

# **Infrastructure Delivery Plan (IDP)**

## **July 2022**

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# 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. 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 (2018).

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 infrastructure projects and infrastructure planning processes.

The IDP is well embedded within Local Plan policy, and is a material consideration concerning demonstration of 'need' in the Development Plan. 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 providers 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 than 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 strongly inter-twined with the Infrastructure Planning process being undertaken by the GLA and LBN for the Royal Docks Enterprise Zone/Opportunity Area and LLDC for their planning area.

## 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 Refresh?
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.

## 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 work plans and assumptions, where these are not in the public domain.

The document will be formally updated regularly, but infrastructure providers/commissioners are welcome to provide us with updates at any point by emailing [localplan@newham.gov.uk](mailto:localplan@newham.gov.uk)

# 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 Network Rail, Mayor's Transport Strategy (MTS) and the London Plan 2021.

Key requirements identified are the extension of the DLR to Beckton Riverside and Thamesmead, the need for further capacity work in Stratford and Canning Town Stations, the need to improve vertical station capacity and platform lengths to accommodate longer trains along the DLR to Beckton and Woolwich; and the ongoing project to secure step-free accessibility to all stations in the borough - 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 Limmo (Canning Town), Thames Wharf (a new DLR station) and around West Ham; new piers for river boat services are also identified requirements on Thames side sites where sufficient demand can enable them to be viable. London City Airport previously developed a feasibility study promoting the case for the development of a new Elizabeth Line station south of the airport in the Silvertown area to serve the Royal Docks and airport; this was supported in principle by the Council but 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 Airport and other local stakeholders continue to examine the feasibility of the new station with a view to informing the upcoming OAPF. The focus of the ongoing work by stakeholders will be to update the previous assessments and to develop the business case.

The MTS sets out improvements to station accessibility and improved public realm for walking and cycling as a key component of station upgrades, however given TfL's current financial position 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 siting of new piers and extensions. Joint working with TfL alongside the MTS sets out what is needed to achieve this.

## **Where?**

Stratford, Custom House, Canning Town, West Ham, Plaistow and Upton Park stations. 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. River Thames and associated piers.

## **When?**

The MTS covers the period 2018-2041, the London Plan covers a period of 15 years from 2021, 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 9 million in 2020, 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 350,000, 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 76% of all trips by 2021 and 83% by 2041.

## **Where are we now?**

- In anticipation of the Elizabeth Line becoming operational in 2022, the Council completed 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.
- Upton Park, Plaistow, Woodgrange Park and Wanstead Park are inaccessible.
- A new station entrance at West Ham station is under construction, providing access to the major Strategic Site to the west of 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.
- Royal Wharf Pier was completed in 2020 as part of the Royal Wharf development (Minoco Wharf).

### **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.
- Work closely with TfL, Royal Docks Team and landowners to progress the DLR extension to Beckton Riverside and Thamesmead, delivering a new station at Beckton Riverside.
- Press for further funding to deliver the Thames Wharf DLR station, key to allow enough units on the Thameside West scheme
- Continue to engage with London City Airport (and relevant stakeholders) regarding a privately funded Elizabeth Line station serving the airport and eastern Royal Docks, subject to this not having wider network effects. Engage with any stakeholder working group to examine the benefits of a new station.
- Land adjacent to Stratford International has been safeguarded for future expansion of the station.
- Work closely with Network Rail, TfL and other stakeholders on Stratford station work to scope future plans for the station in light of major capacity issues at the station

### **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](#)

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

LBN, [Crossrail in LBN](#)

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

TfL, [Improvements and Projects](#)

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

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



Scoped Project	Location	Description	Timing	Lead & Delivery Partners / Stakeholders	Expected Cost	Funding Source(s)	Funding Available	Funding Gap
Custom House	Canning Town and Custom House	Public realm improvements	2021-2025	TfL/NR	£5m	GLA/RDDT	£3.5m	0
Stratford Regional Station rebuild	Stratford & West Ham	Potential substantial rebuild of station including over station development to increase capacity and improve interchange	2030	LBN/TfL/Network Rail/MTR Crossrail	Unknown	Potential contribution from over station development	0	n/k
Stratford Regional Station interim improvements	Stratford & West Ham	Potential interim capacity improvements including new entrances and minor improvements	2022-30	LBN/TfL/Network Rail/MTR Crossrail/Developer	Unknown	Potential contribution from over station development / MSG developer	0	n/k
Stratford Regional Station Carpenters entrance	Stratford & West Ham	New station entrance at Carpenters Estate	2025	LBN/TfL/LLDC	£1m	LBN/TfL/LLDC	£1m	n/k
Beckton Park	Beckton	Station upgrades	2023	TfL/LBN/ Royal Docks Development Team (RDDT)/Key Developers	£4.9m	RDDT forward funding/TfL/Developer Contributions	£4.7	n/k
Pontoon Dock Station	Pontoon Dock	Station upgrades including escalators	2023	TfL/LBN/RDDT/Key Developers	£43.1m	RDDT forward funding/TfL/Developer Contributions	£4.6	£8.8m
Gallions Reach	Gallions Reach	Platform extensions	2023	TfL/LBN/ RDDT/Key Developers	£32.6m	RDDT forward funding/TfL/Developer Contributions	n/k	n/k
Royal Albert Station	Royal Albert	Station upgrades	023	TfL/LBN/ RDDT/Key Developers	£56.1m	RDDT forward funding/TfL/Developer Contributions	n/k	n/k
Thames Wharf DLR station	Silvertown	New DLR station	2025	TfL/LBN/Key Developers	£29.8m	TfL/RDDT/Developer Contributions/ HIF	£23m (	£6.8m

Scoped Project	Location	Description	Timing	Lead & Delivery Partners / Stakeholders	Expected Cost	Funding Source(s)	Funding Available	Funding Gap
Royal Victoria	Royal Victoria	Canopy Extensions	2018-2019	TfL/LBN/ RDDDT/Key Developers	£3.8m	RDDT forward funding/TfL/Developer Contributions	n/k	n/k
Canning Town	Canning Town	Station Upgrades	2019-2023	TfL/LBN/ RDDDT/Key Developers	£13.9m	RDDT forward funding/TfL/Developer Contributions	n/k	n/k
Silvertown Elizabeth Line	North Woolwich/LCY	Scoping of long term options for new station at Silvertown	2023-2030	LCA	n/k	LCA	n/k	n/k
DLR Platform improvements at London City Airport	LCY	Improved connection between DLR station and LCA terminal	2025-2030	LCY/TfL/RDDT	n/k	n/k	n/k	n/k
West Ham Station western entrance	Stratford and West Ham	Capacity Enhancement and additional entrance	2020-23	TfL/Developer	£50m	TfL/S106	n/k	n/k
Stratford International Station Expansion	Stratford	Capacity and enhancements	unknown	HS1/LBN/LLDC	£2.5m	Unknown	0	£2.5m

# 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 Mayor's Transport Strategy (MTS) and reflected in the latest business plan. Requirements identified include Elizabeth Line frequency enhancements, DLR rolling stock replacement (with walk through trains) and fleet enlargement (as part of the successful HIF funding from MHCLG); assessment of the option to extend the DLR network to Beckton Riverside 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 have economic and connectivity benefits for the wider area, and local stakeholders continue to lobby for operators to use the station.

Forest Gate junction is a key junction for national freight, connecting lines from the Felixstowe, Tilbury and London Gateway Ports to the Great Eastern Main Line, allowing connections to the North London Line and the Lea Valley.

## Where?

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

## 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 9 million in 2020, 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 350,000, 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.
- Aspirational target for increased frequency 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?**

- Elizabeth Line (Crossrail 1) basic service capacity opened in May 2022, works to TfL Rail (future Elizabeth Line) surface stations including step free access completed in 2019, Liverpool Street platforms expanded to 9 cars in Easter 2021 boosting capacity.
- DLR rolling stock programme is underway; and planning work to expand the DLR network to Thamesmead is ongoing
- MTS was published in March 2018; Royal Docks growth-led infrastructure planning in train.
- In January 2019 permission was granted for phase 1 of the DLR depot expansion with an expected completion in the mid-2020s.
- 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 off 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 to 2025 (with £281m secured from the HIF funding bid) and the longer term upgrade plans (currently unfunded) for the continued support for growth.
- Discussions with potential International operators for services from Stratford International continue.

### **What are the next steps?**

- To continue to lobby TfL for essential transport enhancements particularly Stratford Station, public transport river crossings and Thames Wharf DLR station
- Develop further projects arising with TfL and other stakeholders, partly through infrastructure planning for the Royal Docks (including the OAPF).
- Undertake business case for DLR extension to Thamesmead via Beckton Riverside feasibility studies to consider options and the masterplanning of sites along the identified corridor.
- Safeguard sites in the borough for an eastern branch of Crossrail 2 in the long term
- Continue to plan for International services to service Stratford

## 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.

### Main Sources:

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

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

Projects	Location	Description	Timing	Lead & Delivery Partners / Stakeholders	Expected Cost	Funding Source(s)	Funding Available	Funding Gap
Beckton Riverside DLR station	Beckton	Proposal for extension of the DLR from Gallions Reach to Thamesmead via Beckton Riverside	2030	TfL, GLA, RBG, LBB, Homes England, MHCLG, Aberdeen Standard, St. William / National Grid, Lendlease and Peabody JV	£1bn - £1.5bn	S106, external bidding	0	£1bn - £1.5bn
DLR	Beckton depot [Network Wide]	Additional Capacity Enhancements	2024-2030	TfL	£380m	TfL	£0	£410m
Jubilee Line	Stratford and West Ham Stations; Canning Town and Custom House	Signalling upgrade	2016-2021/22	TfL	n/k	TfL; Developer Contributions	£100m-£1bn	n/k
Upper Lee Valley Rail Network	Stratford	Capacity and Enhancements	2017-2023	NR/TfL/LBN	n/k	LEAP	n/k	n/k

# 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 service changes (to bus penetration and frequency) will need to occur south of the A13 to reflect growth, Elizabeth Line interchange requirements and the Silvertown Tunnel. 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 9 million in 2020, 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 350,000, 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 76% of all trips by 2021 and 83% by 2041.

### **Where are we now?**

- Stratford Gyratory completed in summer 2019, with improved access to bus stops and routes
- LIP funded Bus Stop Accessibility and bus priority programmes ongoing. 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?**

- Encourage electrification of bus fleet in line with TfL and Newham aspirations
- 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.
- TfL are working on a Bus Priority Programme.
- Planning is underway for new cross-river bus routes when the Silvertown Tunnel opens – “not less than 20 buses per hour during peak periods in each direction through the tunnels”
- Explore with TfL and employers for the potential for a 24/7 Royal Docks shuttle bus to link key employment sites in the area with main transport nodes at Custom House and Canning Town to enable sustainable and safe access for workers outside of core DLR operating hours.

