1 Newham Greenway including its community orchard

2 Beckton sewage treatment works and desalination plant

3 Beckton Gas Works cylinders

4 Folkstone Road Allotments

5 Woolwich ferry crossing

6 Tate & Lyle sugar and syrup factory

7 Thames barrier

8 London City Airport

9 Emirates Royal Docks

10 The Crystal

11 Lee Valley Park

12 Queen Elizabeth Olympic Park, Velodrome

13 The Stratford, tallest building in the borough.

14 ExCeL London

15 Queen Elizabeth Olympic Park, Orbit

16 London Stadium

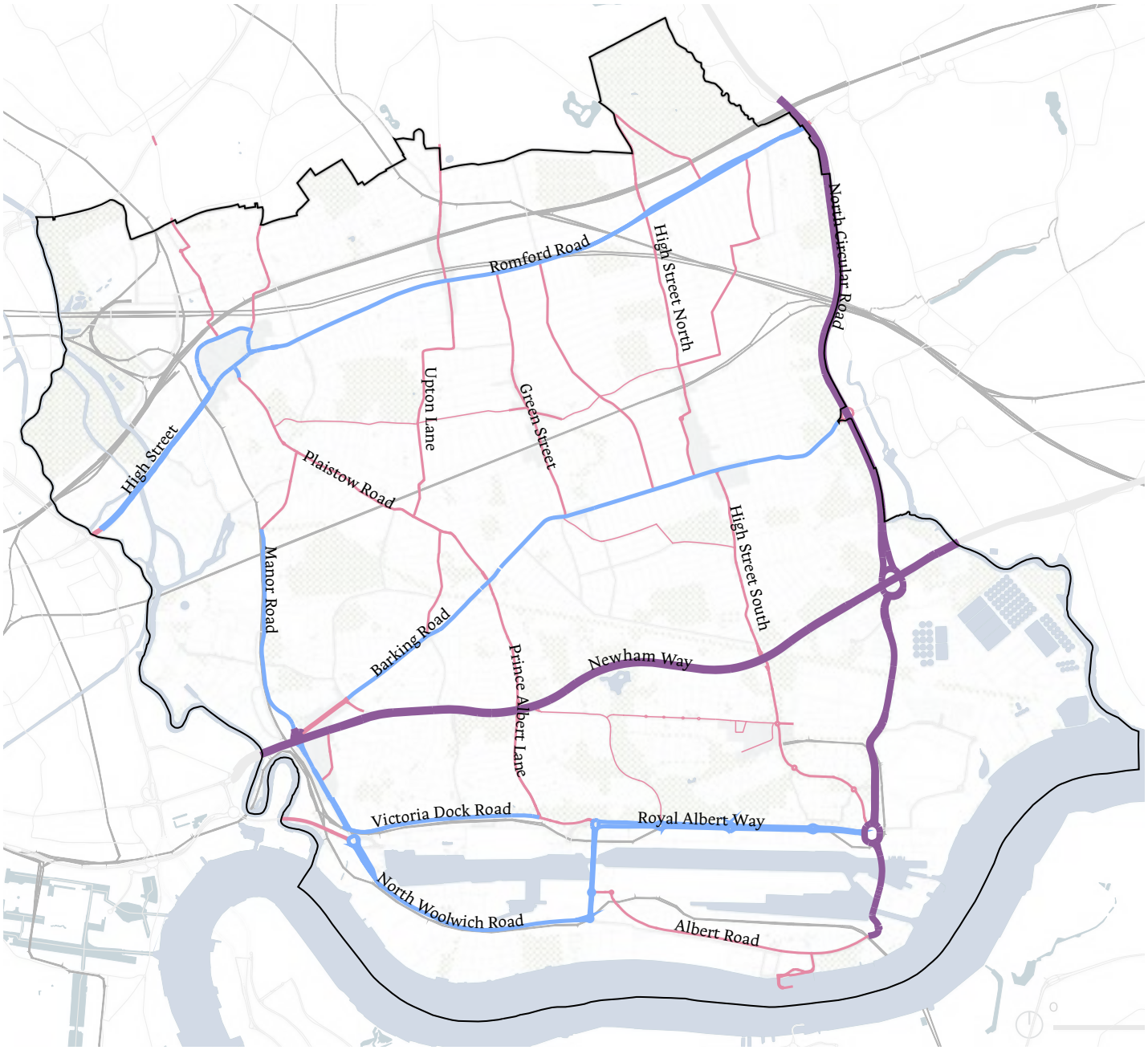
STREET HIERARCHY

Newham has a typical street hierarchy of highways (Transport for London-managed roads), arterial roads, local roads and residential roads. As expected, the majority of Town / Local centres are located along primary road networks, with the exception of Green Street. Uniquely the street network relies on a ferry service to continue across the Thames.

The local road network reveals the urban grain of the built environment across the borough. For example, the street network is much looser and wider within Gallions Reach and the Royal Docks as a reflection of the active and post industrial land uses here, with the network designed around vehicular access. In these areas, the network is less efficient in facilitating a connected public transport network which explains the lower PTAL scores.

Beckton's road network also stands out as being much tighter, but heavily fractured due to the presence of cul-de-sacs. This reduces permeability across the area and contributes to the low PTAL score. Street hierarchy is a strong structuring element in the borough and influences linear character along these streets but also perform as connectors or barriers between and across neighbourhoods.

Data sources: Newham's Draft Streetscape Design Guide



MAJOR ROUTES

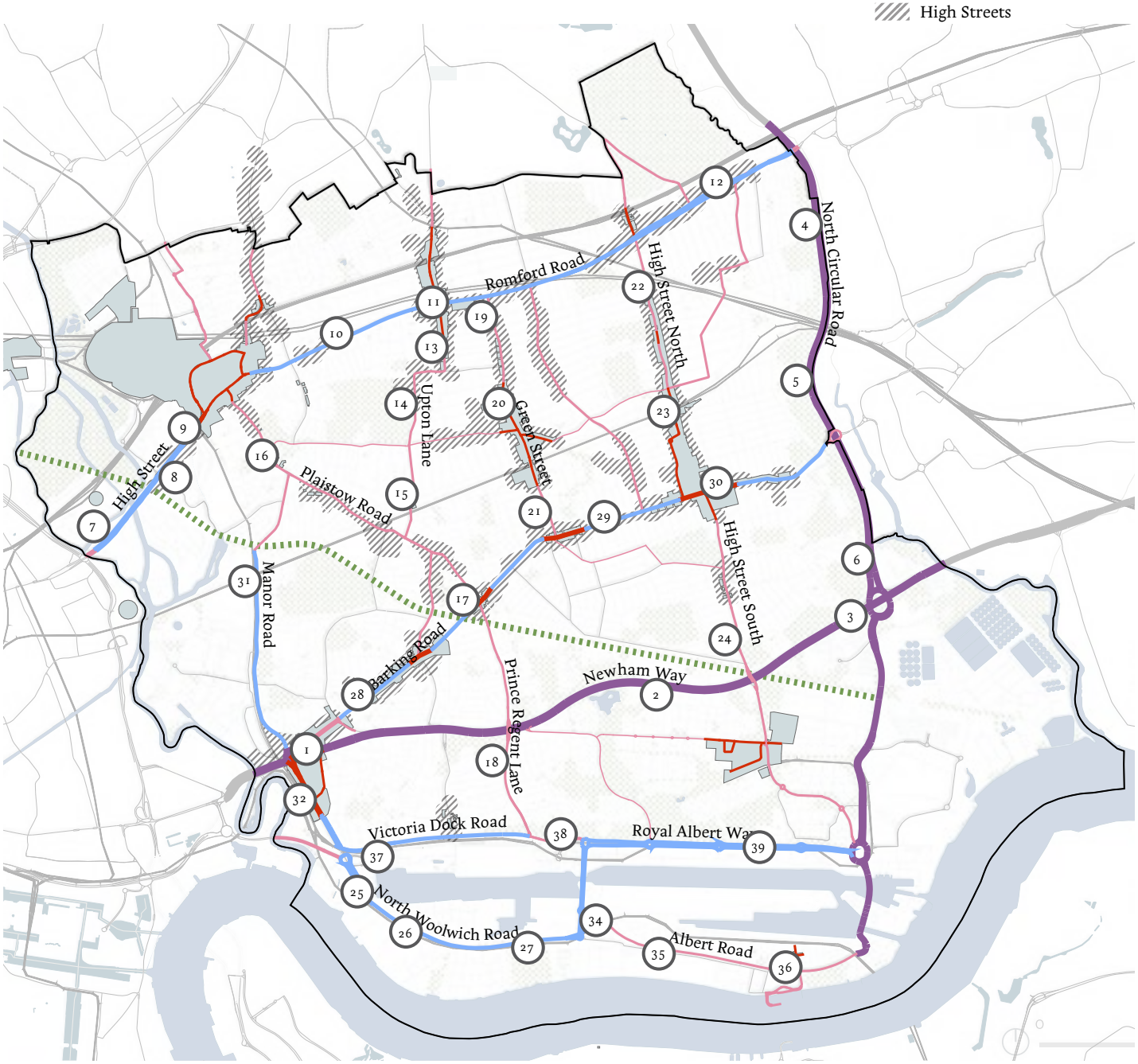
Newham has a comprehensive network of major routes across the borough. Some of these routes crossover two of the street hierarchy categories illustrated opposite. For example, Barking Way and Romford Road are arterial roads that change character along their length, no more so than when they transition into high streets character at certain portions.

These critical junctures are identified on the plan below as destination roads; reflecting their importance as part of a strategic movement network and destinations in their own right. The mix of uses, positive building frontage and more pedestrian-centric public realm allows these portions of the routes to transform into a place with a defined identity. In these locations, character should be reinforced through new development that fronts the street and provides a comfortable sense of enclosure. Public realm upgrades can also be appropriate, particularly where destination routes meet.

The following section will explore the characteristics of each major route in more detail. The major routes identified provide the strongest linear characters within the borough and by assessing each route we can understand where and how to improve character across the borough.

Data source: Newham's Draft Streetscape Design Guide; Newham Local Plan 2018

- Highway (TfL Road)
- Arterial Road
- Local Road
- Destination Road
- Residential Road
- Greenway
- Town and Local centre (Newham Local Plan 2018)
- High Streets



Highways (TfL Roads)

Newham Way

- Newham Way lies towards the south of the borough and serves as a highway connection to the broader London metro. The road enters the borough at Canning Town and exits at Gallions Reach.
- It is a 6 lane, bi-directional road with vehicular and cycle access. Although footpaths exist along most of the road, they provide poor quality pedestrian experience and limited pedestrian crossings.
- The road has limited north-south crossing and acts a barrier to local movement, which separates the borough into 'the north and 'the south' according to public perception.
- The road has multiple characters along its length. At Canning Town the road is flanked by tall buildings on either side. Towards the centre between Beckton and East Ham the road is flanked either by tall office buildings or highway barriers and planting acting as a buffer between the road and housing. As the road exits the borough at Gallions Reach it is flanked by grass berms, some industrial buildings and overhead pylons.

North Circular Road

- The North Circular Road runs along the eastern edge of the borough boundary entering at Little Ilford and connecting underneath the River Thames at the Royal Docks. It is a 25.7-mile-long ring road around Central London and connects the borough to the broader metropolitan area, connecting various suburbs and other trunk roads in the region and bypasses the city centre.
- It is a 4 lane, bi-directional route with limited pedestrian or cycling crossing or accessibility. It prevents local movement from Newham towards Barking and Dagenham,
- The road is mainly tree planted road edges with a wide offset between it and the residential areas to the west.
- Industrial development has emerged along the southern end of the road as a result of its broader regional connectivity.

