengers and planes in particular at peak times (although no increase in the number of permitted aircraft movements).
- In October 2017 development commenced on the CADP1

What are the next steps?

- Following the commencement of CADP1 in October 2017 works are expected to continue over 5 years
- The Mayors Transport Strategy commits to improving the introduction of full-length DLR carriages and more frequent service to London City Airport as part of ongoing DLR improvements within its indicative 2020-2030 timeframe.
- The airport is also actively leading on feasibility work to develop a business case for the development of a new Elizabeth Line station to serve the airport and wider Royal Docks area, as referenced in interchange section above.
- The Airport intends to publish its Surface Area Strategy later in 2017, which will set out its approach and priorities for surface access over a 5 year period from 2017-2025 as the Airport delivers the CADP
- Project scoping – new air traffic control tower

Spatial implications

- The plans will consolidate the airport's presence in the area, affirming its important economic role but also continuing to require mitigation of environmental affects, notably noise, and implementation of development constraints such as the Public Safety Zone and building height limits.
- Access improvements should reduce impacts on local road and the wider public transport network, ensuring growth can be accommodated and absorbed in a sustainable way.

Main Sources:

LCACC, [London City Airport Annual Performance Report](#)
TfL (2018), [Mayor of London's Transport Strategy \(2018\)](#)

Projects	Location	Timing	Lead	Delivery Partners & Stakeholders	Expected Cost	Funding Source	Funding Available	Funding Gap	Priority: 1 - Critical 2 - Essential 3 - Important
City Airport Development Programme (CADP)	Royal Docks	2017-2025	LCY	LBN	£344m approx.	n/k	n/k	n/a	2
This will include the following:									
Improved public access at Hartmann Road	Royal Docks	2017-2025	LCY	LBN/TfL	n/k	LCY S106	n/k	n/a	2
Emergency Vehicle Access Point over King George V Dock	Royal Docks	2017-2025	LCY	LBN/LCY	n/k	LCY S106	n/k	n/a	2

Energy

What?

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

Requirements going forward include delivery of an additional substation and expansion of district heat networks where feasible, together with greater generation from sustainable modes. However, UKPN's Business Plan 2015 to 2023 has highlighted that current Ofgem regulatory framework does not support ahead of need investment in energy infrastructure; the GLA therefore has projects enabling decentralised energy and to better ascertain growth-related need in the Royal Docks.

National Grid are the System Operator and Transmission Owner of the gas National Transmission System (NTS) in Great Britain comprising pipeline, compressor sites, control valves and 530 above-ground installations. Demand is generally decreasing, reducing the requirement for embedded storage in the networks of Distribution Network Operators (DNO) meaning key requirements are for decommissioning alongside provision of residual gas pressure infrastructure. Thames Water also has their own biogas generating system, which is used within the Sewage Treatment Works.

Where?

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

When?

UKPN's current Business Plan covers an investment period between 2015 and 2023. National Grids 'Gas Ten Year Statement 2015' covers the period 2015 to 2025.

Why?

- Significant growth is expected in the Royal Docks and Beckton, adding to the already substantial growth Newham has seen across the 'Arc of Opportunity'; almost every activity requires electricity, and reliable supply. Gas supply also continues to be important for many domestic users.
- Without investment the health indices of current equipment will deteriorate, affecting the efficient running of the network and security of supply.
- Sustainable modes of generation are vital to de-carbonisation and help to provide for local energy security.

Assumptions:

The expected demand at West Ham 132kV GSP is forecast to exceed the N-2 capacity of 508MVA in 2017, with P2/6 compliance maintained by the interconnection to Barking C 132kV and load being transferred to the new Islington GSP. By 2022, the demand growth will have outstripped the capacity of the interconnection and load transfer as per the UKPN: East London LPN Regional Development Plan (2014).

Where are we now?

- The 11kV switchboard at Silvertown has been replaced, completed in 2015/16; replacement of a key gas pressure cable between the Newham Way and Victoria Dock Road is to be completed by end of 2017. Conductor replacement is occurring on the Barking/East Ham Tee Tower Line.
- Major investment in decentralised energy has occurred as part of development of Beckton STW, the Olympic Park, Stratford City, ExCeL and large scale mixed use schemes such as the Hallsville Quarter.
- Newham's 2013 District Heat Network LDO grants planning permission for certain works along the length of an identified route. LBN is exploring the potential for assistance from the GLA's Decentralised Energy Enabling Project in catalysing the network.

What are the next steps?

- A GLA study into power supply in the Royal Docks & Beckton is ongoing. . The study aims to verify UKPN's stated need for a new sub-station and consider how it can be delivered Initial findings quantified the capacity required and identified two shortlisted sites for further testing.
- UKPN continue to monitor and optimise network utilisation
- National Grid to programme gas holder decommissioning and remediation of sites in the borough
- LBN to cooperate with GLA, UKPN, National Grid and other stakeholders to stimulate timely delivery of infrastructure required to support the expected level of growth in the borough.

Spatial Implications:

- Strategic sites must incorporate infrastructure needs and decentralised energy generation and distribution in their masterplanning, ensuring consideration at an early stage so that the spatial implications of infrastructure can be minimised and mitigated.
- Initial sites identified on GLA land with minimal spatial impacts to incorporate the necessary electricity infrastructure requirements in Beckton and Royal Docks are within S08/LMUA1 and S19, and at this stage which will be noted in the utilities policies. Given the early stage of planning, timescales and funding are not yet established.
- Investment is also needed at the West Ham sub-station, notably a new supergrid transformer and two new circuits to feed the Silvertown Substation
- Various brownfield sites in the borough in East Ham, West Ham and Beckton Riverside are affected by gas-holders, with scope for more beneficial use upon decommissioning and remediation, albeit with some legacy infrastructure and in some cases, heritage asset listing protection to be accommodated

Main Sources:

GLA, [Energy supply](#)

LBN (2013), [District Heat Network Local Development Order](#)
 Pearson A. (2011), [Case Study London Olympic Park Energy Centre, CIBSE Journal](#)
 UKPN (2014), [London Power Networks; Business Plan \(2015 to 2023\) Core narrative](#)
 UKPN (2014), [East London: LPN Regional Development Plan](#)

Project	Location	Timing	Lead	Delivery Partners & Stakeholders	Expected Cost	Funding Source	Funding Available	Funding Gap	Priority: 1 - Critical 2 - Essential 3 - Important
Low Carbon London	London-wide	2015-2023	UKPN	Wider industry	£28m	UKPN	£28m	0	2
Capital network infrastructure (to reduce network utilisation)	London-wide	2015-2023	UKPN	n/k	£100m	UKPN	£100m	0	2
Improve network resilience and performance (network automation and remote control)	London-wide	2015-2023	UKPN	n/k	£40m	UKPN	£40m	0	2
Electricity upgrades including increased capacity of Silvertown substation to 77.4MVA through two x 15MVA transformers fed via two new circuits from West Ham substation. Technical and feasibility study to underground electricity cables from West Ham to Eastern end of Excel.	Royal Docks	2018-2025	UKPN/RDDT	UKPN, Ofgem, RDDT, TfL	£32m	UKPN/Ofgem/RDDT	£5.01m	n/k	1

Telecommunications

What?

The supply of telecommunications is managed by private companies, Virgin and BT are the two core providers of telecoms infrastructure in the borough. BT (including their 'Openreach' subsidiary) is the main statutory undertaker responsible for telecommunications connectivity throughout the UK including maintaining the wiring, fibres and connections for local access network of telecommunications infrastructure. Openreach have the main role in planning the provision of infrastructure necessary to ensuring that 95% of the UK has access to superfast broadband by 2017. According to GLA mapping, much of the Arc of Opportunity has sub-optimal broadband speeds so significant upgrades will be required to bring it to superfast standards; BT and Virgin are currently in the process of rolling out superfast broadband in Newham.

Since Mobile UK replaced the MOA (Mobile Operators Association) it is unclear whether provision of borough rollout plans will continue; 2015/16 versions indicated there were a total of 129 active masts in the borough (including the LLDC area) - operators include EE, 3 Mobile, Vodafone and O2). Future requirements are unconfirmed.

Digital connectivity is a key facet of planning for economic growth and will be an important component of Royal Docks RDDT infrastructure planning. Digital Inclusion is also a concern of the Government and GLA. In part this is dealt with by public access to ICT at community centres and libraries. The Council will need to ensure that there is provision and sufficient future proofing to embrace smart cities technology. Therefore ducting will need to be considered as per INF4.

Where?

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

When?

On-going; rollout plans have not been updated since 2015/16.

Why?

- International benchmarks reveal London underperforms on measures of digital connectivity, and yet excels on all other measures of business competitiveness – it is therefore vital that it catches up. Increasingly, digital connectivity is also expected by local residents who have high rates of mobile phone and internet usage.
- The anticipated growth in population into underserved areas will mean there will be a likely requirement for additional telecommunications infrastructure to be provided in order to support the existing networks.

Assumptions:

- It is unclear what assumptions are made about population growth in planning for telecoms infrastructure, other than it is a vital part of all modern development.

Where are we now?

- Roll out of superfast broadband underway, albeit at a fairly slow pace (target for BT in Newham was 4000 homes and businesses 2015-17) roll out plan sought expansion to bring high speed fibre optic broadband to 100,000 homes in east London, including Newham.
- At a Local level telecommunications projects such as the provision of public WiFi in community facilities and public buildings have been delivered by the Council, to support people's connectivity. Newham offers free WiFi at all its libraries across the borough.
- In 2016 TfL delivered station WiFi to 250 Tube and 79 Overground Stations across the Network including Stratford, West Ham, Canning Town and parts of the Overground.

What are the next steps?

Continued rollout of superfast broadband, and 4G and then 5G mobile services including telecommunications infrastructure that can be easily accessed and upgraded over time.

Infrastructure investment planning in the Royal Docks includes scoping for the provision of affordable superfast broadband.

LBN are aiming to secure funding (in July 18) to improve digital connectivity (fibre optic and high speed WiFi) to support regeneration at Custom House. This will be further expanded to Freemasons Rd/Coolfin Rd and Lambert Rd offering new fibre optic infrastructure and community/high street WiFi. A further funding bid (jointly with Redbridge) is expected to develop fibre optic broadband from Ilford Town Centre to the junction of Romford Rd and Dersingham Rd. A decision of the bid funding is expected in October 2018.

Spatial Implications

Whilst highly important for economic growth and to support modern living, telecoms provision is largely in the hands of private companies. It is unclear how these are engaging with the projected growth in Newham.

Project	Location	Timing	Lead	Delivery Partners & Stakeholders	Expected Cost	Funding Source	Funding Available	Funding Gap	Priority: 1 - Critical 2 - Essential 3 - Important
Royal Docks Telecoms and Broadband Infrastructure Study and implementation	Royal Docks	2018-2023	RDDF	n/k	Study £70,000 Potential Strategy Works £6.3 m	EZ/LEAP	n/k	n/k	2

Main Sources:

BT (2015), [BT announces investment to expand fibre broadband rollout in London Borough of Newham](#)

GLA, [Connectivity Map of London](#)

GLA (2017), [A digital inclusion strategy for London](#)

GLA (2017), [The Mayor's vision for a diverse and inclusive city: Draft for consultation](#)

LBN, [Library computers and the internet](#)

Open Signal, [Online network mapping](#)

Virgin Media (2014), [Virgin Media expands fibre-optic network into East London](#)

Waste

What?