### **Spatial Implications**

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

*Main Sources:*

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

Project	Location	Description	Timing	Lead & Delivery Partners / Stakeholders	Expected Cost	Funding Source(s)	Funding Available	Funding Gap
Bus Priority Programme	Borough-wide	Making best use of bus services to improve quality of service.	2017-2021	LBN/TfL	£15m+	TfL (growth fund)	n/k	n/k
Low Emission Bus Zone	Stratford	Abbey Lane/Stratford/includes Warton Rd Junction and Abbey Lane for CS2 upgrades	2018-2030	TfL/ LBN	£50m	TfL	n/k	n/k
Custom House station	Custom House	Bus turnaround with bus stops and stand as part of Custom House regeneration work	2025	TfL/LBN	n/k	LBN	n/k	n/k
Silvertown Tunnel	Royal Docks	Construction of the Silvertown Tunnel will allow for “not less than 20 buses per hour during peak periods in each direction”	2025	TfL/Riverlinx	n/k	n/k	n/k	n/k
Improvements to Beckton bus station	Beckton	Identified in the Royal Docks and Beckton Riverside OAPF	n/k	TfL/GLA/LBN	n/k	n/k	n/k	n/k
Royal Docks Shuttle	Royal Docks	Shuttle bus to link employment sites and transport nodes outside of DLR hours.	2025-2030	TfL/LBN/Royal Docks Team	£5m+	TBC	n/k	n/k



# 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 Cycleways; rollout of the Legible London signage across the Borough to assist with pedestrian wayfinding; delivery of the Leaway 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;

LBN's 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 350,000, 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 Routes 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 TfL's Major Schemes project) was completed in 2019
- Cycleway 6 (QEOP to Manor Park) improvements for a safer walking/cycling environment are completing in 2021
- Cycleway 22 (Newham Greenway upgrades) is underway for improvements for safer cycling and walking with TfL Quietways funded projects completing in 2021, however a number of aspirational improvements remain unfunded such as ramps.
- Completion of urban realm improvements around Elizabeth line stations including cycle parking and wayfinding

#### **What are the next steps?**

- Implementation of the LBN Cycle Strategy (2018-2025); continued development and delivery of LIP and other projects and infrastructure planning in the Royal Docks RDDT and work with the Royal Docks Team on a Cycling & Walking Strategy for the Enterprise Zone.
- Continued input to masterplanning and planning applications generally to secure good cycling and walking infrastructure, permeability and connectivity.
- 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:*

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

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](#)

Project	Location	Description	Timing	Lead & Delivery Partners / Stakeholders	Expected Cost	Funding Source(s)	Funding Available	Funding Gap
Cycleway 22 – Newham Greenway Upgrades	Stratford and New Town, West Ham, Canning Town North, Plaistow North and South, East Ham, South Beckton	Improvements for safer cycling and walking on Greenway (aspirational improvements such as ramps remain unfunded)	2017-2025	TfL	£4.6m	TfL, LLDC	n/k	n/k
Cycleway CS3X – Barking Link	East Ham South, Beckton	Improvements for a safer walking/cycling environment	2017-2021	TfL	£366k	TfL	n/k	n/k
North Woolwich Road	Royal Docks	Walking/cycling improvements linked with Royal Docks Corridor Improvements	2017-ongoing	TfL/ GLA	Part of a £29.67m package over 5 years	GLA Enterprise Zone / Council Funding/ TfL funding/Developer contributions	n/k	n/k
Cycleway – Roding Bridge(s)	Little Illford, East Ham North	Feasibility for new walking and cycling bridge(s)	2019-2022	TfL, LB Redbridge	£2m	TfL, LB Redbridge, Liveable Neighbourhoods Bid	n/k	n/k
Westfield Avenue/ Montfichet Road/ Penny Brooke Street	Stratford and New Town	Upgraded cycle facilities	2019-2023	LBN, LLDC, TfL	£3-5m	LLDC	£2m	n/k
Freemasons Rd Area, Liveable Neighbourhoods	Custom House, Canning Town South, Plaistow South	Area based projects to improve and encourage walking, cycling and public transport	2019-2022	LBN, TfL	£5m	TfL	£335k (further bid submitted October 19 for implementation)	£4.6m
Low Traffic Neighbourhoods	Across borough	Traffic reduction schemes to eliminate through traffic in residential areas (LIP)	2019-2028	LBN, LBWF, TfL	£1.2m	TfL	n/k	n/k

Project	Location	Description	Timing	Lead & Delivery Partners / Stakeholders	Expected Cost	Funding Source(s)	Funding Available	Funding Gap
Public Realm improvements to permanent LTN schemes	Across the borough	Where LTNs are to be made permanent, urban realm improvements including seating, play, trees, accessibility, bike parking etc.	2021-2028	LBN, TfL	n/k	n/k	n/k	n/k
School Streets	Across the borough	Improvements to areas around schools, reducing traffic and encouraging active travel route to schools	2020-ongoing	LBN, TfL	n/k	n/k	n/k	n/k
Tidal Basin Road/Dock Road (improvements associated with development of Thameside West in particular and Silvertown Tunnel)	Royal Docks	Improvements as part of the cycle infrastructure programme	2019-2022	LBN, TfL	£1.5m	TfL	£1.5m	n/k
CS2 Upgrade	Stratford and New Town	Including Junctions (part of low emission bus corridor scheme)	2019-2022	LBN, TfL	£2-4m	TfL	n/k	n/k
TfL Strategic Cycling Corridors	All		2019-2025	LBN, TfL	£10m+	TfL	n/k	n/k
Bespoke Cycle Hire	All	Increased cycle hire stations/cycle facilities	2018-2023	LBN	£400/500k	n/k	n/k	n/k
ABP Supporting work	Royal Docks	Improved connectivity linking Royal Victoria Dock edge and Royal Albert Dock edge, and access between Connaught Bridge and Sir Steve Redgrave	2018 - 2023	RDDT, LBN, TfL, ABP	£1m Potential Strategy works £15m	n/k	n/k	n/k

Project	Location	Description	Timing	Lead & Delivery Partners / Stakeholders	Expected Cost	Funding Source(s)	Funding Available	Funding Gap
		Bridge. Also public realm repairs and upgrades.						
A13 crossing improvements (Freemasons Road, Forty Acre Lane, Jack Dash Way/Noel Road)	Canning Town, Beckton	Improvements to crossings of the A13	n/k	n/k	n/k	n/k	n/k	n/k
Greenway upgrades within the OAPF area – and extension to Beckton Riverside.	Beckton	Upgrades and extension of the Greenway to serve Beckton and Beckton Riverside	2023-25	LBN, Royal Docks team, Developers	£1.65m	LBN, RDT, developer	£165k	£1.4m
Delivery of Cycle Future Route schemes including High St East Ham / Woolwich Manor Way and along Barking Road	Across Borough		n/k	LBN	n/k	LBN	n/k	n/k
Shape Newham (Phase 2) - part of Town Centre Delivery Plans	Forest Gate, Green Street, Manor Park and Little Ilford	Public art, safer alleyways and small scale public realm enhancements as requested by residents through the Newham High Streets Phase One strategy work	2024	LBN; Network Rail; Private Landowners	£900k	LUF/LBN	£0	£900k
Forest Gate Gateway - Part of	Forest Gate		2024	LBN; Network Rail; Newham College	£650k	LUF/LBN	£0	£650k

Project	Location	Description	Timing	Lead & Delivery Partners / Stakeholders	Expected Cost	Funding Source(s)	Funding Available	Funding Gap
Town Centre Delivery Plans		Public realm improvements on the approach to Forest Gate from Waltham Forest - including outside FGYZ and the railway bridge						
Queens Square	Green Street	Activating and public realm improvements to Queen's Square for use by local community with new greenery and trees, spaces to relax and enjoy, better lighting, public art, more cycling spaces and improved walking routes/alleyways.	August 2023	Lead: LBN Partner: GLA	£540K	GLA/LBN	£340K	£200K
Public Realm Upgrades - North Woolwich	North Woolwich	Improved place making and public realm focussing in North Woolwich including Albert Road and Pier Parade.	TBD	LBN	£5million	Not yet identified	£0	£5million
Stratford Public Realm Improvements	Stratford	Provision of outdoor facilities including public realm improvements and public art	2023/24	Stratford BID	£500,000	Welcome Back Fund		£500,000
Acquisition of rights to build and maintain Leaway Walk	Canning Town and Royal Docks	Public realm Improvements	2025	LBN	£ 5m	None	0	£ 5m
Mitchell Walk and Tollgate Road	Beckton	Public realm improvements	2023-24	LBN, TfL	£2.86m	LUF	£286k	£2.56m

Project	Location	Description	Timing	Lead & Delivery Partners / Stakeholders	Expected Cost	Funding Source(s)	Funding Available	Funding Gap
New Jupp Road Bridge, Station Street,	Stratford	Replacement bridge over the Jubilee line tracks	N/K	LBN/TfL/LLDC	n/k	n/k	n/k	n/k



# Transport: Road Network

## What?

The Newham road network includes 2 Transport for London Road Network (TLRN) routes which are under the statutory management of TfL, with other roads under the control of LBN as the Highway Authority including 10 Principal 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— 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. In the medium term, the Riverlinx consortium are constructing a new Thames road crossing for Silvertown Tunnel for TfL, which is planned to open in 2025. Longer term, the Council and other Boroughs have also identified the need for an additional crossings across the Thames.).

## 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 reached 9 million in 2020, 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. Need to reduce traffic on London's roads by 6m vehicle km/day
- Newham's population has increased significantly in recent years to approximately 350,000, 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
- Silvertown Tunnel is currently under construction by the Riverlinx consortium for TfL, this is planned to open in 2025. This will improve resilience at the Blackwall Tunnels, and allow for a large increase in cross river bus routes.
- Work with the Royal Docks Team to implement the North Woolwich Road (Royal Docks Corridor) improvement works and consider the options for highway rationalisation on the north side of Connaught Crossing.

