# CONTENTS

<table>
<thead>
<tr>
<th>Introduction</th>
<th>Pg. 4</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Part 1: Physical Infrastructure</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Transport</strong></td>
<td>Pg. 6</td>
</tr>
<tr>
<td>○ Interchange improvements including station improvements new stations and piers</td>
<td>Pg. 7</td>
</tr>
<tr>
<td>○ Rail network and capacity enhancements</td>
<td>Pg. 12</td>
</tr>
<tr>
<td>○ Bus network</td>
<td>Pg. 15</td>
</tr>
<tr>
<td>○ Walking &amp; cycling infrastructure</td>
<td>Pg. 18</td>
</tr>
<tr>
<td>○ Road network</td>
<td>Pg. 23</td>
</tr>
<tr>
<td>○ Wharves and river navigation</td>
<td>Pg. 26</td>
</tr>
<tr>
<td>○ London City Airport</td>
<td>Pg. 28</td>
</tr>
<tr>
<td><strong>Energy</strong></td>
<td>Pg. 30</td>
</tr>
<tr>
<td><strong>Telecommunications &amp; Digital Infrastructure</strong></td>
<td>Pg. 33</td>
</tr>
<tr>
<td><strong>Waste</strong></td>
<td>Pg. 36</td>
</tr>
<tr>
<td><strong>Water &amp; Waste Water Infrastructure</strong></td>
<td>Pg. 38</td>
</tr>
<tr>
<td><strong>Flood Protection</strong></td>
<td>Pg. 41</td>
</tr>
<tr>
<td><strong>Green Infrastructure</strong></td>
<td>Pg. 44</td>
</tr>
<tr>
<td><strong>Part 2: Social Infrastructure</strong></td>
<td>Pg. 48</td>
</tr>
<tr>
<td><strong>Education – early years to post-16 education and training</strong></td>
<td>Pg. 49</td>
</tr>
<tr>
<td><strong>Health Care</strong></td>
<td>Pg. 56</td>
</tr>
<tr>
<td><strong>Social Care</strong></td>
<td>Pg. 63</td>
</tr>
<tr>
<td><strong>Community Centres &amp; Libraries</strong></td>
<td>Pg. 66</td>
</tr>
<tr>
<td><strong>Parks &amp; Open Spaces, including playing pitches</strong></td>
<td>Pg. 69</td>
</tr>
<tr>
<td><strong>Built Leisure Facilities</strong></td>
<td>Pg. 74</td>
</tr>
<tr>
<td><strong>Emergency Services</strong></td>
<td>Pg. 76</td>
</tr>
<tr>
<td>○ Metropolitan Police Service</td>
<td>Pg. 76</td>
</tr>
<tr>
<td>○ London Fire Brigade</td>
<td>Pg. 78</td>
</tr>
<tr>
<td>○ London Ambulance Service</td>
<td>Pg. 81</td>
</tr>
<tr>
<td><strong>Justice</strong></td>
<td>Pg. 83</td>
</tr>
<tr>
<td><strong>Appendixes</strong></td>
<td>Pg. 84</td>
</tr>
<tr>
<td><strong>Appendix 1: List of Acronyms</strong></td>
<td>Pg. 84</td>
</tr>
</tbody>
</table>
Introduction

What is the Infrastructure Delivery Plan?

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

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

The IDP is well embedded within Local Plan policy, and given this relationship with the borough’s Development Plan the document is a material consideration concerning demonstration of ‘need’. It also requires developers to engage with the processes and infrastructure sufficiency issues highlighted within in the course of their masterplanning, capacity testing, and impact assessments. In turn, infrastructure providers and commissioners will also be encouraged to continue to engage with the IDP in their strategic planning, given that: the plans of most are short/medium term in comparison to the 15-year time horizon of the Local Plan; they may use divergent population/growth assumptions; and seem to be prepared with little reference to the plans of other providers which may have cumulative consequences. The standard proforma for each infrastructure type helps to draw out the issues where reconciliation is required, for instance, in the use of standard population projections that build in awareness of where most growth is targeted. It is notable however, that many infrastructure plans presently seem to be driven by the need for efficiency savings and financial sustainability rather being clear about any assumptions that make regarding growth, spatial and population changes.

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

1. critical in relation to planned growth (physical constraints);
2. essential to ensure it is sustainable or otherwise acceptable; or
3. important – desirable to achieve more sustainable development;

the IDP can also be used to help prioritise and justify the allocation of/bidding for available funding needed to meet funding gaps. However, it should be noted that most projects relevant to the IDP are in the first two categories, as most infrastructure providers’/commissioners’ access to funding is such that they will focus on projects with the strongest business case, and may indeed deal with a ‘backlog of investment’. 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.

This IDP supersedes the elements of the LTGDC’s ‘Public Sector Investment Plan’ which considered infrastructure requirements in our borough and beyond; the associated Corporation’s ‘Planning Obligations Community Benefit Strategy’ is also no longer applicable.
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 by emailing localplan@newham.gov.uk.

Structure of the IDP

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

1. What – what does infrastructure planning for this type of infrastructure involve, what requirements have been identified?
2. Where – where do the plans affect?
3. When – what timescales are involved, what is the time horizon for infrastructure planning? (N.B. individual project timescales are in the project schedule)
4. Why – why is a change from the status quo needed? What assumptions are being used?
5. Where are we now – in terms the infrastructure planning processes including delivery of key projects?
6. What are the next steps - in terms of project delivery and infrastructure planning?
7. What are the spatial implications – particularly in terms of the interaction with Local Plan 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 (MTS).

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 MTS also highlights the need for further capacity work in Stratford and Canning Town Stations, the need the 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 MTS but clearly speaks to a number of its objectives around improving airport access and generally achieving modal shift.

The MTS sets out improvements to station accessibility and improved public realm for walking and cycling as a key component of station upgrades, although not all the interventions sought to support Newham’s growth are as yet funded and included in TfL’s business plan.

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 2018-2041
The current draft LIP3 covers a period up to 2019/20-2021-22.
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 (noting that LBN’s target in the strategy is 76% by 2021 and 83% by 2041).

Where are we now?
- In anticipation of the Elizabeth Line now becoming operational in early 2020, the Council has secured funding for public realm and interchange enhancement schemes outside of the stations supplemented by internal improvements to platform access and ticket halls in and around all Elizabeth Line stations funded by Network Rail and Rail for London. Of these the Manor Park scheme is complete, Forest Gate is nearing completion and Maryland works are underway with a completion due in the Autumn 2019. All DLR stations now have step-free access from street to platform level. And whilst the Jubilee and Central Lines are step-free in Newham, the Upton Park and Plaistow Station served by the Hammersmith and City and District Lines remain inaccessible. The Stratford Gyratory project (2-ways system and public realm enhancements) is also funded and due for completion in May 2019). The MTS is now published and the borough’s Draft LIP, which applies the MTS locally in Newham, is out to consultation. A major planning application - site adjacent to West Ham Station - has recently been approved, which secures some access improvements to the station.
- Emerging Royal Docks and Beckton Opportunity Area Planning Framework (OAPF) to support growth-led infrastructure planning and identifying the transport needs to support growth in the Beckton and Royal Docks areas.
- Public realm and interchange improvements at Maryland and Forest Gate stations are fully funded and being delivered as part of the Elizabeth Line improvements.
What are the next steps?

- Continue delivery of the new LIP programmes and initiatives, and commence work on the Boroughs Liveable Neighbourhood Scheme (funding awarded in March 2019) at Custom House; Continue to lobby TfL and other transport providers to deliver improved public transport services and station capacity to support growth. Input to masterplanning and accessibility and infrastructure planning on relevant Strategic Sites and as part of the Royal Docks EZ, including identifying and securing necessary supporting transport infrastructure. 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.
- Royal Wharf Pier is funded for £8.9m (Thames Clipper Service and is expected to complete in summer 2019 as part of the Royal Wharf development (Minocco Wharf).
- Publication of a joint PLA/TfL Pier Strategy for London by 2020

Spatial Implications

- Transport network and interchange capacity are critical to ensuring development potential can be realised in a sustainable way; interchange enhancement including station improvements can help realise intensification around such nodes. Certain sites will need to deliver particular interchange enhancements in their masterplanning.

Main Sources:
Crossrail, Crossrail Station Updates
Crossrail, Crossrail Eastern Branch Upgrades
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)

<table>
<thead>
<tr>
<th>Scoped Project</th>
<th>Location</th>
<th>Description</th>
<th>Timing</th>
<th>Lead &amp; Delivery Partners / Stakeholders</th>
<th>Expected Cost</th>
<th>Funding Source(s)</th>
<th>Funding Available</th>
<th>Funding Gap</th>
<th>Priority: 1 - Critical 2 - Essential 3 - Important</th>
</tr>
</thead>
<tbody>
<tr>
<td>Custom House</td>
<td>Canning Town and Custom House</td>
<td>Public realm improvements</td>
<td>2021-2025</td>
<td>TfL/NR</td>
<td>£5m</td>
<td>GLA/RDDT</td>
<td>£3.5m</td>
<td>0</td>
<td>2</td>
</tr>
<tr>
<td>Scoped Project</td>
<td>Location</td>
<td>Description</td>
<td>Timing</td>
<td>Lead &amp; Delivery Partners / Stakeholders</td>
<td>Expected Cost</td>
<td>Funding Source(s)</td>
<td>Funding Available</td>
<td>Funding Gap</td>
<td>Priority: 1 - Critical  2 - Essential  3 - Important</td>
</tr>
<tr>
<td>--------------------------------</td>
<td>------------------</td>
<td>-------------------------------</td>
<td>-------------------------------</td>
<td>-------------------------------------------------------------------------------</td>
<td>---------------</td>
<td>----------------------------------------------------------------</td>
<td>------------------</td>
<td>-------------</td>
<td>-------------------------------------------------</td>
</tr>
<tr>
<td>Stratford Regional Station</td>
<td>Stratford &amp; West Ham</td>
<td>Capacity enhancements</td>
<td>Up to 2031 (capacity enhancement required by 2021)</td>
<td>LBN/TfL/Network Rail/MTR Crossrail</td>
<td>£110m</td>
<td>Potential contribution from over station development</td>
<td>0</td>
<td>£85m</td>
<td>1</td>
</tr>
<tr>
<td>Custom House DLR</td>
<td>Custom House</td>
<td>Station upgrades</td>
<td>2016-2025</td>
<td>TfL/LBN/ Key Developers</td>
<td>£15.8m</td>
<td>Tfl/RDDT/Developer Contributions</td>
<td>£6.1m</td>
<td>£9.7m</td>
<td>1</td>
</tr>
<tr>
<td>Beckton Park</td>
<td>Beckton</td>
<td>Station upgrades</td>
<td>2019-2020</td>
<td>TfL/LBN/ Royal Docks Development Team (RDDT)/Key Developers</td>
<td>Part of 55.6m upgrade package</td>
<td>RDDT forward funding/Tfl/Developer Contributions</td>
<td>£4.7</td>
<td>n/k</td>
<td>1</td>
</tr>
<tr>
<td>Pontoon Dock Station</td>
<td>Pontoon Dock</td>
<td>Station upgrades</td>
<td>2019-2022</td>
<td>TfL/LBN/RDDT/Key Developers</td>
<td>Part of 55.6m upgrade package</td>
<td>RDDT forward funding/Tfl/Developer Contributions</td>
<td>£4.6</td>
<td>£8.8m</td>
<td>1</td>
</tr>
<tr>
<td>Gallions Reach</td>
<td>Gallions Reach</td>
<td>Platform extensions</td>
<td>2019-2022</td>
<td>TfL/LBN/ RDDT/Key Developers</td>
<td>Part of 55.6m upgrade package</td>
<td>RDDT forward funding/Tfl/Developer Contributions</td>
<td>n/k</td>
<td>n/k</td>
<td>1</td>
</tr>
<tr>
<td>Royal Albert Station</td>
<td>Royal Albert</td>
<td>Station upgrades</td>
<td>2022-2023</td>
<td>TfL/LBN/ RDDT/Key Developers</td>
<td>Part of 55.6m upgrade package</td>
<td>RDDT forward funding/Tfl/Developer Contributions</td>
<td>n/k</td>
<td>n/k</td>
<td>1</td>
</tr>
<tr>
<td>Thames Wharf</td>
<td>Silvertown</td>
<td>New station</td>
<td>2019-2025</td>
<td>TfL/LBN/Key Developers</td>
<td>£29.8m</td>
<td>Tfl/RDDT/Developer Contributions/ HIF</td>
<td>£23m (</td>
<td>£6.8m</td>
<td>1</td>
</tr>
<tr>
<td>Royal Victoria</td>
<td>Royal Victoria</td>
<td>Canopy Extensions</td>
<td>2018-2019</td>
<td>TfL/LBN/ RDDT/Key Developers</td>
<td>Part of 55.6m upgrade package</td>
<td>RDDT forward funding/Tfl/Developer Contributions</td>
<td>n/k</td>
<td>n/k</td>
<td>1</td>
</tr>
<tr>
<td>Scoped Project</td>
<td>Location</td>
<td>Description</td>
<td>Timing</td>
<td>Lead &amp; Delivery Partners / Stakeholders</td>
<td>Expected Cost</td>
<td>Funding Source(s)</td>
<td>Funding Available</td>
<td>Funding Gap</td>
<td>Priority:</td>
</tr>
<tr>
<td>------------------------------------------------------------------------------</td>
<td>--------------</td>
<td>------------------------------------------</td>
<td>------------</td>
<td>--------------------------------------------------------------</td>
<td>--------------------------------------</td>
<td>--------------------------------------------------------------------------------------</td>
<td>------------------</td>
<td>-------------</td>
<td>----------</td>
</tr>
<tr>
<td>Canning Town Station</td>
<td>Canning Town</td>
<td>Station Upgrades</td>
<td>2019-2023</td>
<td>TFL/LBN/RDDT/Key Developers</td>
<td>Part of 55.6m upgrade package</td>
<td>RDDT forward funding/TFL/Developer Contributions</td>
<td>n/k</td>
<td>n/k</td>
<td>1</td>
</tr>
<tr>
<td>Pontoon Dock Station</td>
<td>Pontoon Dock</td>
<td>Connectivity/Interchange</td>
<td>2019-2021</td>
<td>TFL/LBN/Key Developers</td>
<td>£2.1m</td>
<td>TFL/RDDT/Developer Contributions</td>
<td>n/k</td>
<td>n/k</td>
<td>1</td>
</tr>
<tr>
<td>Canning Town Station</td>
<td>Canning Town</td>
<td>Wayfinding + Second Lift</td>
<td>2019-2021</td>
<td>TFL/LBN/Key Developers</td>
<td>£5.0</td>
<td>TFL/RDDT/Developer Contributions</td>
<td>n/k</td>
<td>n/k</td>
<td>1</td>
</tr>
<tr>
<td>London City Airport (LCA) Elizabeth Line connection: Custom House to LCA</td>
<td></td>
<td>shuttle/link and scoping of long term options</td>
<td>2018-2023</td>
<td>TFL/LCA/RDDT/LBN</td>
<td>n/k</td>
<td>n/k</td>
<td>n/k</td>
<td>n/k</td>
<td>3</td>
</tr>
<tr>
<td>West Ham Station</td>
<td>Stratford and West Ham</td>
<td>Capacity Enhancement</td>
<td>2018-2020</td>
<td>TFL/Developer</td>
<td>£50m</td>
<td>TFL/S106</td>
<td>n/k</td>
<td>n/k</td>
<td>2</td>
</tr>
<tr>
<td>Gallions Point Marina (Albert Island)</td>
<td>Royal Docks</td>
<td>Provision of a strategic boatyard</td>
<td>By 2035</td>
<td>LBN/PLA</td>
<td>n/k</td>
<td>n/k</td>
<td>n/k</td>
<td>n/k</td>
<td>3</td>
</tr>
</tbody>
</table>
Transport: Rail network and capacity enhancements

