Authority Monitoring Report

Infrastructure: Transport Monitoring Bulletin (2013-2018)

August 2019

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Introduction

This Authority Monitoring Report (AMR) bulletin reports against indicators set out in the Core Strategy Monitoring Framework for the financial years 2013/14, 2015/16, 2016/17 and 2017/18.

The figures shown are best available as at August 2019, reflecting the policy framework in place during the monitoring period, as set by the adopted Core Strategy (2012) and the Detailed Sites and Policies Development Plan Document (DSPDPD, 2016). These policy documents have since been superseded by a reviewed Local Plan (adopted in December 2018) which will be the subject of future AMRs.

Core Strategy Policy INF1 seeks to secure investment in strategic transport to support investment and regeneration in Newham. Policy INF2 seeks to secure a more sustainable pattern of movement to reduce congestion, enable development and to improve the overall health and well-being of Newham's communities. DSPDPD policies SP8 and SP9 further promotes these objectives through the provision of Sustainable travel Opportunity Areas (STOAs) and finer grain policies around air quality and parking stress.

The Borough's Infrastructure Delivery Plan (IDP) was prepared alongside the Core Strategy (2012); it identifies the necessary infrastructure requirements – including transport - to support growth in the plan. This was subsequently updated in July 2019, and will be reviewed on an annual basis.

INF - OP1 Securing strategic transport investment: Milestones in Transport Schemes (monitor as per Infrastructure Delivery Plan)

The milestones below presents a selection of transport projects that are underway or have been completed to address the infrastructure needs of the Borough as identified in the Core Strategy in the monitoring period between 2013-2018.

Further details on transport related projects and delivery timescales are set out in the updated Infrastructure Delivery Plan (IDP).

Station Upgrades

Elizabeth Line (Crossrail)

Securing of a cross London railway benefits five London Borough of Newham (LBN) stations. On-going implementation of the cross London railway is underway with expected completion by 2021. The eastern branch of Crossrail 2 (serving Stratford, East Ham and Barking) remains an aspiration and study work and lobbying of TfL continues, to support strategic growth.

The Council secured £7.5 million for public realm and interchange enhancement schemes at Maryland, Forest Gate and Manor Park from the Crossrail complementary measures programme (TfL) and £3.5 million for Custom House (GLA funded). Of these Manor Park station completed in early 2018.

As part of the wider Elizabeth Line programme, all Elizabeth line stations within the Borough have been refurbished internally (e.g. improved ticket halls) and externally - including the implementation of step free access from street to platform, over the monitoring periods.

London Overground

Gospel Oak to Barking electrification scheme was substantially completed in 2017. The works resulted in an increase in train capacity and represents a significant improvement to orbital transport provision in the Borough.

Stratford Gyratory

The Council secured funding to take the project forward and to restore a two way high street to Stratford Town Centre. Work started in 2017 and is expected to be completed in early 2019.

River Crossings

Silvertown Tunnel

The Silvertown Tunnel was designated as a 'Nationally Significant Infrastructure Project' (NSIP) by the secretary of State in 2012. TfL submitted the Development Consent Order (DCO) on the 30th April 2016 and it was approved on the 10th May 2018. The schedule expects construction to begin in 2018/19 with the earliest completion date expected in 2022/23.

Gallions Crossing

The Council continues to lobby for the Gallions crossing (former Thames Gateway Bridge) strategic connection, in light of potential regeneration benefits to the east sub-region, as per Strategic Site allocation S01: Beckton Riverside.

Cycling

LBN published the Cycle Strategy in 2017/18 setting out the Council's policy to support cycling and presents a plan of action to delivery a greater number of cycling trips across Newham by bike by 2025.

Cycle Superhighway (CS)

In October 2013 the CS2 extension from Bow to Stratford TC was completed being the first fully segregated section of Cycle Superhighway in London. The Stratford Gyratory scheme extends the segregated facilities through the town centre to Romford Rd and Leytonstone Rd.

CS3 work continues with TfL and LB Redbridge to develop a CS3 spur crossing the River Roding to Ilford Town Centre.

Quietways

Work continues on the delivery of Quietway 6 from Aldgate to Hainault (Olympic Park – Manor Park) which runs east west to the north of the Borough, using lightly trafficked residential roads, routes through parks and through housing estates. Expected completion is for 2018.

