

WE ARE SHAPING.

WE ARE NEWHAM.



OUR TRANSPORT.



Introduction

High quality, sustainable transport helps to ensure economic growth, allows mobility for all and assists in tackling the Climate Emergency. This topic covers all forms of transport in Newham – walking, cycling, public transport, cars, vans and heavy goods vehicles.

Newham has enjoyed substantial investment in public transport (DLR, Jubilee line, High Speed 1, Crossrail) over the last 40 years. Newham also has a high percentage of stations with step free access when compared to other boroughs. However, the borough is still very car dominated, with low levels of walking and cycling modal share, poor air quality and difficult north-south connectivity.

The current Local Plan policies that relate to this topic are:

- INF1: Strategic Transport
- INF2: Sustainable Transport

What does our current policy seek to achieve?

INF1: Strategic Transport

- Secure investment in strategic transport networks, leveraging investment and regeneration into Newham.
- Achieve modal shift to sustainable transport, further integrating the borough with the rest of London.

INF2: Sustainable Transport

- Secure a more sustainable pattern of movement in Newham, maximising the efficiency and accessibility of the borough's transport network on foot, cycle and public transport.
- Maximum and minimum car and cycle parking standards and the use of Travel Plans.

What you've told us

- Residents specifically requested improvements to road safety and improved cycle routes as part of Low Traffic Neighbourhoods work.
- As part of Newham High Streets programme, feedback from Forest Gate, Green St, Little Ilford, Manor Park indicated that residents felt that there are too many cars, that areas are not pedestrian friendly, and there is a lack of parking in Green Street. There was praise for the new improved public realm and wide pavements at Forest Gate and Manor Park.
- Feedback from residents regarding the road layout and street environment in the Royal Docks indicated that high vehicle speeds and dangerous driving, volume of HGV traffic and overall dominance of vehicles is of concern in the area.
- Residents in the Royal Docks liked the proposed wider pavements, narrower road lanes to slow traffic, improved cycling facilities and public realm including planting as proposed solutions.
- In Stratford, residents praised the recent Stratford Gyrotory improvements works, but wished for better public realm and connections between various parts of Stratford. A sense of disconnection across the railway tracks was also noted – “definitely two sides to Stratford”.
- Specific feedback from the Newham Youth Assembly included that Newham is not pedestrian friendly, with many noting that traffic is very dominating – “traffic is bad and scary on the way to school” and that “the government can't expect us to cycle when there's no cycle lanes and the traffic is quite a lot - it's kind of scary actually.”
- Suggestions from this Youth Assembly were to:
 - Create more pedestrian-friendly walking routes across the borough, particularly around schools and youth spaces.
 - Increase cycling provisions across the borough. Provide more cycle-only lanes that are physically separated from traffic by barriers or vegetation.
 - Prioritise people-friendly development over those designed in favour of vehicles.
 - Implement a cleaner air strategy to improve air quality around polluted areas.
 - More child-friendly walking routes.
- Residents have expressed concerns regarding levels of traffic and road safety.
- There is considered to be a lack of electric vehicle charging points across the borough.
- High levels of overcrowding on the DLR and the Jubilee line.
- Requests to improve cycle routes across the borough.
- Concerns regarding residents parking and emissions based parking permits.

Sources:

- [Newham Low Traffic Neighbourhoods](#)
- [Newham High Streets consultation](#)
- [Newham Royal Docks Corridor consultation](#)
- [Newham Stratford Masterplan engagement](#)
- We Make Newham: Youth Assembly Event Findings Report 2021

What does the data tell us?

- One in seven of Newham's population are exposed to levels of Nitrogen dioxide (NO₂) that is above the UK limit value for human health. On average, Newham residents are also exposed to a level of airborne particulate matter (PM_{2.5}) that is 35% greater than the World Health Organisation guidelines. Poor air quality in the borough kills 96 residents every year. This air quality monitoring data also clearly shows that poor air quality is concentrated along major roads in the borough.
- Healthy life expectancy at birth is nine to ten years less in Newham than for England's healthiest areas (PHE 2019). The premature death rate from cardiovascular disease is significantly worse for Newham compared to the rest of England. (PHE 2019)
- Newham has the highest public transport mode share at almost 41 per cent, almost 6 percentage points higher than the inner London average. However, cycling modal share in Newham is poor, at around 2 to 3% - and in recent years, the reduction in car use has plateaued.
- Newham has the fourth lowest car ownership rate per head in UK - 52% of households do not own a car.
- Of the 28 TfL stations in Newham, only 4 stations lack step free access. This is one of the highest levels of public transport accessibility in London.
- There is a net daily outflow of 30,000 workers (predominantly westward to central London).