What?
TfL and a number of train operating companies (TOCs) provides the majority of public transport services within the borough. Improving rail services and capacity is a key component of the 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 fleet enlargement (as part of the successful HIF funding from DCLG); assessment of the option to extend the DLR network to Gallions Reach and 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 the extension to Barking Riverside (under construction) to support growth in this area. There is also a known associated requirement to increase DLR depot capacity. International services calling at Stratford would also have economic and connectivity benefits.

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

When?
The MTS will cover the period 2018-2041. Most of these projects are due to complete by 2025, with rail freight and DLR expansion in the longer time frame.

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 areas on both sides of the river.

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) – 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
- As part of the DLR investment, capacity and anticipated morning peak frequencies form part of the three phases (Rolling Stock Programme, Amplified Growth Fund and longer term upgrade plans)

Where are we now?

- Five-car Overground trains on the North London Line (NLL), and Gospel Oak to Barking electrification now complete in 2017 (although issues around commissioning of new rolling stock remain); Elizabeth Line (Crossrail 1) basic service capacity expected completion (in 2019) although the central section may be completed later (2022); DLR rolling stock programme is underway; and options study to explore a possible DLR network extension to Thamesmead via Gallions Crossing is ongoing but constrained by resourcing and funding. MTS was published in March 2018; Royal Docks growth-led infrastructure planning in train.

- In January 2019 permission (subject to S106) was granted for phase 1 of the DLR depot expansion with an expected completion in mid 2022.

- Emerging Royal Docks and Beckton Opportunity Area Planning Framework (OAPF) to support growth-led infrastructure planning and identifying the transport needs to support growth in the Beckton and Royal Docks areas.

- DLR programme is divided up into three phases of work. The first is the DLR Rolling Stock Programme to 2025 (consisting of core DLR capacity improvements, which are funded for £650m largely funded by TfL alongside some developer contributions (including London City Airport). The second is the DLR Amplified Growth Programme up until to 2025 (with £281m secured from the HIF funding bid) and the longer term upgrade plans (currently unfunded) for the continued support for growth.

What are the next steps?

- To continue to lobby TfL for essential transport enhancements particularly Stratford Station 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 (including the OAPF).

- Complete the Forest Gate and Maryland schemes and commence works at Custom House capacity enhancement project (improved interchange and network improvements)

- 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 and embedding sustainable transport opportunities for new development – timing will be critical.

- Certain sites will need to accommodate new public transport infrastructure and be dependent on them for their accessibility (at Beckton Riverside and Thames Wharf) and hence overall development capacity and land use mix. Depot and network development (including river crossings) in the Beckton Riverside area will also need to be resolved through masterplanning and broader strategic planning.
<table>
<thead>
<tr>
<th>Projects</th>
<th>Location</th>
<th>Description</th>
<th>Timing</th>
<th>Lead &amp; Delivery Partners / Stakeholders</th>
<th>Expected Cost</th>
<th>Funding Source(s)</th>
<th>Funding Available</th>
<th>Funding Gap</th>
<th>Priority:</th>
</tr>
</thead>
<tbody>
<tr>
<td>DLR</td>
<td>Beckton [Network Wide]</td>
<td>Additional Capacity Enhancements</td>
<td>2024-2030</td>
<td>TfL</td>
<td>£380m</td>
<td>TfL</td>
<td>£0</td>
<td>£410m</td>
<td>2</td>
</tr>
<tr>
<td>Jubilee Line</td>
<td>Stratford and West Ham Stations; Canning Town and Custom House</td>
<td>Signalling upgrade</td>
<td>2016-2021/22</td>
<td>TfL</td>
<td>n/k</td>
<td>TfL; Developer Contributions</td>
<td>£100m-£1bn</td>
<td>n/k</td>
<td>1</td>
</tr>
<tr>
<td>Upper Lee Valley Rail Network</td>
<td>Stratford</td>
<td>Capacity and Enhancements</td>
<td>2017-2023</td>
<td>NR/TfL/LBN</td>
<td>n/k</td>
<td>LEAP</td>
<td>n/k</td>
<td>n/k</td>
<td>2</td>
</tr>
</tbody>
</table>
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 Gyratory 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 2018-2041, with an annual business plan linked to it. LBN’s LIP identifies projects to be funded by TfL covers a rolling period of three years, presently to 2021/22.

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 components of 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 76% of all trips by 2021 and 83% by 2041.
Where are we now?

- LIP funded Bus Stop Accessibility and bus priority programmes ongoing, and Stratford Gyratory project due to complete in the summer of 2019. Work on planning the bus interchange facilities at Custom House is underway (to 2024).
- Bus service consultation has been concluded covering the south of the borough and a number of changes which result in improved service to Custom House are to be implemented.
- Low Emission Bus Corridor scheme (zones) is now operational on Stratford High Street and Romford Road, and a package of supporting bus priority measures are being investigated on Stratford high Street and Romford Road.
- Consideration of bus access, particularly penetration in the masterplanning of larger strategic sites.

What are the next steps?

- Continue with the programme of bus priority and bus stop accessibility measures, 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.
- Implement the projects and initiatives to support buses as set out in the 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:


<table>
<thead>
<tr>
<th>Project</th>
<th>Location</th>
<th>Description</th>
<th>Timing</th>
<th>Lead &amp; Delivery Partners / Stakeholders</th>
<th>Expected Cost</th>
<th>Funding Source(s)</th>
<th>Funding Available</th>
<th>Funding Gap</th>
<th>Priority</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bus Priority Programme</td>
<td>Borough-wide</td>
<td>Making best use of bus services to improve quality of service.</td>
<td>2017-2021</td>
<td>LBN/TfL</td>
<td>£15m+</td>
<td>TFL (growth fund)</td>
<td>n/k</td>
<td>n/k</td>
<td>2</td>
</tr>
<tr>
<td>Project</td>
<td>Location</td>
<td>Description</td>
<td>Timing</td>
<td>Lead &amp; Delivery Partners / Stakeholders</td>
<td>Expected Cost</td>
<td>Funding Source(s)</td>
<td>Funding Available</td>
<td>Funding Gap</td>
<td>Priority</td>
</tr>
<tr>
<td>--------------------------</td>
<td>----------</td>
<td>---------------------------------------------------------------</td>
<td>----------</td>
<td>-----------------------------------------</td>
<td>---------------</td>
<td>-------------------</td>
<td>------------------</td>
<td>-------------</td>
<td>----------</td>
</tr>
<tr>
<td>Low Emission Bus Zone</td>
<td>Stratford</td>
<td>Abbey Lane/Stratford/includes Warton Rd Junction and Abbey Lane for CS2 upgrades</td>
<td>2018-2030</td>
<td>TFL/ LBN</td>
<td>£50m</td>
<td>TFL</td>
<td>n/k</td>
<td>n/k</td>
<td>2</td>
</tr>
</tbody>
</table>

Priority:
1 - Critical
2 - Essential
3 - Important
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, including investment in a proposed network of 33 pan-borough strategic cycling routes supported by ‘safe and healthy neighbourhoods’, where exposure to motor traffic is reduced. Projects in the programme include the delivery of the 3 identified 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; delivery of the Leeway walking and cycle route from Stratford to Canning Town and extension as the Royal Docks Corridor to North Woolwich; four top potential ‘Cycling Futures Routes’ as identified in the TfL Strategic Cycling Analysis and Cycling Action Plan, rolling programme of Liveable ‘low traffic’ Neighbourhoods; 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; a residential cycle hanger programme, and continued renewal of carriageways and footways.

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;
The LIP3 covers the period to 2021/22 and the Borough Cycling Strategy covers the period 2017 to 2025

Why?
• Improving connectivity and encouraging sustainable travel modes are important to support the modal shift towards a more sustainable pattern of movement across the Borough to manage network capacity (including roads) in light of population growth and help secure air quality and accessibility improvements.
• Active travel is the only options for significantly increasing physical activity levels across London’s whole population (UK Faculty of Public Health 2013, quoted in TfL, 2015) and has a crucial role to play in improving health outcomes for Newham.
Walking and cycling are also particularly low cost modes and therefore can also make an important contribution to improving residents’ access to opportunities.

Newham has particular opportunity to grow its cycle trip rate due to its favourable topography and young demographic, and the fact that many cyclable trips are currently made by other modes. Like buses, cycling infrastructure 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 are underway others being developed as part of enterprise zone growth infrastructure planning, and the TfL Liveable Neighbourhoods Cycling Future Roads programmes and Local Implementation Plan programmes.
- 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.
- Stratford Town Centre pedestrian and cycling improvements (as part of TfLs Major Schemes project) are completing in summer 2019
- Quietway 6 (QUEP to Manor Park) improvements for a safer walking/cycling environment are completing in the summer 2019
- Quietway 22 (Newham Greenway upgrades) is underway for improvements for safer cycling and walking, however a number of aspirational improvements remain unfunded such as ramps.