A further Quietway route utilising the Thames Water Greenway (northern outfall sewer) is under development with £5 million of funding secured to deliver lighting, CCTV and access improvements along the entire route from Wick Lane to High Street South. Lighting and CCTV was completed in November 2017 between Stratford High Street and High street South.

London City Airport

In July 2016 the Secretary of State approved the City Airport Development Programme (CADP1) compromising an increase in capacity of the Airport through major works including terminal expansion and extension of the taxiway, allowing more passengers and planes in particular at peak times (although no increase in the number of permitted aircraft movements). In October 2017 works commenced on CADP1 to take place over a five year period.

Royal Docks

The Royal Docks has seen major planning schemes consented including ABP, Silvertown Quays and Minoco (Royal) Wharf. Strategic investment in public transport, local connectivity and public realm totalling around £300 million has been agreed through the GLA's Infrastructure Investment Plan. This Plan seeks to support the Enterprise Zone, borrowing the necessary funds in advance of development receipts. Projects including wayfinding infrastructure started in 2016 with further streetscape interventions and public realm improvements starting in March 2018.

INF - OP2 Promoting a more sustainable pattern of movement

i) School Travel Plans in place (complete coverage)

Table 1 – School Travel Plans in place

Financial Year	Travel Plans in place
13/14	92%
14/15	90%
15/16	92%
16/17	92%
17/18	92%

Source: LBN Transportation 2018

Through the planning process the Council aims to reduce the need to travel by private car. Applications for schools require school travel plans to be submitted via a planning condition and subsequently to be reviewed/updated. The Borough has seen a high amount of school travel plans in place since the adoption of the Core Strategy in 2012. This level has remained stable year on year, however 2014/15 saw an increase in new independent (free) schools opening which were subsequently awaiting travel plans to be submitted, reducing coverage slightly. In recent years, it is promising that over half of the school travel plans that were active were submitted to TfL for STARS[1] accreditation supporting sustainable travel, active travel and improve road safety. In 17/18, 58 travel plans were active and achieving TfL STARS accreditations.

The consistently high percentage of school travel plans in place is a positive indication that policies are effective in securing sustainable travel relating to school trips across the Borough, dealing with important local journeys and encouraging the development of sustainable travel behaviour at a young age. The travel to school data[2] notes that there has been an increase in cycling to school from 2013-16 improving from 1.9% to 2.3% of all trips. Whilst it is encouraging that the majority of schools have travel plans in place, further work needs to ensure all schools (including free schools) continue this trend and that they are monitored accordingly to ensure sustainable measures are implemented and improved. It is expected, in line with growth and subsequent school expansions going forward, schools will seek to update travel plans to support sustainable measures through new development and to implement the key objectives and requirements of policy INF2.

[1] STARS – TfL's accreditation scheme for schools and nurseries
[2] LBN Cycle Strategy (2017/18), Fig 22

ii) New Development – accessibility (PTAL) and access to infrastructure and employment (No specific target: ongoing improvements should be evident)

Table 2 - Accessibility of residential completions with 50+ units:

Financial Year	PTAL score of 3 or Less	PTAL score of 4-6	Within 400m of a Local/Town Centre	Within 800m of a Town Centre	Within 1200m of employment designation
FY13/14	75%	25%	50%	75%	100%
FY14/15	44%	56%	77%	55%	66%
FY15/16	0%	100%	100%	100%	100%
FY16/17	0%	100%	100%	100%	100%
FY17/18	25%	75%	100%	75%	100%

Source: LDD, 2018

The Council's strategy for achieving sustainable transport throughout the monitoring period was set out through Core Strategy (2012) policies, designations and allocations including Strategic Sites. The strategy aimed to reduce the need to travel by locating development near to transport infrastructure of the town centres and to bring about a modal shift from private car usage to public transport, walking and cycling.

The table above illustrates the accessibility of residential completions (over 50 units) to public transport and employment opportunities in the Borough. Following adoption of the DSPDPD there were improvements in completions in highly accessible locations as well as employment opportunities through increasing number of employment designations. In 2017/18 one completion (part of Strategic Site S22) was in a low PTAL area, however it is expected improvements to this PTAL through transport investment and regeneration including access to employment opportunities as directed by the plan.