- As of July 2021, TfL network public transport passenger numbers are still 54% below pre-pandemic levels in London, whereas car, van and heavy goods vehicle use in London has returned to pre-pandemic levels.
- Newham has been closely monitoring implementation of Low Traffic Neighbourhoods (LTN) and School Streets, making changes following feedback from local residents. A recent Government commissioned survey on those living in, or near, a LTN indicated that:
 - 79% of respondents supported a reduction of traffic in their local area.
 - 69% of respondents supported reallocation of road space for walking and cycling.
 - 61% of respondents supported their local LTN.

Sources:

- [Newham Air Quality Action Plan](#)
- [Transport for London Travel in London 13](#)
- [Office of National Statistics Census](#)
- [Gear change: a bold vision for cycling and walking: One Year Review, Public Health England](#)



What are we required to consider and plan for?

National Planning Policy Framework

- Developments and Local Plans should promote healthy and safe communities – through street layouts, high quality public realm and safe and legible pedestrian and cycle routes.
- Developments and Local Plans should promote sustainable transport – by considering transport from the earliest stages, addressing potential impacts on transport networks and prioritising pedestrians, cycling and public transport.

The London Plan (2021)

- 80% of trips across London should be made on foot, cycle or public transport by 2041, with an expectation this is 90% of trips in Inner London (which includes Newham). Sets a range of car and cycle parking standards for different uses. Local authorities in London are obliged to follow these standards.
- Local Plans should apply the Mayor's Healthy Streets Approach.
- Local Plans should reflect and be integrated with current and planned transport access, capacity and connectivity to ensure a sustainable transport network to support growth.
- The Mayor of London has also adopted a Vision Zero approach in London – with the aim is for no one to be killed in or by a London bus by 2030, and for all deaths and serious injuries from road collisions to be eliminated from London's streets by 2041.

Relevant London Plan Chapters and Policies:

- Chapter 10 Transport
- Policy SI 1 Improving air quality
- Policy SI 14 Waterways – strategic role; Policy SI 15 Water transport
- Policy SI 16 Waterways – use and enjoyment

What new trends and objectives do we want to address?

- **Newham carbon neutral by 2030, and to achieve net zero greenhouse gas emissions nationally by 2050:** Newham declared a climate emergency in 2019, and Climate Emergency Action Plan sets out what the council proposes to do in the short term to help with this. Increasing modal shift from transport which produces greenhouse gases to low-emission mobility is a key component of tackling the climate emergency. Policy will need to consider ways to make it as easy as possible for residents and businesses to make this transition, working alongside other council policies, including the introduction of an emissions-based residential parking scheme.
- **Active Travel:** The council has made big efforts to improve active travel – walking, cycling and other sustainable modes – especially during the COVID-19 pandemic. Active travel is key, not just to reduce emissions, but also to help deliver the objectives of the 50 Steps to a Healthier Newham Strategy. Low Traffic Neighbourhoods, School Streets and other “pop up” interventions have been rolled out across the borough. The Local Plan can help to support these interim works to become permanent, with public realm improvements and by requiring developments to place walking, cycling and public transport use foremost in their designs. However consideration needs to be given to any potential trade-offs in how this may re-route traffic, with a focus on interventions which lead to an overall traffic reduction.
- **Long term impacts of COVID-19:** As of July 2021, public transport use has not returned to normal, with the number of cars on the roads back to its previous levels. There is a risk that if this persists it will undermine long standing work to increase public transport and walking and cycling modal share. Pillar 6 of Newham’s Recovery Strategy states that “We will become London’s greenest local economy”, with strategic outcome 6.3 stating that “Travel in Newham is green, safe and sustainable”. As the Plan develops we will need to monitor these trends and understand their underlying causes to implement policies and spatial approaches which continue to encourage active and low-carbon travel.
- **Deliveries, servicing and their impact on the road network:** The substantial increase in parcel deliveries is severely impacting Newham’s roads – with Centre for London estimating a 50% increase in van mileage in London since 2000. The increase in online shopping during COVID-19 also looks like it will persist, further exacerbating this growth. Newham will need to work carefully to mitigate the impacts of deliveries, encouraging more efficient “last mile” distribution and reduce congestion and air pollution. The impact of increasing parcel delivery is also felt in servicing bays and visitor parking at developments, which may need to be managed.
- **15 minute neighbourhoods:** As part of the work to deliver and strengthen 15 minute neighbourhoods, transportation will be key in reducing travel time in the borough and increasing access for residents. For example, connecting disconnected communities across existing barriers – rivers, roads, railways etc. or the provision of a new route could increase the functional boundary of a 15 minute neighbourhood.
- **Air Quality and electrification of the transport network:** Transportation is key in reducing the high levels of poor air quality in Newham. Since adoption of the Local Plan, the take up of Zero Emission Vehicles has increased dramatically – whether cars, taxis, vans or buses and we want to continue to support greater electrification. Electrification of the road network is not a cure-all – traffic congestion, particulate pollution and Vision Zero will remain issues in a car dependent society. Transportation policies should continue to encourage a more sustainable and equitable transportation hierarchy.
- **New technology:** New technology such as E-scooters, E-bikes, a wider range of zero emission vehicles, drones, autonomous shuttles have been arriving at pace in recent years, and the Local Plan needs to reflect and support these where necessary. Potential conflicts between users must also be mitigated, and new technology must not negatively impact residents or the wider transport network.