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

The planning of waste infrastructure involves the safeguarding of sites for the handling of all waste (with facilities often delivered by private business) as well as the commissioning of capacity for municipal waste¹, which occurs under the auspices of ELWA – the East London Waste Authority. A Joint Waste Development Plan (JWP) for the ELWA councils was adopted in February 2012 and covers a period to 2021; this deals with the waste capacity needed to meet the combined waste apportionment of those authorities and identifies the need for 1 new waste facility in Newham alongside existing capacity

Where?

Significant sites at Jenkins Lane and throughout the 'Arc of Opportunity' (Lea Valley, Canning Town, West Silvertown, North Woolwich), plus Council depots at Folkestone Road and Bridge Road. The extant site allocation is at Beckton Riverside.

When?

The adopted Joint Waste Plan covers a period to 2021; procurement for its review is likely to commence in 2018, once new London Plan apportionment figures and municipal waste handling requirements are known.

Why?

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

Assumptions:

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

- The JWP was based on population projections and waste apportionments known in 2011.
- ELWA's forthcoming strategy and the revised Joint Waste Plan will be based on updated GLA population projections and waste apportionments.
- Both are underlined by the proximity principle (that waste should be dealt with as close as possible to where it is generated) and the waste hierarchy that prioritises reduction, re-use and recycling over final disposal.

Where are we now?

- The 2012 Joint Waste Plan safeguards 5 sites in Newham that together have a current throughput of 580,148 tonnes per annum (EA data 2015). While the plan only covers a period to 2021, it already safeguards the capacity needed to meet Newham's 2036 apportionment figure given in the March 2016 London Plan update (403,000).
- A Refuse Derived Fuel baler was installed at the Jenkins Lane Waste Management Facility in 2016, increasing production for energy-from-waste export markets and diverting waste from landfill.
- The potential Beckton Riverside site safeguarded by the 2012 JWP has yet to be brought forward, raising questions about its suitability and availability for waste use.
- ELWA are currently reviewing future waste handling requirements as existing contracts come towards the end of their life.

What are the next steps?

- Until ELWA's long-term strategy is known there is no further detail the IDP can provide in terms of future waste infrastructure projects. A decision is not likely to be made until at least late 2018, procurement of Joint Waste Plan review is also expected to commence in 2018.

Spatial implications:

- 5 active sites are safeguarded by the Joint Waste Plan (Jenkins Lane x 2, Bywaters, Mayer Parry, and Remet); following JWP review there may be implications for other sites. Other waste sites exist in the borough and may play a wider waste handling role (sub-regional/wider South east); retention/relocation may need to be considered as part of industrial land management and masterplanning of strategic sites.

Main Sources:

ELWA, <http://eastlondonwaste.gov.uk/>

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

Water Infrastructure

What?

Key water infrastructure in Newham includes the northern outfall sewer (under The Greenway), Beckton Sewage Treatment Works (BSTW) and desalination plant, and pumping stations at Abbey Mills. Thames Water are the statutory water supply and sewerage undertaker for the borough, meaning they have primary responsibility for delivering and maintaining the main infrastructure that supplies water and deals with wastewater. In addition, the Local Plan demands improved water efficiency and use of SUDS (Sustainable Urban Drainage Systems) in new development to relieve pressure on these centralised systems.

Thames Water plan long term capacity via Water Resource Management Plans (WRMP) for supply and the work of the 'London2100' team for waste; they also maintain and upgrade infrastructure via a series of 5 year Asset Management Programmes (AMP) based on approval/funding from Ofwat. Development-related requirements are established through the Local Plan and engagement during the planning control process (between developers, Thames Water, and the LPA).

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

Where?

Expansion projects at BSTW are among the options being considered by TW for both water supply and sewage handling capacity improvements. Water efficiency and decentralised drainage improvements are needed Borough-wide.

When?

AMP7, covering the period 2020-2025, will likely include a project to increase sewage capacity at BSTW via an additional extension westwards, provided it is acceptable to TfL/the GLA in light of Thames Gateway Crossing Safeguarding and is the most land-efficient solution available within the site. The deliverability of this project needs to be known by 2020.

Options for WRMP19 are still being refined and will be subject to public consultation in January 2018 with a way forward likely known by late 2018. Amongst the options being considered is use of the 'Northern Lagoon' land for either desalination expansion, water re-use infrastructure, or both.

Why?

- Due to population growth and the depletive effects of climate change, the Environment Agency has designated the Thames Water region as 'seriously water stressed'. As a borough with significant levels of new development, and an unusually steep projection of population growth, Newham is sharply reliant on the continuing sufficiency of water infrastructure and resource availability.
- The Thames Tideway Tunnel is driven by environmental protection objectives, with the existing Beckton STW providing a logical terminus.
- Across the majority of the borough surface and foul water are discharged to a single combined sewer system. Redevelopment provides an opportunity for important capacity uplift; development that attenuates surface water flow (e.g. through SUDS inclusion / improving run off to Greenfield rates) 'creates capacity' for the additional foul water flow anticipated from new or intensified development.

Assumptions:

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

Where are we now?

- Work at Beckton Sewage Treatment Works to allow additional storm flows from the TTT to be pumped out and transferred for treatment started in late 2016 and is expected to take 2 years.

What are the next steps?

- Work at Abbey Mills Pumping Station to connect the TTT to the Lee Tunnel will start in 2018 and be complete by 2021
- Consultation on AMP7 is underway. Thames Water will submit its draft Strategic Business Plan to Ofwat in 2019 and a draft determination is expected in August 2019 with final approval by the end of 2019. However it is likely TW will make a decision about the westward expansion at BSTW prior to funding approval.
- In 2019 an updated Water Resources Management Plan (WRMP) will be submitted to the Secretary of State for approval, covering the period 2020-2045 ('WRMP19'). The WRMP sets out how Thames Water plans to maintain the balance between supply and demand for water over a 25 year period. Options for WRMP19 (including expansion into the Northern Lagoon at BSTW) will be the subject of consultation in January 2018.

Spatial implications:

- If the AMP7 project to enhance sewage handling capacity at BSTW goes ahead this will likely involve a further extension westward into the area

currently covered by the Thames Gateway Bridge Safeguarding (west of Royal Docks Road / south of Eric Clarke lane).

- If WRMP19 options for water re-use or increased desalination capacity at BSTW are taken forward, these would likely involve extension northwards into the ‘Northern Lagoon’ area.
- On other/all sites it will be important to continue to secure measures to alleviate water stress through new development specifications and masterplanning of SUDs etc.

Main Sources:

Thames Water (2017), [Water Resources Work Programme 2014 – 2018](#)

Thames Water (2017), [Water Resources Work Programme 2014 - 2018: table](#)

Thames Water (2013), [Water Resources Management Plan 14](#)

Thames Water (2013), [Our Long Term Strategy 2015-2040](#)

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

Project	Location	Timing	Lead	Delivery Partners & Stakeholders	Expected Cost	Funding Source	Funding Available	Funding Gap	Priority: 1 - Critical 2 - Essential 3 - Important
LON-100-35-20 (Demand Management)	London-wide	2015-2030	Thames Water	n/k	£967m	n/k	n/k	n/k	2
Beckton of 150 MI/d RO Effluent Reuse	Beckton	2027	Thames Water	n/k	£1,067m- £1,167m	n/k	n/k	n/k	2

Flood Protection

What?

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

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

The Environment Agency's TE2100 sets out plans to manage tidal flood risk in the Thames Estuary up to the year 2100. Specifically, TE2100's approach is to maintain and improve existing flood defences until ~ 2050 to 2070 when a major improvement to the system will be needed. This will either be an upgrade of the Thames Barrier or a new barrier in Long Reach (16km downstream).

Newham's own Local Flood Risk Management Strategy sets out responsibilities regarding asset inspection and maintenance but does not detail specific infrastructure projects. Requirements in this regard are mainly focused on the management drainage capacity and flood risk on individual development sites through SUDs, flood resilient design and upgrades/reconfiguration of site-based flood defences.

Where?

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

When?

Ongoing, Environment Agency's TE2100 covers the period to 2100, with a 10 year programme of asset management in train.

Why?

- With 52% of the borough is in Flood Zone 2 or 3 (medium and high probability of flooding), flood defences and resilience are of significant importance in Newham to minimise flood risk. Whilst large scale defences are in place, they require ongoing maintenance, and development of particular riverside sites affords the opportunity to secure upgrades and/or reconfigurations that reflect flood protection needs generated by development and going forward.

Assumptions:

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

Where are we now?

- The implementation of flood defence improvements in line with TE2100 recommendations has commenced under the Environment Agency's Thames Estuary Asset Management (TEAM) 2100 programme however there are no Newham-specific projects to implement in the short term.
- TE2100 requirements concerning safeguarding riparian margins for flood risk management have been incorporated into the Development Plan; Environment Agency and LLFA are statutory consultees on planning applications affording them the opportunity to secure appropriate flood protection/drainage capacity in new developments.

What are the next steps?

- Continued engagement with the Environment Agency and LLFA to ensure appropriate provision is made in the masterplanning of Strategic Sites and to ensure that long term needs are factored into Royal Docks growth infrastructure planning.

Spatial implications:

- Any sites within 16m of formal flood defences (i.e. the three main rivers bordering the borough) are affected by the safeguarding of land for flood defence access / raising/ and maintenance
- Specific recommendations of the TE2100 plan include local defence realignment as part of redevelopments at Silvertown and Beckton, local defence realignment on the River Lea, land for secondary defences at vulnerable locations including Canning Town station and Beckton STW, high level access routes into and out of the main flood risk area.
- Masterplanning of strategic sites will need to incorporate flood and drainage infrastructure to reduce flood risk overall; in flood risk areas smaller scale interventions or design modifications will be appropriate on smaller sites.
- Long term projects (costs and other details unconfirmed):
 - Replacement of King George V flood control gate
 - Raising of downriver defences by ~1.1m
 - Raising of upriver defences by 0.5m

Main Sources:

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

Project	Location	Timing	Lead	Delivery Partners & Stakeholders	Expected Cost	Funding Source	Funding Available	Funding Gap	Priority: 1 - Critical 2 - Essential 3 - Important
Flood defences - maintenance and repair		to 2050	n/k	LBN/EA/Riparian owners	£14m	n/k	n/k	n/k	2
Flood defences - major repairs and replacements		To 2050	n/k	LBN/EA/ Riparian owners	£85m	n/k	n/k	n/k	2
Thames barrier - operation and maintenance (contribution)		To 2050	n/k	LBN/EA/ Riparian owners	£15m	n/k	n/k	n/k	2
Thames barrier - refurbishment and replacements (contribution)		To 2050	n/k	LBN/EA/ Riparian owners	£5m	n/k	n/k	n/k	2

Green Infrastructure

What?

Green infrastructure comprises the multifunctional, interdependent network of open and green spaces and green features (e.g. green roofs) including the Blue Ribbon Network that provides multiple benefits for people and wildlife including flood management, urban cooling, health improvement, transport links, ecological connectivity and food growing. There are 479 hectares of open space within Newham (covering approx. 13% of the borough) formed of formal public parks, informal parks and local open spaces, linear routes, waterways including rivers, canals and towing paths, and other informal spaces. Of this, 164ha is public open space managed by the Council, whilst other public open spaces under the ownership and management of other bodies include West Ham Park (City of London), Thames Barrier Park (Greater London Authority), Queen Elizabeth Olympic Park (LLDC)* and Bow Creek Ecology Park (Lea Valley Regional Park Authority). Requirements identified going forward include quantitative and qualitative improvements, including to access, to natural areas and parks. Improvements to park activation/playing pitches are dealt with by a separate entry in the IDP below.