Arterial Roads

Victoria Dock Road - Royal Albert Way

- Victoria Dock Road and Albert Way connects east-west across the northern edge of the Royal Docks and connects the borough to the broader London metro area by connecting to the North Circular Road to the east and towards the Lower Lea Crossing towards Tower Hamlets. It is the primary access route for the northern length of the Royal Docks.
- The road, split in two parts at Connaught Bridge, is a major bi-directions route interfacing industrial use to the south at the Royal Docks and residential use to the north at Beckton and Canning Town. There is little pedestrian or cycling connectivity across its length, with narrow pavement.
- The road runs parallel to the Elizabeth line to the south, further limiting north-south movement.
- The road is flanked on either side either by buildings that are set back, with their access on side roads, tree planting or highway barriers and fences.

North Woolwich Road

- North Woolwich Road is the primary vehicular movement route from the south western quarter of the Royal Docks. It connects the area to the rest of the borough and across to Tower Hamlets to the west.
- The road is used at a local scale for vehicles and pedestrians accessing stations along the road. It has a dedicated, bi-directional cycle lane running underneath the elevated railway line which forms part of London's cycle superhighways, connecting towards Tower Hamlets and Tower Gateway along a segregated and grade separated lane.
- There are a range of built characters along the length of the road including a mix of low-rise residential, medium-high density new neighbourhoods, industrial uses and vacant land.

High Streets

Barking Road

- Barking Road is an arterial route connecting Canning Town to East Ham and onto the North Circular Road. It is one of the defining arteries of the borough as it serves the purpose of being a significant movement corridor that also supports a multiple of uses.
- It supports vehicular and pedestrian bi-directional movement. At the western end of the road where the roadway is more generous, vehicular are utilising lanes a haphazard parking and delivery areas, in the absence of formalised parking or delivery zones.
- Wide retail and commercial area to the west, comprising of a mixed of historical and contemporary tall buildings. Transitions to a domestic scale high street of 2-3 storeys to the east.
- The road narrows from a 4 lanes to 2-3 lanes, including a bus lane towards the east.
- Commercial and retail areas are mixed with residential terraced housing along its length in separate parts.

Romford Road

- Romford Road is an arterial route connecting Stratford to Little Ilford along an historic route that is a defining movement corridor across the borough with a multitude of high street uses along its length. It is a 2-3 lane street with wide pavements on either side.
- It is a local scale shopping street with 2-3 storey historical terraced housing along its length.
- The character of the street changing from mixed-use high street to a residential area multiple times along its length. This change is by a change in the ground floor condition.
- Some buildings are set back, allowing the enlarged pavement space to be utilised haphazardly for parking within the retail and residential areas.

Upton Lane

- Upton Lane is a local road with high street shopping areas along its length. It provide a local offer of independent retail stores on the ground floor of 2-3 storey historic terraced buildings.
- The character of the street changes from mixed-use high street to a residential area multiple times along its length. This change is by a change in the ground floor condition from retail to residential, with the rest of the form of the buildings remaining constant.
- The road is of a domestic scale with 2 lanes each way of driving and parking with pavements on either side.
- Some buildings are set back, allowing the enlarged pavement space to be utilised haphazardly for parking within the retail and residential areas.

Plaistow Road

- Plaistow Road is a local road with high street shopping areas along its length. It is 2 lane road with some dedicated on street parking and pavements on either side.
- It provides local scale shopping street with 2-3 storey historical terraced buildings along its length with an independent retail offer on the ground floor and residential flats above.
- The high street condition only exits in certain portions of the roads. It is one of the main local roads that connects Plaistow to the Stratford shopping area to the north and to the Royal Docks to the south.

16 © Google street view


17 © Google street view


18 © Google street view

Green Street

- Green Street is a local scale shopping street with 2-4 storey historic terraced buildings along its length. It is a narrow 2 lane street with pavements on either side which widens in retail areas and narrows in residential parts.
- The high street runs through a vibrant local centre at the intersection of Plashet Road and Plashet Grove. Each of these streets have a portion of high street retail function closest to Green Street. The East Shopping Centre which caters to a mix of east Asian focused niche retail, as does large parts of the high street.
- The character of the street changes from mixed-use high street to a residential area multiple times along its length. This change is by a change in the ground floor condition.

High Street North – High Street South

- High Street North and High Street South are local scale shopping streets with 2-4 storey historic terraced buildings along its length.
- The high street passes through a local centre along High Street North and at the intersection of Barking Road.
- The northern part of the road passes through largely residential areas with wide pavements for pedestrian movement. It has a bi-directional vehicular roadway with one lane of parking.
- The central part of the road and the high street passes through the local centre has a mixed us retail character. The road has been narrowed significantly to provide a one way bus route, with private vehicles reroutes along Ron Leighton way to provide a pedestrian and cycle friendly portion of the high street.
- High Street South is largely a residential focussed road with bi-directional vehicular movement and a painted island in the centre where the road becomes wide.
- The road is flanked by residential buildings and social amenities such as schools and some grocery stores, all of which are set back with a parking lot or front garden directly interfacing the street.

High Street

- 4 lane, bi-directional arterial route with some pedestrian and cycling crossing but with limited accessibility.
- The route transitions from an arterial character, to a downtown streetscape flanked by larger commercial and some historical buildings forming an eclectic mix of building from various ages.
- The road is wide with a central meridian along the majority of the route and a painted, segregated cycle lane on either side.
- Wide pavements contribute to the courser grain of the streetscape.
- There is a general lack of greenery and street trees and the public realm is characterised predominantly by hard surfaces. However, the central meridian in sections has been planted which provides a good precedent for the integration of landscape features and SUDs along other sections of the route.

The Greenway

- The Greenway is raised above the streets and was built on an embankment in the 1990's and provides a dedicated walking, cycling and wildlife corridor through the borough.
- The western end of the path is at Wick Lane in the Old Ford area of Bow, and the eastern end at Royal Docks Road in Beckton. The path continues to the North towards Victoria Park, alongside Wick Lane Underpass, and it also crosses the boroughs of Stratford, West Ham, and Plaistow.
- This high level path was constructed as a footpath and cycleway, and is a haven for wildlife. The elevation enables views along the route.
- Points of interest along the 7.1 km route include the River Lea and Lea Navigation, Abbey Mills Pumping Station, and the Olympic Park. The Greenway benefited from the London 2012 effect as an architectural firm worked to incorporate it with the Olympic Park – this included landscaping using salvaged timber and concrete perches.

PEDESTRIAN ROUTES

The Greenway presents the most prolific pedestrian and cycling exclusive route across the borough. It is completely free of vehicular access and is elevated, proving some views. It is tree lined and connects multiple parks across the borough diagonally from west to east.

The Capital Ring Walk passes through the borough and connects it to the wider London region via a 78 mile (126KM) ring of open space, nature reserves, Sites of Specific Scientific Interest and more. This connects at the southern edge of the borough, to the Thames Path which provides an attractive, albeit not always continuous path along the river.

To the east, Beckton has a network of segregated pedestrian routes, but although the local walking network is quite well connected, it may not always feel safe or be legible.

The Capital Ring Walk across London (in red) passing through Newham (in black).

Footpath / public right of way

Data source: LBN Footpath_Public_Rights_of_Way

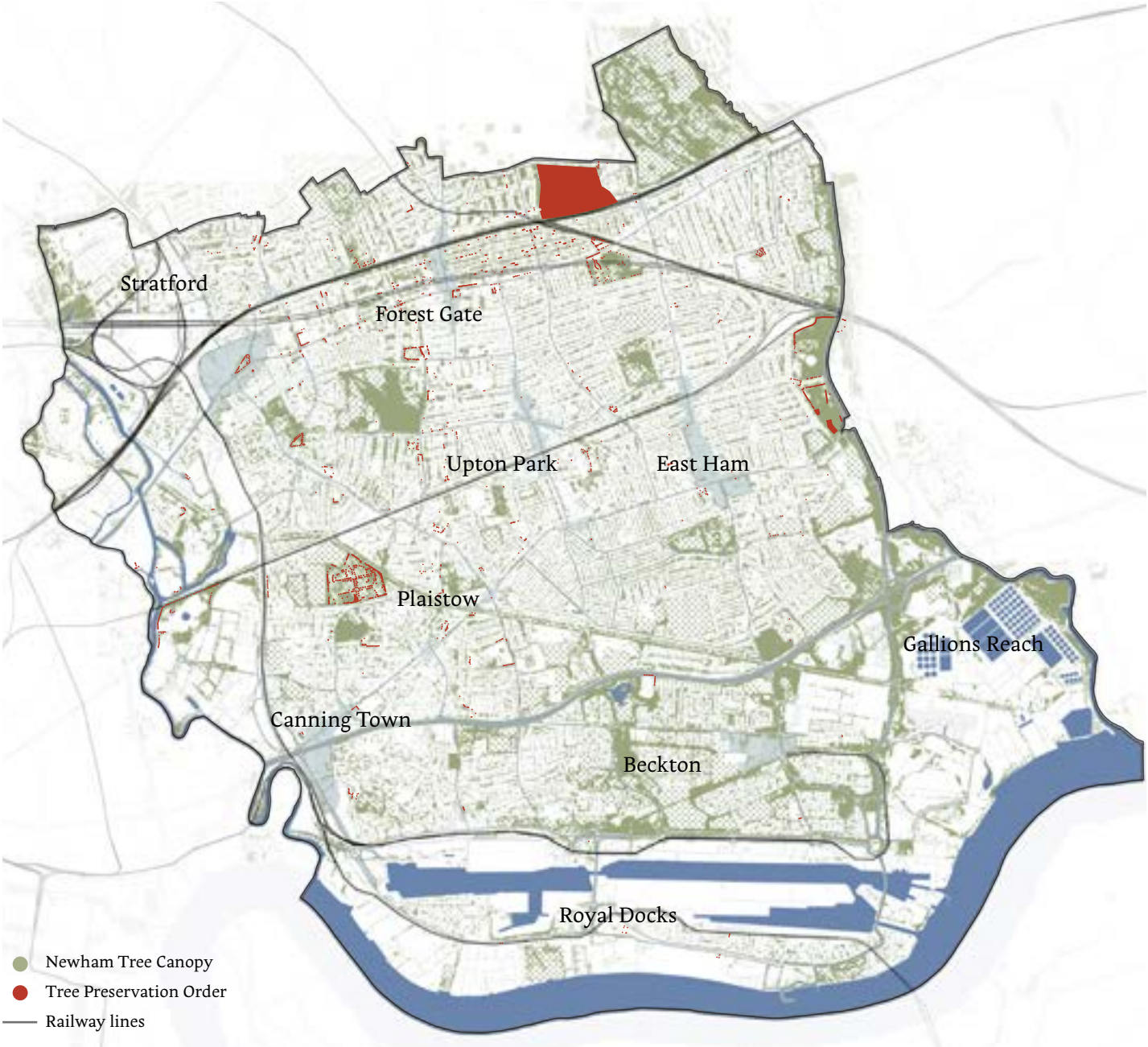
TREE CANOPY COVER

The borough of Newham has one of the lowest tree canopy coverage in comparison to the London Boroughs. Although resident's perceive the borough to be relatively green, this mostly consists of green and public space. The existing tree canopy cover is 15.58%, this is the fourth lowest coverage of all the London boroughs with the least coverage being the City of London (2.37%) and the highest being Camden (28.19%). Of note, Newham has over 400 trees with Tree Preservation orders.

Understanding the existing tree coverage points out which areas have a lack of tree coverage which would need to be addressed in future development and which areas have a higher level of tree coverage to be protected.

Data source: London Data Store

The central, north and eastern parts of the borough benefit from relatively good tree canopy cover. Tree lined streets are common to the Historic Inner Suburbs found in Forest Gate, Upton Park and East Ham, though the maturity, species and canopy size varies from street to street. It is the areas that experience a more fragmented and mixed character that lack tree planting and canopy coverage. Areas in the west, south and south east of the borough experience far fewer trees owing to the historically industrial character of their River Lea and Thameside setting. In places where Post War Inner Suburbs are common, such as parts of Stratford and Canning Town, these residential estates were often designed around the car and lack tree coverage despite numerous lawn verges.