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 RDĐT.
- 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 (completing in 2019), development of successful TfL funded Liveable Neighbourhood bid(s) and Cycling Future Routes.
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:
TFL (2014), Improving the Health of Londoners
TFL (2017), Strategic Cycling Analysis
TFL (2018), Cycling Action Plan
TFL (2017), Healthy Streets for London
TFL, Legible London
TFL, Quietway 6

<table>
<thead>
<tr>
<th>Project</th>
<th>Location</th>
<th>Description</th>
<th>Timing</th>
<th>Lead &amp; Delivery Partners / Stakeholders</th>
<th>Expected Cost</th>
<th>Funding Source(s)</th>
<th>Funding Available</th>
<th>Funding Gap</th>
<th>Priority:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Quietway 22 – Newham Greenway Upgrades</td>
<td>Stratford and New Town, West Ham, Canning Town North, Plaistow North and South, East Ham, South Beckton</td>
<td>Improvements for safer cycling and walking on Greenway (aspirational improvements such as ramps remain unfunded)</td>
<td>2017-2025</td>
<td>TFL</td>
<td>£4.6m</td>
<td>TFL</td>
<td>n/k</td>
<td>n/k</td>
<td>2</td>
</tr>
<tr>
<td>Quietway CS3X – Barking Link</td>
<td>East Ham South, Beckton</td>
<td>Improvements for a safer walking/cycling environment</td>
<td>2017-2019</td>
<td>TFL</td>
<td>£366k</td>
<td>TFL</td>
<td>n/k</td>
<td>n/k</td>
<td>2</td>
</tr>
<tr>
<td>North Woolwich Road</td>
<td>Royal Docks</td>
<td>Walking/cycling improvements linked</td>
<td>2017-ongoing</td>
<td>TFL/ GLA</td>
<td>Part of a £29.67m</td>
<td>GLA Enterprise Zone / Council</td>
<td>n/k</td>
<td>n/k</td>
<td>1</td>
</tr>
<tr>
<td>Project</td>
<td>Location</td>
<td>Description</td>
<td>Timing</td>
<td>Lead &amp; Delivery Partners / Stakeholders</td>
<td>Expected Cost</td>
<td>Funding Source(s)</td>
<td>Funding Available</td>
<td>Funding Gap</td>
<td>Priority:</td>
</tr>
<tr>
<td>-----------------------------------------------------------------------</td>
<td>-----------------------------------------</td>
<td>------------------------------------------------------------------------------</td>
<td>----------------</td>
<td>-----------------------------------------</td>
<td>---------------</td>
<td>--------------------------------------------</td>
<td>------------------</td>
<td>-------------</td>
<td>----------</td>
</tr>
<tr>
<td>Quietway – Roding Bridge(s)</td>
<td>Little Ilford, East Ham North</td>
<td>Feasibility for new walking and cycling bridge(s)</td>
<td>2019-2022</td>
<td>TfL, LB Redbridge</td>
<td>£2m</td>
<td>TFL, LB Redbridge, Liveable Neighbourhoods Bid</td>
<td>n/k</td>
<td>n/k</td>
<td>2</td>
</tr>
<tr>
<td>Westfield Avenue/ Montfichet Road/Penny Brooke Street</td>
<td>Stratford and New Town</td>
<td>Upgraded cycle facilities</td>
<td>2019-2022</td>
<td>LBN, LLDC, TFL</td>
<td>£3.5m</td>
<td>LLDC</td>
<td>£2m</td>
<td>n/k</td>
<td>2</td>
</tr>
<tr>
<td>Freemasons Rd Area, Liveable Neighbourhoods</td>
<td>Custom House, Canning Town South, Plaistow South</td>
<td>Area based projects to improve and encourage walking, cycling and public transport</td>
<td>2019-2022</td>
<td>LBN, TFL</td>
<td>£5m</td>
<td>TFL</td>
<td>£335k (further bid submitted October 19 for implementation)</td>
<td>£4.6m</td>
<td>1</td>
</tr>
<tr>
<td>Safe and Healthy (Low Traffic) Neighbourhoods</td>
<td>Stratford, Forest Gate and four areas tbc</td>
<td>Traffic reduction schemes to eliminate through traffic in residential areas (LIP)</td>
<td>2019-2022</td>
<td>LBN, LBWF, TFL</td>
<td>£1.2m</td>
<td>TFL</td>
<td>n/k</td>
<td>n/k</td>
<td>1</td>
</tr>
<tr>
<td>Tidal Basin Road/Dock Road</td>
<td>Royal Docks</td>
<td>Improvements as part of the cycle infrastructure programme</td>
<td>2019-2022</td>
<td>LBN, TFL</td>
<td>£1.5m</td>
<td>TFL</td>
<td>£1.5m</td>
<td>n/k</td>
<td>2</td>
</tr>
<tr>
<td>CS2 Upgrade,</td>
<td>Stratford and New Town</td>
<td>Including Junctions (part of low emission bus corridor scheme)</td>
<td>2019-2022</td>
<td>LBN, TFL</td>
<td>£2.4m</td>
<td>TFL</td>
<td>n/k</td>
<td>n/k</td>
<td>2</td>
</tr>
<tr>
<td>TFL Strategic Cycling Corridors,</td>
<td>All</td>
<td>Cycling Future Routes 6,7,8 and 9 (Stratford</td>
<td>2019-2025</td>
<td>LBN, TFL</td>
<td>£10m+</td>
<td>TFL</td>
<td>n/k</td>
<td>n/k</td>
<td>1</td>
</tr>
<tr>
<td>Project</td>
<td>Location</td>
<td>Description</td>
<td>Timing</td>
<td>Lead &amp; Delivery Partners / Stakeholders</td>
<td>Expected Cost</td>
<td>Funding Source(s)</td>
<td>Funding Available</td>
<td>Funding Gap</td>
<td>Priority:</td>
</tr>
<tr>
<td>----------------------------------------------</td>
<td>------------</td>
<td>-----------------------------------------------------------------------------</td>
<td>----------------</td>
<td>-----------------------------------------</td>
<td>---------------</td>
<td>-------------------</td>
<td>------------------</td>
<td>-------------</td>
<td>----------</td>
</tr>
<tr>
<td>to Ilford has been identified for a priority route in 2019)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bespoke Cycle Hire</td>
<td>All</td>
<td>Increased cycle hire stations/cycle facilities</td>
<td>2018-2023</td>
<td>LBN</td>
<td>£400/500k</td>
<td>n/k</td>
<td>n/k</td>
<td>n/k</td>
<td>2</td>
</tr>
<tr>
<td>ABP Supporting work –</td>
<td>Royal Docks</td>
<td>improved connectivity linking Royal Victoria dock edge and Royal Albert dock edge, and access between Connaught Bridge and Sir Steve Redgrave Bridge. Also public realm repairs and upgrades.</td>
<td>2018 - 2023</td>
<td>RDDT, LBN, TfL, ABP</td>
<td>£1m</td>
<td>Potential Strategy works £15m</td>
<td>n/k</td>
<td>n/k</td>
<td>2</td>
</tr>
</tbody>
</table>
Transport: Road Network

What?
The Newham road network includes 2 TLRN routes which are under the statutory management of TfL, with the rest with LBN as the Highway Authority including 10 Principal Roads and 5 B-Roads. Requirements identified as part of the LIP and the Council’s Better Streets and Places programme concerning maintenance, parking management and car club bay provision, public realm and technology upgrades and the Gyratory project – to improve efficiency of movement of all modes and to reduce congestion, improve journey time reliability and address localised air quality. Strategic site masterplanning also requires new streets and roads to Council design standards and integration with the existing network. Longer term, the Council and other Boroughs have also identified the need for an additional road crossing across the Thames (perhaps integrated with the DLR).

Where?
Borough-wide

When?
Ongoing. The Current LIP identifies projects up to 2021/22 and beyond; The Better Streets and Places Programme covers the period 2018 to 2026; The MTS covers the period 2018-41

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 address and change travel behaviour. The LIP identifies that congestion remains an issue in the Borough with particular issues around main junctions and key corridors, in particular this affects through traffic travelling in an East-West direction and local traffic in the North-South direction. This in turn has knock on effects for journey time reliability and the attractiveness of bus transport, a vital component of the required modal shift to keep the city as a whole moving. Congestion and air quality impacts can be alleviated through improved roadway design and maintenance including parking configuration and management – 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 nearby crossing points, including Woolwich Ferry.
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).

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 now complete implemented including provision of car club bays to ensure every resident lives within a 10 minute walk of a bay, with a only a few industrial parking zones to be implemented.
- Through consultation with Highways and Transportation officers in the Council, road network issues are routinely explored as part of masterplanning and planning applications.
- Better Streets and Places are investing £100m of Council capital 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 2018.

What are the next steps?
- Continued implementation of the Better Streets and Places (road/ streetlighting/pavement improvement, 2018 to 2026) and LIP programmes.
- Continue to input to major scheme development and Livereable Neighbourhoods to secure further streetscape improvements.
- Silvertown Tunnel approved on the 10th May 2018 with contractors decided by 2019 and expected operation by 2024. To work with TfL and the other Host Boroughs, to minimise the adverse effects of the Silvertown Tunnel on the Boroughs residents.
- Implement the new LIP.

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

Main Sources:
LBN, Cabinet January 2017, Keeping Newham Moving – A New Deal for Our Roads - Approval of Spend
<table>
<thead>
<tr>
<th>Project</th>
<th>Location</th>
<th>Description</th>
<th>Timing</th>
<th>Lead &amp; Delivery Partners / Stakeholders</th>
<th>Expected Cost</th>
<th>Funding Source(s)</th>
<th>Funding Available</th>
<th>Funding Gap</th>
<th>Funding Source(s)</th>
<th>Priority: 1 - Critical 2 - Essential 3 - Important</th>
</tr>
</thead>
<tbody>
<tr>
<td>Silvertown Tunnel</td>
<td>Royal Docks</td>
<td>New tunnel connecting Greenwich Penninsular and West Silvertown</td>
<td>2019-2025</td>
<td>Preferred bidder to be identified by Spring 19 with appointment expected thereafter</td>
<td>£1 billion</td>
<td>PFI funded by user charging</td>
<td>n/k</td>
<td>n/k</td>
<td></td>
<td>3</td>
</tr>
</tbody>
</table>
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 (in it’s 2016 ‘Vision for the Tidal Thames’ document) has identified the requirement to re-activate Peruvian wharf, and consolidate other wharfage on a new site to the east of Peruvian at Royal Primrose Wharf, including that to be potentially displaced by the Silvertown Crossing project. 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 and Mayer Parry wharves on the River Lea and Thames, Manahattan and Sunshine Wharves on the Thames, provided that the Silvertown Tunnel project proceeds and following new safeguarding at Royal Primrose Wharf. The review proposes the retention of Thames Refinery, and Peruvian Wharves which are active or viable for operations and Royal Primrose Wharf which is identified for proposed safeguarding. This wharf review is underway, and is planning for the potential Silvertown Crossing which, following consent will result in the consolidation of Wharves in Thameside West, which will result in the no net loss of functionality or wharf capacity. The PLA are 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 a strategic boatyard at Gallions Lock.
- Emerging Royal Docks and Beckton Opportunity Area Planning Framework (OAPF) to support growth-led infrastructure planning and identifying the transport needs to support growth in the Beckton and Royal Docks areas.

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 Safeguarded 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 (T18) for navigation are maintained through safeguarding, and shown on the Policies Map.
- Strategic boatyard facility to support river dependant modes of transport as part of the Blue Ribbon Network.

Main Sources:
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 2018 the airport handled 4.5 million passengers from January to December 2016 and has the potential to grow to 6.5 million passengers by 2022 through the delivery of the planning permission for the City Airport Development Programme (CADP) approved in July 2016.

The MTS 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. This is due for implementation in 2022.

Where?
Royal Docks

When?
2017-2022 is the time horizon for the City Airport Development Programme;
The MTS covers the time period 2018-41

Why?
- The CDP planning permission allows up to 111,000 aircraft movements per which cannot be fully realised due to current capacity 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.

Assumptions:
- Aircraft movements will reach the permitted capacity of 111,000 pa by 2025. DLR modal share is currently at 60 (2017)% (with total public transport mode share at 68% in 2017). The Airport’s Surface Access Strategy aims to increase public transport’s modal share to over 75% by 2025.

Where are we now?
- In July 2016 the Secretary of State approved CADP, 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 (and ongoing) on the CADP
- Emerging Royal Docks and Beckton Opportunity Area Planning Framework (OAPF) to support growth-led infrastructure planning and identifying the transport needs to support growth in the Beckton and Royal Docks areas.
• Completion (January 2019) of the review of air traffic control infrastructure identifying the need for a new digital air traffic control tower.

What are the next steps?
• CADP1 works continuing up to 2022. The MTSaStrategy 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 published its Surface Area Strategy in 2018, which set out its approach and priorities for surface access from 2018-2025 as the Airport delivers the CADP.
• The Airport proposes to publish an updated Travel Plan (for 2019-2022) in 2019.