### **What are the next steps?**

- Continued implementation of the Better Streets and Places (road/ street lighting/pavement improvement, 2018 to 2026) and LIP programmes
- Continue to input to major scheme development and Liveable Neighbourhoods to secure further streetscape improvements
- Working with TfL and the other Host Boroughs, to minimise the adverse effects of the Silvertown Tunnel on the Boroughs residents.
- Implement the new LIP
- When DFBO contract for A13 expires in 2030, work to reduce traffic and air pollution along the A13

### **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:*

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

[LBN, Cabinet January 2017, Keeping Newham Moving – A New Deal for Our Roads - Approval of Spend](#)

Project	Location	Description	Timing	Lead & Delivery Partners / Stakeholders	Expected Cost	Funding Source(s)	Funding Available	Funding Gap
Silvertown Tunnel	Royal Docks	New road tunnel connecting Greenwich Peninsular and West Silvertown	2019-2025	Riverlinx/TfL	£1 billion	PFI funded by user charging	n/k	n/k
Low Traffic Neighbourhoods	Borough wide	Access restrictions to prevent rat running – to improve walking/cycling and improve air quality	2020-28	LBN	n/k	n/k	n/k	n/k
North Woolwich Road (Royal Docks Corridor)	Royal Docks	Improvement programme to improve modal shift.	2021-2026	LBN and RDT	c£45m	Enterprise Zone and developer contributions	c£45m	n/k
Connaught North	Royal Docks	Concept proposal to rationalise highways to create development plots.	2022-2030	LBN and RDT	n/k	n/k	n/k	n/k
Removal of Bow flyover	Stratford	Improve Bow roundabout to a signalised junction, removing the flyover	n/k	LBN, LBTH, TfL	n/k	n/k	n/k	n/k
Stratford High Street boulevard	Stratford	Improvement to Stratford High Street to reduce speed, improve urban realm and increase greening	n/k	LBN, TfL	n/k	n/k	n/k	n/k
Reduction of A13 speed limit to 30mph	Across borough	RMS have no incentive to reduce traffic. When contract ends, work to reduce traffic and reduce speed	2030	LBN, TfL	n/k	n/k	n/k	n/k
A13 River Lea bridge replacement/ refurbishment	Canning Town	Replacement of life expired bridge	2023	RMS	n/k	RMS	£0	n/k

Cooks Road Bridge widening over Bow Back River	Stratford	Widening over bridge	n/k	LBN/LLDC/Developer	n/k	n/k	n/k	n/k
Link between Sugar House Lane and Marshgate Lane/Stratford High Street junction	Stratford	Bridge over canal and through development site to connect to Sugar House Island	n/k	LBN/LLDC/Developer	n/k	n/k	n/k	n/k
Bridges between Bromley by Bow and Sugar House Lane, including bus bridge at Culvert Drive	Stratford	Bridges connecting to Bow, allowing Bus route through Sugar House Island	n/k	n/k	n/k	n/k	n/k	n/k

# Transport: Wharves and River Navigation

## What?

In Newham there are 3 safeguarded wharves (Peruvian, Thames Refinery, and Royal Primrose). 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 its 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 London Plan 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 2021-41;  
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 350,000, 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?**

- The review of Safeguarded Wharves resulted in the release of Priors and Mayer Parry wharves on the River Lea and Thames, Manhattan and Sunshine Wharves on the Thames. The review retains Thames Refinery, and Peruvian Wharves which are active or viable for operations and additionally adds Royal Primrose Wharf to the list of safeguarded wharves.
- 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. This scheme has been granted planning consent.
- Silvertown Tunnel is under construction on the site of Thames Wharf

### **What are the next steps?**

- PLA wish to promote and maximise use of the boroughs remaining safeguarded wharves for waterborne freight cargo handling.
- Continue to work with the GLA and associated stakeholders to progress with a strategic boatyard at Albert Island/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.
- Potential additional River Pier as part of the Beckton Riverside development

### **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, or when development located in close proximity to the boroughs safeguarded wharves - buffering and implementation of agent of change principles will be important in relation to remaining/reactivating uses, to minimise the potential for conflicts of use and disturbance.
- 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:*

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

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

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

# Transport: London City Airport

## What?

London City Airport (LCY) is a 60ha site located within the Royal Docks. Prior to the onset of the COVID-19 pandemic the airport handled 5.1 million passengers in 2019, connected 45 domestic and international destinations and employed over 2,200 people.

The airport currently has planning permission to grow to 6.5 million passengers and 111,000 aircraft movements. The planning permission (referred to as the City Airport Development Programme (CADP)) was approved in July 2016 and includes new airfield infrastructure and upgraded passenger facilities. Construction commenced in 2017 and to date, a new parallel taxiway and eight new aircraft stands (capable of accommodating the new generation of quieter, cleaner aircraft) have been completed. The next phase of the build will include the extended terminal, a new forecourt and other surface access upgrades. However, construction was temporarily paused in December 2020 due to the impacts of COVID-19 on the aviation sector. The recently completed airfield upgrades will enable LCY to achieve the permitted 111,000 aircraft movements per annum through more efficient use.

In December 2020, LCY published a new master plan which shows how the airport could grow sustainably and responsibly over the next 15 or so years to accommodate projected demand of up to 11 million passengers annually on 151,000 aircraft movements and supporting up to 5,300 local jobs. The forecast growth can be accommodated largely within the airport's existing boundary by making best use of the existing runway and infrastructure. It includes the potential for an onsite aviation centre of excellence as well as other supporting and employment generating uses. Any growth beyond the currently permitted limits would require a separate planning application. The airport committed to achieving net zero carbon emissions by 2050 and to reduce the size of its air noise contour as well as other environmental commitments.

## Where?

Royal Docks

## When?

The current build programme for CADP extends to 2025 but the profile of delivery will be dependent on the speed and extent of recovery from the pandemic. 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 2023.

LCY's new master plan runs to the mid to late 2030's which aligns with the MTS which looks at a longer term period to 2041.

## Why?

- 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 regional, national and international connectivity it brings as well as facilitating inward investment; business and tourism.
- As one of the biggest employers in the borough, it will continue to grow and provide further opportunities to local residents, potentially supporting up to 5,300 jobs by the mid-2030s.

### Assumptions:

- Aircraft movements will recover gradually from the COVID-19 pandemic and reach the permitted capacity of 111,000 aircraft movements and 6.5 million passengers annually in the mid-2020.
- DLR modal share prior to the onset of COVID-19 was 64% while the airport was the best performing in the UK for public transport use at 73%. As part of the recently published master plan, LCY is targeting 80% of journeys to and from the airport to be made by public and sustainable transport modes by the time the airport reaches 11 mppa and acknowledging the Mayor of London's targets, increasing to 90% by 2041. It also notes ambitions to better connect the terminal with the DLR station and delivering increased investment in walking, cycling and electric charging for electric vehicles.

### **Where are we now?**

- In October 2017 development commenced with the airfield infrastructure having been completed at the end of 2020. The next phase of development is expected to come forward in a phased and incremental manner as demand returns post pandemic.
- A new digital air traffic control tower was recently completed in 2019 and came into operation from January 2021. It is the first major international airport in the world to be fully controlled by a remote digital air traffic control tower.
- 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.

### **What are the next steps?**

- Subject to the aviation sector rebounding from the COVID-19 pandemic, it is planned to deliver the next phase of CADP in an incremental manner as demand returns.
- The MTS Strategy commits to improving the introduction of full-length DLR carriages and more frequent service to London City Airport as part of ongoing DLR improvements within its indicative 2020-2030 timeframe.
- The airport continues to develop feasibility work and business case assessment for a new Elizabeth Line station at Silvertown serving the Royal Docks and the airport, as referenced in transport interchange section.
- The Airport published its Surface Access Strategy in 2018, which set out its approach and priorities for surface access from 2018-2025 as the Airport delivers the CADP.
- An updated Travel Plan (for 2019-2022) was approved by LBN in 2019.
- The longer term ambitions are set out in the LCY master plan published in December 2020.

### **Spatial implications**

- **CADP permission** - expanded the airport boundary to accommodate new aircraft stands over KGV Dock. The new master plan includes limited infrastructure upgrades that could be accommodated largely within the existing boundary by making best use of the existing infrastructure.
- **Development constraints** – on biodiversity, type of development, building heights etc. – within the vicinity of the airport will remain unchanged. Mitigation of environmental affects, in particular noise will continue to be required in accordance with the CADP planning permissions.



*Main Sources:*

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

Project	Location	Description	Timing	Lead & Delivery Partners / Stakeholders	Expected Cost	Funding Source(s)	Funding Available	Funding Gap
Improved connection between LCY terminal and DLR station	Royal Docks	Development improvements	2025-2030	LCY/TfL/DLR	£TBC	LCY	n/k	n/a
City Airport Development Programme (CADP)	Royal Docks	Development improvements	2017-2025	LCY/ LBN	£500m approx.	LCY	n/k	n/a
<b>This will include the following:</b>								
Improved public access at Hartmann Road	Royal Docks	Development improvements	2017-2025	LCY/LBN/TfL	n/k	LCY S106	n/k	n/a
Emergency Vehicle Access Point over King George V Dock	Royal Docks	Development improvements	2017-2025	LCY/LBN	n/k	LCY, S106	n/k	n/a

# Energy

## What?

National Grid owns and maintains the electricity transmission system in England and Wales. This energy is then distributed to the electricity distribution network operators, so it can reach homes and businesses. In London, the National Grid deals with high local demand and a small amount of generation. London's energy import relies heavily on surrounding 400kV and 275kV circuits. Key infrastructure in Newham and East London includes 400kV overhead from Barking to West Ham, 400kV Lower Lea Valley Cable Tunnel and 400kV lines along the River Lea and Regent Canal.

National Grid are also 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.

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.

## Where?

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

## When?

UKPN's current Business Plan covers an investment period between 2015 and 2023. National Grid's 'Gas Ten Year Statement 2015' covers the period 2015 to 2025. The 'Electricity Ten Year Statement' is National Grid's view of future transmission requirements, and is reviewed annually – with each statement covering the next ten years.

## **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 was completed in 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.
- Thames Gateway Heat Network undelivered, and not being taken forward (the District Heat Network LDO (2013) expired in March 2018).

## **What are the next steps?**

- A Royal Docks Team study into power supply in the Royal Docks & Beckton has been completed and has identified a strategic long-term requirement of c180MVA. The Royal Docks Team is considering options for funding at least 88MVA via a new primary sub-station at Gallions Reach to provide new capacity.
- 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.
- A Royal Docks Team study into decentralised energy has identified the opportunity for a low carbon heat network to recover heat from industrial processes to provide heating for new homes. This should be explored in more detail to develop the business case for the interventions needed.
- A Royal Docks Team study has considered the feasibility of removing some of the pylons in the northern Royal Docks. The commercial viability of delivering this infrastructure change needs further consideration. The project could release land for development and improve visual amenity. This should be explored further to develop a business plan for the interventions needed.