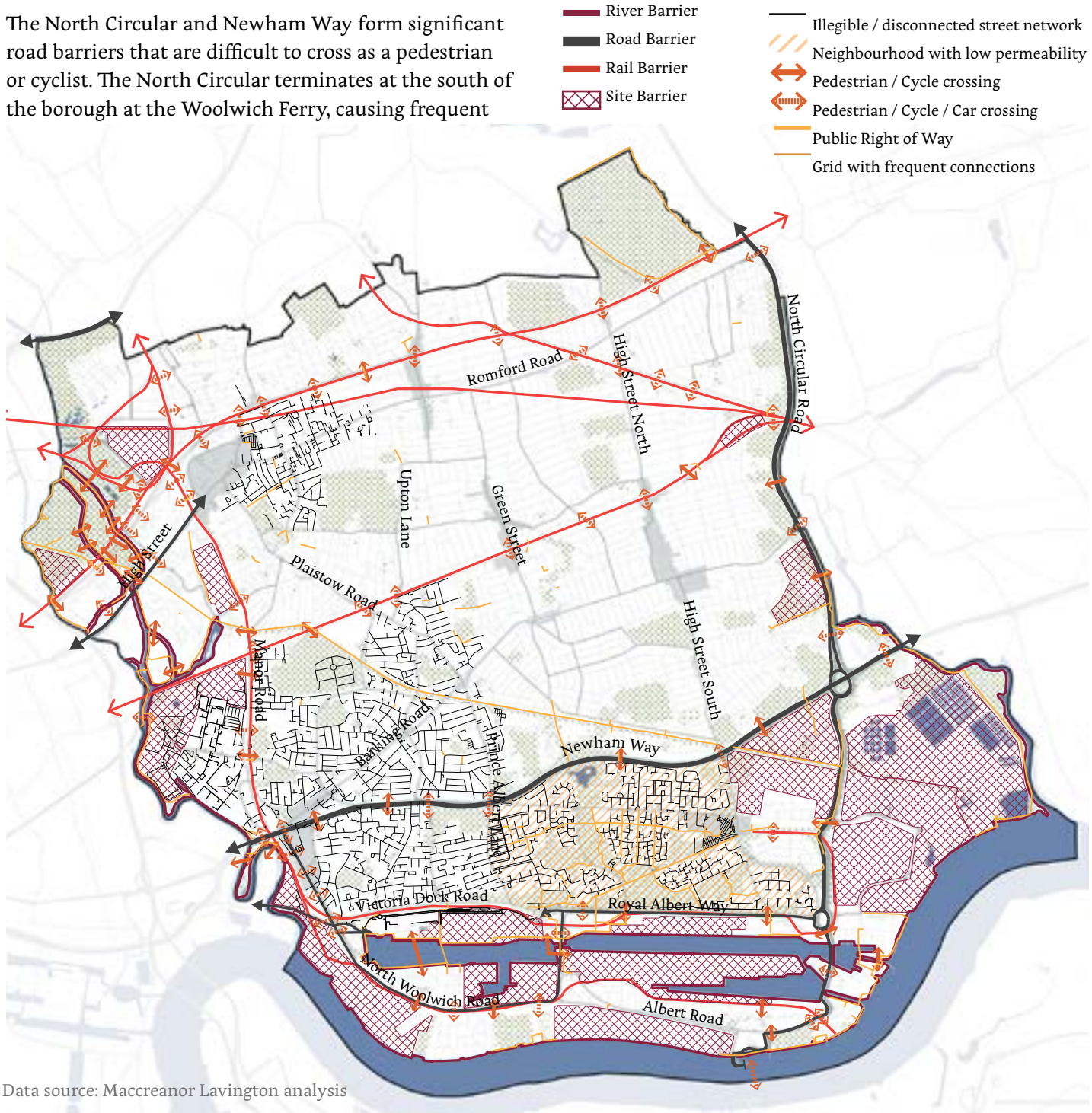
KEY BARRIERS TO WALKABILITY

Understanding the degrees of permeability clarifies the challenges and opportunities to address in guiding new development. The map below and images opposite set out some of the largest barriers to movement.

The southern arc of Newham is characterised by industrial heritage. As a result, several uses remain which require large areas of land without public access due to industrial, safety and operational constraints. The most significant of these is the Sewage Treatment Plant, Tate & Lyle sugar factory, London City Airport and the Prologis Park on the River Lea.

The North Circular and Newham Way form significant road barriers that are difficult to cross as a pedestrian or cyclist. The North Circular terminates at the south of the borough at the Woolwich Ferry, causing frequent congestion. Several railway networks across the borough are at-grade and form hard barriers to movement. The 1980's housing development in Beckton has a severed grid, characterised by cul-de-sac resulting in poor permeability, but the neighbourhood has a network of pedestrian routes throughout.

The central and northern generally enjoy good levels of permeability despite east-west rail lines. However, the quality of public realm and dominance of vehicular traffic even along key active travel routes detracts from the pedetrians experience and can discourage walking.



Data source: Maccreanor Lavington analysis

London City Airport

Beckton sewage treatment works and desalination plant

Tate & Lyle sugar factory

Prologis park, River Lea

North Circular at Woolwich Ferry

Newham Way

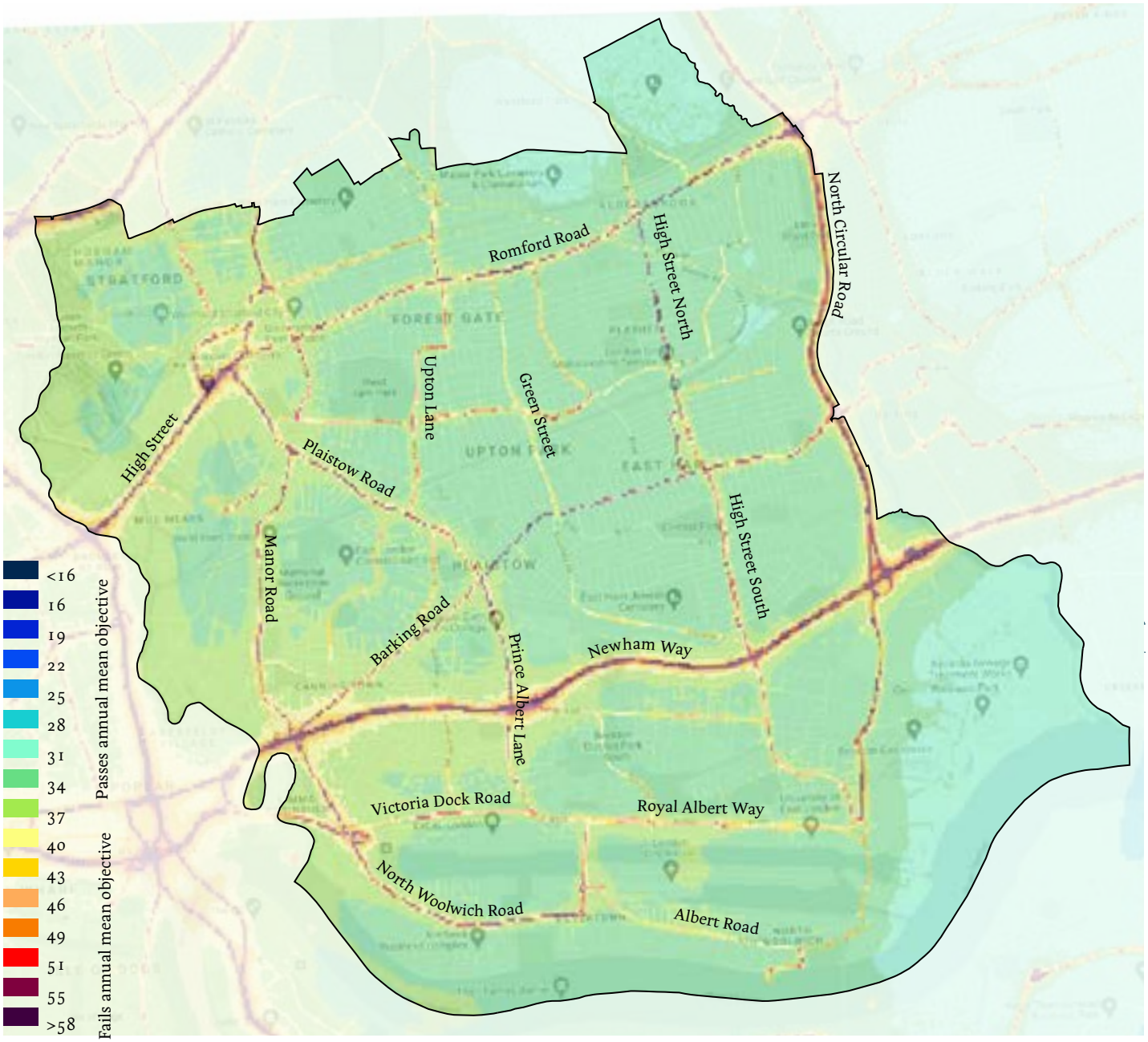
Stratford Westfield and Infrastructure

Beckton severed grid

AIR QUALITY

This map shows the annual mean pollution for the chosen species during 2016 in detail across London. The maps also show which areas pass or fail the annual mean objective if there is one. Understanding the quality of the air across the borough will guide the location of residential development, away from high pollution areas such as Newham Way and also guide the location of pollution mitigating elements such as tree planting.

Data source: London Atmospheric Emissions Inventory (2016)



Borough-wide air quality plan

NOISE POLLUTION

Road Noise

Data indicating the level of noise according to the strategic noise mapping of roads along major traffic routes. LAeq,16h indicates the annual average noise levels for the 16-hour period between 0700 – 2300. The data illustrates that along Romford Road, Barking Road, High Street North and South and Prince Albert Lane, the highest noise levels are limited to the area immediately parallel to major routes. Noise produced by the North Circular towards Gallions Reach, and the major routes in the Royal Docks such as Royal Albert Way, North Woolwich Road and Albert Road have higher level of noise seeping into areas on either side of the major road.