Throughout the monitoring period Travel Plans were submitted on all major developments that anticipate significant trip generation, in line with the TfL best practice guidance.

iii) Cycle Parking (L Plan minima achieved; also 200 cycle parking spaces on street p.a.)

Table 3 – Cycle parking approved

FY	Sample Schemes (approved)	No. of cycle spaces approved as part of new development	% meeting/exceeding London Plan Standards
2013/14	12	2383	100%
2014/15	10	2133	100%
2015/16	14	4867	93%
2016/17	12	9563	92%
2017/18	8	4118	100%
Total	**48**	**23,064**	**96%**

Source LDD, 2018

The above figures take a sample of Major developments consented and sets out the number of cycle spaces approved. Where permissions proposed numbers below the cycle parking standards, these were at the expense for funding of additional cycle infrastructure along Woolwich Manor Way. Key schemes includes Atherton Leisure Centre, Caxton Works (Goswell Bakeries), redevelopment of West Ham United Football Club, Gallions Quarter and ABP, Canning Town Area 8 (Brunel Works), Pontoon Dock and 1 Knights Rd.

Good progress has been made with the provision of cycle facilities across the Borough. In order to promote sustainable modes of transport with each scheme, new development are required to meet the London Plan minimum standards set out in Table 6.3.

Table 4 - On-street cycle spaces as part of Borough Cycle Programme (BCP)

	On street spaces created	Residential spaces created
2013/14	2	84
2014/15	236	120
2015/16	0	138
2016/17	174	180
2017/18	60	12
Total	**472**	**534**

Source: LBN Traffic Management, Safety Team (2018)

Table 4 figures above identify the numbers of on street cycle spaces (additional to those consented as part of major development) created in LBN. These are cycle hangers (usually holding 6 bikes) secured through the BCP which seeks to safeguard additional improvements to cycling in the

Borough, alongside the Local Implementation Plan (LIP). From 2014 onwards qualitative improvements have been made to existing facilities including replacements for new bike hangers and relocation nearer to key destinations including stations, schools, shopping centres, community facilities and housing to further promote bike usage within Newham.

iv) Electric Charging Points (No specific target – monitor to show increase)

Table 5 – Electric charging points approved

FY	Electric Charging Points approved	Electric charging passive provision approved	Key schemes
2013/14	163	151	GEQ Phs 1 (det), GEQ Phs 2 (OUT), Atherton Leisure Centre, Goswell Bakeries site
2014/15	186	186	Royal Wharf (REM)
2015/16	399	342	ABP (Outline), Royal Wharf (REM),
2016/17	349	349	STQ, West Ham FC, Gallions Quarter
2017/18	115	115	1 Knights Rd, Office Village, CT Area 8, East Ham Ind Estate, RD Service Station, Jenkins Lane
Total	**1,212**	**1,212**	

LDD Monitoring, 2018

The Council has continued to support the uptake of electric vehicles through the provision and passive provision of electric charging points secured through conditions on major planning approvals. An additional 1,212 charging points (and further 1,212 passively provided) in all new developments have been approved on major developments (REMs, FUL and Outline). In some cases particularly smaller major schemes whereby no electric vehicle charging points were provided, this was largely down to competing parking requirements and limited space in which Blue Badge bays were prioritised and car clubs spaces secured.

INF – OP10 Use of INF transport Policies

Policies INF1 and INF2 generally performed well in securing both investment in strategic transport infrastructure alongside promoting a more sustainable pattern of movement across Newham. Whilst there were no appeals on

transport grounds alone, policy INF2 performed well in supporting refusals and ensuring sustainable patterns of movement were secured as well as tackling key issues like impacts of parking stress. The approvals that form part of Major developments largely within Strategic Sites, formed part of key measures to support a more sustainable pattern of movement in Newham in line with the standards set out in the London Plan. However, INF2 could be applied more often to support decisions particularly around assessments to tackle car ownership alongside the implementation of sustainable transport on smaller/medium scale schemes across the Borough. This will be supported through additional training, and has been picked up through Local Plan Review which will has bolstered the 'implementation' section relating to this policy.