The major GI project within Newham (excluding those listed in the social infrastructure section) at this time is the Lea River Park (LRP); a series of interconnected spaces along the 'backbone' of the Leaway, a continuous walking and cycling route alongside the River Lea that links Stratford, the Queen Elizabeth Olympic Park, and Lea Valley Regional Park to the north with the Royal Docks and River Thames to the south. The Lea River Park project (and sub-projects) is being planned by a joint LB Newham and LB Tower Hamlets team with input from the GLA and LLDC; the latter having delivered early phases in the LLDC area. Sub-projects are concerned with connectivity into and between different park segments, activation and improvements to existing green spaces, and two new key open spaces.

Other GI planning occurs through masterplanning of Strategic Sites, including through planning for flood risk/drainage management, and smaller scale landscaping and biodiversity schemes on other sites.

Where?

The River Lea forms the western boundary of the Borough, between Newham and Tower Hamlets. LRP elements begin south of Stratford / the existing Queen Elizabeth Olympic Park and continue along the length of the Lea until it reaches the Thames; some interventions spread outwards from this linear path to ensure wider connectivity of open spaces and active travel projects. Key green spaces within it are intended around West Ham (Bromley by Bow) gasholders, on the Limmo peninsula, and at its termination at Royal Victoria dockside (by 'the Crystal' building).

Other GI requirements apply throughout the borough with identified green spaces and green chain links protected under the Local Plan.

When?

The LRP consists of a number of separate projects, phase one was completed between 2014/16 and phase two is planned for completion between 2017/2020. Other GI projects are implemented as opportunities arise.

Why?

- Green infrastructure has multiple benefits around health & wellbeing, drainage, and ecology. As an aspect of the built environment people frequently refer to as important, protecting existing GI and requiring inclusion in new development is a key element of the Local Plan's 'live work and stay' aspirations to reduce population churn.
- Delivery of the LRP is a strategic objective within LBN's Local Plan and those of duty to co-operate partners LB Tower Hamlets & the LLDC. The park will be transformative for the long-ignored and previously industrial riverside area, improving connections, outdoor amenity and leisure provision in the west of the Borough, parts of which have significant open space deficiencies which are set to increase with projected population growth.

Assumptions:

- As above, population growth will increase existing deficiencies and place a premium on open space

Where are we now?

A first phase of LRP projects has been delivered including:

- The creation of a new ramp at Twelve Trees connecting the west side of the river to the east side
- Enhancement of Cody Wilds reed beds
- Improvements to the Cable Bridge at Cody Docks including resurfacing
- Improvements to Wharfside Road and underpass, including resurfacing and tree planting
- The creation of a new park space at Canning Town (LBN side) and Silvocea Way (LBTH side)
- Improvements to steps along Silvertown Way
- A Park Primer and Design Guide have also been published and are signposted from LBN and LBTH websites (links below).
- Wharfside underpass art installation delivered Autumn 2017 by LLDC/LBN/Rosetta Arts

What are the next steps?

- A number of relevant projects are detailed in the table below; immediate priorities for LBN are the re-opening of Reubens Bridge and connecting Canning Town to the river / Royal Docks via the Canning Town Riverside, Limmo, Thames West and Royal Victoria West sites.

Spatial Implications

- A number of strategic sites will be vital to the delivery of key open space components of the LRP, as well as linear connections. (Notably, Canning Town Riverside, Limmo, Parcelforce as extended)

Main Sources:

[Lea River Park Primer \(and associated documents\)](#)

5th Studio, draft Lea River Park Housing Zone Site Strategy

Project	Description	Timing	Lead + Delivery Partners / Stakeholders	Expected Cost	Funding Source	Funding Available	Funding Gap	Priority: 1 - Critical 2 - Essential 3 - Important
Lochnagar Street - Cody Wilds bridge	Proposed crossing over the River Lea in connection with Ailsa Wharf development (LBTH)		LBTH/LBN + Developer(s)	n/k	No funding currently allocated	n/k	n/k	3
Poplar Reach Bridge	Proposed crossing over the River Lea. Lapsed planning consent (11/00491/LTGDC).		LBTH/LBN + Developer(s)	n/k	No funding currently allocated	n/k	n/k	2
Leven Road – Canning Town Riverside bridge	Proposed crossing over the River Lea in connection with Leven Road Gas Works (LBTH) and Canning Town Riverside (draft S12).		LBTH/LBN + Developer(s)	n/k	No funding currently allocated			3
Reubens Bridge NIAS	Re-open Reubens Bridge over DLR rail line to allow access from the station to the Riverside	2017 (4 months)	TfL/LBN	n/k	No funding currently allocated	n/k	n/k	1
A13 Ramp	Addition of ramp to the stairs from the A13 towards Bow Creek Ecology Park. Withdrawn planning application 16/01057/LA3		LBN + TfL/Developer(s)	n/k	No funding currently allocated	n/k	n/k	1
Leamouth South - Limmo footbridge	Proposed crossing over the River Lea in connection with Leamouth Peninsula (LBTH) and Limmo site (S18). Lapsed planning permission 10/00245/LTGDC.		LBTH/LBN + TfL/Developer(s)/PLA	n/k	No funding currently allocated	n/k	n/k	2
Trinity Buoy-Thames Wharf bridge	Proposed crossing over the River Lea tied into the continuing regeneration of Trinity Buoy Wharf (LBTH) and the future development of Thames Wharf.		LBN/LBTH + Developer(s)/PLA	n/k	No funding currently allocated	n/k	n/k	1

Project	Description	Timing	Lead + Delivery Partners / Stakeholders	Expected Cost	Funding Source	Funding Available	Funding Gap	Priority: 1 - Critical 2 - Essential 3 - Important
A13 Connector	City Island to Leaway and Canning Town bridge extension	2019-2021	LBTH + LBN	£4.3 mill ²	No funding currently allocated	n/k	n/k	3
Newham Riverside	Leaway path expansion		LBN + Landowners/ Developers	n/k	No funding currently allocated	n/k	n/k	1
Silvertown Way / North Woolwich Road ³	Creating green cycle and pedestrian route along the highway	2017-ongoing	LBN	£10 mill ⁴	LBN S106 monies for public realm works only	£66k	n/k	2
Limmo Riverside Path & Park NIAS	Connect Lea river to Royal Docks from Canning Town via Limmo site	n/k	LBN/LBTH/TfL	n/k	Part of site development requirements	n/k	n/k	1
Electra NIAS	Public access along the existing riverside pathway; open gates.	n/k	LBN	n/k	Electra + LBN S106	n/k	n/k	2

³ Part of wider project 'North Woolwich Road (walking/cycling improvements) linked with Royal Docks Corridor Improvements'. See Transport: Walking and Cycling table page 21.

Part 2: Social Infrastructure

Education – early years to secondary (including 6th Form)

What?

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

The Council also has a statutory duty under sections 6 & 7 of the Childcare Act 2006 to ensure sufficient childcare is provided to meet demand in the borough, and is seeking to expand early years education services to accommodate the Government’s 30h extended care for 3 and 4 year olds scheme from September 2017. In relation to 16-19 places, the obligation is to secure sufficient suitable education and training provision for all 16-19 year olds in their area. The Council also has a statutory duty under the Education and Skills Act 2008 and direct commissioning responsibilities for the education and training of young people aged 16-25 with higher SEND requirements.

Requirements identified are for provision to expand, or in some cases be re-configured/oriented; in areas of new development entirely new provision is also needed. Given that growth is mediated by parental preferences, often significantly affect by school performance, measures to support improvements in performance can also be seen to be part of the infrastructure planning package. It is also noted that schools have a key role to play in providing multi-functional space and meeting other community infrastructure needs including leisure, meeting space, Places of Worship, playing pitches and out of office hours childcare.

There are currently a number of projects committed or part-committed to in the Council’s Basic Need Funding programme for 2016/17 – 2019/20 to expand school capacity, provide for a New 6th form Centre and to modernise and expand provision for Special Educational Needs and other alternative provision.

Further infrastructure planning is at the stage of testing feasibility of expansion, including for early years education, until further funding is announced or other funding sources found. For basic need, this is a collaborative process with the schools in question involving dialogue about SWOTs. The process is complicated by the fact that some schools are now academies: the ownership or long term lease of the site and the governance arrangements means the Council has much less influence over their estate. Likewise, the financing of new free schools through competitive bidding rounds makes it difficult to factor into place planning until decided, appropriate new site(s) found and building delivered. Two (School 21) have funding and are looking for sites in the Stratford area (partly under the LLDC’s remit); another is waiting on provision on a Strategic site to come forward, (East London Science School) and another is working on revised plans for a site in the Royal Docks (Oasis).

Colleges and 6th form providers are also gearing up for expansion in dialogue with the ESFA and Council as appropriate: New VIC has a 25 year masterplan reconfiguring its estate to modernise it and better meet local needs; the University Technical College (14-19 provision) is currently planning its permanent accommodation and expansion; Newham College is reviewing its estate; 3 of the free schools mentioned above also have 6th form provision they are planning for and the Bobby Moore Academy is due to open 6th form provision in 2020/21; Newham Collegiate 6th form is also discussing expansion plans.

Where?

Borough-wide at existing schools and colleges; development results in particularly significant projected pressures in Stratford, Beckton and Canning Town primary planning areas. Additionally, primary schools in Forest Gate remain popular and oversubscribed. This translates in time to pressure on secondary schools and 6th form, college and skills provision, albeit these are less geographically constrained.

The EFA are funding several new free schools in the borough in Stratford, West Ham and the Royals; others will also be forthcoming as part of Strategic Site proposals, (to be required on allocations in the Royals and Beckton) and 2 new standalone sites for schools have been identified in Beckton and Wall End (albeit the latter is a former, cleared school site).

When?

The ESFA's Basic Need Funding plan covers a rolling period of 3 years, currently up to 2019/2020, LBN, Pupil place planning looks ahead in 5 year periods, aligned with the 5 year Land Supply maintained by planning.

Various schools and colleges are at different stages of multi year planning and implementation of expansion and development plans which should come to fruition in the next few years. Even if provision is currently adequate (as in the 16-19 sector) the lead in time for provision to meet need post 2020 has already started.

Why?

- Newham has a young population with high birth rates, together with significant housing development in train and planned; these inevitably impact on school rolls; schools close to boundaries will also be affected by out of borough growth/provision. Parental preferences (often linked to school performance) will affect how this growth pressure presents (with the possible consequence that some schools could be subject to unsustainable falling rolls) and equalities considerations relating to single sex provision in particular, are also important components of planning (given that an increase in single sex provision can lead to a demographic imbalance elsewhere).
- The increasing young population in Newham and the requirement for all young people to remain in education until at least their 18th birthday means that there is particular pressure on 16-19 places in Newham from 2020 onwards. Existing provider plans will improve the quality of the 16-19 estate and provision, but will only increase places by approximately 1,000 by 2021 if all plans go ahead. This will meet future needs for A Level places, but there is likely to be further need for increased technical education places post 2020.
- As the school population increases so do SEN requirements; ASD pupil numbers have risen sharply in recent years and continue to do so.