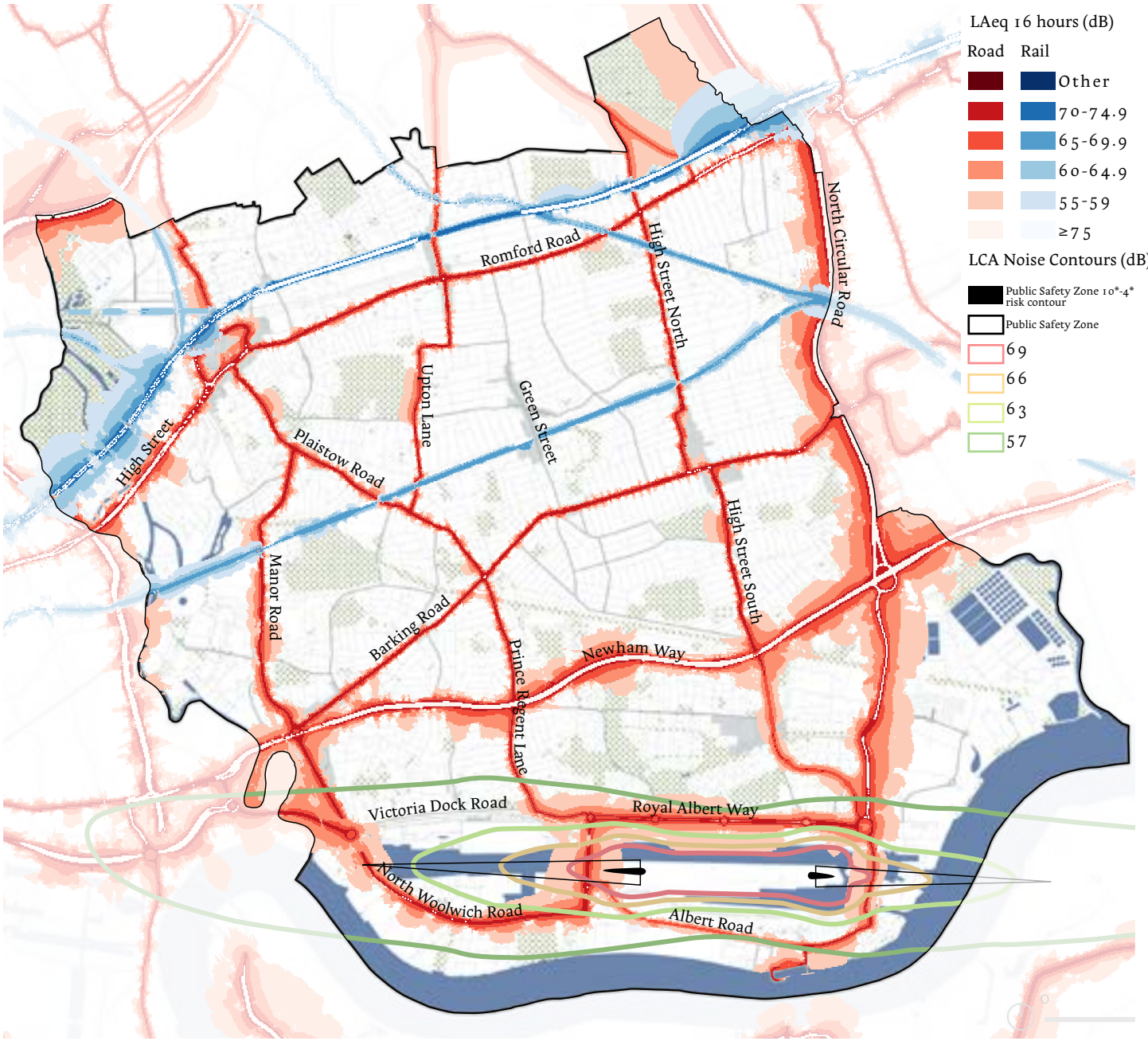
Rail Noise

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

Airport Noise

Airport noise is concentrated in an east-west orientation, in line with the airport runway, and predominantly impacts the Royal Docks area.

Data sources: London Data Store Noise Pollution (2012)



Borough-wide noise quality plan

ACCESS TO PUBLIC TRANSPORT

The Public Transport Accessibility Levels (PTAL) alongside are a detailed and accurate measure of the accessibility of a point to the public transport network, taking into account walk access time and service availability. The method is essentially a way of measuring the density of the public transport network at any location within Greater London. Understanding the current quality of access to public transport will support the guidance of appropriate development in close proximity to high public transport access. Each area is graded between 0 and 6b, where a score of 0 is very poor access to public transport, and 6b is excellent access to public transport. The measure therefore reflects:

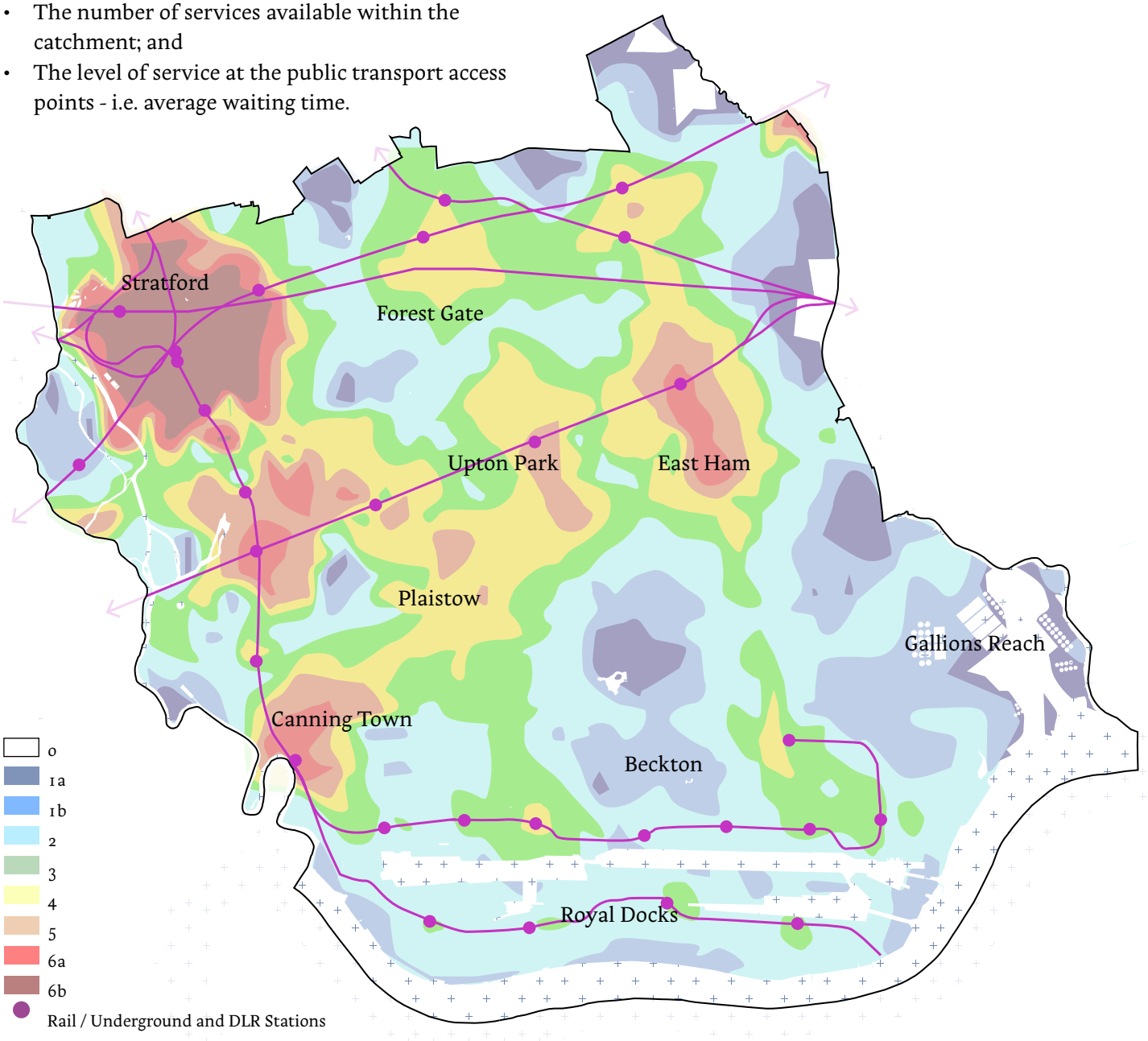
- Walking time from the point-of interest to the public transport access points;
- The reliability of the service modes available;
- The number of services available within the catchment; and
- The level of service at the public transport access points - i.e. average waiting time.

The PTAL assessment from 2020, below, highlights the high level of connectivity in Stratford, Plaistow, Canning Town and East Ham. These are area with high and increasing levels of residential and employment development.

Beckton currently suffers lack of access to public transport. However, there is a proposed extension to the DLR planned through to Beckton Riverside.

The Royal Docks and Gallions Reach also have a low PTAL score, which is likely due to walking barriers due to large roads, water bodies and big box industry creating several barriers to movement. Historically these have been areas of low residential density, but this is currently changing.

Data source: Transport for London (2022)



FLOOD ZONES

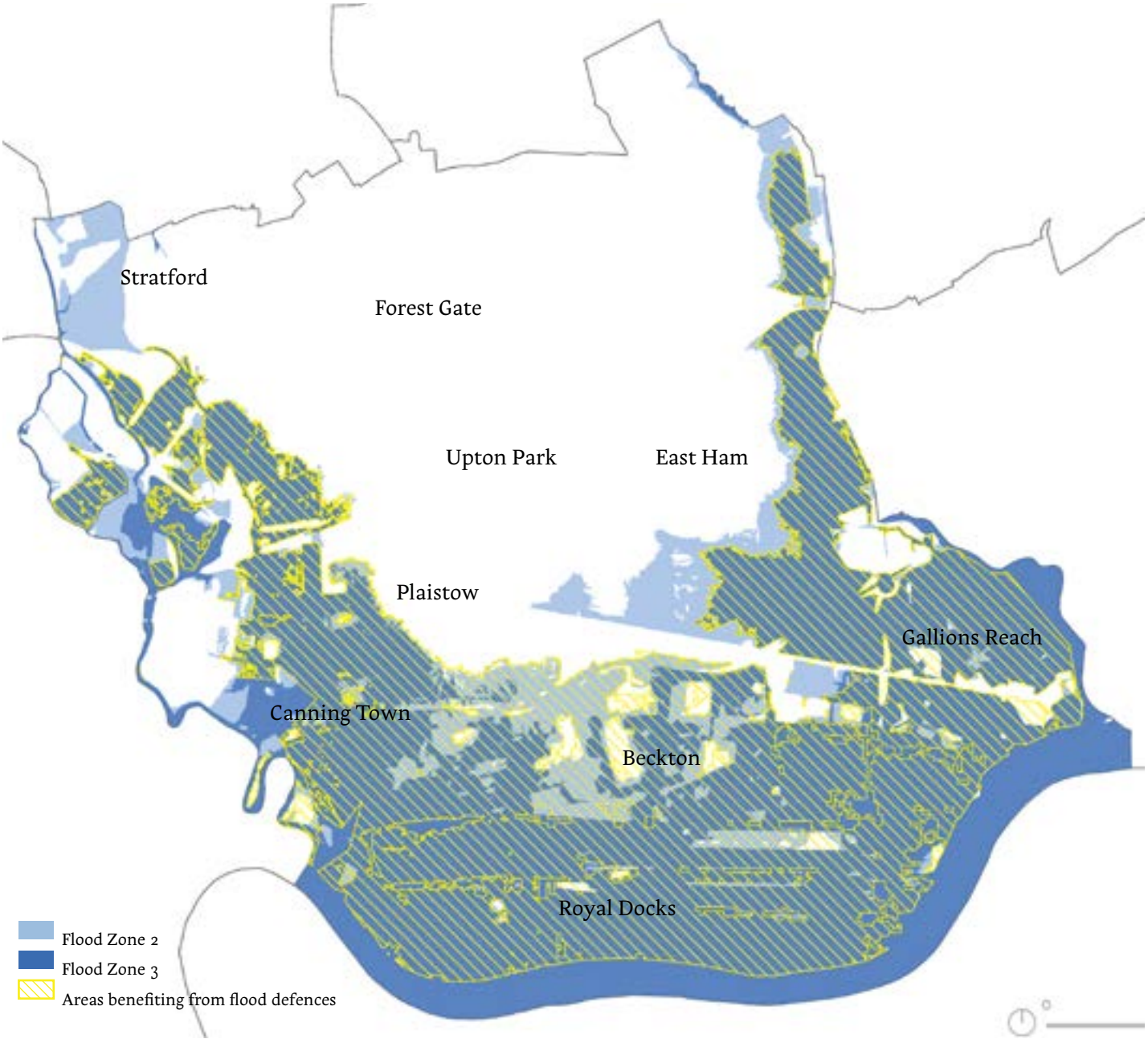
Flood Zone 3 shows the area that could be affected by flooding:

- From the sea with a 1 in 200 or greater chance of happening each year
- Or from a river with a 1 in 100 or greater chance of happening each year.

Flood Zone 2 shows the extent of an extreme flood from rivers or the sea with up to a 1 in 1000 chance of occurring each year.

The majority of the areas affected by flooding are protected by the Thames Rover flood defence system.

Data source LBN: Flood Zone 3; Flood Zone 2; Areas benefiting from Flood defences



SITES OF IMPORTANCE FOR NATURE CONSERVATION (SINC)

London's equivalent of Local Wildlife Sites, these sites are recognised for the important habitats they support. SINCs are designated by a panel of local ecological professionals. This is a non-statutory designation, although SINCs are still afforded a high level of protection within the planning system. There is an equal spread of SINC areas across the borough. The areas of deficiency are located, in bands, across the northern and southern parts of the site.