Spatial implications
• The plans will physically expand the Airport within its current boundaries. Development constraints – on biodiversity, type of development, building heights etc – within the vicinity will remain unchanged. Mitigation of environmental affects, in particular noise will continue to be required in accordance with the CADP planning permissions.
• Revisions are proposed to the Airport Masterplan for 2019, however the scope it not yet known.

Main Sources:
LCACC, London City Airport Annual Performance Report
TfL (2018), Mayor of London’s Transport Strategy (2018)

<table>
<thead>
<tr>
<th>Project</th>
<th>Location</th>
<th>Description</th>
<th>Timing</th>
<th>Lead &amp; Delivery Partners / Stakeholders</th>
<th>Expected Cost</th>
<th>Funding Source(s)</th>
<th>Funding Available</th>
<th>Funding Gap</th>
<th>Priority:</th>
</tr>
</thead>
<tbody>
<tr>
<td>City Airport Development Programme (CADP)</td>
<td>Royal Docks</td>
<td>Development improvements</td>
<td>2017-2022</td>
<td>LCY/ LBN</td>
<td>£344m approx.</td>
<td>n/k</td>
<td>n/k</td>
<td>n/a</td>
<td>2</td>
</tr>
<tr>
<td>This will include the following:</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Improved public access at Hartmann Road</td>
<td>Royal Docks</td>
<td>Development improvements</td>
<td>2017-2025</td>
<td>LCY/LBN/TfL</td>
<td>n/k</td>
<td>LCYS106</td>
<td>n/k</td>
<td>n/a</td>
<td>2</td>
</tr>
<tr>
<td>Emergency Vehicle Access Point over King</td>
<td>Royal Docks</td>
<td>Development improvements</td>
<td>2017-2025</td>
<td>LCY/LBN</td>
<td>n/k</td>
<td>LCYS106</td>
<td>n/k</td>
<td>n/a</td>
<td>2</td>
</tr>
<tr>
<td>George V Dock</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
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?

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
<table>
<thead>
<tr>
<th>Project</th>
<th>Location</th>
<th>Description</th>
<th>Timing</th>
<th>Lead &amp; Delivery Partners/ Stakeholders</th>
<th>Expected Cost</th>
<th>Funding Source(s)</th>
<th>Funding Available</th>
<th>Funding Gap</th>
<th>Priority</th>
</tr>
</thead>
<tbody>
<tr>
<td>Electricity upgrades</td>
<td>Royal Docks, Stratford and West Ham, Canning Town</td>
<td>Including increased capacity of Silvertown substation to 77.4 MVA through two 15 MVA 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.</td>
<td>2018-2025</td>
<td>UKPN/RDDT &amp; Ofgem, RDDT, TfL</td>
<td>£32m</td>
<td>UKPN/Ofgem/ RDDT</td>
<td>£5.01m</td>
<td>n/k</td>
<td>1</td>
</tr>
</tbody>
</table>
Telecommunications & Digital Infrastructure

What?
In March 2017, the Government published the UK Digital Strategy with the ambition to “create a world-leading digital economy that works for everyone”. The digital strategy highlights the investment needed to be provided by Government in digital infrastructure including next-generation technologies such as full fibre and 5G. In July 2018 the Government published Future Telecoms Infrastructure Review. Key findings relevant to this IDP are that new legislation will guarantee full fibre to all new build developments; a new nationwide network which will reduce costs, time and disruption caused by street-works through a standardised approach across the country and infrastructure (including sewers) owned by utilities such as gas, power and water should be easy to access, and available for both fixed and mobile use.

The NPPF (2019) states that strategic policies should make sufficient provision for infrastructure including telecommunications, acknowledging the role of advanced, high quality and reliable communications infrastructure for economic growth and social well-being. This includes decisions supporting the expansion of electronic communications networks (including 5G) and policies that set out how high quality digital infrastructure is expected to be delivered and upgraded over time. The supply of telecommunications is managed by private companies, Virgin 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 fixed telecommunications connectivity throughout the UK including maintaining the wiring, fibres and connections for local access network of telecommunications infrastructure. Openreach have the main role in planning the provision of infrastructure necessary 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. Details set out in the Code of Best Practice on Mobile Network Development sets out details in relation to operator, Local Authority and stakeholder engagement, with annual update plans available on request to the operators.

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

Digital connectivity is a key facet of planning for economic growth and will be an important component of Royal Docks RDDT infrastructure planning. With anticipated growth in the Royal Docks, the Royal Docks Team (RDT) seek to oversee investment over the next 5 years including support for improving the levels of digital connectivity with a focus on fibre to properties and 5G connections at key sites. 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. In the light of urban growth this will present physical challenges due to the nature of London’s geography recognising the importance of 5G as a major benefit to growth in London, whilst ensuring digital infrastructure is provided for (including in Local and economic plans) and delivered in a coordinated and joined up way to secure its delivery.

*Main Sources:*

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

Code of Best Practice: Mobile Network Development

DDCMS (2017), *UK Digital Strategy 2017*

DDCMS (2018), *Future Telecoms Infrastructure Review*

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*

London First and Mobile UK (2018), *A Roadmap to 5G*

Open Signal, *Online network mapping*

Virgin Media (2014), *Virgin Media expands fibre-optic network into East London*

<table>
<thead>
<tr>
<th>Project</th>
<th>Location</th>
<th>Description</th>
<th>Timing</th>
<th>Lead &amp; Delivery Partners / Stakeholders</th>
<th>Expected Cost</th>
<th>Funding Source</th>
<th>Funding Available</th>
<th>Funding Gap</th>
<th>Priority</th>
</tr>
</thead>
<tbody>
<tr>
<td>Royal Docks Telecoms and Broadband Infrastructure Study and implementation</td>
<td>Royal Docks</td>
<td>Study into the broadband requirements for the Royal Docks</td>
<td>2018-2023</td>
<td>RDDF</td>
<td>Feasibility Study £70,000 Potential Strategy Works Costs n/k</td>
<td>EZ/LEAP</td>
<td>n/k</td>
<td>n/k</td>
<td>2</td>
</tr>
</tbody>
</table>
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 (under the London Plan at the time).

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 2012 Joint Waste Plan identifies a potential waste site at Beckton Riverside, the Newham Local Plan 2018 indicates that this should be delivered or evidence as to why it is not needed as a waste site provided.

When?
The adopted Joint Waste Plan covers a period to 2021; ELWA boroughs are in discussion to commence an update to the JWP, this will likely happen after finalisation of new London Plan apportionment figures (2019).

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) 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:
- The JWP was based on population projections and waste apportionments known in 2011.

¹Household waste plus commercial waste from any businesses that sign up to Local Authority collection
• 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?
• An update to the 2012 Joint Waste Plan is needed, this will identify any additional waste infrastructure needs across the ELWA area (including LB Newham).

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 are afforded protection by the London Plan principle that all waste capacity should be retained / re-provided. These sites play a wider waste handling role (sub-regional/wider South east); 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 & Wastewater Infrastructure

What?
Key water/waste 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. AMP7 will cover the period from 1st April 2020 to 31st March 2025. 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 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.

Water supply options for WRMP19 are still being refined Amongst the options being considered for longer term supply is use of the ‘Northern Lagoon’ land for either desalination expansion, water re-use infrastructure, or both. In February 2018 the draft WRMP19 was published setting out Thames Water plan to provide a secure and sustainable supply of water for customers over the next 80 years, from 2020 to 2100. Following various consultation the key focus of the latest draft water plan is to use water wisely before seeking to boost supplies The Plan also seeks to identify new sources of water including new groundwater and a wastewater re-use plan in North East London (subject to further outcomes from the draft business plan).
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 Ml/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 Ml/d) and sustainability reductions (21 Ml/d) - from 2079 Ml/d in 2014/15 to 2010Ml/d in 2029/30 and 1994 Ml/d by 2039/40. The supply-demand balance outlines deficits of 59.4 Ml/d in 2015 rising to 291.7 Ml/d in 2030 and 415.9 Ml/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 submitted a second draft of its Strategic Business Plan (AMP7) to Ofwat in 2019 and a draft determination is expected in July 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) was 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.

Spatial implications:

- The AMP7 project to enhance sewage handling capacity at BSTW will involve a further extension westward into the area currently covered by the
Thames Gateway Bridge Safeguarding (west of Royal Docks Road / south of Eric Clarke lane).

- If WRMP19 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 (2013), Water Resources Management Plan 14
Thames Water (2013), Our Long Term Strategy 2015-2040
Tideway (2016), Thames Tideway Tunnel

<table>
<thead>
<tr>
<th>Project</th>
<th>Location</th>
<th>Description</th>
<th>Timing</th>
<th>Lead / Delivery Partners &amp; Stakeholders</th>
<th>Expected Cost</th>
<th>Funding Source</th>
<th>Funding Available</th>
<th>Funding Gap</th>
<th>Priority: 1 - Critical 2 - Essential 3 - Important</th>
</tr>
</thead>
<tbody>
<tr>
<td>LON-100-35-20</td>
<td>London-wide</td>
<td>Demand Management</td>
<td>2015-2030</td>
<td>Thames Water</td>
<td>£967m</td>
<td>n/k</td>
<td>n/k</td>
<td>n/k</td>
<td>2</td>
</tr>
<tr>
<td>Beckton of 150 ML/d RO Effluent Reuse</td>
<td>Beckton</td>
<td></td>
<td>2027</td>
<td>Thames Water</td>
<td>£1,067m-£1,167m</td>
<td>n/k</td>
<td>n/k</td>
<td>n/k</td>
<td>2</td>
</tr>
</tbody>
</table>
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 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):
  o Replacement of King George V flood control gate
  o Raising of downriver defences by ~1.1m
  o Raising of upriver defences by 0.5m

Main Sources:
EA (2012), Thames Estuary 2100 Plan [TE2100] (November 2012)

<table>
<thead>
<tr>
<th>Project</th>
<th>Location</th>
<th>Description</th>
<th>Timing</th>
<th>Delivery Partners &amp; Stakeholders</th>
<th>Expected Cost</th>
<th>Funding Source</th>
<th>Funding Available</th>
<th>Funding Gap</th>
<th>Priority:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Flood defences - maintenance and repair</td>
<td>Borough-wide</td>
<td>Contributions towards to 2050</td>
<td>LBN/EA/Riparian owners</td>
<td>£14m</td>
<td>n/k</td>
<td>n/k</td>
<td>n/k</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>Project</td>
<td>Location</td>
<td>Description</td>
<td>Timing</td>
<td>Delivery Partners &amp; Stakeholders</td>
<td>Expected Cost</td>
<td>Funding Source</td>
<td>Funding Available</td>
<td>Funding Gap</td>
<td>Priority:</td>
</tr>
<tr>
<td>----------------------------------------------</td>
<td>-----------------</td>
<td>-----------------------------------</td>
<td>------------</td>
<td>---------------------------------</td>
<td>---------------</td>
<td>----------------</td>
<td>-------------------</td>
<td>-------------</td>
<td>----------</td>
</tr>
<tr>
<td>Flood defences - major repairs and replacements</td>
<td>Borough-wide</td>
<td>Contributions towards</td>
<td>To 2050</td>
<td>LBN/EA/ Riparian owners</td>
<td>£85m</td>
<td>n/k</td>
<td>n/k</td>
<td>n/k</td>
<td>2</td>
</tr>
<tr>
<td>Thames barrier - operation and maintenance</td>
<td>Royal Docks</td>
<td>Contributions towards</td>
<td>To 2050</td>
<td>LBN/EA/ Riparian owners</td>
<td>£15m</td>
<td>n/k</td>
<td>n/k</td>
<td>n/k</td>
<td>2</td>
</tr>
<tr>
<td>Thames barrier - refurbishment and replacements</td>
<td>Royal Docks</td>
<td>Contributions towards</td>
<td>To 2050</td>
<td>LBN/EA/ Riparian owners</td>
<td>£5m</td>
<td>n/k</td>
<td>n/k</td>
<td>n/k</td>
<td>2</td>
</tr>
</tbody>
</table>
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 the London Borough of 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
- Ramp addition to the stairs from the A13 towards Bow Creek Ecology Park completed early 2019