Over the monitoring periods, the policies have been clear in setting out the transport requirements of development, with issues largely being resolved during the application stage or by a subsequent condition. In the light of future growth the policies have been strengthened in an attempt to ensure that infrastructure needs are met from the outset (alongside the Council's IDP); that impacts of development do not have negative impacts on the transport network; and that there is clarity around all parking assessments to ensure appropriate levels are met. In the context of the Mayor's Transport Strategy (MTS) - that 80% of all trips to be made by sustainable modes - stronger application and scrutiny of transport impacts will be key to ensure this is being met from 2018 onwards.

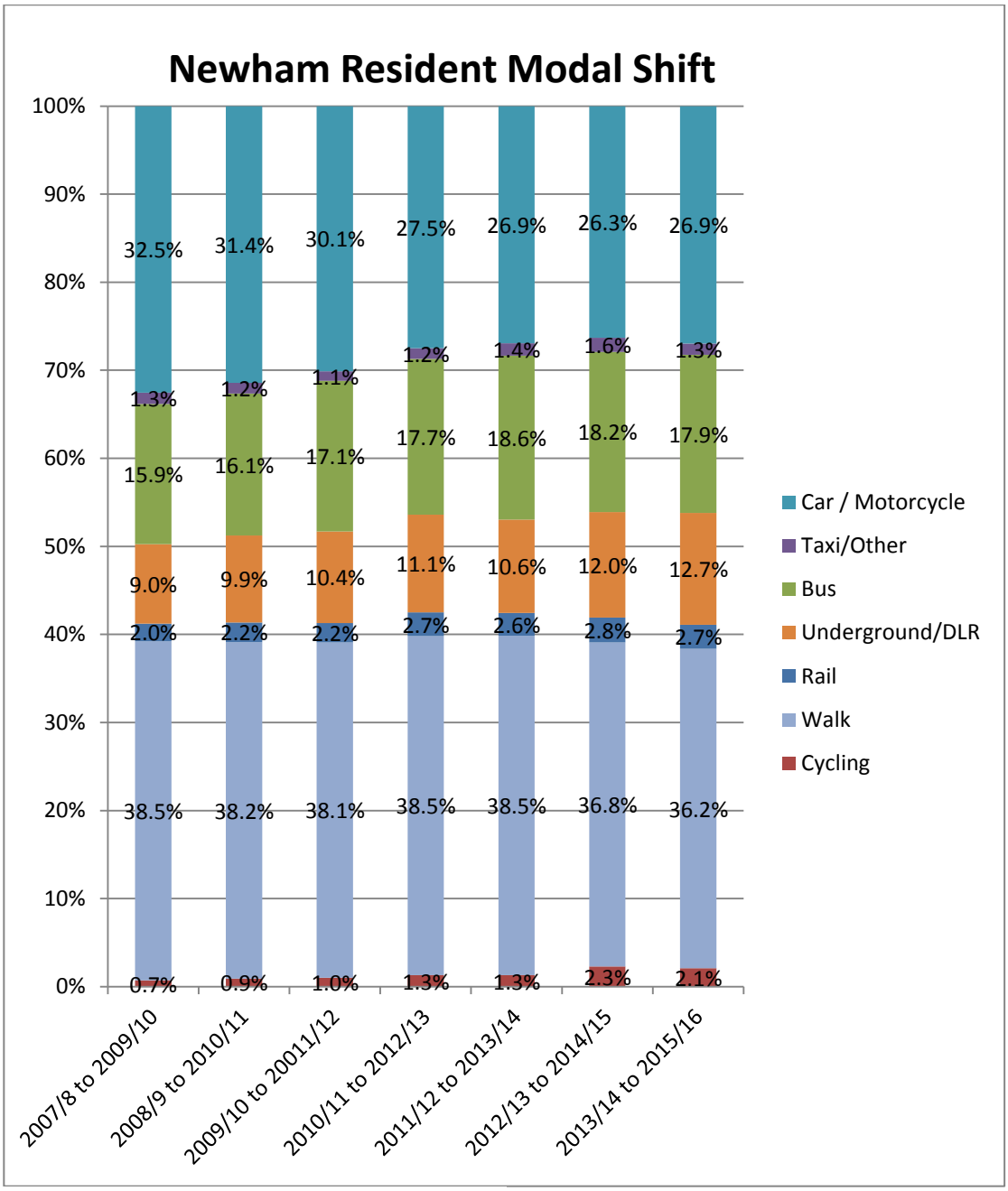
Outcomes

This section reports on the outcome and contextual indicators that illustrate the picture of transport in the Borough.