Assumptions:

- Pupil Place Planning makes use of GLA population forecasts, triangulated against schools' census data concerning actual admissions, together with LBN's housing trajectory;
- Pupil yield calculations take account of historic patterns.
- For individual schools, adjustments are also made to forecasts based on location (propensity to attract out of borough pupils) and popularity.
- The need to avoid unsustainably low rolls in some areas. 16-19 place planning makes use of pupil place planning data, GCSE attainment data, ESFA and provider data, and 16-19 destination data
- Plan for up to 5% headroom

Where are we now?

- Place-planning update report and proposed schools expansion programme was published in April 2017 updated in October 2017.
- Re-modelling and expansion projects are underway at 11 primary/junior schools, 2 nurseries and 1 secondary schools across the borough together with a new build replacement and expansion of a SEN school in the east of the borough, and feasibility work covering further SEN provision, primary and secondary provision.
- Funding is also committed to a project to relocate the Pupil Referral Unit and a feasibility study of the establishment of a new Autism Unit free school on the site.
- The new Bobby Moore all through academy has opened on the Queen Elizabeth Olympic Park.
- The ESFA's Wave 12 funding was allocated to 2 all through schools in the Stratford area, though these are in need of/partial need of sites. Developers are due to provide a new school at Royal Wharf as part of development of a strategic site. A free school provider is also sought for the GLA site at the Gallions Quarter/Armada Way. The Oasis free school is planning permanent provision in the Royals, and new premises for the London Science Academy is planned at West Ham/Stephenson Street.
- The first phase of New Vic's 25 year regeneration programme has been completed in 2017/18; London Academy of Excellence 16-19 free school are seeking a larger site in Stratford, Newham College are developing a new capital and estates plan, including reviews of their current campuses;

What are the next steps?

- Pupil place planning report update due in April 2018. Pupil place planning follows the updates to the 5 year land supply; it will also be cognisant of current work underway in the LLDC area concerning the pupil yield of new development.
- Continued expansion of schools when and where needed, subject to feasibility studies and EqlA; generally secondary school need is more acute.
- Support delivery of new schools/academies and expansion of 6th form technical and apprenticeship provision.
- Secure delivery of early years education/nurseries, particularly where it is providing extended childcare.

Spatial implications

- New school sites are extremely hard to come by in the Newham/wider London context due to residential values. One has been identified on Council

land at Royal Road and is likely to be an allocation for this use. Other schools will need to come forward as part of mixed use proposals in strategic sites, to ensure, as policy requires, they meet their infrastructure needs and as part of their mixed use strategic offer. Ensuring that schools are accessible to a wide catchment will also be important for secondary school and 6th form provision, where typically there is more capacity to absorb growth within the existing stock. Generally existing school sites will need to accommodate more, which may require innovation in formats (e.g. how parking and playground space is provided).

- Strategic and Non-Strategic Site allocations:
 - Strategic Sites:
 - S26 East Ham Town Hall Campus (Strategic Site including Police Station, Newham College, Newham Collegiate 6th Form Centre: there is acknowledgement that should the college site be remodelled, the Police Station site will need to be planned in parallel, or preferably as part of it due cumulative impacts and constraints notably relating to access at this busy junction
 - S05 Stratford Central – includes various opportunity sites & London Academy of Excellence
 - S31 Royal Albert North – includes UTC 14-19 provision and further opportunity
 - S06 Coolfin North – Hallsville Primary site
 - S23 Connaught Riverside
 - S08 Thames Wharf
 - S01 Beckton Riverside
 - Non-Strategic Sites: (for potential expansion, reconfiguration, possible inclusion of residential)
 - Langdon Academy
 - Royal Road site
 - Flanders Road Site
 - New Vic
 - Scott Wilkie Primary
 - Eleanor Smith Lawson Close
 - Eastlea community and Star Primary
 - Brampton Manor Academy
 - Forest Gate Community School
 - Eleanor Smith North Road
 - Tunmarsh Centre
 - Colegrave Primary School

- NCFE Welfare Road
- Sarah Bonnell
- Ranelagh Primary
- Maryland Primary
- Odessa and St James
- Sites not allocated but with the potential for alteration within the plan period (and without confirmed funding)
 - Central Park Primary
 - Cleves Primary
 - Drew Primary
 - Selwyn Primary
 - Tollgate Primary

Main Sources:

LBN, Cabinet April 2017, [Pupil Planning Update and Proposed School Expansion Programme](#)

LBN, Cabinet, October 2017, [Pupil Planning Update and Proposed School Expansion Programme](#)

LBN (2016), [Childcare Sufficiency Assessment 2016/17](#)

LBN (2015), [Mayor of Newham visits Newham Collegiate Sixth Form Centre](#)

LBN, Cabinet February 2013, Proposal to establish a Collaborative Sixth Form Centre, with additional use for Adult & Community Education on the East Ham Town Hall Civic Complex

(<https://mgov.newham.gov.uk/documents/s76763/Proposed%206th%20Form%20Final%20Report.pdf>)

Scoped Projects (excluding those that are substantially underway)	Location	Timing	Lead	Delivery Partners & Stakeholders	Expected Cost	Funding Source	Funding Available	Funding Gap	Priority: 1 - Critical 2 - Essential 3 - Important
CARPENTERS PRIMARY EXPANSION	Stratford & West Ham	pending clarification regarding scope of the Carpenters Estate regeneration	LBN	DfE/ESFA	n/k	Basic Need Programme	£140,000	n/k	1

Scoped Projects (excluding those that are substantially underway)	Location	Timing	Lead	Delivery Partners & Stakeholders	Expected Cost	Funding Source	Funding Available	Funding Gap	Priority: 1 - Critical 2 - Essential 3 - Important
COLEGRAVE PRIMARY 1FE /2FE EXPANSION	Stratford & West Ham	2018/20	LBN	DfE/ESFA	n/k	Basic Need Programme S106 school's budget contribution	£9.683m	n/k	1
MARYLAND PRIMARY 1FE EXPANSION	Stratford and West Ham	2018/20	LBN	DfE/ESFA	n/k	Basic Need Programme	£5.175m	n/k	1
ODESSA PRIMARY & St James Junior EXPANSION	Forest Gate	By 2019/20	LBN	DfE/ESFA	£5.555m	Basic Need Programme	£3m	£2.555m	1
HALLSVILLE PRIMARY - NEW FREE SCHOOL	Canning Town & Custom House	2018/20	LBN	DfE/ESFA	n/k	Basic Need Programme	£9.961m	n/k	1
NVic Prince Regent Lane campus redevelopment	Plaistow	By 2030; phase 1 complete	NVic	n/k	n/k	private	n/k	n/k	2
Brampton Manor 4FE Expansion	East Ham	2018/20	LBN	DfE/ESFA	n/k	Basic Need Programme S106	£22.95m	n/a	2
Forest Gate Community 2 FE Expansion	Forest Gate	2018/20	LBN	DfE/ESFA	£10.85m	Basic Need Programme S106	£11.8m	0	2

Scoped Projects (excluding those that are substantially underway)	Location	Timing	Lead	Delivery Partners & Stakeholders	Expected Cost	Funding Source	Funding Available	Funding Gap	Priority: 1 - Critical 2 - Essential 3 - Important
Ranelagh Primary 0.5 FE Expansion	Stratford & West Ham	2018/20	LBN	DfE/ESFA	£4.43m	Basic Need	£4.477m	£0	2
Central Park Primary Early Years (30 hour) Childcare Provision	East Ham	2018/19	LBN	DfE/ESFA	£874k	Basic Need School Contribution	£810k	£64k	2
Cleves Primary Early Years (30 hour) Childcare Provision	East Ham	2018/19	LBN	DfE/ESFA	£522k	Basic Need	£522k	£0	2
Drew Primary 0.5 FE Expansion (to 3 FE)	Beckton & Royal Docks	2018/20	LBN	DfE/ESFA	£3,450,564	Basic Need School Contribution	£3,042,000	£408,564	2
Selwyn Primary 0.5 FE Expansion/SEN (to 3 FE) & Childcare Provision	Plaistow	2018/20	LBN	DfE/ESFA	£3.4m	Basic Need Childcare Grant	£3,102,000	£298k	2
Tollgate Primary 1FE Expansion (to 3 FE)	Plaistow	2018/20	LBN	DfE/ESFA	£4.35m	Basic Need	£4.09m	£260k	2
Tunmarsh Centre Relocation of Existing PRU to new site	Plaistow	2018/19	LBN	DfE/ESFA	n/k	Basic Need	£894k	n/k	2
Tunmarsh	Plaistow	n/k	LBN	DfE/EFSA	n/k	Basic Need	£150k	n/k	2

Scoped Projects (excluding those that are substantially underway)	Location	Timing	Lead	Delivery Partners & Stakeholders	Expected Cost	Funding Source	Funding Available	Funding Gap	Priority: 1 - Critical 2 - Essential 3 - Important
Centre Establish a New Autism Unit on Existing Site (Free School) – initial design costs						Funding Bid with EFA			
Eleanor Smith New Build former Lansbury School Site	East Ham	2018/20	LBN	DfE/ESFA	£11.7m	Basic Need	£11.059m	£641k	2
Employment and skills programme – internships for school age students	Royal Docks	2019	RDDT	RDDT/LBN	£4m	n/k	n/k	n/k	3

Health Care

What?

Newham Clinical Commissioning Group (NCCG) is responsible for planning and commissioning a range of health services, including Primary and Secondary Care, Community and Mental Health Services for Newham residents and visitors to the Borough. Their Strategic Estates Plan (December 2015) integrates the Estates' plans of other borough providers including the Barts Health NHS Trust (Newham University Hospital) and East London NHS Foundation Trust, (ELFT – community and mental health services) and also reflects the joint cross-boundary working of the Transforming Services Together (TST) initiative - a partnership between Newham, Tower Hamlets and Waltham Forest CCGs and Barts Health NHS Trust. 70 health care premises plus Newham University Hospital are referenced in the Strategic Estates Plan, 18 of which offer mental health services, and over 60 of which offer GP access.

The Council's (Public health and social care) directorate works in partnership with NCCG to meet the needs identified in the annual Joint Strategic Needs Assessment. The Public Health Team on behalf of the Health and Wellbeing Board also plan for Pharmaceutical provision through the Pharmaceutical Needs Assessment (PNA) which considers not only physical access, but also access to extended services and extended hours provision.

The NCCG has outlined, in the Local Strategic Estates Plan (2015), the following infrastructure project priority criteria for the five year period to 2021:

- Addressing a new population, either as part of regeneration or increasing density of population
- New premises- supporting co-location of primary care or wider range of services- reducing unplanned admissions, with the development of practices with a minimum 10k list for primary medical care and some 'hubs' with services for a wider population of 50-100k residents
- Improvements or extensions to existing facilities, prioritising where there is risk of CQC closure or DDA issues
- Refurbishment of underutilised premises
- Implementation of IT systems e.g. record sharing, integrated care models
- Technology systems delivering paper free solutions e.g. integrated digital care record
- Technology to support improved access e.g. webcam, email
- Improved 7 day access to primary care services
- Continue to develop care pathways and commission services out of hospital that offer residents more local access to a wider range of services, over extended hours, through the identification and development of community locality hubs
- Increased training facilities

In January 2017, ten GP practices had more than 10,000 registered patients (NHSE Weighted List Size) and therefore fit the NCCG new service model; these are focused in Manor Park, Plaistow, Forest Gate, Stratford, East Ham, Beckton and Canning Town. Particular growth in capacity is needed in Beckton, Royal

Docks, Stratford and New Town, Canning Town South, and Custom House.