Understanding locations of existing SINCs and areas of SINC deficiency clarifies which neighbourhoods have a lack of access to ecological resources and which areas have higher sensitivity due to existing wildlife habitats. The map below shows the current SINC designations although, these boundaries are under review.

Data source: GiGL Open Space (2022)

ACCESS TO PARKS

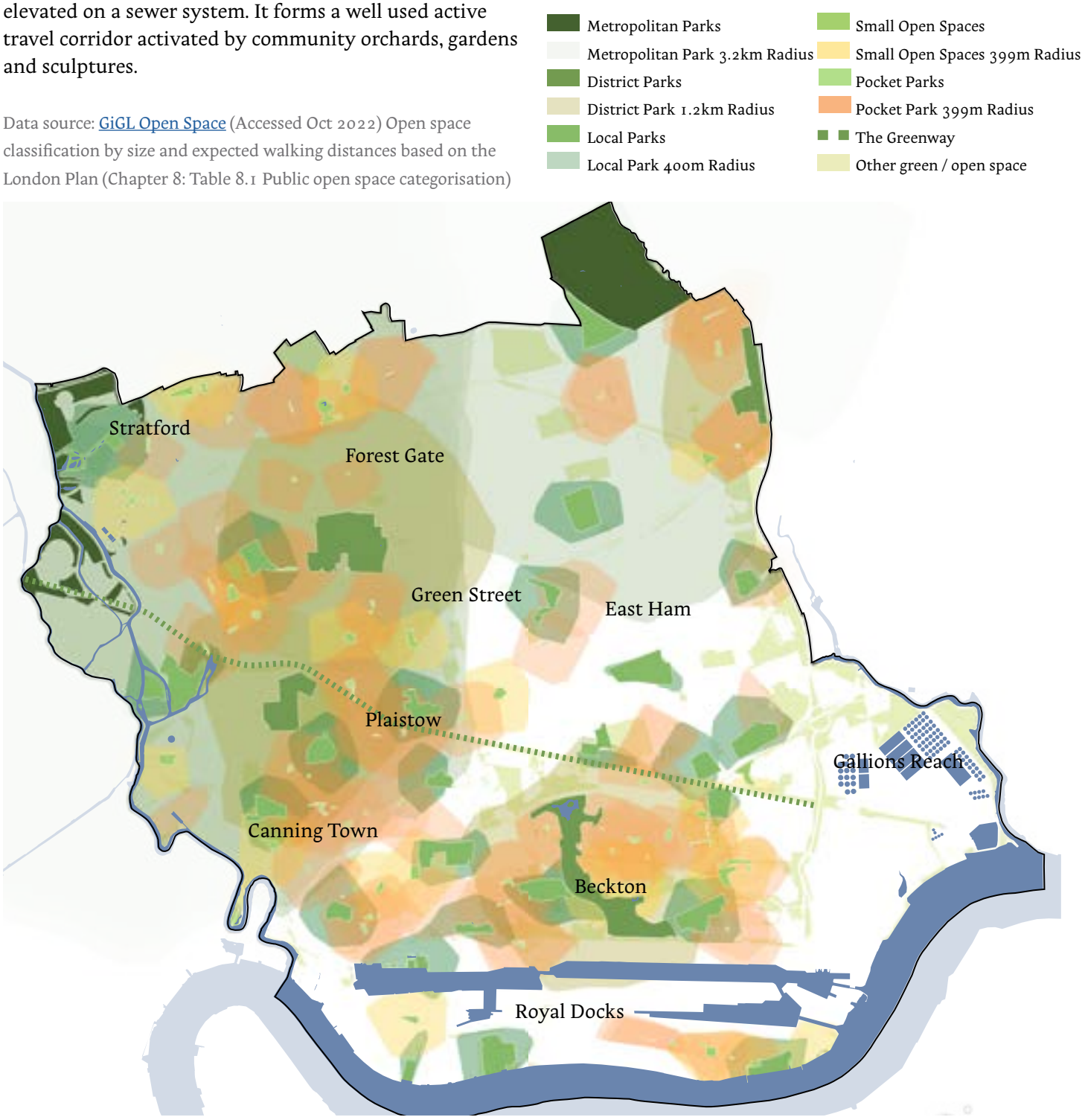
This diagram below is an assessment of the current public open space categorisation, using the categories adopted in the London plan including; Metropolitan Parks, District Parks, Local Parks and Open Spaces, Small Open Spaces, Pocket Parks and Linear Open Spaces. Each space type is attributed with a maximum distance from homes (except Linear Open Space). Using this, we can identify areas of deficient access to open space provision as a component to guide the character study.

The Greenway is arguably the most unique form of open space, providing direct passage through the borough elevated on a sewer system. It forms a well used active travel corridor activated by community orchards, gardens and sculptures.

Data source: GiGL Open Space (Accessed Oct 2022) Open space classification by size and expected walking distances based on the London Plan (Chapter 8: Table 8.1 Public open space categorisation)

Gallions Reach, the Royal Docks and Canning Town have the poorest access to open space due to their industrial heritage and presence of several urban barriers. In the Royal Docks this will become problematic as more planned residential development emerges.

Green Street has less access to variety of open space, relying on the catchment area of Metropolitan and District Parks. Throughout the borough there is a quantum of residual green space which has opportunity to be formalised into open space.



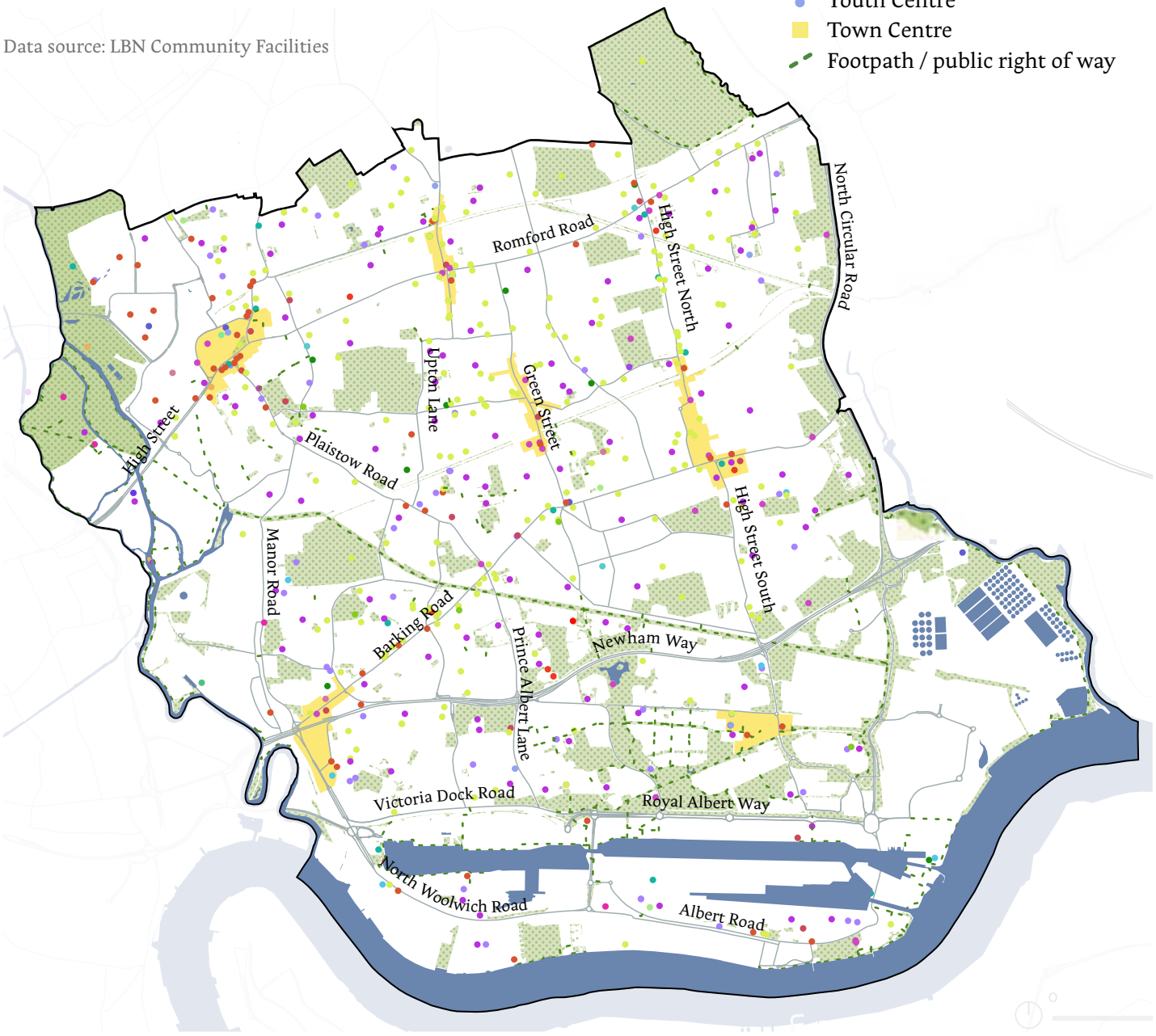
SOCIAL AND COMMUNITY FACILITIES

Social infrastructure covers a range of services and facilities that meet local and strategic needs and contribute towards a good quality of life. It includes health provision, education, community, play, youth, early years, recreation, sports, faith, criminal justice and emergency facilities. Alongside more formal provision of services, there are informal networks and community support that play an important role in the lives of residents (Good Growth by Design, London.gov.uk).

Newham has a wide spread of schools, community facilities and leisure centres across the site, with the majority of these being focussed around the existing residential areas. Many of these facilities are located along or close to main roads and town and local centres. The southern edge of the borough focusses largely on employment use with some residential areas emerging. There are significant fewer community and social uses in these areas, which reflects the historic industrial and employment land use. As these areas are intensified to include more residential use, the social amenities to support this emerging character will need to be increased. An assessment of access to these facilities from within a 15 minute walk is analysed at the end of this chapter.

- Art Centre
- Charity / Community Organisation
- Cinemas
- Community Centre
- Community Hub
- Community Organisation
- Dance hall
- Gallery
- Leisure Centre
- Library
- Museum
- Music Venues
- Public Hall / Exhibition hall
- Public Toilets
- Pubs
- Religious Building
- School
- Theatre
- Working Men's Club
- Youth & Community Centre
- Youth Centre
- Town Centre
- Footpath / public right of way