## **Spatial Implications:**

- Strategic sites must incorporate infrastructure needs and decentralised energy generation and distribution in their masterplanning, ensuring consideration at an early stage so that the spatial implications of infrastructure can be minimised and mitigated.

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

*Main Sources:*

GLA, [Energy supply](#)

LBN (2013), [District Heat Network Local Development Order](#)

Pearson A. (2011), [Case Study London Olympic Park Energy Centre, CIBSE Journal](#)

UKPN (2014), [London Power Networks; Business Plan \(2015 to 2023\) Core narrative](#)

UKPN (2014), [East London: LPN Regional Development Plan](#)

Project	Location	Description	Timing	Lead & Delivery Partners/ Stakeholders	Expected Cost	Funding Source(s)	Funding Available	Funding Gap
Electricity network upgrades	Royal Docks, Stratford and West Ham, Canning Town	Including increased capacity of Silvertown substation to 77.4 MVA through two 15 MVA transformers fed via two new circuits from West Ham substation.	2018-2025	UKPN/RDT & Ofgem, TfL	£32m	UKPN/Ofgem	£5.01m	n/k
Electricity Network Connection	Royal Docks	New primary sub-station to provide at least 88MVA of new supply at Gallions Reach.	2022-2025	RDT	£30m	Royal Docks Team	c£30m	TBC
Undergrounding of HV power lines	Royal Docks and Beckton	Feasibility established for West Ham to Beckton Park pylon removal complete but further viability and development options need to be considered.	2025-2035	National Grid, RDT and others	£120m	TBC	n/k	n/k

# 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. 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 (2021) 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 Royal Docks 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), detailed plans of rollout plans by borough have not been provided. Future requirements regarding mobile networks 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. There is an existing requested expressed by two Mobile Operators for the deployment of 55 small cells across the Borough to boost the capacity of the existing mobile network in areas of high density and pave the way towards 5G to be built in 2021/2022.

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 RDT 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. It is expected that fibre availability and footprint will increase across Newham because of the deployment of 5G-ready infrastructure fully funded by the private sector.

### **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 boost the capacity of the existing networks, cope with the increasingly demand of voice and data from mobile users and facilitate the adoption of new 5G-dependent use cases.

### 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.
- The consumption of mobile data has grown 5X since 2015 from 72 million gigabytes per month to 415 million gigabytes per month in the UK. However, a dramatic increase in data consumption of at least 10x is expected to take place by 2025 because of 5G.

### **Where are we now?**

- Roll out of superfast “full fibre” broadband underway, albeit at a fairly slow pace (availability of full fibre in Newham is 18%, below London average of 21%). Plans to work with providers to agree master wayleaves to allow for full fibre to be installed in Council housing stock.
- Provision of public Wi-Fi in community facilities, libraries and other public buildings have been delivered by the Council, to support people’s connectivity.
- 5G installation across the borough
- In 2016 TfL delivered station Wi-Fi to 250 Tube and 79 Overground Stations across the Network including Stratford, West Ham, Canning Town and parts of the Overground.
- Jubilee line between Westminster and Canning Town has 4G mobile network installed from March 2020 as pilot project, now planned to roll out to other Tube Tunnels across London.

- The Royal Docks Team has completed a digital infrastructure assessment for the Enterprise Zone and the findings have been published on the Royal Docks website. Implementation measures are under discussion.
- In 2021, the Council is looking to facilitate open access to their lampposts to facilitate the deployment of 5G-ready infrastructure that improves the connected experience of residents, visitors, and workers. The initial deployment of small cells is forecasted to take place in Q4-2021/Q1-2022

### **What are the next steps?**

- Continued rollout of superfast broadband, and 5G mobile networks 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 Wi-Fi) 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 Wi-Fi. 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.
- Consider options for the implementation of the Royal Docks Digital Strategy.
- Support Mobile Operator with the deployment of 5G-ready infrastructure and dark fibre across the Borough through the management of the Open Access model.

### **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. By adopting the Open Access model, Newham Council aims to have a more active role in the deployment of 5G-ready infrastructure, working in collaboration with all 4 Mobile Operators to improve mobile connectivity across the Borough, enhance digital inclusion and boost our local economy

#### *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](#)

Project	Location	Description	Timing	Lead & Delivery Partners / Stakeholders	Expected Cost	Funding Source	Funding Available	Funding Gap
Royal Docks Telecoms and Broadband Infrastructure Study and implementation	Royal Docks	Implementation of the recommendations of the Royal Docks Digital Strategy	2021-2025	RDT and LBN	n/k	EZ/LEAP	n/k	n/k
4G/5G Small Cells	High density areas and “mobile not spots”	Facilitating access to lampposts for the delivery of small cells. Phase 1 of the project includes 35 locations	2021-2026	Freshwave (O2)	Neutral cost for the Local Authority	Private fund	N/A	N/A



# Waste

## What?

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

The planning of waste infrastructure involves the safeguarding of sites for the handling of all waste (with facilities often delivered by private business) as well as the commissioning of capacity for municipal waste<sup>1</sup>, 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 Royal Docks and the Lower Lea (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). ELWA's 25-year contract ends in late 2027.

## 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.

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<sup>1</sup> Household waste plus commercial waste from any businesses that sign up to Local Authority collection

### Assumptions:

- The JWP was based on population projections and waste apportionments known in 2011.
- ELWA's forthcoming strategy and the revised Joint Waste Plan will be based on updated GLA population projections and waste apportionments.
- ELWA assumes continued use of existing waste transfer sites
- 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).
- Potential changes due to national requirements – such as separate collection of food waste or streamed recycling.

### **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 Thames Gateway Water Treatment Plant (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 1<sup>st</sup> April 2020 to 31<sup>st</sup> 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. Planning permission for this extension was granted on 23rd September 2020 (Ref: 19/02768/FUL).

The review for AMP8 (1st April 2025 to 31st March 2030) will take place in 2024.

Water supply options for WRMP19 and WRMP24 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 April 2020, the WRMP19 was published, setting out the actions Thames Water will take to provide a secure and sustainable supply of water for our customers, support housing and economic growth, whilst protecting and improving the environment. The Plan includes ambitious proposals to make the best use of water, by reducing the amount lost through leaks in the pipes, installing smart water meters in customers' homes and giving assistance to customers to manage their water use. It also sets out the new schemes needed to boost water supply in the next 10 years, these include sourcing new groundwater and buying surplus water.

In the longer term Thames Water will need to develop additional water supplies to ensure they can continue to provide a secure and resilient water supply for future generations. Thames Water are working closely with the other water companies in the South East to develop a multi-sector resilience plan for the whole South East region, and are working collaboratively, with other water companies, to look at new strategic water supply options including a new reservoir in Oxfordshire, transfer of water from Wales, the Midlands and the north west via the River Severn and schemes to reuse wastewater including at Beckton STW.

Further details are available on Thames Water's website at: <https://corporate.thameswater.co.uk/about-us/our-strategies-and-plans/water-resources>

Next WRMP review will take place in 2024 i.e. WRMP24

### **Why?**

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

### Assumptions:

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

### Where are we now?

- Work at Beckton Sewage Treatment Works provide additional capacity was granted planning permission in September 2020 and construction is expected to be complete during Spring/Summer 2023.

### What are the next steps?

- Work at Abbey Mills Pumping Station to connect the TTT to the Lee Tunnel have been completed
- The review for AMP8 (1st April 2025 to 31st March 2030) will take place in 2024.
- In 2020 an updated Water Resources Management Plan (WRMP) was approved by the Secretary of State, 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.
- Work with GLA Planning, the Environment Agency, Thames Water and the Royal Docks Team on an Integrated Water Management Strategy and a Riverside Strategy.

### 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 WRMP19/24 options for water re-use or increased desalination capacity at BSTW are taken forward, these would likely involve extension northwards into the 'Northern Lagoon' area.
- On other/all sites it will be important to continue to secure measures to alleviate water stress through new development specifications and masterplanning of SUDs etc.

#### Main Sources:

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

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

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

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

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

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

# Flood Protection

## What?

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

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

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

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

## Where?

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

## When?

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

## Why?

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

## Assumptions:

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

### **Where are we now?**

- The implementation of flood defence improvements in line with TE2100 recommendations has commenced under the Environment Agency's Thames Estuary Asset Management (TEAM) 2100 programme – there may be a Newham-specific project (at King George V lock) to implement in the short/medium 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.
- Work with the Environment Agency, Royal Docks Management Authority and the Royal Docks Team to consider the options for an early replacement of the flood defence for the Royal Docks. This is subject to detailed design, funding and various approvals.

### **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.
- Linked to the Opportunity Area Planning Framework, LBN, GLA and the Royal Docks Team are developing a Riverside Strategy and an Integrated Water Management Strategy to provide additional guidance, data and recommendations. Flood defence works have been agreed at other development sites in the Royal Docks including Thameside West and Gallions Quarter.
- 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.
- Short term project
  - Replacement of the King George V flood control gate with new dual function lock gates.
  - Lyle Park flood defences in conjunction with Deanston Wharf developments
- Long term projects (costs and other details unconfirmed):
  - Raising of downriver defences by ~1.1m
  - Raising of upriver defences by 0.5m
  - Replacing Bradfield Steps

#### *Main Sources:*

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

Responses from EA and Royal Docks

Project	Location	Description	Timing	Delivery Partners & Stakeholders	Expected Cost	Funding Source	Funding Available	Funding Gap
Flood defences - maintenance and repair	Borough-wide	Contributions towards	to 2050	LBN/EA/Riparian owners	£14m	n/k	n/k	n/k
Flood defences - major repairs and replacements	Borough-wide	Contributions towards	To 2050	LBN/EA/ Riparian owners	£85m (around £20k per metre)	n/k	n/k	n/k
Bradfield Steps replacement	Bradfield Road, E16	Contributions towards	To 2050	LBN/EA	£1m+	n/k	n/k	n/k
Thames Barrier - operation and maintenance	Royal Docks	Contributions towards	To 2050	LBN/EA/ Riparian owners	£15m	n/k	n/k	n/k
Thames Barrier - refurbishment and replacements	Royal Docks	Contributions towards	To 2050	LBN/EA/ Riparian owners	£5m	n/k	n/k	n/k
King George V Dock Replacement Flood Protection Gate	Royal Docks	Contribution towards	2022-2025	LBN/EA/RoDMA/RDT	£13-19m	Various	n/k	n/k
Replace hard engineering with soft engineering solution from Lea Bridge to Three Mills Lock (5 km)	River Lea	Replace hard engineering with soft engineering solution, set back flood defences where possible	To 2050	EA	£100-500k	Various	n/k	n/k



# 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
- The Public Realm Framework and Landscape Design Guides have been published for the Royal Docks.