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
<table>
<thead>
<tr>
<th>Project</th>
<th>Location</th>
<th>Description</th>
<th>Timing</th>
<th>Lead + Delivery Partners / Stakeholders</th>
<th>Expected Cost</th>
<th>Funding Source</th>
<th>Funding Available</th>
<th>Funding Gap</th>
<th>Priority:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lochnagar Street - Cody Wilds bridge</td>
<td>Canning Town</td>
<td>Proposed pedestrian and cycle bridge over the River Lea in connection with Ailsa Wharf development (LBTH).</td>
<td>By 2024</td>
<td>LBTH/LBN + Developer(s)</td>
<td>c. £8m</td>
<td>CIL/S106 Contributions, Business rates, GLA Housing Zone Fund</td>
<td>£2.5m</td>
<td>n/k</td>
<td>3</td>
</tr>
<tr>
<td>Poplar Reach Bridge</td>
<td>Canning Town</td>
<td>Proposed pedestrian and cycle bridge over the River Lea. TFL feasibility study under way. Poplar Gaswork site (LBTH) granted planning consent in May 2019 (safeguarding landing).</td>
<td>By 2035</td>
<td>LBTH/LBN + Developer(s)</td>
<td>c.£8m</td>
<td>CIL/S106 Contributions, Business rates</td>
<td>n/k</td>
<td>n/k</td>
<td>2</td>
</tr>
<tr>
<td>Leven Road – Canning Town Riverside bridge</td>
<td>Canning Town</td>
<td>Proposed pedestrian and cycle bridge over the River Lea in connection with Leven Road Gas Works (LBTH) and Canning Town Riverside (S12). TFL feasibility study under way.</td>
<td>By 2039</td>
<td>LBTH/LBN + Developer(s)</td>
<td>c.£10M</td>
<td>CIL/S106 Contributions, Business rates</td>
<td>n/k</td>
<td>n/k</td>
<td>3</td>
</tr>
<tr>
<td>Reubens Bridge NIAS</td>
<td>Canning Town</td>
<td>Refurbishment or replacement of Reubens Bridge over DLR rail line to allow access from the station to the Riverside. TFL feasibility study under way.</td>
<td>n/k</td>
<td>Tfl/DLR/LBN</td>
<td>n/k</td>
<td>n/k</td>
<td>n/k</td>
<td>n/k</td>
<td>1</td>
</tr>
<tr>
<td>Leamouth South - Limmo footbridge</td>
<td>Canning Town</td>
<td>Proposed crossing over the River Lea in connection with Leamouth Peninsula (LBTH) and Limmo (S18). Lapsed planning permission 10/00245/LTGDC.</td>
<td>By 2023</td>
<td>LBTH/LBN + Tfl/Developer(s)/PLA</td>
<td>c.£10M</td>
<td>Royal Docks HIF bid</td>
<td>n/k</td>
<td>n/k</td>
<td>2</td>
</tr>
<tr>
<td>Trinity Buoy- Thames Wharf bridge</td>
<td>Canning Town</td>
<td>Proposed crossing over the River Lea tied into the continuing regeneration of</td>
<td>By 2023</td>
<td>LBN/LBTH + Developer(s)/PLA</td>
<td>c.£10M</td>
<td>Royal Docks HIF bid</td>
<td>n/k</td>
<td>n/k</td>
<td>1</td>
</tr>
<tr>
<td>Project</td>
<td>Location</td>
<td>Description</td>
<td>Timing</td>
<td>Lead + Delivery Partners / Stakeholders</td>
<td>Expected Cost</td>
<td>Funding Source</td>
<td>Funding Available</td>
<td>Funding Gap</td>
<td>Priority:</td>
</tr>
<tr>
<td>---------</td>
<td>----------</td>
<td>-------------</td>
<td>--------</td>
<td>--------------------------------------</td>
<td>---------------</td>
<td>---------------</td>
<td>------------------</td>
<td>-------------</td>
<td>---------</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1 - Critical</td>
</tr>
<tr>
<td>A13 Connector</td>
<td>Tower Hamlets</td>
<td>City Island to Leaway and Canning Town bridge extension</td>
<td>By 2030</td>
<td>LBTH + LBN</td>
<td>c.£13M</td>
<td>n/k</td>
<td>n/k</td>
<td>n/k</td>
<td>3</td>
</tr>
<tr>
<td>Newham Riverside</td>
<td>Canning Town</td>
<td>Leaway path expansion</td>
<td>By 2024</td>
<td>LBN + Landowners/Developers</td>
<td>n/k</td>
<td>n/k</td>
<td>n/k</td>
<td>n/k</td>
<td>1</td>
</tr>
<tr>
<td>Limmo Riverside Path &amp; Park NIAS</td>
<td>Canning Town</td>
<td>Connect Lea river to Royal Docks from Canning Town via Limmo (S18)</td>
<td>n/k</td>
<td>LBN+LBTH/TfL/Landowners/Developers</td>
<td>n/k</td>
<td>Part of site development requirements</td>
<td>n/k</td>
<td>n/k</td>
<td>1</td>
</tr>
<tr>
<td>Electra NIAS</td>
<td>Canning Town</td>
<td>Public access along the existing riverside pathway; open gates.</td>
<td>n/k</td>
<td>LBN + landowner</td>
<td>n/k</td>
<td>Electra (S106) + LBN</td>
<td>n/k</td>
<td>n/k</td>
<td>2</td>
</tr>
<tr>
<td>Silvertown Way / North Woolwich Road²</td>
<td>Canning Town and Royal Docks</td>
<td>Creating green cycle and pedestrian route along the highway</td>
<td>2017-ongoing</td>
<td>LBN + Developers</td>
<td>£10 mil (whole project)</td>
<td>LBN S106 monies</td>
<td>£66k</td>
<td>n/k</td>
<td>2</td>
</tr>
</tbody>
</table>

² 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 post-16 education and training

**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 Part 3 of the Children and Families Act 2014 and direct commissioning responsibilities for the education and training of young people aged 0-25 with higher special educational needs and disability (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. Newham has also secured capital funding from the recently introduced DfE Special Provision Fund, assist in delivering and improving SEND places. A School Place Planning Strategy 2018 to 2023 has also been prepared to help guide investment in line with latest pupil projections, which may also lead to capital funding from the Basic Need Funding programme being re-directed to address emerging priorities.

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 Vtc 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, Canning Town and Custom House and the Royal Docks primary planning areas. Additionally, primary schools in Forest Gate remain popular and oversubscribed. The high primary pupil numbers since 2010 translates in time to pressure on secondary schools and 6th form, college and skills provision, albeit these are less geographically constrained.
The ESFA are funding several new free schools in the borough, in Stratford, West Ham, Plaistow 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 2020/2021, but funding allocations have been reducing In recent years asa result of the Free Schools programme. No definitive dates have been given on when any further funding will be available.

LBN, Pupil place planning looks ahead in 5 year periods, aligned with the 5 year Land Supply maintained by planning – this is reflected in the Places for ALL: A School Place Planning Strategy 2018 to 2023.

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 (although level of live births has levelled out over recent years), 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).
- Following the increases in the primary school roll over the last ten years there is now a rising need for additional secondary school places in Newham, with the latest secondary roll projections indicating that there will be considerable pressure on secondary school places of around 3,177 places (the equivalent of 21 forms of entry) up to 2025/26. Meanwhile, a number of primary schools have raised concerns over an increasing number of unfilled
places experienced in their schools. The increasing young population in Newham and the requirement for all young people to remain in education until at least their 18th birthday (or 25th birthday for those with Education Health Care plans) means that there is also particular pressure on 16-19 places 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. A further 790 A Level places will be required between 2021/22 and 2024/25.

- As the school population increases so do SEND requirements; ASD pupil numbers have risen sharply in recent years and continue to do so, with a forecast need of 800 places to 2025, particularly for secondary provision. There is also a need for additional Pupil Rereral Units (PRU) and alternative provision places at Key Stage 3.

Assumptions:
- Pupil Place Planning makes use of GLA population forecasts and ONS live birth data for the borough, 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;
- Further Basic Need Funding allocations are not guaranteed, therefore prioritisation of spend from existing fund towards areas of greatest need is increasingly important.

Where are we now?
- Place-planning update report and proposed schools expansion programme was published in January 2019. The highest level of need is within the secondary sector, with 21 FE required by 2025/26, of which current new and expansion proposals would cover 15 FE (Forest Gate, Brampton Manor, Oasis Academy, Chobham Academy, Royal Docks Academy, and School 21 over 2 sites). There is adequate provision and planned provision for primary school places to 2022/23, with any further need arising from new housing developments.
- Re-modelling and expansion projects through Basic Needs Funding are underway at 4 primary schools (1 to provide early-years education), 2 special schools and 2 secondary schools across the borough, and feasibility work covering further SEND provision, primary and secondary provision.
- The ESFA’s Wave 12 funding was allocated to 2 all through schools (School 21) in the Stratford area, though these are in need of/partial need of sites, with the secondary school element potentially located on a site in Plaistow. Wave 13 of funding is currently underway.
- Newham’s bid to DfE for a 105 place SEND special free-school focussing on high needs Autism Spectrum Disorder (ASD) funded pupils has been approved in March 2019. A suitable proposer to operate the school is now being sought and, if identified, a new special school could be open from 2022 at the earliest.
- 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.
• 16-19 education is expanding through: the New Vic, with the first phase of its 25 year regeneration programme completed in 2017/18; London Academy of Excellence 16-19 free school seeking a larger site in Stratford; Newham College expanding place capacity by 2023; East London Science School are seeking to increase places and move to permanent premises; Bobby Moore Academy planning to open a 6th Form in 2022; UTC likely to further increase places from 2020.

What are the next steps?
• Next Pupil place planning update Cabinet report due latter part of 2019.
• Continued expansion of schools – 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 when and where needed, subject to feasibility studies and EqIA. Generally secondary school and SEND needs are 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 allocated 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 Sites (with proposals to include education facilities):
  o 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);
  o S05 Stratford Central – includes various opportunity sites & London Academy of Excellence;
  o S31 Royal Albert North – includes UTC 14-19 provision and further opportunity;
  o S06 Coolfin North – Hallsville Primary site;
  o S23 Connaught Riverside;
  o S08 Thames Wharf;
  o S01 Beckton Riverside.
• Non-Strategic Sites (for potential expansion, reconfiguration, possible inclusion of residential):
- CF07 Scott Wilkie Primary (Academy)
- CF08 Eleanor Smith Lawson Close (Newham managed)
- CF09 Eastlea Community and Star Primary
- CF10 Royal Road site (Newham managed)
- CF11 Brampton Manor (Academy)
- CF12 Langdon School (Academy)
- CF13 Forest Gate Community School
- CF14 Flanders Road Site (leased to external organisation)
- CF15 Eleanor Smith North Road (Newham managed)
- CF16 Tunmarsh Centre (Newham managed)
- CF17 Colegrave Primary (Newham managed)
- CF18 NCFE Welfare Road (private operator)
- SF19 Sarah Bonnell School (Academy)
- CF20 New Vic (Private operator)
- CF21 Odessa Infant and St James Junior (Newham managed)
- CF22 Maryland Primary (Newham managed)

- Sites not allocated but with the potential for alteration within the plan period (and without confirmed funding):
  - Lister Community School
  - Rokeby School for Boys
  - Little Ilford School

---

**Main Sources:**
LBN, Cabinet January 2019, *Pupil Planning Update and Proposed School Expansion Programme*
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*