Data source: LBN Community Facilities



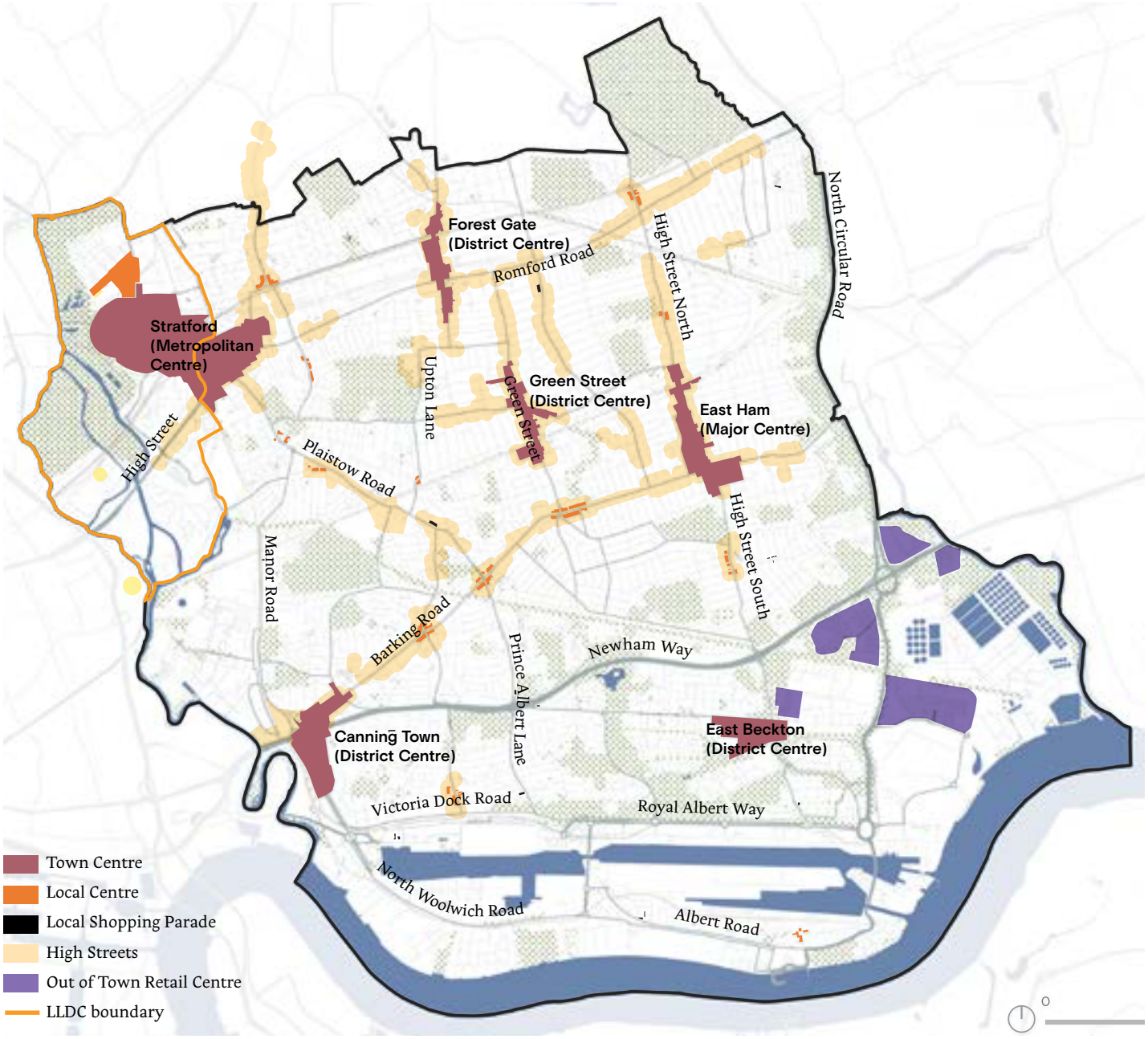
TOWN CENTRES

Understanding town centre and high street locations and the contribution they have to the commercial, social, environmental and economic value of Newham is key in utilising these resources to focus social interaction and activities at the heart of communities.

Newham has 6 town centres, 13 local centres, and 12 shopping parades, all of them with a unique character, identity, opportunities and challenges. The north east of the borough generally has a good provision of town and local centres and a network of high streets. This coverage and access to centres, and the resources they provide, is lacking in the southern parts of the borough, south of Newham Way and to some extent, around some parts of the west end of the borough.

However, a new centre has recently been delivered at Royal Wharf and there is an emerging centre at Gallions Reach which is under construction. Planning has also been granted for new centres at Silvertown Quays, Plaistow North and Parcelforce.

Data sources GLA: High_Streets_Newham entities; LBN: Newham_Local_Plan2018_Shps Town Centres & Local Centres; LLDC Adopted Local Plan 2020 Policies Map_Area Centres Revised



15-MINUTE NEIGHBOURHOODS

Newham holds multiple unique opportunities: London City Airport and Stratford Station, Queen Elizabeth Olympic Park, University of East London, extensive river frontage, strategic industrial uses, and a population globally connected by international roots.

However, Newham has also been historically a deprived borough where many residents experience barriers to accessing housing, services, and secure employment. Since the Olympics change accelerated, now supported at scale by the Royal Docks Opportunity Area and the Enterprise Zone. 43,000 new homes and up to 60,000 new jobs are expected in the borough in the next decade, 30% of the population and 20% of employment growth London wide.

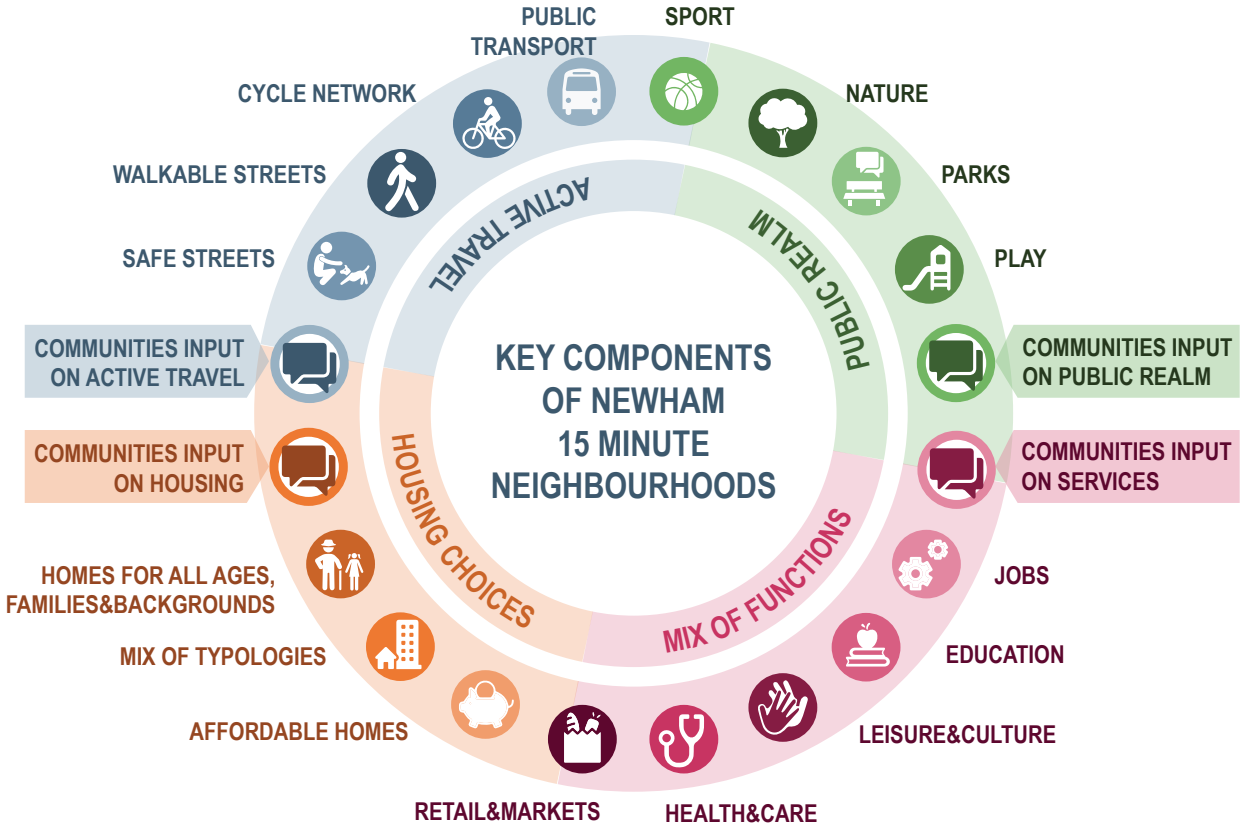
The characterisation study can play a crucial role in directing this unprecedented opportunity. Because of the current character, land use, and proximity to transport, some areas are predisposed for a higher degree of transformation - for instance around the Docks, the River Lea area, and the waterfront.

However, the study takes into account the entirety of the borough and investigates how consolidated zones may evolve, enhancing their character, to respond to residents' needs. The approach is character-led, market-savvy and user (resident)-centred, aiming to define how growth should occur to shape intertwining networks of lively and accessible neighbourhoods.

Central to this study is how change can be inclusive and genuinely benefit the borough's residents and the city; the 15 minutes city offers a framework of reference, an actionable way to foster more environmentally sustainable, liveable, and productive cities. Daily activities within 15 minutes walking, cycling, or by public transport from home create shorter and more pleasant journeys, improving well-being and health while reducing emissions.

The 15 minute neighbourhood approach is an equally powerful tool to promote more equitable cities, where the very essence of urban life - access to jobs, services, culture, and social contact - is part of everyone's experience, not the privilege of the city centre. 15 minute neighbourhoods will bring opportunities tailored for the different communities of Newham, building community wealth.

This concept hinges on accessibility, accounting for time, ease, and cost of commutes, which can constitute barriers compounding existing dynamics of exclusion. A 15 minute



borough will benefit the less mobile population; teenagers, the elderly, and parents with young children. Local access to education, culture and leisure is crucial in forming civic engagement for the under-18's, which are, in Newham, a quarter of the population. 15 minute neighbourhoods will also support the growing local economy. Newham has a pulsing SME landscape - currently, 94% of businesses have less than nine employees. The strategy will facilitate local reinvestment and the creation of ad-hoc employment spaces.

Lastly, 15 minute neighbourhoods build local resilience. The outbreak of covid-19 exposed the importance of living locally and the vulnerability of some areas, with 40,000 jobs considered at risk in the economic downturn. This approach protects the liveliness of local centres as focal points for personal and economic outcomes.

Set out on the following pages is the assessment of the nature of Newham's current 15 minute neighbourhood situation, taken from public engagement and also isochrone analysis of walking accessibility. The engagement focused on local people's perceptions of their neighbourhoods, the identification of activities that they could access within 15 minutes by active or public transport; and those that were missing or that they had to travel further to access. Chapter 6 explains the engagement process undertaken in more detail.

15 minutes walk from amenities

Isochrones illustrate the area that is reachable from a starting point in a given amount of time, for a certain method of transport using the real and existing road network in an area. These can replace distance radius areas to provide much more accurate and relevant catchment areas.

The isochrone studies of public amenities within the borough reveals that the majority of the borough is well serviced with most amenities. The study also shows areas within the borough that are not accessible to services via a 15 minute walk. The areas highlighted in this lack of access are generally large areas utilised for infrastructure, such as the Beckton Sewerage Works to the east or the area surrounding London Stadium which consists of large parks and areas of under developed or industrial land along the River Lea.

Crossing Gallions Point Marina to the south is also highlighted as an area that reduces accessibility to services via walking. This is also reflected along the edges of the borough. These areas could be serviced by amenities across the edges of the borough.

Although the study shows accessibility to amenities via a 15 minute walk, the study does not illustrate the quality or indicate available capacity in relation to population or community needs.

RESOURCES WITHIN 15-MINUTE ENGAGEMENT RESPONSE

QUESTION

Which of the following activities / places do you currently access within 15 minutes?