In July 2017, LB Newham Cabinet approved in principle the establishment of a new joint venture with local health partners to acquire, hold, and develop new facilities for the joint delivery of primary and social care. This venture will also seek to facilitate provision of six 'hubs' within the borough (earmarked for Manor Park, Upton Park, Stratford, East Ham, Beckton and Canning Town) and new facilities around the borough will also enable:

- The delivery of out-of-hospital services including treatments, minor surgeries and diagnostics
- The rationalisation of locations from which primary care is delivered in the borough from over 60 to around 30
- The development of new housing above new developments
- It is forecast that 80% of the population of Newham will use the joint venture facilities, centred on the six new health and well-being hubs.

The Joint Venture is discussed further in the Cabinet Report from November 2017.

The pharmaceutical service coverage in Newham is considered adequate, other than access to premises open on a Sunday which is deficient in Canning Town North & South, Custom House, West Ham, Plaistow South and Royal Docks have large areas where no pharmacies within this range open on Sundays.

Where?

Borough-wide reconfiguration of services; growth-driven change in the Arc of Opportunity.

When?

Healthcare providers plan in periods ranging from 5 to 10 years: The NCCG's interim Strategic Estates Plan (December 2015) sets out the groups' plans for the period from 2016 to 2026, though this is evolving rapidly and has yet to be formally updated; Transforming Services Together published a Clinical Strategy and Investment Case in 2016 which sets out a health and social care plan for 2016-2021 that broadly reflects the NCCG strategy; East London Foundation Trust's estates strategy runs between 2013-2021; Barts Health NHS Trust Clinical strategy runs from 2017 – 2021; the PNA covers 2015-2018; the NHS published a 5 year Forward View in October 2014 setting out national funding programmes for the period 2015-2020; NCCG and LBN are preparing the Joint Health and Wellbeing Strategy for Newham covering 2017 to 2022.

Why?

- Drivers of change are significant population growth; and demographic change (increase in proportion of over 65s and under 16s who require most healthcare appointments) and ongoing high levels of need and health inequalities associated with deprivation.
- The NHS faces funding constraints and in east London there is currently a significant financial gap across all organisations. Whilst funding will increase due to the rising population, this will not be enough and ways of working will need to change too, including the need for primary care to alleviate acute care settings. Technology offers particular opportunities in this regard.
- Significant parts of the existing buildings and infrastructure fail to meet current and future standards and needs. These poorer general practice

facilities do not have the space to offer a wide range of services nor support multi-disciplinary team working and this can contribute to a poor patient experience.

Assumptions:

- GLA Round capped SHLAA based projections 2014 are used in the CCG Strategic Estates Strategy; GLA Round capped SHLAA based projections 2013 version in the PNA.
- Weighted average of 5.3 appointments per person/year
- PNA considers sufficiency in relation to 10 minute drive time, 20 min walk time and opening hours including evening and weekend opening.

Where are we now?

- Delivery on the NCCG Strategic Estates Plan has commenced, though some developments have been removed from the programme due to planning and funding constraints.
- Five practices have recently received NHSE/NCCG funding for extensions, additional clinical rooms and improvements grants, to the value of about £4m. Additionally, a new-build private practice has been created at Westbury Road.
- Estates and Technology Transformation Funding has also been granted for the build and fit out of new premises at Pontoon Dock, and design work at the Froud Centre.
- At Newham University Hospital the New Rainbow Centre for inpatient and outpatient children and young peoples' services, opened in February 2017.
- Delivery on the PNA is dependent on negotiation with individual pharmacies.
- The council and NCCG agreed to a highly ambitious programme of pooled funding (£119m) over three years for the implementation of the emerging Joint Health and Wellbeing Strategy for Newham (2017-22), through the Better Care Fund

What are the next steps?

- Continue partnership working with NCCG to identify development needs and support delivery, in line with other strategic objectives; facilitating and shaping the Estates Strategy/delivery plan through Local Plan Review.
- Finalisation of the Joint Health and Wellbeing Strategy for Newham (2017-22)
- PNA update is due in 2018

Spatial implications

- It is difficult to find new sites for health care provision. Therefore much will depend on re-modelling the existing estate, and ensuring that Strategic Sites (see site schedule for strategic site allocations) provide appropriate space/premises to meet needs arising, including wider strategic need and co-location with other services. In some cases other community infrastructure sites no longer needed for their current purpose may be suitable for healthcare provision; in some cases former health care premises may likewise be re-purposed to meet other community infrastructure needs, or be

released for housing/mixed use.

- Strategic Site allocations (with proposals to include health care facilities):
 - S27 - Queens Market
- Non-strategic site allocations (for expansion, reconfiguration, possible inclusion of residential) are as follows:
 - CF01 - Tollgate Medical Centre
 - CF02 - West Beckton Health Centre
 - CF03 - Lord Lister Health Centre
 - CF04 - East Ham Memorial Hospital and Shrewsbury Road Medical Centre
 - CF05 - Balaam Street Practice
 - CF06 - Bow County Court
- Sites not allocated but with the potential for alteration within the plan period (and without funding confirmed) are as follows:
 - St.Bartholomews
 - Boleyn Medical Practice
 - Albert Road Surgery
 - Greenhills Site
 - Vicarage Lane

Main Sources:

East London NHS (2012), [Estates Strategy 2013-18](#)

NCCG, Strategic Estates Plan, December 2015

NCCG (2016), Developing primary care services to meet demand now and into the future

NCCG and LBN, [Joint Health and Wellbeing Strategy for Newham \(2017-22\) Draft for consultation](#)

NHS (2016), [General Practice: Forward View](#)

TST (2016), [Strategy and Investment Case: Part 1 Summary](#)

LBN Cabinet July 2017, [Newham Health Care Estates Joint Venture](#)

LBN Cabinet November 2017, [Newham Health Care Estates Joint Venture](#)

Project	Location	Description	Timing	Lead & Delivery Partners/ Stakeholders	Expected Cost	Funding Source	Funding Available	Funding Gap	Priority: 1 - Critical 2 - Essential 3 - Important
Froud Centre/ Manor Park	Manor Park	New Build	2018	Manor Park Care Group & Aston Mansfield Charitable trust and the NCCG	£3,075,400	Aston Mansfield Charitable trust	£224,000 (ETTF) £2,851,400 (£PD AMCT)	£100k (potential funding gap, tbc on tender response)	1
Westbury Road Practice (Fee Support)	Forest Gate	GP funded development of new site under construction	2018	NCCG	£2,339,904	Premise Directions	£287k (ETTF/CCG) £2,052,904	£100k (potential funding gap on new build, GP unable to secure sufficient funding to complete)	2
Woodgrange Medical Practice	Forest Gate	Refurbishment and extension build programme to provide additional clinical room capacity	2018	NCCG	£911,693	NHSE Improvement Grant on 66/34 split	£569,947 (IG) £341,746 (3PD)	£0	2
Essex Lodge	Plaistow	Extension build programme to provide additional clinical room capacity with merger of another local practice	2018	NCCG	£3,215,509	NHSE Improvement Grant on 66/34 split	£1,918,639 (IG) £1,296,873 (3PD)	n/k	2
Canning Town – New Hub	Canning Town	New hub: Health and Wellbeing Centre to be developed to	2022/23		£7.3m	LBN (S106) HCSN (subject to funding approval)	n/k	£3.3m (potential if HCSN unable to fit)	2

		support patients currently attending St. Luke's surgeries and new residents. Facility will offer other primary care services						out)	
Pontoon Docks (Royal Wharf)	Royal Docks	Shell and core purchase and fit out costs for a new surgery building to relocate patients from Britannia Village and offer a wide range of primary care services to all patients of the Albert Road/Britannia Road practices	2018	NCCG	£5,523,140	LBN (S106) Estates and Technology Transformation Fund (ETTF) HCSN 3PD	£2,650,000 (S106) £703k (ETTF) £2,170,000 (HCSN subject to approval)	£2,170,000	1
Star Lane Medical Centre	Canning Town	Extension and refurbishment of existing practice site	2018	NCCG	£1,191,600	n/k	n/k	£1,191,600	2
Custom House Surgery	Canning Town	New build and re-provision of premises with increased facilities as part of regeneration of the area. Possible co-location of two existing practices	2022/23	NCCG & LBN	£3,650,000	LBN (S106) Estates and Technology Transformation Fund (ETTF)	n/k	n/k	2
Quality, Innovation, Productivity and Prevention Strategy	Borough-wide	Quality, Innovation, Productivity and Prevention Strategy delivery	2016-2021	TST, NCCG	£47,000,000	n/k	n/k	n/k	2

Social Care

What?

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

- Preliminary results of the Adult Social Care Housing Needs Analysis indicate that there are a number of accommodation requirements to meet the needs of residents requiring specialist accommodation based services including: Need for additional care home spaces (residential and nursing) to accommodate a growing population.
- Need for specialist provision to assist plus-sized (over 127 kg) residents who have complex care needs.
- Need to improve the care for customers diagnosed with dementia and those reaching the end of their life.
- Need for specialist provision to assist customers with learning disability or mental health conditions coupled with other long-term health conditions.
- Need for specialist provision to assist customers with challenging behaviour.
- Need for short stay spaces while transitioning from hospital to home.
- There is a lack of homeless hostels that can cater for medium or more complex care needs.
- There is a lack of purpose-built, high quality supported housing for people with mental health needs.
- There is a lack of purpose-built refuge accommodation for people fleeing domestic violence.
- There is also the need to improve care home quality in some cases.

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

Where?

Borough wide

When?

The draft Newham Mental Health Needs Assessment covers the years 2016 to 2018

The current Joint Strategic Needs Assessment (JSNA) covers the years 2017-2019

Why?

- The Council's focus on resilience (including the promotion of services to enable older residents to remain living in their own homes for longer) has led to a reduction in care home placements in recent years. As a result, residents tend to move into a care home setting at a much older age; often because they have developed Dementia and/or nursing care needs.
- Historical care homes placement figures mapped against predicted population growth suggests that the need for older adult care home spaces is going to increase over the next decade by 39%.
While 10% of new dwellings are required to be adaptable for wheelchair needs, very few units are delivered already adapted. This is placing a strain on Council's budget due to growing demand for Disabled Facilities Grant.

Assumptions:

- (GLA 2014 round population projection for 2015) Population projections indicate that the 65-74 years population is expected to increase by 43% (to 20,600 by 2026), while the 75+ years population will grow by 31% (to 13,700).
- Demand calculation assumes that 25% of customers will continue to be placed in care homes outside of Newham and do not account for the potential increase in Newham placements that are funded by other local authorities. Recommendation from the Housing Learning and Improvement Network is to provide 25 units of extra care housing per 1,000 adults aged 75 and over in the population.
- The Newham Mental Health Needs Assessment 2016-2018 posits that with the predicted increase in Newham's population, we can assume an increase in residents experiencing a mental illness of 22 per cent by 2030.
- The Council of Europe and the Home Office Select Committee's recommendation is to have one place in a refuge per 10,000 of the local population. However, owing to the risks surrounding domestic abuse, most refuge inhabitants will be ordinarily resident in a different area to the one in which their refuge service is located.
- Financial modelling suggests that one person going into extra care as opposed to residential care could save the council around £10,000 per year
- In 2015/16 there were 260 unique individuals verified as rough sleeping in Newham. This is more than double the number verified in 2012/13 and preliminary 2016/17 data show a continuation of the increasing trend of rough sleeping.
- Public Health England estimates that for every thousand of the local population, twenty individuals will have a learning disability. Of these, it is estimated that only 4.6 individuals will be known to local health and social care services.

Where are we now?