---

<table>
<thead>
<tr>
<th>Project</th>
<th>Location</th>
<th>Description</th>
<th>Timing</th>
<th>Lead &amp; Delivery Partners/ Stakeholders</th>
<th>Expected Cost</th>
<th>Funding Source(s)</th>
<th>Funding Available</th>
<th>Funding Gap</th>
<th>Priority</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Project</td>
<td>Location</td>
<td>Description</td>
<td>Timing</td>
<td>Lead &amp; Delivery Partners/ Stakeholders</td>
<td>Expected Cost</td>
<td>Funding Source(s)</td>
<td>Funding Available</td>
<td>Funding Gap</td>
<td>Priority:</td>
</tr>
<tr>
<td>--------------------------------</td>
<td>-------------------</td>
<td>-------------------------------------------------------</td>
<td>-------------------------</td>
<td>----------------------------------------</td>
<td>---------------</td>
<td>---------------------------------------------</td>
<td>-------------------</td>
<td>--------------</td>
<td>-----------</td>
</tr>
<tr>
<td>Brampton Manor Academy</td>
<td>East Ham</td>
<td>Secondary 4 FE expansion.</td>
<td>By Sept 2020</td>
<td>LBN/ DfE/ESFA</td>
<td>£23.747m</td>
<td>Basic Need Programme</td>
<td>£23.529m</td>
<td>£218,649</td>
<td>1</td>
</tr>
<tr>
<td>Forest Gate Community School</td>
<td>Forest Gate</td>
<td>Secondary 2 FE expansion.</td>
<td>By Sept 2019</td>
<td>LBN/ DfE/ESFA</td>
<td>£13.425m</td>
<td>Basic Need Programme</td>
<td>£11.845m</td>
<td>£1.580m</td>
<td>1</td>
</tr>
<tr>
<td>Chobham Academy</td>
<td>Stratford and West Ham</td>
<td>New provision of 204 secondary places</td>
<td>By Sept 2019</td>
<td>Chobham Academy</td>
<td>n/k</td>
<td>n/k</td>
<td>n/k</td>
<td>n/k</td>
<td>2</td>
</tr>
<tr>
<td>Oasis Academy Silvertown</td>
<td>Royal Docks</td>
<td>New permanent facility with increased capacity.</td>
<td>By Sept 2020</td>
<td>Oasis Academy</td>
<td>n/k</td>
<td>n/k</td>
<td>n/k</td>
<td>n/k</td>
<td>2</td>
</tr>
<tr>
<td>School 21 Sugar House</td>
<td>Stratford and West Ham/ LLDC area</td>
<td>New all-through free school.</td>
<td>By Sept 2021</td>
<td>School 21 / DfE/ESFA</td>
<td>n/k</td>
<td>ESFA Wave 12</td>
<td>n/k</td>
<td>n/k</td>
<td>1</td>
</tr>
<tr>
<td>School 21</td>
<td>TBC</td>
<td>New 3FE secondary free school.</td>
<td>By Sept 2021</td>
<td>School 21 / DfE/ESFA</td>
<td>n/k</td>
<td>ESFA Wave 12</td>
<td>n/k</td>
<td>n/k</td>
<td>1</td>
</tr>
<tr>
<td>Secondary schools expansion to generate 4FE</td>
<td>Borough-wide (n/k)</td>
<td>Feasibility studies under way.</td>
<td>By Sept 2021</td>
<td>LBN/ DfE/ESFA</td>
<td>n/k</td>
<td>Basic Need Programme</td>
<td>24.6m</td>
<td>n/k</td>
<td>1</td>
</tr>
<tr>
<td>Carpenters Primary</td>
<td>Stratford and West Ham</td>
<td>Possible contribution to school expansion, pending clarification regarding scope/ timescale of the Carpenters Estate regeneration.</td>
<td>By Sept 2021/ under review</td>
<td>LBN/ DfE/ESFA</td>
<td>n/k</td>
<td>Basic Need Programme Other</td>
<td>£1.140m</td>
<td>n/k</td>
<td>2</td>
</tr>
<tr>
<td>Maryland Primary</td>
<td>Stratford and West Ham</td>
<td>1FE expansion.</td>
<td>Post 2023/ Under review</td>
<td>LBN/ DfE/ESFA</td>
<td>£5.333m</td>
<td>Basic Need Programme Other</td>
<td>£175,000</td>
<td>£5.158m</td>
<td>3</td>
</tr>
<tr>
<td>Odessa Primary</td>
<td>Forest Gate</td>
<td>1 FE Expansion / remodel.</td>
<td>Post 2023/ Under review</td>
<td>LBN/ DfE/ESFA</td>
<td>£4.46m</td>
<td>Basic Need Programme Other</td>
<td>£40,000</td>
<td>£4.5m</td>
<td>3</td>
</tr>
<tr>
<td>St James Junior</td>
<td>Forest Gate</td>
<td>1 FE Expansion / remodel.</td>
<td>Post 2023/ Under review</td>
<td>LBN/ DfE/ESFA</td>
<td>£5.5m</td>
<td>Basic Need Programme</td>
<td>£355,000</td>
<td>£5.145m</td>
<td>3</td>
</tr>
<tr>
<td>Project</td>
<td>Location</td>
<td>Description</td>
<td>Timing</td>
<td>Lead &amp; Delivery Partners/ Stakeholders</td>
<td>Expected Cost</td>
<td>Funding Source(s)</td>
<td>Funding Available</td>
<td>Funding Gap</td>
<td>Priority: 1 - Critical 2 - Essential 3 - Important</td>
</tr>
<tr>
<td>------------------------</td>
<td>---------------------------</td>
<td>-----------------------------------------------------------------------------</td>
<td>-----------------------------</td>
<td>----------------------------------------</td>
<td>---------------</td>
<td>-------------------</td>
<td>------------------</td>
<td>-------------</td>
<td>--------------------------------------------------</td>
</tr>
<tr>
<td>Hallsville Primary</td>
<td>Custom House and Canning Town</td>
<td>1FE or 2FE Expansion.</td>
<td>Post 2023/ Under review</td>
<td>LBN/ DfE/ESFA</td>
<td>n/k</td>
<td>Basic Need Programme Other</td>
<td>£503,420</td>
<td>n/k</td>
<td>3</td>
</tr>
<tr>
<td>Paul Street</td>
<td>Stratford</td>
<td>New SEND/Autism Free School for 105 pupils. Early feasibility work under way.</td>
<td>2021/22</td>
<td>LBN/ DfE/EFSA</td>
<td>n/k</td>
<td>ESFA</td>
<td>n/k</td>
<td>n/k</td>
<td>2</td>
</tr>
<tr>
<td>Tunmarsh Centre</td>
<td>Plaistow</td>
<td>Refurbishment/potential expansion subject to review of PRU provision.</td>
<td>2019/20 to 2021/22</td>
<td>LBN, DfT/ESFA</td>
<td>n/k</td>
<td>Basic Need Programme</td>
<td>£894,000</td>
<td>n/k</td>
<td>3</td>
</tr>
</tbody>
</table>
**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 (September 2018) 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. This has been further updated with reference to the Integrated Care System future plans for Newham. 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 four ‘hubs’ within the borough (earmarked for Manor Park, Stratford, East Ham, and Beckton) and new facilities around the borough will also enable the:

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

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

The pharmaceutical service coverage in Newham is considered adequate. While no pharmacies in Custom House and Canning Town and Plaistow are currently open on Sundays, there is good access to pharmacies in neighbouring localities 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 Strategic Estates Plan (September 2018) sets out the groups’ plans for the period from 2018 to 2028; 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 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’s Joint Health and Wellbeing Strategy for Newham covers the period from 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 GP 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 2017 are used in the CCG Strategic Estates Strategy; GLA Round capped SHLAA based projections 2013 version in the PNA.
London Borough of Newham’s Housing Trajectory and Five Year Land Supply (2018).
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 and further changes may be required.
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.
The build and fit out of new premises at Pontoon Dock (2019/20) and Froud Centre (2021/22) serving 15k and 11k patients respectively.
At Newham University Hospital the New Rainbow Centre for inpatient and outpatient children and young peoples’ services, opened in February 2017.
The PNA 2018 identified no gaps in pharmacy service provision.
The council and NCCG agreed to a highly ambitious programme of pooled funding (£119m) over three years for the implementation of the Joint Health and Wellbeing Strategy for Newham (2017-22), through the Better Care Fund.
Bow County Court has been acquired by The Redeemed Evangelical Mission who wish to deliver a faith use on the site. Negotiations are ongoing as to how this may be delivered alongside the required healthcare facility.

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 IDP.

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):
   o S27: Queens Market
Non-strategic site allocations (for expansion, reconfiguration, possible inclusion of residential) are as follows:
   o CF01: Tollgate Medical Centre

3 N.B. A number of additional site allocations include provision for community facilities which may include health care should adequate need be demonstrated.
- 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:
  - Hartley Avenue
  - Hallsville Centre
  - Boleyn Medical Practice
  - Albert Road Surgery – King George
  - Greenhills Site
  - Vicarage Lane
  - Abbey Road Medical Centre
  - Market Street Health Centre
  - Star Lane Medical Centre

*Main Sources:*
NCCG (September 2018), Estate Strategy Update
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 (2018), Pharmaceutical Needs Assessment
LBN Cabinet July 2017, Newham Health Care Estates Joint Venture
LBN Cabinet November 2017, Newham Health Care Estates Joint Venture

<table>
<thead>
<tr>
<th>Project</th>
<th>Location / GP Cluster</th>
<th>Description</th>
<th>Timing</th>
<th>Lead &amp; Delivery Partners/ Stakeholders</th>
<th>Expected Cost</th>
<th>Funding Source(s)</th>
<th>Funding Available</th>
<th>Funding Gap</th>
<th>Priority</th>
</tr>
</thead>
</table>

59
<table>
<thead>
<tr>
<th>Project</th>
<th>Location / GP Cluster</th>
<th>Description</th>
<th>Timing</th>
<th>Lead &amp; Delivery Partners/ Stakeholders</th>
<th>Expected Cost</th>
<th>Funding Source(s)</th>
<th>Funding Available</th>
<th>Funding Gap</th>
<th>Priority: 1 - Critical 2 - Essential 3 - Important</th>
</tr>
</thead>
<tbody>
<tr>
<td>Star Lane Medical Centre</td>
<td>Canning Town/ South 1</td>
<td>Redesign and enlarge the current GP primary care facilities, providing an additional 5 consulting rooms and improving the clinical accommodation in 6 other consulting/treatment rooms. The main reception area would be improved for better patient access. Merger of Cumberland Avenue practice.</td>
<td>2020/21</td>
<td>NCCG / Star Lane GP practice</td>
<td>Cca £1,191,600</td>
<td>GP practice, NHS</td>
<td>n/k</td>
<td>n/k</td>
<td>2</td>
</tr>
<tr>
<td>Lord Lister</td>
<td>Forest Gate/ North West 2</td>
<td>New build on the existing site or within the locality, to provide for the existing population of c20k patients. Merger with Dr SKS Swedan, Dr N Driver &amp; Partners, Sr PI Abiola and Upton Lane GP practices. The current premises are in need of significant maintenance and redesign to meet the requirements of CQC estates. To include 60 key worker housing units.</td>
<td>2021/22</td>
<td>NCCG / NHSPS, GP practice</td>
<td>n/k</td>
<td>LBN (S106s), HCSN Estates and Technology Transformation Fund (ETTF)</td>
<td>n/k</td>
<td>n/k</td>
<td>2</td>
</tr>
<tr>
<td>King George Health Centre</td>
<td>Royal Docks/ South 2</td>
<td>New build on the existing site at Albert Road or a new site within the regeneration area in the east of Royal Docks ward, to provide for the existing and new population (c10k patients). The current premises are in need of significant maintenance and redesign to meet the requirements of CQC estates. The facility will link to the other services in Ponto Dock Health Centre. To include 30 Key worker housing units.</td>
<td>2022/23</td>
<td>NCCG / NHSPS</td>
<td>n/k</td>
<td>LBN (S106s), HCSN Estates and Technology Transformation Fund (ETTF)</td>
<td>n/k</td>
<td>n/k</td>
<td>2</td>
</tr>
<tr>
<td>Hartley Avenue Health Centre</td>
<td>East Ham/ Central 1</td>
<td>A new health centre (c20k patients) to meet the needs of the existing population of East Ham. This will enable the potential relocation of 2 existing GP</td>
<td>2022/23</td>
<td>NCCG / LBN, developer</td>
<td>n/k</td>
<td>LBN (S106s), HCSN</td>
<td>n/k</td>
<td>n/k</td>
<td>2</td>
</tr>
<tr>
<td>Project</td>
<td>Location / GP Cluster</td>
<td>Description</td>
<td>Timing</td>
<td>Lead &amp; Delivery Partners/ Stakeholders</td>
<td>Expected Cost</td>
<td>Funding Source(s)</td>
<td>Funding Available</td>
<td>Funding Gap</td>
<td>Priority:</td>
</tr>
<tr>
<td>-------------------------</td>
<td>------------------------</td>
<td>-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
<td>-----------</td>
<td>----------------------------------------</td>
<td>---------------</td>
<td>----------------------------------------------------------------------------------</td>
<td>------------------</td>
<td>-------------</td>
<td>----------</td>
</tr>
<tr>
<td>New Balaam Street</td>
<td>Plaistow/ Centrel 2</td>
<td>Practice’s from St Bartholomew’s Health Centre and E12 Health Centre into the modern facilities, to meet the requirements of CQC and offer shared facilities.</td>
<td></td>
<td>NCCG / LBN, NHSPS, ELFT</td>
<td>n/k</td>
<td>Estates and Technology Transformation Fund (ETTF)</td>
<td>n/k</td>
<td></td>
<td>2</td>
</tr>
<tr>
<td>Hallsville Centre</td>
<td>Canning Town/ South 2</td>
<td>A new health centre (c20k patient) to meet the needs existing and new population of central Newham. This will enable the relocation of existing Balaam Street practice into the modern facilities, to meet the requirements of CQC and offer shared facilities. To include 41 key worker housing units.</td>
<td>2024/25</td>
<td>NCCG / landowner</td>
<td>Cca £7,300,000</td>
<td>LBN (S106s) HCSN Estates and Technology Transformation Fund (ETTF)</td>
<td>£4,000,000 (S106)</td>
<td>n/k</td>
<td>2</td>
</tr>
<tr>
<td>Tolgate Medical Centre</td>
<td>Beckton/ South 2</td>
<td>A new health hub (c24k patients) in the Cannig Town town centre to meet the needs of existing and new population. Relocation of Dr Riaz and Partners and Lantern Health practices (St Luke’s site)</td>
<td>2024/25</td>
<td>NCCG / GP practice</td>
<td>n/k</td>
<td>LBN (S106s) HCSN Estates and Technology Transformation Fund (ETTF)</td>
<td>n/k</td>
<td>n/k</td>
<td>2</td>
</tr>
<tr>
<td>Queens Market Health</td>
<td>Green Street/ Central</td>
<td>The Tollgate GP practice are seeking to acquire a new site adjacent to their current premises in Beckton and build a new health and social care centre (c17k patients), along with a major community centre and 17 key worker housing units.</td>
<td>2026/27</td>
<td>NCCG / GP practice, LBN</td>
<td>n/k</td>
<td>LBN (S106) GP sorced funds</td>
<td>n/k</td>
<td>n/k</td>
<td>2</td>
</tr>
<tr>
<td>Project</td>
<td>Location / GP Cluster</td>
<td>Description</td>
<td>Timing</td>
<td>Lead &amp; Delivery Partners/Stakeholders</td>
<td>Expected Cost</td>
<td>Funding Source(s)</td>
<td>Funding Available</td>
<td>Funding Gap</td>
<td>Priority:</td>
</tr>
<tr>
<td>--------------------------</td>
<td>------------------------</td>
<td>-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
<td>----------</td>
<td>---------------------------------------</td>
<td>---------------</td>
<td>----------------------------------------------------------------------------------</td>
<td>-------------------</td>
<td>------------</td>
<td>----------</td>
</tr>
<tr>
<td>Custom House Surgery</td>
<td>Custom House / South 2</td>
<td>A new build (c24k patients) to meet the needs existing and new population of Custom House and Prince Regent areas. Relocating 2 existing GP practices (Custom House and Prince Regent Lane)</td>
<td>2026/27</td>
<td>NCCG / GP practice, LBN</td>
<td>n/k</td>
<td>LBN (S106)/developer Estates and Technology Transformation Fund (ETTF) fit out</td>
<td>n/k</td>
<td>n/k</td>
<td>2</td>
</tr>
<tr>
<td>Bow Court</td>
<td>Stratford/ North West 1</td>
<td>A new build (c35k patients) to meet the needs of the existing and new population of Stratford. This will enable the relocation of existing GP Practices (Stratford Health Centre, Stratford Village Practice, West Ham Lane Health Centre and 29 Romford Road) into a single modern premises, to meet the requirements of CQC and offer shared facilities. To include key worker residential units.</td>
<td>2027/28</td>
<td>NCCG / NHSPS, developer, GP practice</td>
<td>n/k</td>
<td>LBN (S106s) Estates and Technology Transformation Fund (ETTF)</td>
<td>n/k</td>
<td>n/k</td>
<td>2</td>
</tr>
</tbody>
</table>
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/multiple-needs and a history of rough sleeping.
  - Need for short stay spaces while transitioning from hospital to home.
  - Need for short stay spaces for people with No Recourse to Public Funds while their immigration status is being investigated.
  - 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 (see Healthcare section above).
- 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.
- Work with existing and new supported accommodation providers to develop their capacity to accommodate rough sleepers and others with complex needs.