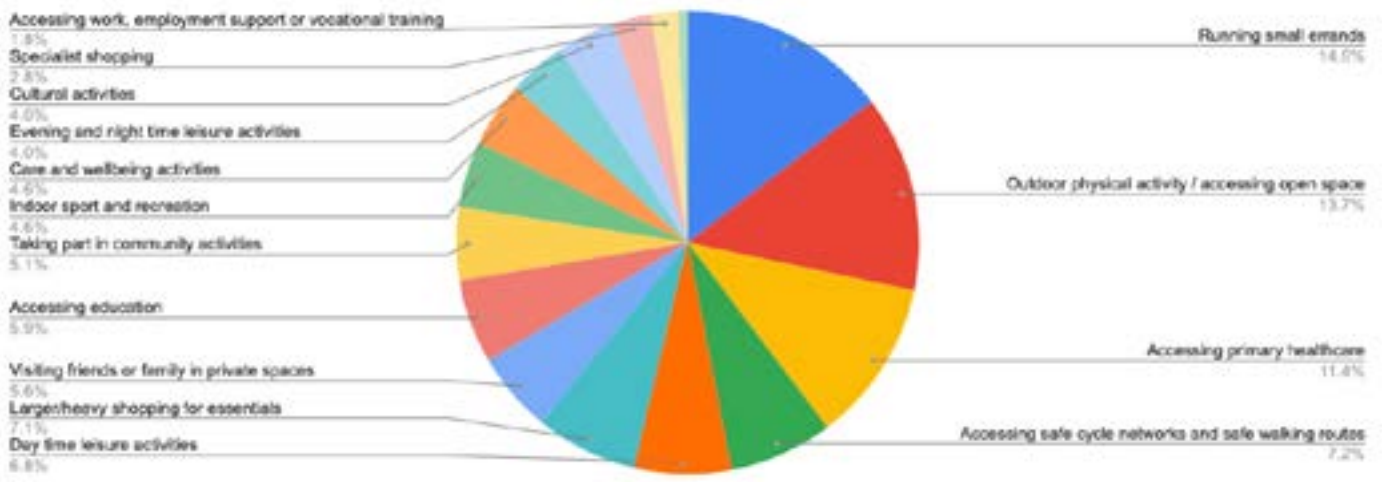
FINDINGS

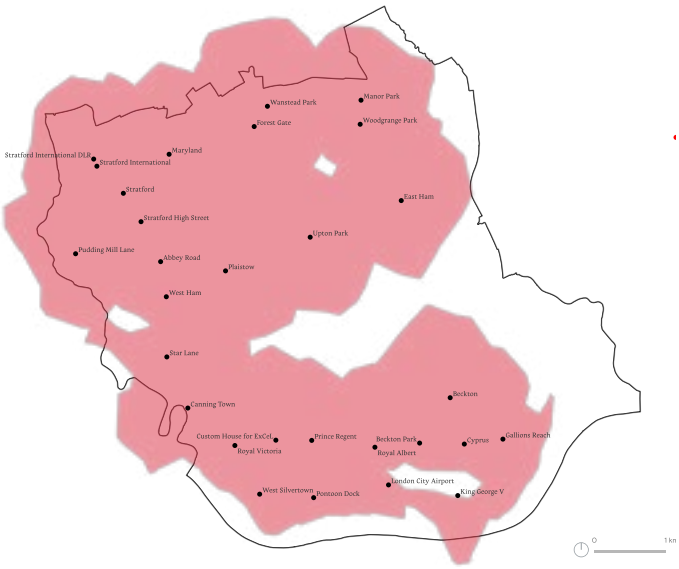
Most use the facilities within 15 minutes of their home for small errands, open space and physical / leisure activity, or key healthcare.

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

MOST COMMON RESOURCES WITHIN 15 MINUTES:

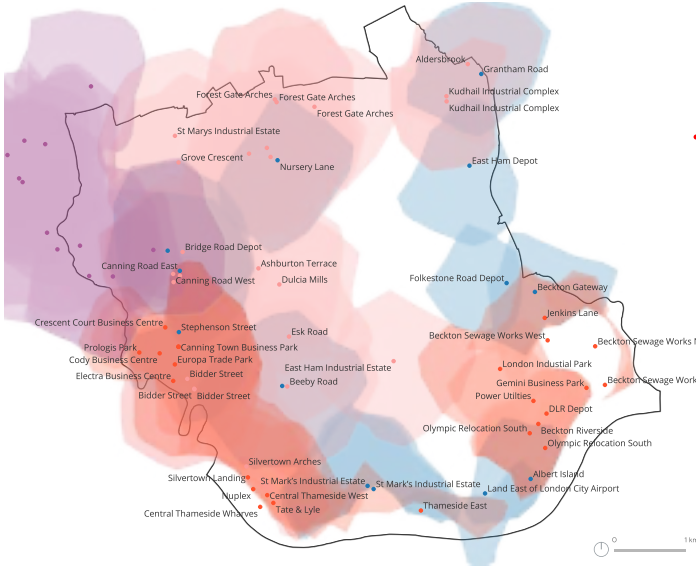
1	2	3
RUNNING SMALL ERRANDS	OUTDOOR PHYSICAL ACTIVITY	ACCESSING PRIMARY HEALTHCARE





Railway Stations

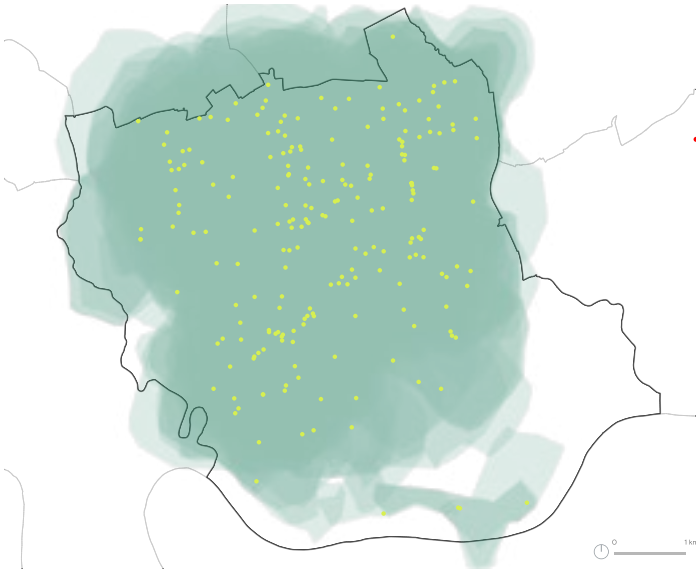
Data source: Transport for London



Employment Areas

Data source: LLDC Employment Clusters; LBN: Strategic Industrial Locations, Local Industrial Locations, Local Mixed Use Area

- LLDC Employment Clusters
- Strategic Industrial Locations
- Local Industrial Locations
- Local Mixed Use Areas

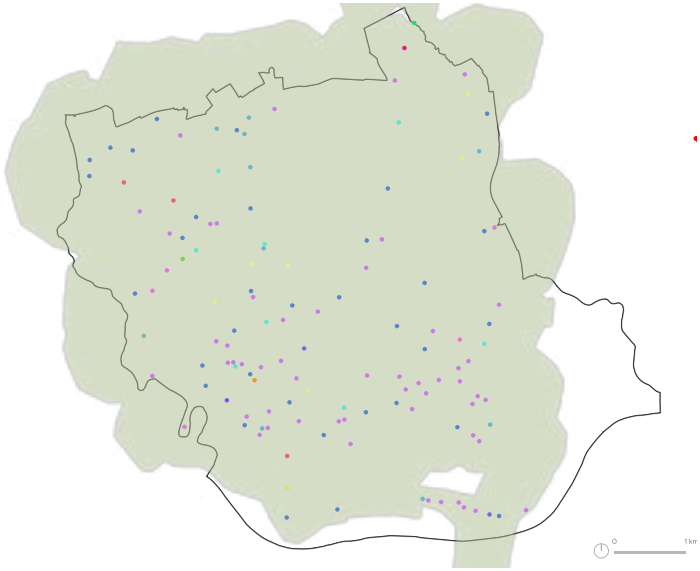


Religious Buildings

Data source: LBN Community Facilities

Open Spaces

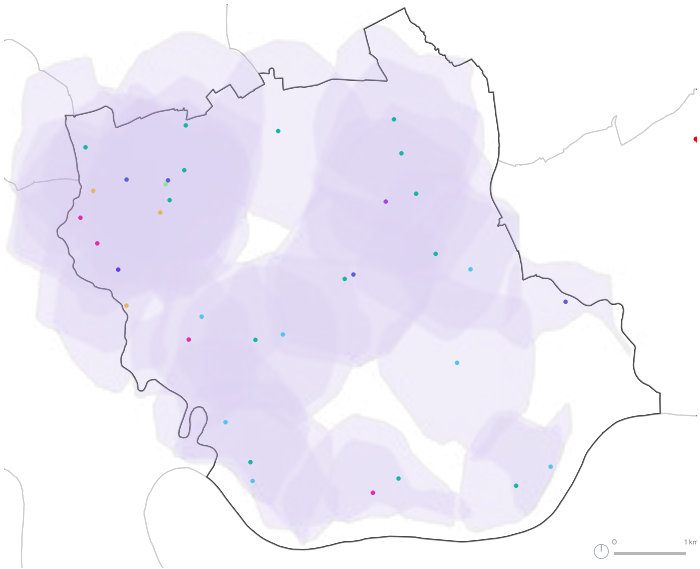
Data source: LBN Open Space



- Amenity Green Space
- Cemetery / churchyard
- Community Garden
- Formal Garden
- Landscaping around premises
- Nature Reserve
- Other Recreational
- Park
- Play Space
- Playing Fields
- Recreation Ground
- Vacant Land
- Village Green

Cultural Activities

Data source: LBN Community Facilities

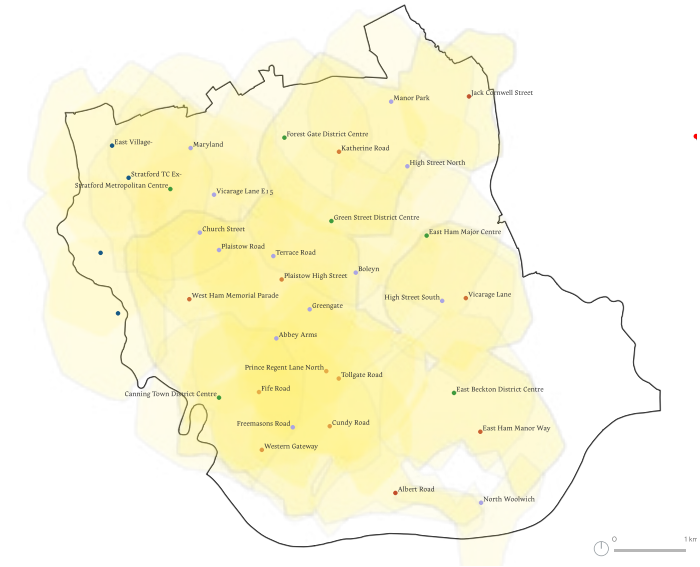


- Arts Centre
- Cinemas
- Dance Hall
- Gallery
- Museum
- Music Venue
- Public Hall / Exhibition
- Theatre

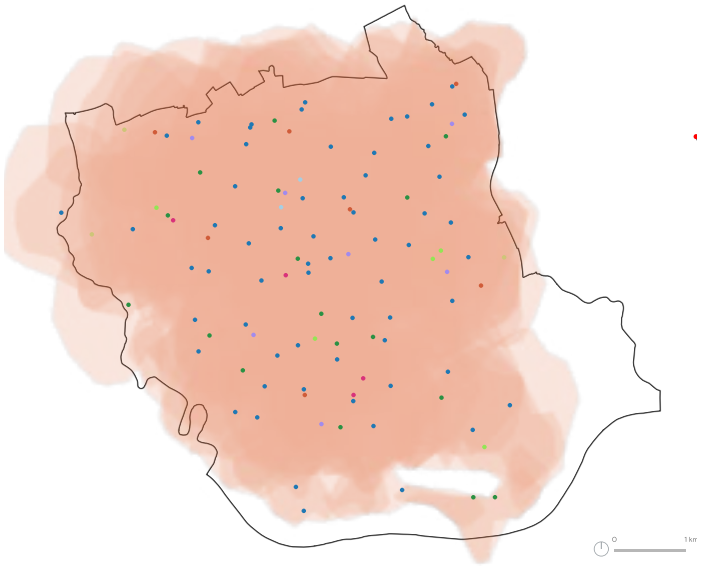
Retail areas

Data source:

- Newham_Local_Plan2018_Shps
- LLDC Adopted Local Plan 2020 Policies Map
- London Datastore
- Newham_Local_Plan2018_Shps