- Care homes (residential or nursing) in Newham are delivered by private providers, with LBN playing a commissioning/placement role, seeking to influence the market through proactive communication of strategic needs analyses and commissioning criteria.
- LBN has recently invested £973,000 in the implementation of an ICT Social Care Management System to facilitate the management of care services and placement strategy.

- The council and NCCG agreed to a highly ambitious programme of pooled funding (£119m) over three years for the implementation of the emerging Joint Health and Wellbeing Strategy for Newham (2017-22), through the Better Care Fund.
- Local Plan Review Secretary of Stage Submission version includes policy requirement for developers to engage with relevant LBN department on identified need for ready-adapted wheelchair accessible homes.

What are the next steps?

- Continue with strategic commissioning programmes, including needs analysis for all types of social care services to make best use of existing stock
 - Continue investment in the Private Sector Move On Scheme to facilitate move-on for customers who have achieved their recovery goals and outcomes
 - Invest in the transformation of existing care homes and extra care schemes to meet the increasing demand and improve quality of services
- Examination and adoption of the Local Plan Review.

Spatial implications

- Difficulty of finding new sites hence existing portfolio will need to be re-configured where necessary; this also highlights the importance of specifying provision to meet housing needs as part of local housing mix – particularly on Strategic Sites.

Main Sources:

CQC (2016), [State of Care 2015/2016](#)

LBN (2017), Draft Newham Mental Health Needs Assessment (April 2017)

LBN and NCCG (2017), [Joint Strategic Needs Assessment 2017-19](#)

LBN and NCCG (2017), [Joint Health and Wellbeing Strategy for Newham \(2017-22\) Draft for consultation](#)

Community Centres & Libraries

What?

Community centres come in a variety of scales and forms and are mostly owned by the Council but run by voluntary groups; libraries, whilst traditionally focused on access to books and other reading material, are now also seen to be more multi-functional community spaces, additionally providing access to computers and the internet and provide venues for community events and activities including leisure, meeting space, playing pitches, out of office hours childcare and Places of Worship. Both are important to enable social interaction and cohesion. LBN currently runs/owns 10 libraries and 9 community centres. The remainder of the community centres in the borough are run by third parties. In addition, school re-modelling allows for extended community use.

Planning for these facilities is occurring in 3 ways: lease reviews of existing buildings to secure more sustainable futures; retrofitting of libraries and schools to enable co-location of community spaces and more efficient use of assets; identification of new development-related opportunity sites that can accommodate new multi-purpose facilities reflecting new need arising from the development and potential to consolidate provision in more accessible locations/fit for purpose buildings.

Where?

Borough-wide; currently new facilities planned on the Boleyn Ground redevelopment, as part of Plaistow North strategic site and in the Hallsville Quarter/Rathbone development in Canning Town consolidating smaller provision elsewhere. Plans are also being worked up for the Upton Centre and provision in Beckton (consolidating the Globe library and Beckton community centre into one community neighbourhood centre). Further new facilities will be needed as part of major development in the Arc of Opportunity.

When?

Ongoing.

Why?

- Newham has a good stock of community spaces, but much of it is under-used;
- The Community Space Review process has identified a number of improvements required to ensure the service can meet the needs of the community
- In order to secure financial sustainability and ensure access to appropriate provision for a growing population, it is important to secure more effective use of the buildings focusing larger facilities on key locations; other locations may offer opportunities for other types of facilities with more local catchments however such as nurseries.
- The spatial pattern of library and community space provision will also need to evolve and grow to ensure new areas of population growth are served adequately, notably at West Ham and in Beckton

Assumptions:

- Unknown, other than that many buildings are under-used and in need of investment and population growth is anticipated (and already happening) increasing needs. Financial sustainability a key driver, as is ensuring that the best offer possible is provided for the community.
- CIPFA stats show that though coverage of libraries is relatively good currently, the availability of books/1000 population is significantly below average, (510/1000 rather than 991) and this is something improvements and investment in libraries seek to change⁵.

Where are we now?

- Investment has been agreed in the 2017 Capital Programme for the fit-out/maintenance/refurbishment of various community facilities, including children's centres, the East Ham Town Hall and libraries. A new Library Plus recently opened in Canning Town and the refurbishment of East Ham town hall is now complete.
- There are no published strategies associated with community centres or libraries. However, there is engagement with the Local Plan Review process ensuring fit with the wider spatial strategy.

What are the next steps?

- Continued engagement with Local Plan Review responding to opportunities that align with objectives.

Spatial implications

- It is difficult to find new standalone sites for community centres and libraries, so much will depend on re-modelling the existing estate, and ensuring that Strategic Sites provide appropriate space/premises to meet needs arising, including wider strategic need, perhaps through flexible community space in schools. In some cases other community infrastructure sites no longer needed for their current purpose may be suitable for such provision; in other cases former community centres and libraries may likewise be re-purposed to meet other community infrastructure needs, or be released for housing/mixed use to help focus on more accessible locations and fit for purpose buildings.
- Non-strategic Site allocations (for expansion, reconfiguration, possible inclusion of residential) are as follows:
 - The Upton and One Love Community Centres
 - Katherine Road Community Centre
 - Manor Park Community Centre
 - Barking Road Community Centre
 - Rainbow Centre
- Sites not allocated but with the potential for alteration within the plan period (and without funding confirmed) are as follows:

⁵ CIPFA (2017) [Newham Libraries Report](#)

- Valetta Grove
- New Boleyn/ Green Street Library
- Beckton Community Centre
- Plaistow Library

Main Sources:

LBN, Cabinet February 2017, The Council's Budget Framework 2017/18 – The Mayor's Final Revenue Budget Proposals, Medium Term Budget Strategy to 2019/20 and Council Tax Setting Proposals (<https://mgov.newham.gov.uk/documents/s110593/Final%20Budget%20Report%202017%202018%20final%20-%20Part%20A.pdf>) and <https://mgov.newham.gov.uk/documents/s110595/Final%20Budget%20Report%202017%202018%20final%20-%20Appendices%20A-P.pdf>)

Project	Location	Timing	Lead	Delivery Partners & Stakeholders	Expected Cost	Funding Source	Funding Available	Funding Gap	Priority: 1 - Critical 2 - Essential 3 - Important
Community Neighbourhood Programme (refurbishments)	Borough-wide	2016/17 to 2018/19	LBN	LBN	£600,000	LBN (Asset Management and Property Costs)	£600,000	0	2
The Upton and One Love community centres redevelopment	Plaistow	2020	LBN	LBN, developer	£18m	LBN, developer	£1,445,000	£16.555m	2
Valetta Grove	Plaistow	2021	LBN	LBN, developer	£2.5m (fit out; developer supplies shell)	Capital Programme	n/k	n/k	2
New Boleyn/Green Street Library	Green Street	2022	LBN	LBN, developer	£1.5m (fit out; developer provides shell)	Capital Programme	n/k	n/k	2
Beckton Community Centre	Beckton	2022	LBN	LBN	£3.1m	Capital programme/S106	n/k	n/k	2

Parks & Open Spaces, including playing pitches

What?

There are 479 hectares of open space within Newham (covering approx. 13% of the borough) formed of formal public parks, informal parks and local open spaces, linear routes, waterways including rivers, canals and towing paths, and other informal spaces. Of this, 164ha is public open space managed by the Council, whilst other public open spaces under the ownership and management of other bodies include West Ham Park (City of London), Thames Barrier Park (Greater London Authority), Queen Elizabeth Olympic Park (LLDC)* and Bow Creek Ecology Park (Lea Valley Regional Park Authority). Note that the Lea River Park, including the Bow Creek Ecology Park has a separate section in this IDP (see Green Infrastructure above).

LBN's Parks Investment & Activation Plan 2018-2022 (forthcoming) will set out a framework for the physical improvement and increased activation of our parks and open spaces to ensure that they better meet the needs and aspirations of local communities. Overall the Council wants to offer improved choice and access to safe, welcoming, high quality parks and open spaces, removing barriers their use from fear of crime, cost, physical accessibility or poor quality environments.

In general it will focus on the protection and enhancement of existing recreational facilities, together with the creation of new provision to meet the needs arising from population growth, including:

- One 3G football turf pitch.
- Four new Multi Use Games Areas (MUGAs) and 3G surfacing of one per existing neighbourhood area.
- Ensuring adequate provision of grassed areas for informal play.
- Improvement or replacement of artificial grass rugby pitch (at Memorial Park) subject to assessment of existing provision.
- New artificial grass Hockey Pitch.
- Rationalisation of pitch provision, focussing limited resources on fewer, better facilities.

City of London have identified various improvement projects required at West Ham Park including the refurbishment of the popular playground facility and cricket nets, along with upgrades to CCTV at entrances. The future of the nursery site is also being investigated. All projects will be developed in consultation with the Friends of West Ham Park and other stakeholders.

Plans for Barrier Park are unclear, though improvements to its quality and accessibility are considered as part of possible wider connectivity and environmental improvements in the Enterprise Zone growth infrastructure project list.

The Queen Elizabeth Olympic Park Plan aims to increase accessibility to green space and increased utilisation of high quality park and green spaces. The Plan

also sets out that new development will need to be integrated with waterways, green space (including the Greenway) and the historic environment in order to create a high-quality built and natural environment. The Plan also sets out the aim to make access improvements to the Greenway. The plan also sets out to protect and/or enhancing the function, quality and character of open space.

In addition, the Local Plan identifies areas of parks deficiency according to the London Plan methodology. This, together with the GLA's Space for Play and Informal Recreation SPG is used to steer the provision of new and enhanced public open spaces through the delivery of new development, particularly on Strategic Sites. Transport infrastructure planning notably walking and cycling initiatives such as the Quietways programme is also relevant in improving access to parks, and being linear activity focused open spaces in their own right (see walking and cycling and Leaway project). Lastly, Schools improvement projects also seek to improve public access to any existing facilities.

Where?

Borough-wide.

When?

LBN Parks Investment and Activation Plan will cover the period 2018-2022. Other project plans cover a similar timescale.

Why?

- Newham's parks and open spaces are important community assets. They are valued by residents and contribute to creating a pleasant environment where people choose to live, work and stay.
- Evidence shows that parks can help to improve health and wellbeing, social interaction, the environment, and the local economy (City of London, 2013; NLGN, 2015), and that residents consider parks as a priority.
- Given levels of population growth already in train, constrained land supply with, and the fact that Newham already has amongst the lowest levels of public open space of all London boroughs for its population size and significantly higher population densities than comparable local authority areas, space for such infrastructure is at a premium.
- It is essential therefore, as part of successful place-making strategies, that the delivery of new open space is achieved together with the improvement and enhancement of existing space (including accessibility) across the borough.

Assumptions:

- London Plan Policy 7.18 defines different types of parks and catchments (table 7.2): this has been used to calculate access to open space deficiency by area, though in many cases, deficiencies of parks of particular scales are compensated for by parks and open space of a smaller scale.
- GLA 2015 round population projections have been used in the Playing Pitch Strategy. Sufficiency was assessed as appropriate for current demand in relation to football and cricket but there is a shortage in relation to rugby and hockey.
- Unknown assumptions concerning quality objectives, but in general the plans follow the premise that better quality parks, with more facilities, are generally more widely used: in other words, more can be gained without depending on quantitative increases.

- GLA Play SPG contains a calculator that assumes 10 sq m of playspace per child, and generates a child yield from the housing mix
- Demand for informal playing space continues to outstrip individuals' involvement with formal sports clubs.
- Individual participation rates remain stable, increased demand arises from population growth and sports development initiatives.