## What are the next steps?

- A number of relevant projects are detailed in the table below; immediate priorities for LBN connecting Canning Town to the river / Royal Docks via the Canning Town Riverside, Limmo, Thameside West and Royal Victoria West sites.
- Lochnagar Bridge, Poplar Reach Bridge and Mayer Parry Bridge across the Lea between LB Tower Hamlets and LB Newham

## 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 \(and associated documents\)](#)

[5<sup>th</sup> Studio, Draft Lea River Park Housing Zone Site Strategy](#)

Project	Location	Description	Timing	Lead + Delivery Partners / Stakeholders	Expected Cost	Funding Source	Funding Available	Funding Gap
Lochnagar Street - Cody Wilds (Lochnagar Bridge) bridge	Canning Town	Proposed pedestrian and cycle bridge over the River Lea in connection with Ailsa Wharf development (LBTH).	By 2024	LBTH/LBN + Developer(s)	c. £8m	CIL/S106 Contributions  Business rates  GLA Housing Zone Fund	£2.5m	n/k
Poplar Reach Bridge	Canning Town	Proposed pedestrian and cycle bridge over the River Lea. TfL feasibility study under way. Poplar Gasworks site (LBTH) granted planning consent in May 2019 (safeguarding landing).	By 2035	LBTH/LBN + Developer(s)	c.£8m	CIL/S106 Contributions  Business rates	n/k	n/k
Leven Road – Canning Town Riverside (Mayer Parry Bridge) bridge	Canning Town	Proposed pedestrian and cycle bridge over the River Lea in connection with Leven Road Gas Works (LBTH) and Canning Town Riverside (S12).	By 2039	LBTH/LBN + Developer(s)	c.£10M	CIL/S106 Contributions  Business rates	n/k	n/k
Leamouth South - Limmo footbridge	Canning Town	Proposed crossing over the River Lea in connection with Leamouth Peninsula (LBTH) and Limmo (S18). Lapsed planning permission 10/00245/LTGDC.	By 2023	LBTH/LBN + TfL/Developer(s)/P LA/USM/TBWT	c.£7M	n/k	n/k	n/k
Trinity Buoy-Thames Wharf bridge	Canning Town	Proposed crossing over the River Lea tied into the continuing regeneration of Trinity Buoy Wharf (LBTH) and the future development of Thames Wharf (S08).	By 2023	LBN/LBTH + Developer(s)/PLA	c.£10M	n/k	n/k	n/k
A13 Connector	Tower Hamlets	City Island to Leaway and Canning Town bridge extension	By 2030	LBTH + LBN	c.£13M	n/k	n/k	n/k
Newham Riverside	Canning Town	Leaway path expansion	By 2024	LBN + Landowners/ Developers	n/k	n/k	n/k	n/k

Project	Location	Description	Timing	Lead + Delivery Partners / Stakeholders	Expected Cost	Funding Source	Funding Available	Funding Gap
Limmo Riverside Path & Park NIAS	Canning Town	Connect Lea river to Royal Docks from Canning Town via Limmo (S18)	n/k	LBN+ LBTH/TfL/ Landowners/ Developers	n/k	Part of site development requirements	n/k	n/k
ElectraNIAS	Canning Town	Public access along the existing riverside pathway; open gates.	n/k	LBN + landowner	n/k	Electra (S106) + LBN	n/k	n/k
Silvertown Way / North Woolwich Road <sup>2</sup>	Canning Town and Royal Docks	Creating green cycle and pedestrian route along the highway	2017-ongoing	LBN + Developers	£10 mil (whole project)	LBN S106 monies	£66k	n/k

<sup>2</sup> Part of wider project 'North Woolwich Road (walking/cycling improvements) linked with Royal Docks Corridor Improvements'. See Transport: Walking and Cycling table page 21.

## 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. Having sufficient childcare means that families are able to find childcare that meets their child’s learning needs and enables parents to make a real choice about work and training. This applies to all children from birth to age 14, and to children with disabilities.

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.

The Borough has continued its housing delivery program; with implications on school places. Requirements are therefore, for school provision to expand, or be re-configured or in some areas new provision established, in line with new housing development.

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 proposed in the Council’s Basic Need Funding programme to expand school capacity, modernise and expand provision, including for Special Educational Needs and Disability. In addition to the 2018 DfE Special provision Fund, Newham has also benefited from the High Needs Provision Capital Allocations (HNPCA) announced in March 2021 to support the provision of places for pupils with special educational needs and disabilities (SEND) and those pupils requiring alternative provision (AP).

The five year School Place Planning Strategy *Places for All*, last updated in 2020, will be updated in line with latest pupil projections to help guide investment, which may also lead to capital funding from the Basic Need Funding programme being re-directed to address emerging priorities.

The COVID-19 pandemic has resulted in significant changes to how schools operate and safely manage pupils within existing building space; the longer term implications for provision including any impact on the design of school buildings are as yet unknown, but will need to be taken account of in future plans.

Colleges and 6<sup>th</sup> form providers are also reviewing their estates in dialogue with the ESFA and Council as appropriate: Newham sixth form college has a 25 year masterplan reconfiguring its estate to modernise it to better meet local needs; Newham College is reviewing its estate and has formulated an overall estate strategy and curriculum plan for the next 6-10 years and beyond. They are awaiting the outcome of their capital grants to the DFE for improvements to East Ham and Stratford campuses, along with a Capital Bid for T levels.

### **Where?**

The revised pupil forecast indicates that whilst there is sufficient primary school places within Newham overall, there are three primary school planning areas (Stratford, Beckton, Canning Town & Custom House) that will experience increased demand.

The high primary pupil numbers since 2010 has also translated in time to pressure on secondary schools, Sixth forms and skills provision, albeit these are less geographically constrained.

### **When?**

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 2020 to 2025.

The ESFA's Basic Need Funding plan covers a rolling period of three years, currently up to 2022/2023, but funding allocation especially for primary places has significantly reduced and future allocations, are not likely to cover the level of provision needed. So any place pressures arising from new housing will require corresponding developer funding both for construction and land where applicable.

### **Why?**

- Newham has a young population with high birth rates (although the pace of growth in births has now receded). However, with significant housing development in train and planned in some areas; these inevitably will impact on school rolls. 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).
- Following the increases in the primary school roll over the last ten years there has been a consistent increase in secondary school roll since 2016 with the latest secondary roll projections indicating demand on secondary school places up to 2024/25.
- The increasing young population in Newham and the requirement for all young people to remain in education until at least their 18<sup>th</sup> birthday means that there may be increase in demand for 16-19 places. There will be dialogue with existing providers to plan for more places when needed.
- As the school population increases so do SEND requirements. Analysis of the School Census over recent years indicates that within the primary mainstream sector the number of pupils identified with Autistic Spectrum Disorder (ASD) need has significantly increased by 129% from 2015 to 2020; which is now resulting in increased need for specialist provision for ASD.

### Assumptions:

- Pupil Place Planning makes use of ONS & GLA population forecasts and ONS live birth data for the borough, triangulated against schools' census data of actual admissions, SEND2 data together with LBN's housing trajectory;
- Current pupil yield calculations is based on the Newham local pupil yield study and takes account of historic patterns
- 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 at least 2% 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?**

#### Primary

- With the revised forecast, there is adequate provision for primary school places to at least 2023/24. Further need arising from new housing developments especially in the Stratford, Beckton and Canning Town & Custom House planning areas will be brought forward when needed in line with the occupation of new developments to reduce the over-provision of places that can be financially challenging to schools facing falling rolls.
- The 2FE Royal Wharf Primary opened in its permanent building in September 2020.
- The 2FE School 360 (aka School 21) primary school at Sugar House Island, Stratford planning area will be opening this September for the academic year 2021/22 initially as 1FE.
- A free school provider will be sought for the GLA site at the Gallions Quarter/Armada Way.

#### Secondary

- The highest level of need is within the secondary sector, and we have delivered an additional 900 secondary school places with the expansions at Brampton Manor Academy and Forest Gate Community schools. Expansions at Lister Community and Little Ilford schools will also provide additional secondary places from September 2021, providing 600 additional places over time.
- The Oasis Academy Silvertown is currently based in temporary accommodation but construction works on the permanent provision on North Woolwich Road, close to West Silvertown DLR station began in the summer of 2020 and will be completed by January 2022.
- East London Science school new permanent premises is planned at West Ham/Stephenson Street to open in September 2024.
- London Design & Engineering UTC now admitting Year 9 pupils since September 2019 which has helped ease the pressure on places.
- Secondary need beyond September 2023 will be met by the two approved free-schools: School 21- Rick Roberts Way site; the other site's delivery date is subject to site progression and further evidence of need.

#### Specialist provision

- Work is underway to develop and review our overall SEND provision to ensure there is right provision and alternative provision places to meet changing needs, particularly given the demand for more autism provision.

- In June 2020, Learning in Harmony Trust was announced as the successful provider for the new 105 place SEND special free-school for Autism Spectrum Disorder (ASD) for pupils aged five to nineteen on Leyes Road site, to open at the earliest in September 2023. In advance of this, to meet immediate need, a satellite of JFK special school is opening at Lister school for pupils with ASD.
- Adaptations will be carried out in specialist provisions to enable sustainable mix of provision following a review underway of SEND specialist provision and forecasts.

#### 16-19 provision

- 16-19 education is expanding through: Bobby Moore Academy admitting into its 6<sup>th</sup> Form in 2022/23; the Newham sixth form college, with the first phase of its 25 year regeneration programme completed in 2017/18;
- London Academy of Excellence 16-19 free school has permission to increase the roll to 750 total in the future but this is dependent upon securing a new, larger site. Conversations are ongoing.