**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 and NCCG (2017), *Joint Strategic Needs Assessment 2017-19*
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 and as part of Plaistow North strategic site. 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 change.

Where are we now?
- Investment has been agreed in the 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 (Strategic Site S14: Canning Town Central) and the refurbishment of East Ham town hall is now complete.
- A planning application to redevelop the Upton and One Love Community Centre has been submitted, and Council Capital funds have been approved to fund the scheme if approved.
- The Rainbow Centre has been decommissioned and since demolished.
- Development of Valletta Grove Community Centre has been approved in September 2018 as part of a mixed-use application on Strategic Site S29.
- There are no published strategies associated with community centres or libraries. However, there is ongoing engagement with the related Council team ensuring any emerging strategies fit with the wider spatial strategy.

What are the next steps?
- Continued engagement 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.
- Strategic Sites (with proposals to include community centre facilities):
  - S29: North Plaistow (Valletta Grove site)
- Non-strategic Site allocations (for expansion, reconfiguration, possible inclusion of residential) are as follows:
  - CF23: Rainbow Centre
  - CF24: The Upton and One Love Community Centres

---

- CF25: Manor Park Community Centre
- CF26: Katherine Road Community Centre
- CF27: Barking Road Community Centre

- Sites not allocated but with the potential for alteration within the plan period (and without funding confirmed) are as follows:
  - New Boleyn/ Green Street Library
  - Beckton Community Centre
  - Plaistow Library

*Main Sources:*

<table>
<thead>
<tr>
<th>Project</th>
<th>Location</th>
<th>Description</th>
<th>Timing</th>
<th>Lead &amp; Delivery Partners/ Stakeholders</th>
<th>Expected Cost</th>
<th>Funding Source(s)</th>
<th>Funding Available</th>
<th>Funding Gap</th>
<th>Priority: 1 - Critical 2 - Essential 3 - Important</th>
</tr>
</thead>
<tbody>
<tr>
<td>Community Neighbourhood Programme</td>
<td>Borough-wide</td>
<td>Refurbishments of existing Council-owned stock of libraries and community facilities.</td>
<td>2018 to 2022</td>
<td>LBN</td>
<td>n/k</td>
<td>Capital Programme</td>
<td>£750,000</td>
<td>n/k</td>
<td>2</td>
</tr>
<tr>
<td>Beckton Community Centre</td>
<td>Beckton</td>
<td>Refurbishment.</td>
<td>2019/20</td>
<td>LBN</td>
<td>n/k</td>
<td>S106 contributions</td>
<td>£988,430</td>
<td>n/k</td>
<td>2</td>
</tr>
<tr>
<td>North Woolwich Library</td>
<td>Royal Docks</td>
<td>Renovation and expansion.</td>
<td>2019</td>
<td>LBN</td>
<td>n/k</td>
<td>S106 contributions</td>
<td>£702,000</td>
<td>n/k</td>
<td>2</td>
</tr>
<tr>
<td>Valetta Grove</td>
<td>Plaistow</td>
<td>New-build.</td>
<td>2021</td>
<td>LBN/ developer</td>
<td>£2.5m (fit out; developer supplies shell)</td>
<td>Capital Programme</td>
<td>n/k</td>
<td>n/k</td>
<td>2</td>
</tr>
<tr>
<td>New Boleyn/Green Street Library</td>
<td>Green Street</td>
<td>New-build.</td>
<td>2022</td>
<td>LBN/ developer</td>
<td>£2.3m (fit out; developer provides shell)</td>
<td>Capital Programme</td>
<td>£308,000</td>
<td>n/k</td>
<td>2</td>
</tr>
</tbody>
</table>
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 Strategy 2019-2029 (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:

- At least one 4G multi-sport turf pitch.
- Four new Multi Use Games Areas (MUGAs) and 4G surfacing of one per existing neighbourhood area.
- Ensuring adequate provision of grassed areas for informal play.
- Improvement or replacement of existing artificial grass rugby pitch (at Memorial Park) subject to assessment of existing provision.
- Rationalisation of pitch provision, focussing limited resources on fewer, better facilities (to include associated recreation facilities such as changing/shower rooms, social and coaching spaces).
- Formal play provision
- Reactivation and repurposing of existing buildings associated with the borough’s parks and open spaces.
- Whole site refurbishment.
- New artificial grass hockey pitch.

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.

The borough has significant blue space infrastructure. Waterways form an integral part of Newham, incorporating the river Thames, Lea and Roding as well as the Royal Docks. The Blue Ribbon Network (BRN) provides a variety of roles, including for community and recreational activities. The Port of London Authority have published their ‘Thames 2035: the Vision for the tidal Thames’ in 2015 which supports further utilisation of the Thames for sports, recreation, community and cultural activities. Canal River Trust manages the non-tidal River Lea pathways and locks. New development should utilise the borough’s waterways for active water-based leisure and for informal waterside recreation and access.

Where?
Borough-wide.

When?
LBN Parks Investment and Activation Strategy will cover the period 2019-2029.

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 and waterways can help to improve health and wellbeing, social interaction, the environment, and the local economy (City of London, 2013; NLGN, 2015; Canal and River Trust Waterways and Wellbeing Strategy, 2017; Canal and River Turst Annual Report, 2018), 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 Newham’s Playing Pitch Strategy (2017). 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 by making our existing parks work harder, without solely 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.
- Levels of formal engagement with parks is low. There are no ‘friends of’ groups related to parks in Newham. The work with the borough’s eight Citizens’ Assemblies is hoping to address this, through the production of Community Plans.
- Existing local plan policy protects and seeks to enhance and improve the accessibility of both existing open space and the blue ribbon network, and seeks to ensure that new developments meet their needs for parks and open space infrastructure.
- Masterplanning underway on most Strategic Sites includes new open space provision, as well as better connections with existing parks and, where relevant, access to and enjoyment of watercourses; quantums for open space are driven by the GLA playspace SPG.

What are the next steps?
- Local Plan identifies playgrounds as community infrastructure and important part of healthy urban spaces.
- For assets managed by LBN, an Investment & Activation Strategy is to be agreed late 2019.
- 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, parks and waterways 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 Strategy
PLA (2015), *Thames 2035: the Vision for the tidal Thames*