Where are we now?

- Evidence base being collated concerning sufficiency and qualitative deficiencies and possible project-based remedies.
- In terms of existing provision, whilst the majority of residents report that they are satisfied with Newham's parks, levels of use remains uneven, with a perception that some of the smaller parks could be better used
- Existing local plan policy protects and seeks to enhance and improve the accessibility of existing open space, and seeks to ensure that new developments meet their needs for parks and open space infrastructure.
- Masterplanning underway on most Strategic Sites includes new open space provision, as well as better connections with existing parks; quantum is driven by the GLA playspace SPG.

What are the next steps?

- Local Plan Review proposes that playgrounds will be identified as community infrastructure and important part of healthy urban spaces.
- For assets managed by LBN, an Investment & Activation Plan is to be agreed late 2017.
- Plans are being prepared by City of London Corporation to look at options for re-use of the nursery site within West Ham Park
- Input to masterplanning of Strategic Sites to secure appropriate parks and open space including playspace to meet new needs arising.

Spatial Implications

- Open space deficiencies are particularly notable in Green Street, Plaistow and areas of Canning Town and Stratford, and are difficult to address in the tightly developed existing urban grain, highlighting the strategic importance of the Queen Elizabeth Olympic Park and Lea River Park project and others to enhance connections to, extent of, and usability of parks in these areas.
- It will be also be important to continue to protect open spaces and parks and to recognise opportunities through strategic sites to meet needs arising both onsite and through improved connections to others in the vicinity.

**Not within the remit of London Borough of Newham*

Main Sources:

BOP Consulting (2013), [Green Spaces: The Benefits for London](#)

LBN (2017), Playing Pitch Strategy

LBN (forthcoming), Parks and Investment Activation Plan

Project	Location	Description	Timing	Lead & Delivery Partners/ Stakeholders	Expected Cost	Funding Source	Funding Available	Funding Gap	Priority: 1 - Critical 2 - Essential 3 - Important
Stratford Park	Stratford	Whole site refurbishment	2018 - 2027	LBN	£1,454,000	LBN funding not committed	n/k	n/k	2
Little Ilford Park	Manor Park	Whole site refurbishment	– 2018 - 2027	LBN.	£2,125,000	LBN funding not committed	n/k	n/k	2
Plaistow Park	Plaistow	Whole site refurbishment	2018 - 2027	LBN	£1,883,000	LBN funding not committed	n/k	n/k	2
Beckton District Park North	Beckton	Whole site refurbishment	2018 - 2027	LBN	£3,131,000	S106 LBN funding not committed	£900k	£2.231m	2
Hermit Road Recreation Ground	Canning Town and Custom House	Whole site refurbishment	2018 - 2027	LBN	£1,736,000	LBN Funding not committed	n/k	n/k	2
Barking Road Recreation Ground	East Ham	Play Area Refurbishment	2018 - 2027	LBN	£250k	LBN Funding not committed	n/k	n/k	2
Beckton District Park South	Beckton	Play Area Refurbishment	2018 - 2027	LBN	£500k	LBN Funding not committed	n/k	n/k	2
Central Park	East Ham	Play area refurbishment	2018 - 2027	LBN	£750k	LBN Funding not committed	n/k	n/k	2
Cundy Park	Canning Town and Custom House	Play area refurbishment	2018 – 2027	LBN	£250k	LBN Funding not committed	n/k	n/k	2
King George V Park	Canning Town and Custom House	Play area refurbishment	2018 – 2027	LBN	£250k	LBN Funding not committed	n/k	n/k	2
Lyle Park	Royal Docks	Play area refurbishment	2018-2027	LBN	£250k	LBN Funding not committed	n/k	n/k	2
Priory Park	Green Street	Play area refurbishment	2018-2027	LBN	£300k	LBN Funding not committed	n/k	n/k	2
Hathaway	East Ham	Play area	2018-2027	LBN	£200k	LBN Funding not	n/k	n/k	2

Project	Location	Description	Timing	Lead & Delivery Partners/ Stakeholders	Expected Cost	Funding Source	Funding Available	Funding Gap	Priority: 1 - Critical 2 - Essential 3 - Important
Green		refurbishment				committed			
May Green		Play area refurbishment	2018-2027	LBN	£200k	LBN Funding not committed	n/k	n/k	2
Barrington Playing Fields	Manor Park	Outdoor Sports Hubs	2018-2027	LBN	£1.5m	LBN Funding not committed	n/k	n/k	2
Little Ilford Park	Manor Park	Outdoor Sports Hubs	2018-2027	LBN	£500k	LBN Funding not committed	n/k	n/k	2
Beckton District Park South	Beckton	Outdoor Sports Hubs	2018-2027	LBN	TBC	LBN Funding not committed	n/k	n/k	2
New Beckton Park	Beckton	Outdoor Sports Hubs	2018-2027	LBN	TBC	LBN Funding not committed	n/k	n/k	2
Flanders Playing Fields	East Ham	Outdoor Sports Hubs	2018-2027	LBN	£665k	LBN Funding not committed	n/k	n/k	2
Memorial Recreation Ground	Plaistow	Outdoor Sports Hubs	2018-2027	LBN	£870k	LBN Funding not committed	n/k	n/k	2
Allotments (all sites)	Borough Wide	Allotment improvements	2018-2027	LBN	£400k	LBN Funding not committed	n/k	n/k	2
Infrastructure	Borough Wide	Infrastructure – Essential Building works, new signage, fencing and boundaries, paths and surfacing	2018-2027	LBN	£5.15m	LBN Funding not committed	n/k	n/k	2

Built Leisure Facilities

What?

The London Borough of Newham's Strategic Leisure Facility Needs Assessment (2017) covers swimming pool, indoor games courts, and health and fitness provision. It has identified a likely need for around 13.5 badminton courts (or equivalent) unless there is improved access to existing facilities (e.g. within schools), revealing particularly high levels of unmet demand in the west of the borough. It is also projected that there will continue to be a small deficit in pool provision moving forward (influenced by the location of existing facilities), and although currently a small surplus of health and fitness provision exists, this is likely to become a deficit if population growth continues as projected.

The Council is an important provider of leisure in the borough from a number of locations.

To meet this need, the Balaam and Newham leisure centres will be key options and assessment is currently exploring their refurbishment, redevelopment or re-location and re-provision. Schools improvement projects also seek to improve public access to existing facilities.

Where?

Borough wide, with a particular focus on Balaam Leisure Centre/Canning Town and Newham Leisure Centres.

When?

The Strategic Leisure Facility Needs Assessment (2017) plans ahead to 2033.

Why?

- Active leisure pursuits are vital for the health and well-being of the local population in terms of fitness, stress relief and social interaction.
- Leisure facilities need to evolve to meet the changing demands for space, and population growth and change, ensuring accessibility is maximised.

Assumptions:

- GLA 2015 round population projections. Sufficiency was assessed as appropriate for current demand in relation to the overall number of Sports Halls and Health and Fitness Suites, however there is a lack of Sports Halls in the south and west of the Borough. There is a deficit of one 25m eight lane pool due to the location of a large portion of the provision in Stratford.
- Individual participation rates remain stable, increased demand arises from population growth.
- Modern facilities will secure better levels of use – i.e. better meet needs.

Where are we now?

- The state of the art Atherton Leisure centre opened in March 2016, and the last 5 years have also seen Olympic facilities including the aquatics centre and velodrome open to all including local residents.
- The Strategic Leisure Facility Needs Assessment (2017) evaluates need relating to the borough's health and fitness provision and identifies a set of potential options via a number of recommendations.
- Consideration of the future of Balaam and Newham Leisure centres is underway in light of the Built Facilities evidence and need to secure new and enhanced facilities. No formal decisions have been made by the Council.
- Existing facilities are protected as part of community infrastructure and wider community access to leisure facilities continues to be sought as part of school improvements and private gyms are increasingly present in town centres and planned as part of mixed use schemes.

What are the next steps?

- Formal decisions will be made on the future of Balaam and Newham Leisure Centres within the next 5 years; schools planning is also underway, incorporating flexible gym space etc., where possible. Private gym provision will follow market opportunities including new market areas brought about through development of Strategic Sites.

Spatial Implications

- Balaam leisure centre could be relocated closer to Canning Town town centre to secure greater accessibility and town centre objectives, in turn releasing a site for alternative uses notably residential which can help fund the move. Redevelopment/refurbishment to achieve qualitative improvements also offers scope for co-location of complementary facilities (e.g. healthcare). The Newham Leisure Centre is a less constrained site so offers more scope for redevelopment on site, with some scope for intensification and reconfiguration to secure qualitative improvements and efficiencies, including some possible enabling development. Projects are at too early a stage to appropriately gauge costs.
- Planning for active leisure opportunities is an important part of ensuring healthy neighbourhoods; new sites are limited given high residential values (though vertical mixed use is possible) meaning it will be important to increase usage/efficiency of existing facilities/facilities planned as part of schools, though vertical mixed use is also possible and increasingly popular.

Main Sources:

LBN (2017), Strategic Leisure Facility Needs Assessment

Emergency Services: Metropolitan Police Service

What?

The Mayor's Office for Policing and Crime (MOPAC) monitor all major planning applications in the Greater London area on behalf of the MPS (which is a consultee) to review any potential impacts on policing. The MOPAC /MPS Public Access and Engagement Strategy: Daft Strategy for Consultation July 2017 indicates extensive changes in the way policing is delivered, by diverting resources from poorly used and expensive to run facilities to support the front line, while also delivering further savings as required by Government. The strategy provides for:

- Introduction of new online systems, individual ward webpages and social media for officers, allowing people to follow and engage with MPS activity more effectively and conveniently
- Access to the most up to date mobile technology for patrol officers, minimising time spent behind a desk
- Moving from the 'safer neighbourhood bases' (SNB) model to Dedicated Ward Officers (DWO), minimum 2 per ward, located in hubs a maximum 20min walk from their patrol ward
- Continued promotion for co-location with other services
- Closing down 'contact points' and moving to flexible 'Community Contact Sessions' at DWO hubs.
- Reduction in number of front counter locations to one per borough

The Public Access and Engagement Strategy will form the basis of a revised Estates Strategy. Infrastructure planning also covers the fleet and control rooms.

Where?

Borough-wide.

Currently buildings occupied by the Metropolitan police are located in Plaistow, Forest Gate and Stratford, with further SNBs and small office locations spread throughout the borough.

When?

New Estates Strategy will cover the time period to 2021

Why?

- More efficient approaches to asset management will yield the finance to invest in new ways of delivering policing in the borough, with the aim of reducing neighbourhood crimes, boosting public confidence, and delivering savings (the 20:20:20 initiative).

Assumptions:

- People will continue to contact the police by phone, email and online rather than face to face in increasing numbers.

Where are we now?

- The MOPAC Estate's Strategy 2013 – 2016 has resulted in the closure of East Ham police station.

What are the next steps?

- The draft Public Access and Engagement Strategy indicates further locations to be vacated, including 4 offices and 4 SNBs. Of the three police stations, only Forest Gate is proposed to continue to offer front counter services.
- Engagement with LNB and other service providers to identify possible suitable locations for the DWO hubs for every ward in Newham.

Spatial Implications

Depends on outcome of current consultation; new locations may be needed perhaps co-located with other uses, and some sites/part sites may be released to other community uses or redevelopment.