#### Further Education and Training

- In the LLDC area, University College London are constructing 'UCL East' – a satellite campus comprising of academic buildings and student accommodation. The first buildings are scheduled to open in time for the 2022/23 academic year.
- University of East London has three campuses in the borough in Stratford and the Royal Docks, and Birbeck has a campus in Stratford.
- University College of Osteopathy relocating from Southwark to a new dedicated site in the Hallsville Quarter development, Canning Town in Autumn 2023

#### What are the next steps?

- Pupil Place Planning follows the updates to the 5 year land supply; Next Pupil place planning update is due later in autumn 2021/winter 2022.
- Continue to support the delivery of new schools/academies and expansion of existing schools when needed and in areas where pupil growth is forecast due to housing development, whilst managing the risk of over provision.
- Identify current needs, future demands and gaps in SEND provision and ensure the right provision is available in Newham
- Secure delivery of early years education/nurseries, particularly where it is providing extended childcare.
- Monitoring delivery of schools on Strategic Sites

#### Spatial implications

- New school sites are extremely hard to come by in the Newham/wider London context due to residential values. 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 6<sup>th</sup> 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):

- S05 Stratford Central – includes various opportunities and probable site for London Academy of Excellence
- S01 Beckton Riverside – potential provision for primary and secondary on site, depending on level of development proposed
- S11 Parcellforce – 5FE secondary school approved as part of Twelvetrees Park development
- S06 Coolfin North – Hallsville Primary site
- S23 Connaught Riverside – provision for primary school in allocation – Ballymore have proposed a Primary School on the Unex/Thames Road quarter site
- S08 Thames Wharf and S09 Silvertown Landing – 4FE primary school approved as part of Thameside West development
- S21 Silvertown Quays – 2015 outline permission granted, but not built out includes provision for a 2FE primary school
- S26 East Ham Town Hall Campus (Strategic Site including Police Station, Newham College, Newham Collegiate 6<sup>th</sup> 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);
- S31 Royal Albert North – includes UTC 14-19 provision and further opportunity

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
- CF12 Langdon School (Academy)
- CF14 Flanders Road Site
- CF15 Eleanor Smith North Road (Newham managed)
- CF16 Tunmarsh Centre (Newham managed)
- CF17 Colegrave Primary (Newham managed)
- CF18 NCFE Welfare Road (private operator)
- CF20 New Sixth Form College (Private operator)
- CF22 Maryland Primary (Newham managed)

Sites not allocated but with the potential for alteration within the plan period (and without confirmed funding):

- Rokeby School for Boys

*Main Sources:*

[Places for All: A School Place Planning Strategy 2018 to 2023](#)

## Education Projects

Project	Location	Description	Timing	Lead & Delivery Partners/ Stakeholders	Expected Cost	Funding Source(s)	Funding Available	Funding Gap
Brampton Manor Academy	East Ham	Secondary 4 FE expansion.	By Sept 2020	LBN/ DfE/ESFA	£24.6m	HMG	£24.7m	n/a
Forest Gate Community School	Forest Gate	Secondary 2 FE expansion.	By Sept 2019	LBN/ DfE/ESFA	£13.4m	HMG	£13.5m	n/a
Lister School	Plaistow North	Secondary 2 FE expansion (including bulge classes).	By Sept 2022	LBN/ DfE/ESFA	£20.0m	HMG	£20.0m	n/k
Little Ilford School	Little Ilford	Secondary 2 FE expansion.	By Sept 2022	LBN/ DfE/ESFA	£15.4m	HMG	£14.7m	£0.7m
East London Science School permanent site (on S11 Parcelforce)	West Ham	5FE secondary school on new site	By Sept 2024	Berkeley Homes/ DfE/ESFA	n/k	S106	n/k	n/k
Oasis Academy Silvertown	Royal Docks	4FE secondary school on new site	By Jan 2022	DfE/ESFA	n/k	n/k	n/k	n/k
School 360 (aka School21) on Sugar House Development	Stratford and West Ham/ LLDC area	New 2FE Primary of an all-through free school	By Sept 2021	School 21 / DfE/ESFA	n/k	ESFA Wave 12	n/k	n/k
School 21 Sugar House on Rick Roberts Way	Stratford and West Ham/ LLDC area	New 4FE Secondary of an all-through free school	By Sept 2024	School 21 / DfE/ESFA	n/k	ESFA Wave 12	n/k	n/k
Special Free School on Leyes Road	Custom House	New ASD Free School for 105 pupils	2022/23 (provisionally)	LBN/ DfE/EFSA	n/k	ESFA	n/k	n/k
Sandringham Primary	Green Street East	New SEND provision	2021/22 to 2022/23	LBN, DfE/ESFA	£0.75m	SEND Capital	£0.75m	n/a
Gallions Quarter/ Armada 2	Royal Docks	2FE or 3FE primary school	2024-26	LBN, Royal Docks Team, DfE/ESFA	Subject to size of school	TBC	n/k	n/k
Thameside West	Royal Docks	4FE primary school	Late 2020s	Developers, LBN, DfE/ESFA	£14-15m	S106	n/k	n/k

*There are potential projects still subject to agreement and subsequent approval not included in the above table.*

# Health Care

## What?

North East London Clinical Commissioning Group (NELCCG) 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. The CCG's (Newham) Strategic Estates Plan (September 2018) integrates the estates plans of borough health providers including the Barts Health NHS Trust (Newham University Hospital) and East London NHS Foundation Trust, (ELFT – provider of community and mental health services).

Local health bodies and partners are working together to deliver the NHS Long Term Plan through the local integrated care system - North East London Health and Care Partnership - which brings together NHS organisations, local authorities, community organisations and local people to ensure our residents can live healthier, happier lives.

The building block of the approach are borough-based partnerships where the NHS works closely with Local Authority and other partners to help people stay healthy and address health inequalities.

The Strategic Estates Plan reflects the Integrated Care System future plans for Newham. 45 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.

Newham Council's Adults and Health Directorate (covering Adult Social Care and Public Health) works in partnership with NELCCG 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 NELCCG has outlined, in the Local Strategic Estates Plan (2018), 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 2021, Eighteen GP practices had more than 10,000 registered patients (NHSE Weighted List Size) and therefore fit the new service model; these are 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 November 2017, LB Newham Cabinet approved 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 strategic requirements of the Long Term Plan, including:

- 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 45 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 - Health & Care Space Newham Ltd (HCSN) - was established February 2019 as a partner-owned and controlled delivery vehicle for the new estate (detailed below) that is planned across Stratford, Canning Town, Docklands, Beckton, Plaistow, Upton Park, East Ham, Manor Park and Forest Gate.

Partners are committed to bringing forward modern, high quality health centres that can facilitate modern health and care services over the next 40-60 years.

New developments will seek to achieve exemplary sustainability standards and energy efficiency to ensure improved operating costs over the lifetime of the building. New centres will also be located in or around town centres to ensure best accessibility for residents, and sustainable travel opportunities for health and care workers.

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?**

New developments delivered in town centre areas across the borough to provide new high-standard centres consistently to facilitate reconfiguration of services across the borough, and growth-driven change in the Lower Lea Valley and Royal Docks.

### **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; 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.
- The council and NELCCG 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.

### **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 NELCCG Strategic Estates Plan has commenced, though some developments have been removed and further changes may be required.
- Five practices have recently received NHSE/NELCCG 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.
- At Newham University Hospital the New Rainbow Centre for inpatient and outpatient children and young peoples' services, opened in February 2017.
- HCSN has opened Pontoon Dock Health Centre (2021) providing services to up to 25,000 local residents.
- The Froud Centre extension and refurbishment (2021) serving 11,000 patients.
- The PNA 2018 identified no gaps in pharmacy service provision.
- New HCSN developments at Hallsville Quarter (Canning Town), and Hartley (East Ham) have Planning Consent, and are underway.

### **What are the next steps?**

- Continue partnership working with NELCCG 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 often difficult to find new sites for health care provision. The approach in Newham will include 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)<sup>3</sup>:
  - S27: Queens Market
  - East Beckton/Gallions Reach
  - S21: Silvertown Quays
- Non-strategic site allocations (for expansion, reconfiguration, possible inclusion of residential) are as follows:
  - CF01: Tollgate Medical Centre
  - CF03: Lord Lister Health Centre
  - CF04: East Ham Memorial Hospital, Shrewsbury Road Medical Centre and the Passmore Edwards Building.
  - CF05: Balaam Street Practice
  - Hartley Avenue
  - Hallsville Quarter (Canning Town)
- Sites not allocated but with the potential for alteration within the plan period (and without funding confirmed) are as follows:
  - Albert Road Surgery – King George
  - Custom House
  - Vicarage Lane
  - Abbey Road Medical Centre
  - Market Street Health Centre
  - Star Lane Medical Centre

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<sup>3</sup> N.B. A number of additional site allocations include provision for community facilities which may include health care should adequate need be demonstrated.

- Sir Ludwig Guttman Health and Wellbeing Centre
- Boleyn Medical centre
- Centre Manor Park

*Main Sources:*

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

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

Project	Location / GP Cluster	Description	Timing	Lead & Delivery Partners/ Stakeholders	Expected Cost	Funding Source(s)	Funding Available	Funding Gap
Star Lane Medical Centre	Canning Town/ South 1	Redesign and enlarge the current GP primary care facilities, providing an additional consulting rooms and improving the clinical accommodation.	2021/22	NCCG / Star Lane GP practice	£1.2m	GP practice NHS England	n/k	n/k
Lord Lister	Forest Gate/ North West 2	New build on the existing site or within the locality, to provide for the existing population of c20k patients. The current premises are in need of significant maintenance and redesign to meet the requirements of CQC estates. Development to include 60 key worker housing units.	2025/26	NCCG / NHSPS, GP practice	n/k	LBN (S106s) HCSN Estates and Technology Transformation Fund (ETTF)	n/k	n/k
King George V Health Centre	Royal Docks/ South 2	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.	2025/26	NCCG / NHSPS	n/k	LBN (S106s) HCSN Estates and Technology Transformation Fund (ETTF)	n/k	n/k

Project	Location / GP Cluster	Description	Timing	Lead & Delivery Partners/ Stakeholders	Expected Cost	Funding Source(s)	Funding Available	Funding Gap
		The facility will link to the other services in Pontoon Dock Health Centre. Development to include key worker housing units.						
Hartley Avenue Health Centre	East Ham/ Central 1	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 Practice's from St Bartholomew's Health Centre and Lathom Road Practice into the modern facilities, to meet the requirements of CQC and offer shared facilities.	2023/24	NCCG / LBN, developer	£8m	LBN (S106s)  HCSN  Estates and Technology Transformation Fund (ETTF)	n/k	n/k
New Balaam Street	Plaistow/ Central 2	A new health centre (c20k patient) to meet the needs existing and new population of central Newham. The scope of development is being investigated, but may require assembly of various sites on Balaam St and First Avenue. This will enable the relocation of existing Balaam Street practice into the modern facilities, to meet the requirements of CQC and offer shared facilities. Development to include key worker housing units.	2025/26	NCCG / LBN, NHSPS, ELFT	n/k	LBN (S106s)  HCSN  Estates and Technology Transformation Fund (ETTF)	n/k	n/k
Hallsville Centre	Canning Town/ South 2	A new health hub (c24k patients) in the Canning Town town centre to meet the needs of existing and new population. Relocation of Dr Ruizand Partners and Star Lane practices	2024/25	NCCG / landowner	£7.3m	LBN (S106)  HCSN	£4,000,000 (S106)  £3,300,000 (HCSN)	n/k
Tollgate Medical Centre	Beckton/ South 2	A new integrated health centre to be delivered on or within the locality of current GP premises at Tollgate in Beckton.	2025/26	NCCG / GP practice	n/k	LBN (S106s)  HCSN  Estates and Technology	n/k	n/k