<table>
<thead>
<tr>
<th>Project</th>
<th>Location</th>
<th>Description</th>
<th>Timing</th>
<th>Lead &amp; Delivery Partners/Stakeholders</th>
<th>Expected Cost</th>
<th>Funding Source(s)</th>
<th>Funding Available</th>
<th>Funding Gap</th>
<th>Priority</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stratford Park</td>
<td>Stratford</td>
<td>Whole site refurbishment</td>
<td>2018 - 2027</td>
<td>LBN</td>
<td>£1,454,000</td>
<td>LBN / S106</td>
<td>n/k</td>
<td>n/k</td>
<td>2</td>
</tr>
<tr>
<td>Little Ilford Park</td>
<td>Manor Park</td>
<td>Whole site refurbishment</td>
<td>2018 - 2027</td>
<td>LBN</td>
<td>£2,125,000</td>
<td>LBN / S106</td>
<td>n/k</td>
<td>n/k</td>
<td>2</td>
</tr>
<tr>
<td>Plaistow Park</td>
<td>Plaistow</td>
<td>Whole site refurbishment</td>
<td>2018 - 2027</td>
<td>LBN</td>
<td>£1,883,000</td>
<td>LBN / S106</td>
<td>n/k</td>
<td>n/k</td>
<td>2</td>
</tr>
<tr>
<td>Beckton District Park North</td>
<td>Beckton</td>
<td>Whole site refurbishment</td>
<td>2018 - 2027</td>
<td>LBN</td>
<td>£3,131,000</td>
<td>LBN / S106</td>
<td>£900,000</td>
<td>£2.231m</td>
<td>2</td>
</tr>
<tr>
<td>Hermit Road Recreation Ground</td>
<td>Canning Town and Custom House</td>
<td>Whole site refurbishment</td>
<td>2018 - 2027</td>
<td>LBN</td>
<td>£1,736,000</td>
<td>LBN / S106</td>
<td>n/k</td>
<td>n/k</td>
<td>2</td>
</tr>
<tr>
<td>Barking Road Recreation Ground</td>
<td>East Ham</td>
<td>Play area refurbishment</td>
<td>2018 - 2027</td>
<td>LBN</td>
<td>£250k</td>
<td>LBN / S106</td>
<td>n/k</td>
<td>n/k</td>
<td>2</td>
</tr>
<tr>
<td>Beckton District Park South</td>
<td>Beckton</td>
<td>Play area refurbishment</td>
<td>2018 - 2027</td>
<td>LBN</td>
<td>£500k</td>
<td>LBN / S106</td>
<td>n/k</td>
<td>n/k</td>
<td>2</td>
</tr>
<tr>
<td>Central Park</td>
<td>East Ham</td>
<td>Play area refurbishment</td>
<td>2018 - 2027</td>
<td>LBN</td>
<td>£750k</td>
<td>LBN / S106</td>
<td>n/k</td>
<td>n/k</td>
<td>2</td>
</tr>
<tr>
<td>Cundy Park</td>
<td>Canning Town and Custom House</td>
<td>Play area refurbishment</td>
<td>2018 - 2027</td>
<td>LBN</td>
<td>£250k</td>
<td>LBN / S106</td>
<td>n/k</td>
<td>n/k</td>
<td>2</td>
</tr>
<tr>
<td>King George V Park</td>
<td>Canning Town and Custom House</td>
<td>Play area refurbishment</td>
<td>2018 - 2027</td>
<td>LBN</td>
<td>£250k</td>
<td>LBN / S106</td>
<td>n/k</td>
<td>n/k</td>
<td>2</td>
</tr>
<tr>
<td>Lyle Park</td>
<td>Royal Docks</td>
<td>Play area refurbishment</td>
<td>2018-</td>
<td>LBN</td>
<td>£250k</td>
<td>LBN / S106</td>
<td>n/k</td>
<td>n/k</td>
<td>2</td>
</tr>
<tr>
<td>Project</td>
<td>Location</td>
<td>Description</td>
<td>Timing</td>
<td>Lead &amp; Delivery Partners/Stakeholders</td>
<td>Expected Cost</td>
<td>Funding Source(s)</td>
<td>Funding Available</td>
<td>Funding Gap</td>
<td>Priority:</td>
</tr>
<tr>
<td>-------------------------</td>
<td>--------------------</td>
<td>-------------------------------</td>
<td>------------</td>
<td>--------------------------------------</td>
<td>---------------</td>
<td>-------------------</td>
<td>------------------</td>
<td>-------------</td>
<td>-----------</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1 - Critical</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>2</td>
</tr>
<tr>
<td>Priory Park</td>
<td>Green Street</td>
<td>Play area refurbishment</td>
<td>2018-2027</td>
<td>LBN</td>
<td>£300k</td>
<td>LBN / S106</td>
<td>n/k</td>
<td>n/k</td>
<td>2</td>
</tr>
<tr>
<td>Hathaway Green</td>
<td>East Ham</td>
<td>Play area refurbishment</td>
<td>2018-2027</td>
<td>LBN</td>
<td>£200k</td>
<td>LBN / S106</td>
<td>n/k</td>
<td>n/k</td>
<td>2</td>
</tr>
<tr>
<td>May Green</td>
<td></td>
<td>Play area refurbishment</td>
<td>2018-2027</td>
<td>LBN</td>
<td>£200k</td>
<td>LBN / S106</td>
<td>n/k</td>
<td>n/k</td>
<td>2</td>
</tr>
<tr>
<td>Barrington Playing Fields</td>
<td>Manor Park</td>
<td>Outdoor Sports Hubs</td>
<td>2018-2027</td>
<td>LBN</td>
<td>£1.5m</td>
<td>LBN / S106</td>
<td>n/k</td>
<td>n/k</td>
<td>2</td>
</tr>
<tr>
<td>Little Ilford Park</td>
<td>Manor Park</td>
<td>Outdoor Sports Hubs</td>
<td>2018-2027</td>
<td>LBN</td>
<td>£500k</td>
<td>LBN / S106</td>
<td>n/k</td>
<td>n/k</td>
<td>2</td>
</tr>
<tr>
<td>Beckton District Park South</td>
<td>Beckton</td>
<td>Outdoor Sports Hubs</td>
<td>2018-2027</td>
<td>LBN</td>
<td>n/k</td>
<td>LBN / S106</td>
<td>n/k</td>
<td>n/k</td>
<td>2</td>
</tr>
<tr>
<td>New Beckton Park</td>
<td>Beckton</td>
<td>Outdoor Sports Hubs</td>
<td>2018-2027</td>
<td>LBN</td>
<td>n/k</td>
<td>LBN / S106</td>
<td>n/k</td>
<td>n/k</td>
<td>2</td>
</tr>
<tr>
<td>Flanders Playing Fields</td>
<td>East Ham</td>
<td>Outdoor Sports Hubs</td>
<td>2018-2027</td>
<td>LBN</td>
<td>£665k</td>
<td>LBN / S106</td>
<td>n/k</td>
<td>n/k</td>
<td>2</td>
</tr>
<tr>
<td>Memorial Recreation Ground</td>
<td>Plaistow</td>
<td>Outdoor Sports Hubs</td>
<td>2018-2027</td>
<td>LBN</td>
<td>£870k</td>
<td>LBN / S106</td>
<td>n/k</td>
<td>n/k</td>
<td>2</td>
</tr>
<tr>
<td>Allotments (all sites)</td>
<td>Borough Wide</td>
<td>Allotment improvements</td>
<td>2018-2027</td>
<td>LBN</td>
<td>£400k</td>
<td>LBN / S106</td>
<td>n/k</td>
<td>n/k</td>
<td>2</td>
</tr>
<tr>
<td>Infrastructure</td>
<td>Borough Wide</td>
<td>Infrastructure – Essential Building works, new signage, fencing and boundaries, paths and surfacing</td>
<td>2018-2027</td>
<td>LBN</td>
<td>£5.15m</td>
<td>LBN / S106</td>
<td>n/k</td>
<td>n/k</td>
<td>2</td>
</tr>
</tbody>
</table>
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 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.

The Council is an important provider of leisure in the borough from a number of locations. The existing management model for built sports facilities in LB Newham is a combination of Active Newham, the University of East London, various education organisations and a small number of private operators.

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?

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.
- A Leisure and Sport Strategy will be developed in 2019, informed by the 2017 Strategic Leisure Facilities Needs Assessment.
- Consideration of the future of Balaam and Newham Leisure centres is on-going, 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, a site which is currently not operational, 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 Strategy (Nov 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 Strategy forms 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?
- Public Access 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. Buildings will be vacated having regard to the terms of leasehold agreements.
- Beckton District Centre location is to be converted to a DWO hub. Engagement with LNB and other service providers to identify other possible suitable locations for the DWO hubs for every ward in Newham.

Spatial Implications
New locations may be needed, perhaps co-located with other uses, and some sites/part sites will be released to other community uses or redevelopment.

Main Sources:
MOPAC (2013), Policing & Public Access in London
MOPAC/MPS (2017), Public Access Strategy
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?

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:**
LFB (2017), London Safety Plan
LFEPA (2016), Efficiency Plan 2016 to 2020
LFEPA, London Fire Brigade Incident Records
<table>
<thead>
<tr>
<th>Project</th>
<th>Location</th>
<th>Description</th>
<th>Timing</th>
<th>Lead &amp; Delivery Partners/ Stakeholders</th>
<th>Expected Cost</th>
<th>Funding Source(s)</th>
<th>Funding Available</th>
<th>Funding Gap</th>
<th>Priority:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stratford Fire Station</td>
<td>Stratford and West Ham</td>
<td>Maintenance and upgrade works</td>
<td>2020/21</td>
<td>LFEPA/GLA</td>
<td>£700,000</td>
<td>GLA Capital Programme</td>
<td>n/k</td>
<td>n/k</td>
<td>2</td>
</tr>
<tr>
<td>East Ham Fire Station</td>
<td>East ham</td>
<td>Upgrade Works</td>
<td>2020/21</td>
<td>LFEPA/GLA</td>
<td>£450,000</td>
<td>GLA Capital Programme</td>
<td>n/k</td>
<td>n/k</td>
<td>2</td>
</tr>
</tbody>
</table>
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. Infrastructure planning also covers the fleet.

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

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. ‘A world class ambulance service for a world class city ’ Strategy covers the years 2018/19 to 2022/23.

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 (2011), Estates Strategy
LAS (2016), Our Quality Improvement Plan: Moving Forward Together
LAS (2017), Clinical Strategy 2016 -2021
LAS (2018), A world-class ambulance service for a world-class city Strategy 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.

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.
- 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.
- Release of Bow County Court for other community infrastructure needs (allocated for healthcare within the Local Plan).

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
# Appendix 1: List of Acronyms

<table>
<thead>
<tr>
<th>Acronym</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>A&amp;E</td>
<td>Accident &amp; Emergency</td>
</tr>
<tr>
<td>AMP</td>
<td>Asset Management Programme</td>
</tr>
<tr>
<td>BSA</td>
<td>Bus Stop Accessibility programme</td>
</tr>
<tr>
<td>BT</td>
<td>British Telecom</td>
</tr>
<tr>
<td>CHP</td>
<td>Combined Heat and Power plant</td>
</tr>
<tr>
<td>CQC</td>
<td>Care Quality Commission</td>
</tr>
<tr>
<td>DCMS</td>
<td>Department for Culture, Media and Support</td>
</tr>
<tr>
<td>DEEP</td>
<td>Decentralised Energy Enabling Project</td>
</tr>
<tr>
<td>DfE</td>
<td>Department for Education</td>
</tr>
<tr>
<td>DLR</td>
<td>Docklands Light Rail</td>
</tr>
<tr>
<td>EFA</td>
<td>Education Funding Agency</td>
</tr>
<tr>
<td>ELWA</td>
<td>East London Waste Authority</td>
</tr>
<tr>
<td>EZ</td>
<td>Enterprise Zone</td>
</tr>
<tr>
<td>GP</td>
<td>General Practitioner</td>
</tr>
<tr>
<td>GLA</td>
<td>Greater London Authority</td>
</tr>
<tr>
<td>HMCTS</td>
<td>Her Majesty’s Courts and Tribunals Service</td>
</tr>
<tr>
<td>IDM</td>
<td>Index of Multiple Deprivation</td>
</tr>
<tr>
<td>JSNA</td>
<td>Joint Strategic needs Assessment</td>
</tr>
<tr>
<td>JWP</td>
<td>Joint Waste Plan</td>
</tr>
<tr>
<td>LAS</td>
<td>London Ambulance Service</td>
</tr>
<tr>
<td>LBN</td>
<td>London Borough of Newham</td>
</tr>
<tr>
<td>LCACC</td>
<td>London City Airport Consultative Committee</td>
</tr>
<tr>
<td>LDO</td>
<td>Local Development Order</td>
</tr>
<tr>
<td>LFB</td>
<td>London Fire Brigade</td>
</tr>
<tr>
<td>LFEPA</td>
<td>London Fire and Emergency Planning Authority</td>
</tr>
<tr>
<td>LIP</td>
<td>Local Infrastructure Plan</td>
</tr>
<tr>
<td>LLDC</td>
<td>London Legacy Development Corporation</td>
</tr>
<tr>
<td>LRP</td>
<td>Lea River Park</td>
</tr>
<tr>
<td>LTGDC</td>
<td>London Thames Gateway Development Corporation</td>
</tr>
<tr>
<td>MTS</td>
<td>Mayor’s Transport Strategy</td>
</tr>
<tr>
<td>MoJ</td>
<td>Ministry of Justice</td>
</tr>
<tr>
<td>MOPAC</td>
<td>Mayor’s Office for Policing and Crime</td>
</tr>
<tr>
<td>MPS</td>
<td>Metropolitan Police Service</td>
</tr>
<tr>
<td>MSOA</td>
<td>Medium Super Output Area</td>
</tr>
<tr>
<td>MUGA</td>
<td>Multi Use Games Area</td>
</tr>
<tr>
<td>NCCG</td>
<td>Newham Clinical Commissioning Group</td>
</tr>
<tr>
<td>NHS</td>
<td>National Health Service</td>
</tr>
<tr>
<td>NHSE</td>
<td>National Health Service East</td>
</tr>
<tr>
<td>n/k</td>
<td>not known</td>
</tr>
<tr>
<td>NR</td>
<td>Network Rail</td>
</tr>
<tr>
<td>OPDES</td>
<td>Olympic Park District Energy Scheme</td>
</tr>
<tr>
<td>PHOF</td>
<td>Public Health Outcomes Framework</td>
</tr>
<tr>
<td>PLA</td>
<td>Port of London Authority</td>
</tr>
<tr>
<td>PNA</td>
<td>Pharmaceutical Needs Assessment</td>
</tr>
<tr>
<td>PTAL</td>
<td>Public Transport Accessibility Level</td>
</tr>
<tr>
<td>RfL</td>
<td>Rail for London</td>
</tr>
<tr>
<td>RSL</td>
<td>Registered Social Landlord</td>
</tr>
<tr>
<td>S106</td>
<td>Section 106 developer contributions</td>
</tr>
<tr>
<td>STEM</td>
<td>Science, Technology, Engineering and Mathematics</td>
</tr>
<tr>
<td>SUDS</td>
<td>Sustainable Urban Drainage Systems</td>
</tr>
<tr>
<td>TfL</td>
<td>Transport for London</td>
</tr>
<tr>
<td>TST</td>
<td>Transforming Services Together</td>
</tr>
<tr>
<td>TTT</td>
<td>Thames Tideway Tunnel</td>
</tr>
<tr>
<td>UKPN</td>
<td>UK Power Networks</td>
</tr>
<tr>
<td>ULEZ</td>
<td>Ultralow Emissions Zone</td>
</tr>
<tr>
<td>WRMP</td>
<td>Water Resources Management Plan</td>
</tr>
</tbody>
</table>
Page Intentionally Blank