INF – OUT1 Sustainable Travel Behaviour

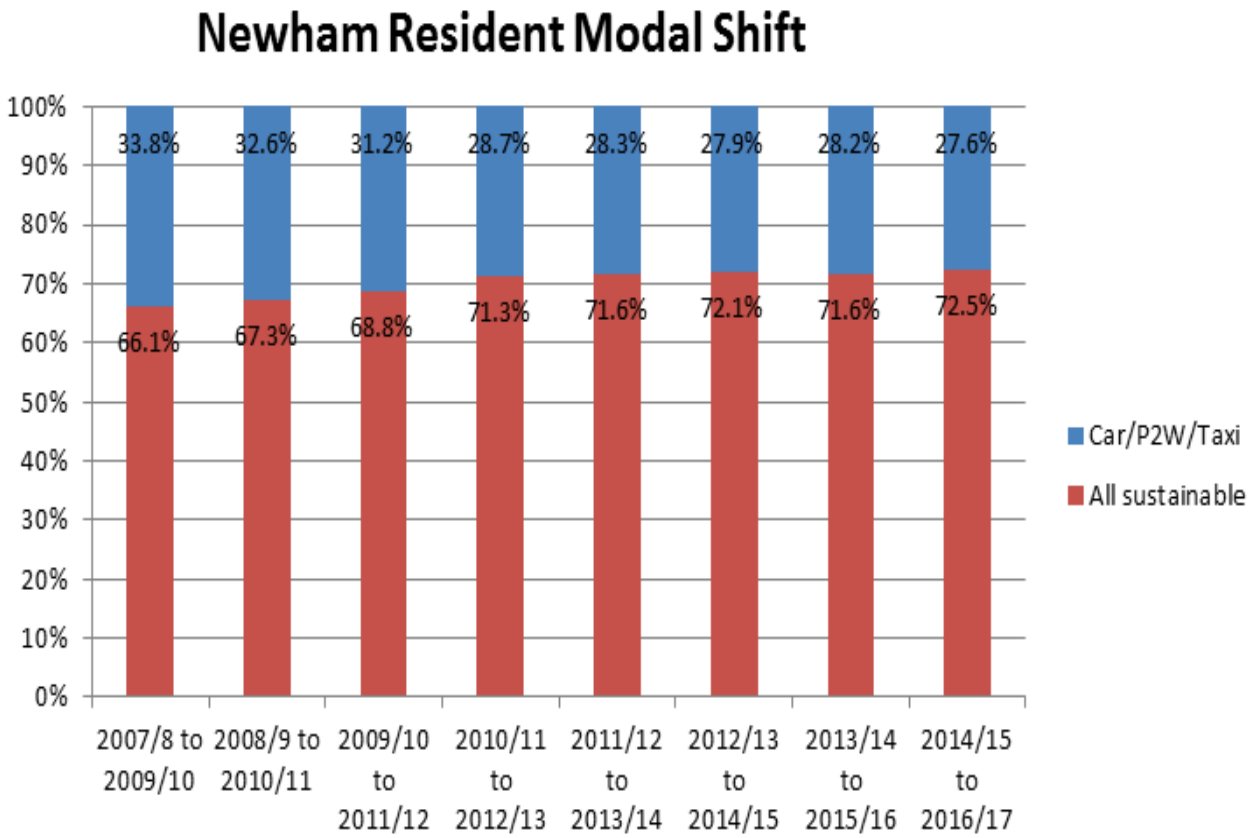
i) Modal Shift / Mode Split

Table 6 – Resident Modal Shift



Source: TfL London Travel Demand Study (2018)

Table 7- Resident Modal Split in Newham



Source: TFL, London Travel Demand Study, (2018)

The London Travel Demand Survey (LTDS) provides data on the travel patterns of residents in London. There has been a gradual shift in Newham towards more sustainable modes of transport over the monitoring periods with around 73% of all trips now made by sustainable modes between 2014-17, up from 69% in 2011. The key modal improvements have been Underground/DLR travel usage, reflecting significant investment in infrastructure over these periods. However, bus usage is decreasing, suggesting the need for a greater policy focus on factors affecting this, including bus reliability, as well as the growth in trips made by app-based private hire such as Uber.