Project	Location / GP Cluster	Description	Timing	Lead & Delivery Partners/ Stakeholders	Expected Cost	Funding Source(s)	Funding Available	Funding Gap
						Transformation Fund (ETTF)		
Queens Market Health Centre	Green Street/ Central	A new health and social care centre (c25k patients) to be developed as part of a strategic re-development of Queens Market to meet existing and new population of Upton Park/Plaistow area of Newham. This will enable the relocation of several existing GP practice's (Boleyn Road Practice, CM Patel, Plashet Medical Centre, Sinha Medical, Project Surgery) into the modern facilities, to meet the requirements of CQC and offer shared facilities. To include 11 key worker residential units.	2026/27	NCCG / GP practice, LBN	n/k	LBN (\$106)  GP sourced funds	n/k	n/k
Custom House Surgery	Custom House / South 2	A new build (c24k patients) as part of the strategic regeneration of Custom House to meet the needs existing and new population of Custom House and Prince Regent areas. Relocating 2 existing GP practices (Custom House and Cumberland Road Practices) to a new site within the Custom House strategic regeneration area.	2024/25	NCCG / GP practice, LBN	Cc £7,500,000	LBN (\$106)/ developer  Estates and Technology Transformation Fund (ETTF) fit out	n/k	n/k
New Stratford Centre	Stratford/ North West 1	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. Development to include key worker housing units.	2027/28	NCCG / NHSPS, developer, GP practice	n/k	LBN (\$106s)  HCSN  Estates and Technology Transformation Fund (ETTF)	n/k	n/k

Project	Location / GP Cluster	Description	Timing	Lead & Delivery Partners/ Stakeholders	Expected Cost	Funding Source(s)	Funding Available	Funding Gap
Pudding Mill walk in	Stratford	Walk-in centre (two GPs and two dentists) at Pudding Mill 1000m2 in the masterplan	n/k	LLDC, GP Practice	n/k	n/k	n/k	n/k
Carpenters	Stratford	1,000 - 2,500 sqm community and health space in the Greater Carpenters Estate area	n/k	LLDC, LBN Regeneration	n/k	n/k	n/k	n/k

# 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, autism 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, learning disabilities or autism.
- 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

- The Newham Autism Strategy for Adults covers 2016 to 2018, an updated version is in development, this will include Housing needs and adaptations. Due for publication 2021.
- The Supported Living Transformation Programme
- There is a piece of work ongoing regarding residential care homes for older people and adults with learning disabilities and/or autism. The Learning Disability Action Plan references further work to be done regarding council housing allocations and the need to review this against upcoming needs. The Plan also references a proposed move of the LD social work team to The Lord Lister building (NHS).
- There is a review of commissioned Day Opportunity services for older people and adults with learning disabilities and/or autism.
- There is a review of the council provided day opportunities services for adults with learning disabilities, i.e. a proposed move from Mariner Road
- There is a review of Respite services

### Why?

- The Council's focus on resilience (including the promotion of services to enable older residents and adults with learning disabilities and/or autism to remain living in their own homes (or with family carers) 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.
- The council and North East London (NEL) CCG 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 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 as detailed above including needs analysis for all types of social care services to make best use of existing stock.
- Continue investment in the Private Rental 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, Supported Living, Respite support services, 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 (2017), Draft Newham Mental Health Needs Assessment (April 2017)

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

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

# Community Centres & Libraries

## What?

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

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

## Where?

Borough-wide; currently new facilities planned on the Boleyn Ground redevelopment 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<sup>4</sup>.

### **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.
- Development of Valletta Grove Community Centre has been approved in September 2018 as part of a mixed-use application on Strategic Site S29.
- North Woolwich Library was refurbished, reopening in 2021.
- 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)
  - S21: Silvertown Quays (Community Centre planned as part of development)
  - S08/S09: Thameside West (Community Centre planned as part of development)
- 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

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<sup>4</sup> CIPFA (2017) [Newham Libraries Report](#)

- 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:*

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

Project	Location	Description	Timing	Lead & Delivery Partners/ Stakeholders	Expected Cost	Funding Source(s)	Funding Available	Funding Gap
Community Neighbourhood Programme	Borough-wide	Refurbishments of existing Council-owned stock of libraries and community facilities.	2018 to 2022	LBN	n/k	LBN	£750,000	n/k
Beckton Community Centre	Beckton	Refurbishment.	2019/20	LBN	n/k	S106 contributions	£988,430	n/k
Valetta Grove	Plaistow	New-build.	2022	LBN/ developer	£2.5m (fit out; developer supplies shell)	LBN	n/k	n/k
New Boleyn/Green Street Library	Green Street	New-build.	2022	LBN/ developer	£2.3m (fit out; developer provides shell)	LBN	£308,000	n/k
Little Ilford Revitalisation - Part of Town Centre Delivery Plans	Little Ilford	Refurbishment of the Jack Cornwall Community Centre, improved public realm outside centre, upgrade to playground outside centre, improvements to warrior square streets and gardens,	2024	LBN	£2.4m	LBN/LUF bid	£0	£2.4m



Project	Location	Description	Timing	Lead & Delivery Partners/ Stakeholders	Expected Cost	Funding Source(s)	Funding Available	Funding Gap
		uplift to nearby alleys, better local wayfinding and measures to increase perceptions of safety						
Green Street Creative Wellbeing Space	Green Street	Green Street New community hub with al fresco café, artist studios, and flexible art and wellbeing focused workshop spaces.	August 2023	Lead: LBN Partner: GLA	£1.5m	LUF bid/GLA/LBN Capital	£1m	£500K
Queens Market	Green Street	Improvements to Queen's Market including floor, lighting, new public toilets, power bollards, signage and canopies.	August 2023	Lead: LBN Partner: GLA	£2.5m	LUF bid/GLA/LBN Capital	£1.7m	£800K
Queens Market Modernisation and Refurbishment	Green Street	Upgrade and modernisation to existing commercial buildings to support the long term sustainability of the market, and possible further community spaces (library etc.) and new health centre.	Up to 2026/27	Lead: LBN Partner: NHS/CCG	up to £50m	LBN Capital and Health and Care Space Newham	£0	£50million
North Woolwich Over the Tracks Co-design project	North Woolwich	Activate an empty TfL-owned site in North Woolwich to provide new community space (incl. a foodbank) and an opportunity for active engagement with local residents.	2024	LBN; GLA; TfL	£994,000	GLA/TfL.	£548,000	£446,000
Library of Things Phase 1	Beckton	Work with Library of Things to deliver a kiosk in the Beckton Globe which aims to save money for residents and reduce waste by	2022	LBN; LELWA	£30,000	ELWA/LBN	£30,000	£0

Project	Location	Description	Timing	Lead & Delivery Partners/ Stakeholders	Expected Cost	Funding Source(s)	Funding Available	Funding Gap
		affordably renting out useful things (e.g. drills, sound systems and sewing machines).						
Library of Things Phase 2	TBD	Work with Library of Things to roll out a second kiosk in Newham which aims to save money for residents and reduce waste by affordably renting out useful things (e.g. drills, sound systems and sewing machines).	2023	LBN; LELWA	£30,000	ELWA/LBN	£15,000	£15,000
Newham Heritage Centre	Canning Town	Renovation of Canning Town Old Library	2023-24	LBN	£ 6.2m	LUF bid	£ 623k	£ 5.6m
Tate Institute	North Woolwich	Bring a highly valued LBN-owned building back to life and provide new community space and affordable workspace.	2024	LBN	£2million	LUF bid	£0	£2million

# 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 forthcoming Parks Strategy 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.

Following public consultation, improvements have been made to Thames Barrier Park including to the access to the park and the café facilities. This is part of a programme of Royal Docks improvements in green landscape. The Public Realm Framework and the Landscape Design Guide set out these proposals. Not all are funded by the Enterprise Zone budget.

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. Chanel River Trust manages the non-tidal River Lea pathways and locks. New development should utilise the boroughs 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. 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 G4 defines different types of parks and catchments (table 8.1): 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; quantum for open space are driven by the GLA playspace SPG.
- The Royal Docks Public Realm Framework and Landscape Design Guide have been published and they set out options for improvements to the green spaces and landscaping across the area. This includes the options for upgrades to a number of green spaces within the Royal Docks.

### **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.

*\*The Queen Elizabeth Olympic Park (QEOP) is 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](#)

Project	Location	Description	Timing	Lead & Delivery Partners/ Stakeholders	Expected Cost	Funding Source(s)	Funding Available	Funding Gap
Stratford Park	Stratford	Renovation, investment and refurbishment	2021 - 2031	LBN	£1,454,000	LBN / S106	n/k	n/k
Little Ilford Park	Manor Park	Renovation, investment and refurbishment	2021 - 2031	LBN	£2,125,000	LBN / S106	n/k	n/k
Plaistow Park	Plaistow	Renovation, investment and refurbishment	2021 - 2031	LBN	£1,883,000	LBN / S106	n/k	n/k
Beckton District Park North	Beckton	Renovation, investment and refurbishment	2021 - 2031	LBN	£3.4m	LBN / S106	£900,000	£2.231m
Beckton District Park South	Beckton	Renovation, investment and refurbishment	2021 - 2031	LBN	£3.3m	LBN / S106	n/k	n/k
Will Thorne Pavilion (Beckton Pavilion Refurbishment Phase 1)	Beckton	Refurbish and reopen disused LBN-owned asset to provide changing rooms to allow increased use of the adjacent sports pitches, a cycle hub to encourage residents to use local cycle facilities and affordable work spaces.	2024	LBN	£2m	LUF bid	£0	£2m
Beckton Pavilion Refurbishment Phase 2	Beckton	Refurbish and reopen disused LBN pavilions in Beckton (Beckton Park North Pavilion & Stroud Pavilion) following on from Phase 1 reopening of Will Thorne Pavilion	TBD	LBN	£5m	Not yet identified	£0	£5m