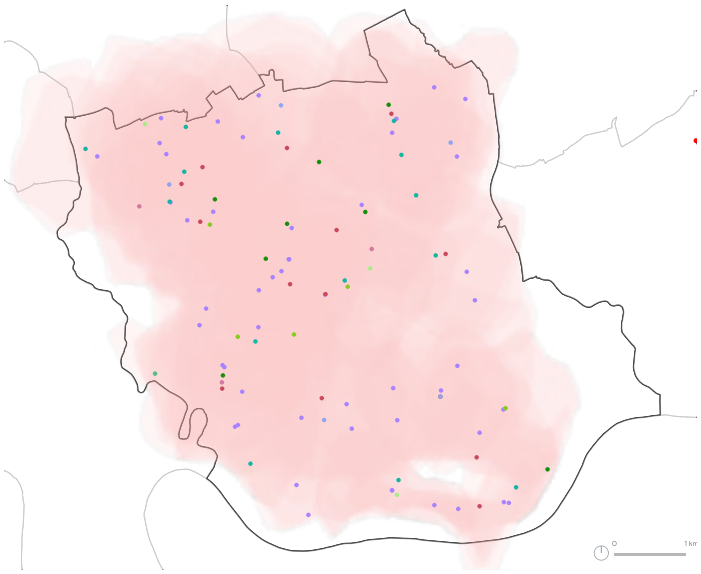
- Local Centre (Newham_Local_Plan2018_Shps)
- Area Centre (LLDC Adopted Local Plan 2020 Policies Map)
- Town Centre (London Datastore)
- Local Shopping Parade (Newham_Local_Plan2018_Shps)



Schools

Data source: LBN Schools

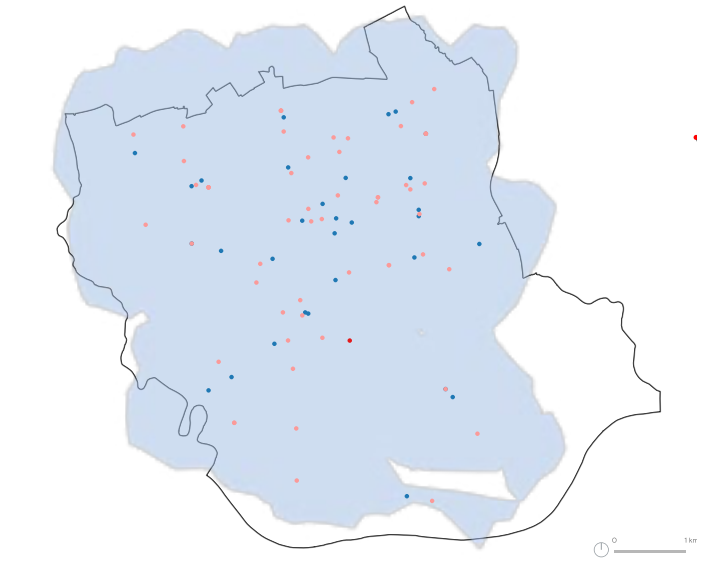
- College
- Nursery
- Primary
- Primary Roman Catholic
- Secondary
- Secondary Roman Catholic
- Special
- All through
- Other



Community Facilities

Data source: LBN Community Facilities

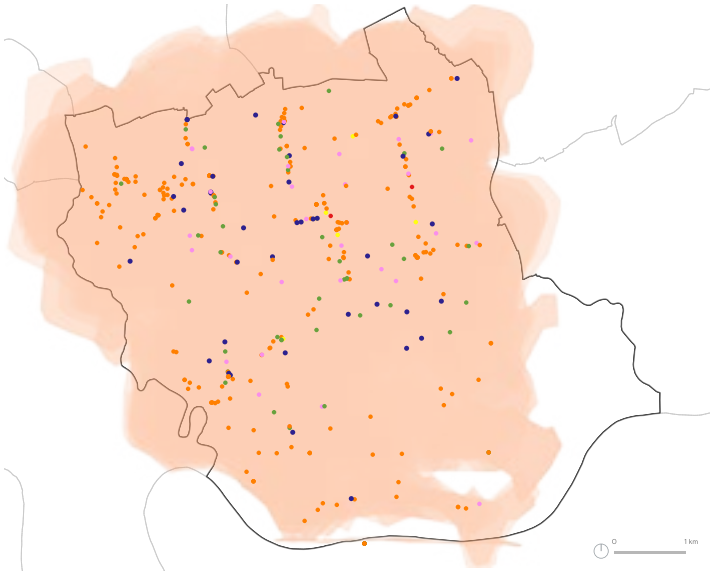
- Charity / Community Organisation
- Community Centre
- Community Hub
- Library
- Public Hall / Exhibition Hall
- Working Men's Club
- Youth & Community Centre
- Youth Centre
- Youth Zone



Healthcare facilities

Data source: LBN Healthcare

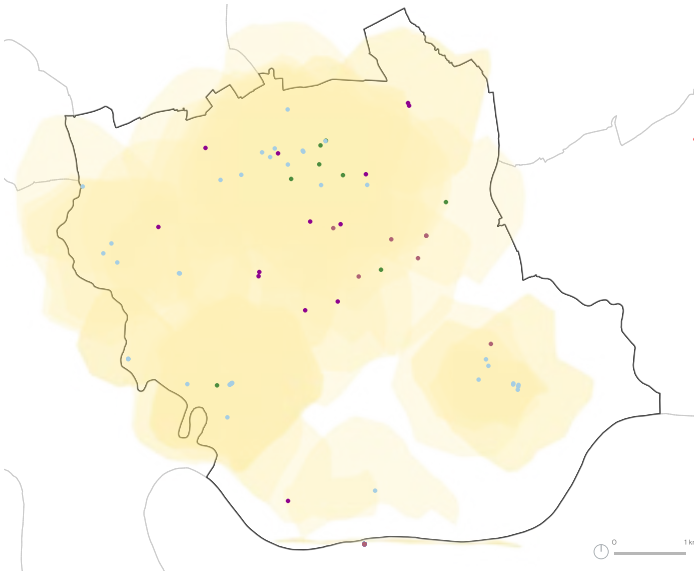
- Dental Surgeries
- GP Surgeries
- Hospital



Specialist Shopping

Data source: LBN Commercial Premises Codes

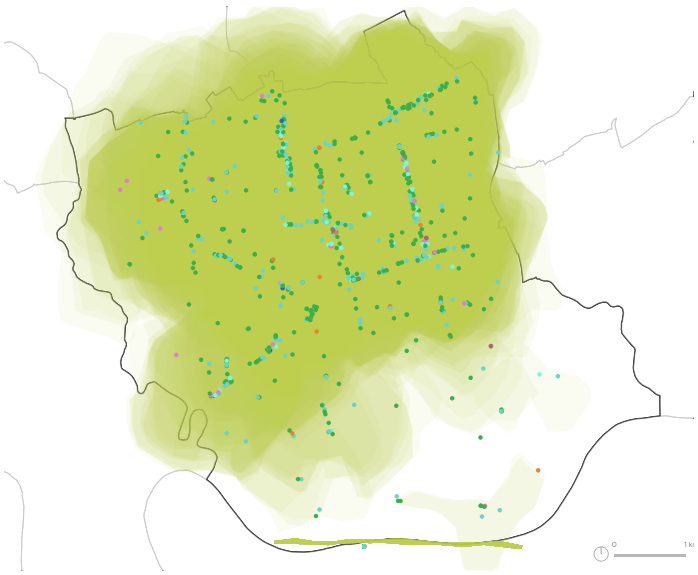
- News agent
- Cafe
- Asian sweets / cakes retail
- Off licence
- Post Office
- Laundrettes



Large / heavy shopping

Data source: LBN Commercial Premises Codes

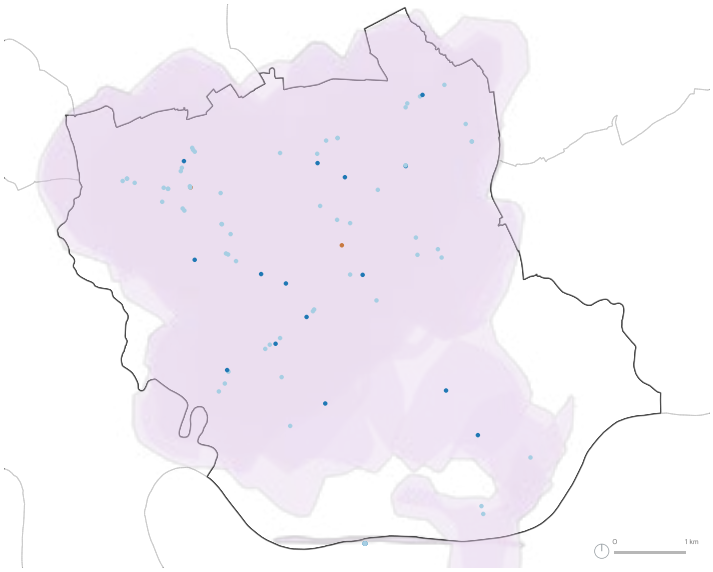
- Cash & Carry
- HSW Wholesale shops
- HSW Wholesale warehouse
- Supermarket



Fresh Groceries

Data source: LBN Commercial Premises Codes

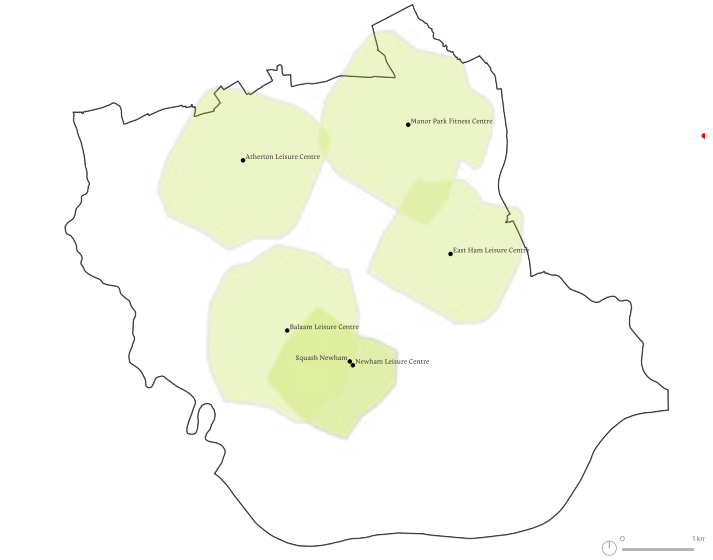
- Baker
- Butcher
- Fishmonger
- Greengrocer
- Grocer Supermarket
- Other food retail uses
- Supermarket



Care and wellbeing activities

Data source: LBN Commercial Premises Codes

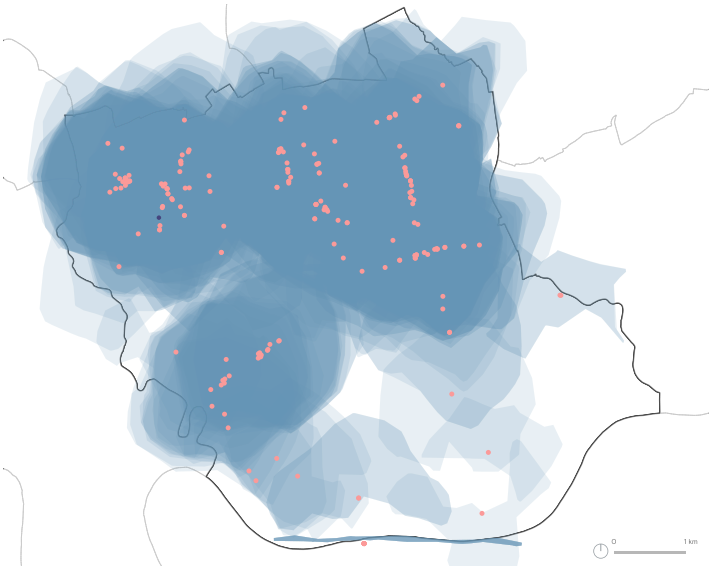
- Chemist
- Beauty Treatments
- Massage and Special Treatments



Leisure Centres

Data source: LBN Commercial Premises Codes

- HSW Leisure and Cultural Services



Night time economy

Data source: LBN Commercial Premises Codes

- Restaurants
- Pub / bar

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