Contextually over the monitoring periods, sustainable travel activity in Newham is 6% lower than the Inner London average and car usage remains on average 7% higher. However, whilst car ownership itself continues to increase in Newham, more positively the modal shift reflects changes in behaviours towards a more sustainable pattern of movement with a reduction in car/motorcycle modal share. The tables illustrate that policies INF1 and INF2 are working gradually to alter travel behaviour, but will need to continue to be applied robustly alongside other measures (e.g. the ULEZ and T-charge) to achieve the necessary modal shift.

Walking

The LTDS 2018 figures highlight that walking in the Borough remains higher than the Greater London average with 37% of personal journeys made by foot. Whilst there has been a slight reduction in walking in recent years there has been a rise in Underground/DLR trips reflecting development in highly accessible locations which is likely to account for this.

Cycling

Table 8 – Cycle trips

Year(s)	Percentage of trips by cycling in LBN	Percentage of trips by cycling in Inner London	Percentage of trips by cycling in Outer London
2011/12 to 2013/14	1.3%	3.5%	1.6%
2012/13 to 2014/15	2.3%	3.7%	1.9%
2013/14 to 2015/16	2.1%	3.6%	1.9%
2014/15 to 16/2017	2.1%	3.7%	1.8%

Source: TFL, London Travel Demand Study (2017)

The statistics highlight that cycling remains below the Inner and Greater London average. However the Borough has seen some improvement over the monitoring periods for cycle usage with over 2% of journeys made by bike from the adoption of the Core Strategy in 2012 - illustrating the baseline improvements are starting to make an impact in recent years. In contributing to this, Travel Plans are having positive impacts for schools increasing from 1.9% to 2.2% of school trips from 2013-2016. Cycling in Newham is expected to grow further in future years given the investment in the Cycle Superhighways/Quietways and ongoing support for the extension and upgrading of the strategic cycle network in the Borough.

Car Ownership/Usage

Between 2014-16 household car ownership has increased from 63,000 to 69,000[3] and around 50% of households own a car. As a result this increases the demand for parking spaces in the Borough not only for residents but also for workers, trade and visitors.

More positively the LTDS indicates that Newham has seen a decline in car usage however it is lower than the Greater London average. Whilst car usage remains higher than the Inner London average, however this should be viewed alongside the growing percentage of trips taken by sustainable modes

[3] Mayors Transport Strategy Data (2018)

particularly a higher number of trips by Underground/DLR. Overall in this monitoring period car usage in Newham has reduced by 1.2%.

Whilst the policy has been effective in reducing car usage, amended policy introduced through Local Plan review – and which will be the subject of future AMRs – has sought to:

- further tackle ownership levels;
- promote car-sharing/car clubs;
- ensure car-free development in highly accessible locations; and
- minimise available parking elsewhere depending on the standards in the London Plan, site context and existing car ownership levels, access to public transport, walking and cycling routes.

In 2017 the Mayor of London announced proposals to expand the Ultra Low Emission Zone (ULEZ) beyond central London into Newham, which will support these agendas.

ii) Traffic volume and congestion (proxy) / Excess Wait Times

Table 9 – Traffic flows of vehicles (LBN)

	2013	2014	2015	2016	2017
Borough Traffic Volume (million vehicle km) - Cars	654	695	705	703	718
All London Average Volume (million vehicle km) - Cars	689	697	692	684	684
Borough Traffic Volume (million vehicle km) – All vehicles	834	889	905	920	938

Source: Traffic DfT / London Datastore (Aug 18)

Data from TfL's traffic count provide an indicator of traffic trends across the Borough and show an upward trend, albeit one that may have been worse without policy interventions. This shows car ownership and usage continues to be an issue, with knock on effects for other modes, including bus reliability, and pedestrian and cycling experience.

a) Bus Wait times [Quality of Service Indicators for High Frequency (Non-Timetabled) Day Routes]