Project	Location	Description	Timing	Lead & Delivery Partners/ Stakeholders	Expected Cost	Funding Source(s)	Funding Available	Funding Gap
New Beckton Park	Beckton	Renovation, investment and refurbishment	2021 - 2031	LBN	£1.5m	LBN / S106	n/k	n/k
Star Park	Canning Town and Custom House	Renovation, investment and refurbishment	2021 - 2031	LBN	£1.3m	LBN / S106	n/k	n/k
Memorial Recreation Ground	Canning Town and Custom House	Renovation, investment and refurbishment	2021 - 2031	LBN	£2m	LBN / S106	n/k	n/k
Hermit Road Recreation Ground	Canning Town and Custom House	Renovation, investment and refurbishment	2021 - 2031	LBN	£1.7m	LBN / S106	n/k	n/k
Cundy Park	Canning Town and Custom House	Renovation, investment and refurbishment	2021 - 2031	LBN	£1.1m	LBN / S106	n/k	n/k
Canning Town Recreation Ground	Canning Town and Custom House	Renovation, investment and refurbishment	2021 - 2031	LBN	£1.5m	LBN / S106	n/k	n/k
King George V Park	Canning Town and Custom House	Renovation, investment and refurbishment	2021 - 2031	LBN	£2.1m	LBN / S106	n/k	n/k
Lyle Park	Royal Docks	Renovation, investment and refurbishment	2021 - 2031	LBN	£1.5	LBN / S106	n/k	n/k
Royal Victoria Gardens	Royal Docks	Renovation, investment and refurbishment	2021 - 2031	LBN	£1.9m	LBN / S106	n/k	n/k
Barking Road Recreation Ground	East Ham	Renovation, investment and refurbishment	2021 - 2031	LBN	£1.1m	LBN / S106	n/k	n/k
Brampton Park	East Ham	Renovation, investment and refurbishment	2021 - 2031	LBN	£1.4m	LBN / S106	n/k	n/k
Central Park	East Ham	Renovation, investment and refurbishment	2021 - 2031	LBN	£1.5m	LBN / S106	n/k	n/k
East Ham Nature Reserve	East Ham	Renovation, investment and refurbishment	2021 - 2031	LBN	£260k	LBN / S106	n/k	n/k
Gooseley Playing Fields	East Ham	Renovation, investment and refurbishment	2021 - 2031	LBN	£450k	LBN / S106	n/k	n/k
Barrington Playing Fields	Manor Park	Renovation, investment and refurbishment	2021 - 2031	LBN	£1.3m	LBN / S106	n/k	n/k
Little Ilford Park	Manor Park	Renovation, investment and refurbishment	2021 - 2031	LBN	£2.2m	LBN / S106	n/k	n/k
Plashet Park	Manor Park	Renovation, investment and refurbishment	2021 - 2031	LBN	£970k	LBN / S106	n/k	n/k

Project	Location	Description	Timing	Lead & Delivery Partners/ Stakeholders	Expected Cost	Funding Source(s)	Funding Available	Funding Gap
Hathaway Green	Manor Park	Renovation, investment and refurbishment	2021 - 2031	LBN	£710k	LBN / S106	n/k	n/k
Lister Gardens	Plaistow	Renovation, investment and refurbishment	2021 - 2031	LBN	£230k	LBN / S106	n/k	n/k
Plaistow Park	Plaistow	Renovation, investment and refurbishment	2021 - 2031	LBN	£1.8m	LBN / S106	n/k	n/k
May Green	Plaistow	Renovation, investment and refurbishment	2021 - 2031	LBN	£430k	LBN / S106	n/k	n/k
New City Green	Plaistow	Renovation, investment and refurbishment	2021 - 2031	LBN	£280k	LBN / S106	n/k	n/k
Valetta Green	Plaistow	Renovation, investment and refurbishment	2021 - 2031	LBN	£350k	LBN / S106	n/k	n/k
Priory Park	Green Street	Renovation, investment and refurbishment	2021 - 2031	LBN	£1.4m	LBN / S106	n/k	n/k
Stratford Park	Stratford	Renovation, investment and refurbishment	2021 - 2031	LBN	£2m	LBN / S106	n/k	n/k
Abbey Green	Stratford	Renovation, investment and refurbishment	2021 - 2031	LBN	£270k	LBN / S106	n/k	n/k
Chandos Green	Stratford	Renovation, investment and refurbishment	2021 - 2031	LBN	£260k	LBN / S106	n/k	n/k
Rokeby Green	Stratford	Renovation, investment and refurbishment	2021 - 2031	LBN	£260k	LBN / S106	n/k	n/k
Forest Lane Park	Forest Gate	Renovation, investment and refurbishment	2021 - 2031	LBN	£930k	LBN / S106	n/k	n/k
Odessa Green	Forest Gate	Renovation, investment and refurbishment	2021 - 2031	LBN	£320k	LBN / S106	n/k	n/k
Allotments (all sites)	Borough Wide	Allotment improvements	2021 - 2031	LBN	£400k	LBN / S106	n/k	n/k
Infrastructure	Borough Wide	Infrastructure – Essential Building works, new signage, fencing and boundaries, paths and surfacing	2021 - 2031	LBN	£5.15m	LBN / S106	n/k	n/k



Project	Location	Description	Timing	Lead & Delivery Partners/ Stakeholders	Expected Cost	Funding Source(s)	Funding Available	Funding Gap
Thameside West Park	Royal Docks	2.3 hectares of new park to be provided as part of development.	2026-2030	Developer	n/k	Developer contributions	n/k	n/k
Thames Barrier Park	Royal Docks	Improvements to café and landscaping.	2020-2023	RDT	£2m	Enterprise Zone	£2m	n/k
Royal Docks Tree Planting Programme	Royal Docks	Programme to increase tree coverage	2020-2023	RDT	£1m	Enterprise Zone	£1m	n/k
Rick Roberts Way Park	Stratford	6000m2 of new open space (playing fields/MUGA) delivered as part of the new Secondary School development Children's play space	2024	Developer	n/k	Developer contributions	n/k	n/k
Children's play space at Stratford Waterfront	Stratford	Children's play space	n/k	Developer	n/k	Developer contributions	n/k	n/k
Children's play space at Pudding Mill	Stratford	Children's play space	n/k	Developer	n/k	Developer contributions	n/k	n/k

# 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. Atherton, East Ham and Newham Leisure Centres and Manor Park Fitness Centre had around 1,753,205 visits in 2018/2019. 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?

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

## Why?

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

## Assumptions:

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

### **Where are we now?**

- The state of the art Atherton Leisure centre opened in March 2016, and the last 10 years have also seen Olympic facilities including the Aquatics Centre and Velodrome open to all, including local residents.
- 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.
- Update the 2017 Sports and Recreation Needs Assessment, to understand where demand is located

### **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. There is currently no updates on a future Estates Strategy.

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

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

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

MOPAC/MPS (2017), [Public Access 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?

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

## Why?

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

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

- There has been a significant increase in the number of specialist vehicles and equipment since the previous AMP in 2011 and the way in which these specialist vehicles and skills are managed impact accommodation needs in the future.
- Accommodation needs to respond to LFB's community ethos to have 'stations at the heart of the community' and opening up stations as community hubs as well as the duty to collaborate.
- The Mayor of London introduced the Ultra Low Emission Zone (ULEZ) in 2019, which will expand to the North and South Circular Roads in October 2021. 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.
- Continue to invest in energy efficiency improvement and renewables, including lower emissions fleet.
- Continue to work collaboratively with other emergency services to deliver mutually beneficial estates solutions.

#### **Spatial Implications**

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

#### *Main Sources:*

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

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

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

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

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

Project	Location	Description	Timing	Lead & Delivery Partners/ Stakeholders	Expected Cost	Funding Source(s)	Funding Available	Funding Gap
Stratford Fire Station	Stratford and West Ham	Maintenance and upgrade works	2020/21	LFEPa/GLA	£700,000	GLA Capital Programme	n/k	n/k
East Ham Fire Station	East Ham	Upgrade Works	2020/21	LFEPa/GLA	£450,000	GLA Capital Programme	n/k	n/k



# Emergency Services: London Ambulance Service

## What?

London Ambulance Service (LAS) 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 2018-2023 LAS Service Strategy has 3 strategic themes:

- Comprehensive urgent and emergency care coordination, access, triage and treatment, with multichannel access for patients
- A world-class urgent and emergency response with enhanced treatment at scene and for critically ill patients a faster conveyance to hospital
- Collaborating with NHS, emergency services and London system partners to provide more consistent, efficient and equitable services to Londoners

The LAS Estates Vision released in 2019 outlines the vision for the LAS estates, the current state of the LAS organisational estate as well as potential options on how the estate can be developed in the future. The Vision proposes:

- A future-proof operating model for our frontline estate – enabling rapid and efficient preparation and deployment of our frontline teams whilst providing the right facilities to support crews and others during their work
- Innovative, fit-for-purpose training and development facilities – providing world-class training in dedicated training centres
- Resilient, high quality control and contact centres – providing effective environments with the necessary capacity and resilience to respond to events
- Transformed corporate estates – providing a high quality working environment that supports effective individual and team working whilst making better use of space

**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. 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 projects in Newham have been outlined in the 5-year strategy
- LAS training centre at Newham Dockside implemented in 2021
- Estate Vision suggests move of corporate staff from Cody Road to LAS headquarters to ensure teams are co-located. This would allow for better use of space at Cody Road.

**What are the next steps?**

- Awaiting decisions from LAS Estate Vision
- LAS Fleet Strategy 2017/18 to 2022/23, covering the number and type of vehicles required, the mode of procurement, and delivery of maintenance.

**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 (2019), [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?

In 2019, the Ministry of Justice (MoJ) published the response to HM Courts and Tribunal Service '*Fit for the future: transforming the court and tribunal estate*' consultation. It sets out how decisions regarding the future of the estate should be made and makes clear that people will continue to be able to access court and tribunals while providing value for money for the taxpayer and ensuring long-term efficiency.

In future, fewer interactions with the court and tribunals will occur in a courtroom – with people using digital services, video hearings and online applications to access courts. It is therefore anticipated that less physical courtroom space will be required.

The MoJ also outlined that quality, well timed consultation will occur whenever any closure or consolidation of courts and tribunals is proposed.

## Where?

Stratford Magistrates' Court in Stratford and New Town ward.

## When?

'Fit for future: transforming the court and tribunal estates' does not have a timeframe at present

## Why?

Many of the 460 court and tribunal buildings in the HMCTS estate nation-wide are underused, unsuitable and/or expensive to maintain. In 2016, four out of ten buildings were used less than half their available 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?

- National digitisation programme under way

## What are the next steps?

- Awaiting information on future plans for HMCTS estate

## Spatial Implications

- Support digital infrastructure improvements borough-wide.

### Main Sources:

MoJ (2019), [Response to the 'Fit for the future: transforming the court and tribunal estate' consultation](#)

HMCTS (2018), '*Fit for the future: transforming the court and tribunal estate*'