Main Sources:

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

MOPAC (2013), [Policing & Public Access in London](#)

MOPAC (2013), [Police and Crime Plan 2013-2016](#)

MOPAC/MPS (2017), [Public Access and Engagement Strategy: Draft Strategy for Consultation](#), July 2017

Emergency Services: London Fire Brigade

What?

The London Fire Brigade (LFB) provides fire, rescue and community safety services for London. It is currently run by London Fire and Emergency Planning Authority (LFEPA), although the Policing and Crime Act 2017 will bring fire and rescue services in London under the direct responsibility of the Mayor of London via a Fire Commissioner, abolishing LFEPA, whilst also requiring collaboration with other blue light services. Infrastructure planning focuses on improving effectiveness and efficiencies, which includes looking at integration opportunities (e.g. joint control rooms and co-location of front line services) with other emergency services. The estate comprises fire stations and training facilities; infrastructure also includes the north east area headquarters and back up control room and fleet Newham specific requirements currently scoped are for upgrades at Stratford and East Ham fire stations.

Where?

London-wide. The estate includes 102 fire stations and one river station, deploying 142 fire engines and a further 102 specialist operational vehicles.

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

When?

LFEPA typically plans in 4 year intervals. Current AMP covers 2017/18 to 2020/21.

Why?

Looking ahead the next few years will present different approaches to the way LFB administers and delivers its services, particularly in the context of changing risk patterns, the planned new governance arrangements – including increased cooperation and co-location of MPS, LAS and LFB services – and ongoing budget challenges. The Asset Management Plan (AMP) 2017 builds on the previous 2011 AMP to allow LFB to meet these challenges and opportunities for their estate. While cooperation has been ongoing between LFB, LAS and LMS for many years, the Policing and Crime Act 2017 introduces a 'high level duty to collaborate' on blue light services.

- The age of a fire station is the most significant factor in assessing its suitability and how fit for purpose it is and 2 out of 3 of Newham's fire stations are ageing.
- The accommodation needs to respond to the new patterns of risk facing London such as population growth, climate change, the increase risk of

flooding, and terrorist threats.

- There has been a significant increase in the number of specialist vehicles and equipment since the previous AMP in 2011 and the way in which these specialist vehicles and skills are managed impact accommodation needs in the future.
- Accommodation needs to respond to LFB's community ethos to have 'stations at the heart of the community' and opening up stations as community hubs as well as the duty to collaborate.
- The Mayor of London is looking to introduce the ULEZ by 2020. LFB have identified that about 20% of their current 500+ vehicle fleet would be electric by 2020 through ordinary replacement cycles, meaning that further investment will be needed to adapt the remaining fleet ahead of the end of life of vehicles.

Assumptions:

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

Where are we now?

- The redeveloped Plaistow Fire Station opened in September 2015 and provides space for three fire engines, training facilities, and a community room available for bookings to the wider public. A new training centre opened in Beckton in 2014, operated by Babcock International.
- Continued collaboration, including colocation of LAS cycle paramedics at Stratford Fire Station
- Ongoing management of LFB services, personnel and estate as per LFEPA Efficiency Plan 2016 to 2020 and the 2017 Approved AMP.

What are the next steps?

- Ongoing management, assessment and investment in LFB estate, with works to Stratford and East Ham fire stations planned for the latter stages of the current AMP period. See projects in table below.
- Continue to invest in energy efficiency improvement and renewables, including lower emissions fleet.
- Continue to work collaboratively with other emergency services to deliver mutually beneficial estates solutions.

Spatial Implications

- Generally new development needs to be planned with fire safety, including emergency access, in mind.
- Fleet improvement should help with air quality pressures in the borough
- Potential for LFB's stations to open up as community hubs

Main Sources:

LFEPA (2017) Asset Management Plan (AMP) 2017/18-2020/21

LfB (2017), [London Safety Plan](#)

LFEPa (2016), [Efficiency Plan 2016 to 2020](#)

LFEPa, [London Fire Brigade Incident Records](#)

LFEPa (2016), Blue Light Collaboration report (<http://modern.gov.london-fire.gov.uk/mgconvert2pdf.aspx?id=5301>)

Project	Location	Timing	Lead	Delivery Partners & Stakeholders	Expected Cost	Funding Source	Funding Available	Funding Gap	Priority: 1 - Critical 2 - Essential 3 - Important
Maintenance and upgrade works	Stratford Fire Station	2020/21	LFEPa/GLA	TBC	£700,000	Capital Programme/CIL funding?	TBC	TBC	2
Upgrade Works	East Ham Fire Station	2020/21	LFEPa/GLA	TBC	£450,000	Capital Programme/CIL funding?	TBC	TBC	2

Emergency Services: London Ambulance Service

What?

London Ambulance Service NHS Trust provides emergency response and less urgent care services which are purchased by CCG groups in London. LAS provide 999 triage service for London, and 111 clinical advice services for South East London.

The LAS estate comprises some 96 properties to support its various different functions, including 70 ambulance stations fairly evenly distributed across London. Functions include:

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

Infrastructure planning also covers the fleet.

The current LAS 5-year Strategy to 2020 includes the following service delivery principles:

- Increasingly offering advice and care via the telephone and other technologies
- Make it easy for people to get the care they need by integrating our 111 and 999 services
- Develop our mobile treatment service, so that our clinicians can provide more care and treatment for patients at scene or home
- Embrace technology to improve care, developing telehealth and other technological solutions to support patients to self-care
- Work with partners across health and social care to integrate services so that our patients have better care and experience better outcomes
- Support London during major events and in times of major incidents

Where?

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

When?

LAS typically plan in 5-year periods. 'Caring for the Capital: A strategy for London Ambulance Service towards 2020' covers the years 2014/15 to 2029/20.

Why?

- The ambulance service is part of the integrated National Health Service and therefore what it does has knock on effects, notably for hospital capacity, just as in turn, the organisation of and access to primary care has implications for recourse to the Service.
- In Newham, as elsewhere in London, many residents are not registered with a GP and population churn reduces the efficacy of education campaigns, meaning a higher recourse to ambulances and A&E; increased life expectancy and solo living amongst older residents has also not been matched with sufficient support for management of conditions at home. Thus Newham had 51433 total 999 requests for LAS services between 2011 and 2013, the second highest number of all London boroughs. Many ambulance calls and subsequent admissions are avoidable.
- Cooperation and integration among emergency services is expected to deliver better outcomes for patients and savings

Assumptions:

- Avoidable ambulance calls outs and emergency admissions should be reduced providing for a service that can better accommodate needs arising from population growth.

Where are we now?

- No current estate projects in Newham have been outlined in the 5-year strategy

What are the next steps?

- LAS Estate review 2018/19 to identify what is possible, affordable and desirable, in line with emerging 5-year strategy
- LAS Fleet Strategy 2017/18 to 2022/23, covering the number and type of vehicles required, the mode of procurement, and delivery of maintenance.
- Publish the final 2018/19 – 2022/23 Strategy **Spatial Implications**
- No identified spatial implications at this stage other than, generally, development needs to be planned with emergency access in mind

Main Sources:

LAS (2014), [Five-year strategy 2014/15 – 2019/20](#)

LAS (2011), [Estates Strategy](#)

NCCG, Draft Estates Strategy, December 2016

LAS (2016), [Our Quality Improvement Plan: Moving Forward Together](#) LAS (2017), [Clinical Strategy 2016 -2021](#)

[LAS \(2018\), Our Strategic Intent 2018/19-2022/23](#)

Justice

What?

The joint statement from MoJ and HMCTS (2016) Transforming Our Justice System outlined a programme of digitising and streamlining the services provided by courts and tribunals by 2020. It is expected that more and more courts and tribunal cases will be carried out virtually or online. Therefore the HMCTS and MoJ have identified scope to consolidate the estate in fewer, more modern buildings.

Where?

Stratford Magistrates' Court in Stratford and New Town ward, and Bow County Court in Forest Gate ward

When?

'Transforming Our Justice System' outlines a programme of investment for the period 2015 to 2020

Why?

- Many of the 460 court and tribunal buildings in the HMCTS estate nation-wide are underused, unsuitable and/or expensive to maintain. In 2014-15, 48% of courts and tribunals were used for less than half of the time. In the context of constrained resources, the justice system needs to have modern IT and processes and to be located in buildings which are fit for purpose.

Assumptions:

- Reconfiguration of services and related processes and systems will allow for rationalisation of estate.

Where are we now?

- Bow County Court has been vacated and sold on. The Local Plan Review Secretary of State Submission version proposes the site as a non-strategic community facility allocation for healthcare.
- National digitisation programme under way

What are the next steps?

- Continued implementation of national strategies and investment to streamline processes, by 2020

Spatial Implications

- Support digital infrastructure improvements borough-wide.

- Review suitability of Bow County Court for other community infrastructure needs as more information emerges.

Main Sources:

MoJ (2016), [Transforming Our Justice System](#)

MoJ & HMCTS (2016), [Response to the proposal on the provision of court and tribunal estate in England and Wales](#)

Project	Location	Timing	Lead	Delivery Partners & Stakeholders	Expected Cost	Funding Source	Funding Available	Funding Gap	Priority: 1 - Critical 2 - Essential 3 - Important
Modernisation of courts and tribunals	England and Wales	By 2020	Government	MoJ, HMCTS	£700 mil	MoJ	£700 mil	0	2
Digitisation of the criminal justice system	England and Wales	2015 - 2019	Government	MoJ, HMCTS	£270 mil	MoJ	£270 mil	0	2

Appendix 1: List of Acronyms

A&E	Accident & Emergency	LRP	Lea River Park
AMP	Asset Management Programme	MTS	Mayor's Transport Strategy
BSA	Bus Stop Accessibility programme	MoJ	Ministry of Justice
BT	British Telecom	MOPAC	Mayor's Office for Policing and Crime
CHP	Combined Heat and Power plant	MPS	Metropolitan Police Service
CQC	Care Quality Commission	MSOA	Medium Super Output Area
DCMS	Department for Culture, Media and Sport	MUGA	Multi Use Games Area
DEEP	Decentralised Energy Enabling Project	NCCG	Newham Clinical Commissioning Group
DfE	Department for Education	NHS	National Health Service
DLR	Docklands Light Rail	NHSE	National Health Service East
EFA	Education Funding Agency	n/k	not known
ELWA	East London Waste Authority	NR	Network Rail
EZ	Enterprise Zone	OPDES	Olympic Park District Energy Scheme
GP	General Practitioner	PHOF	Public Health Outcomes Framework
GLA	Greater London Authority	PLA	Port of London Authority
HMCTS	Her Majesty's Courts and Tribunals Service	PNA	Pharmaceutical Needs Assessment
IDM	Index of Multiple Deprivation	PTAL	Public Transport Accessibility Level
JSNA	Joint Strategic needs Assessment	RfL	Rail for London
JWP	Joint Waste Plan	RSL	Registered Social Landlord
KNM	Keep Newham Moving programme	STEM	Science, Technology, Engineering and Mathematics
LAS	London Ambulance Service	SUDS	Sustainable Urban Drainage Systems
LBN	London Borough of Newham	TfL	Transport for London
LCACC	London City Airport Consultative Committee	TST	Transforming Services Together
LDO	Local Development Order	TTT	Thames Tideway Tunnel
LfB	London Fire Brigade	UKPN	UK Power Networks
LFEPA	London Fire and Emergency Planning Authority	ULEZ	Ultralow Emissions Zone
LIP	Local Infrastructure Plan	WRMP	Water Resources Management Plan
LLDC	London Legacy Development Corporation		

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