Sources:

- [Newham Climate Emergency Action Plan](#)
- [Newham Climate Emergency declaration](#)
- [HM Government Carbon Budget](#)
- [50 Steps to a Healthier Newham Strategy](#)
- [Towards a Better Newham – Re-orientation and Recovery Strategy](#)
- [Centre for London Freight and deliveries](#)
- [Newham Air Quality Action Plan](#)

What evidence will we use?

Transport Evidence Base

- Will assess the impact of the proposed housing and employment growth across the borough on the transport network.
- Propose required transport interventions to ensure sufficient transport capacity to support the proposed growth strategy.

Infrastructure Delivery Plan

- Identifies what infrastructure is required in what locations to support growth and deliver the Plan's objectives.
- It pulls together best-available information from a range of sources including TfL, the NHS, other external bodies and other Council departments.

Royal Docks & Beckton Riverside Opportunity Area Planning Framework Local Connections Study and Royal Docks Team Walking and Cycling study (led by the Royal Docks Team and GLA)

- These two documents set out the improvements to the local walking and cycling networks necessary to encourage future development in the Royal Docks.

Newham Air Quality Action Plan (2019) (led by LBN Environmental Health team)

This sets out aims and objectives to reduce poor air quality in Newham

Newham Cycling Strategy 2017-2024 (led by LBN Transport)

- Sets out how the Council will support cycling and deliver greater numbers of trips in Newham.

LBN Transport Corporate Policy – Local Implementation Plan and Transport Strategy for Newham (led by LBN Transport)

- These two documents will outline Newham's local transportation work over the next 5 years or so, implementing Local Traffic Neighbourhoods and other interventions.

Streetscape Highways Design Guide (led by LBN Transport)

- This document will assist developers and the Council to deliver high quality public realm and reduce car dependence on borough roads.



Proposed policy changes:

- 1. Reflecting new strategic transport projects:** Our spatial strategy and the approach to supporting new transport projects will reflect the latest proposals from Transport for London (TfL), such as the extension of the DLR to Beckton Riverside and Thamesmead, and electrification of the bus fleet. As the Local Plan develops, we will work with TfL and other partners to lobby for continued support of these key projects, recognising Transport for London's current financial position.
- 2. Supporting the continued rollout – and permanent implementation of – Low Traffic Neighbourhoods, School Streets and cycle lanes:** This will help to encouraging streets to become less car dominated, improve the public realm and increase walking and cycling modal share. We will examine how policies can require new development to support and contribute to this work, following the Healthy Streets guidance.
- 3. Preparing the borough for a Zero Carbon future:** Although a borough focused on the car will not be appropriate, there will be a need for electric vehicles in the future. Charging points will be need to be located across the borough on streets and in car parks rather just in new developments, to ensure convenient charging points for all electric car users. As fewer developments have onsite car parking provision, we will consider how new developments of all types can contribute to the development of this network.
- 4. Greater focus on reducing car use and car dominance:** We will amend our policies so that the car parking is in line with the London Plan (car free as the starting point), as well as go further to ensure better car club coverage, high quality and plentiful cycle parking, and provision for charging of E-bikes, electric scooters, and mobility scooters.
- 5. Considering the need for targeted parking provision:** We are committed to reducing car use and car dominance in the borough but do recognise there are a number of residents who require car parking to undertake their work, for example home care workers, taxi and delivery drivers. As working patterns continue to shift post pandemic, where such workers need to park their cars may be changing. This is alongside ensuring we have adequate provision for disabled drivers, with provision located in easily accessible locations within development sites. We will work alongside colleagues in parking to consider appropriate, evidence based options, to address this need. This may include options regarding the distribution of any car parking spaces provided on site, acknowledging this may have viability impacts.
- 6. Reducing the impact of deliveries in the borough:** In order to reduce the number of individual deliveries on the road, as well as reducing the impact at dense residential developments, we propose to consider more sustainable last mile solutions such as encouraging cargo bikes, micro distribution centres and parcel lockers.



You tell us

- Do you agree with the proposed changes?
- Are there other changes we should consider?
- Is there anything missing?
- How can Newham gain greater coverage of electric charging points across the borough?
- Do you have any further ideas on how to encourage a reduction in car use and greater use of active travel modes?