Table 10 – Excess Wait Times (EWT) - mins

FY	Q1	Q2	Q3	Q4	London annual Average
2013/2014	0.9	0.8	1.2	0.9	1.0
2014/2015	1.0	0.9	1.3	1.2	1.1
2015/2016	1.1	1.2	1.6	1.3	1.2
2016/2017	1.3	1.0	1.3	1.1	1.1
2017/2018	1.0	0.8	1.0	1.0	1.0

Source: TfL Network Development (2018)

N.B. 1.0 = 10 minutes

Table 11 – Average Wait Time (AWT) - mins

	Q1	Q2	Q3	Q4	London annual average
2013/2014	5.9	5.8	6.2	6.0	5.9
2014/2015	6.1	6.0	6.4	6.3	6.0
2015/2016	6.2	6.5	6.6	6.4	6.1
2016/2017	6.3	6.1	6.4	6.2	6.1
2017/2018	6.1	6.0	6.2	6.2	6.1

Source: TfL Network Development (2018)

The quality of bus services within LBN, is set out in the above table and highlights the how much time bus passengers had to wait against the expected times people should wait for the bus. The excess waiting time is the average time a passenger waits over what would have been expected if the bus service was running exactly as scheduled and a key measure of bus service quality. The average waiting time (AWT) shows how long passengers wait because of irregular buses or buses not running at all, which likewise is a key indicator of performance against expectations affecting people's modal choice.

Whilst the network has seen a decline in performance due to factors such as congestion, road share and capacity, TfL are working with Boroughs to improve local services. For example, the City in the East Bus priority study identifies areas for bus priority investment, and the MTS for bus improvements to journey times and reliability particularly in the Royal Docks.

iii) Road traffic casualties (KSIs)

Table 12- Road Traffic Casualties

Year	Seriously Injured	Fatal	KSI Total	Slight	Total
2012	72 (8%)	5 (0.5%)	**80**	847 (92%)	**924**
2013	54 (7%)	3 (0.4%)	**57**	773 (93%)	**830**
2014	59 (6%)	5 (0.5%)	**64**	901 (93%)	**965**
2015	70 (6%)	2 (0.2%)	**72**	1,060 (94%)	**1,132**
2016	81 (7%)	3 (0.3%)	**84**	1,033 (92%)	**1,117**
2017	147 (13%)	2 (0.2%)	**149**	956 (87%)	**1,105**

Source: TfL Annual Reports: TfL Road Data (2017)

As part of the LIP process, London Boroughs have set interim and long-term safety targets. The LIP objective is to reduce the number of people killed and seriously injured on all roads within LBN by 33% to 2020. The LIP monitoring measures two aspects of Borough performance; the total number of people killed and seriously injured (KSIs) from road traffic accidents and total casualties (including slight injuries and across all modes). The Borough has seen some improvements across the monitoring periods to those seriously injured or killed with both pedestrians and cyclists remaining vulnerable to incidents on major roads. The spike the KSI statistic in 2017 reflects a new method in collision reporting by the police regarding the severity of injury sustained rather than assumptions based on officer judgement, resulting in improved accuracy with more injuries being classified as serious rather than slight. Both cycling and pedestrian injuries have increased over the monitoring periods[4], raising awareness around improved safety measures for pedestrian and cycling infrastructure, in which schemes like the Stratford Gyratory will make significant improvements around busy junctions in the Borough. It should be noted that the figures do not account for population increases across the Borough.

The promotion of both safe and high quality transport infrastructure and the continued promotion of road safety in planning policies, remain key issues for the plan to address. Whilst there have been improvements across the monitoring periods, as populations increase and sustainable modes are further promoted, the policies will need to further promote safe and high quality sustainable travel in Newham.

[4] Newham Cycle Strategy 2017

INF – OUT2 Environmental Impacts of Transport - (excluding air quality, see SCC monitoring bulletin)

i) Complaints about transport noise

Table 13 – Complaints about transport noise

FY Year	Rail	Road	Associated Noise
2012 – 2013	1	0	7
2014 – 2015	4	3	3
2015 – 2016	2	0	1
2016 - 2017	9	1	0
2017 - 2018	3	2	0
Total	**19**	**6**	**11**

Source: LBN Environmental Health (2018)

Complaints about transport issues remain relatively low within each year, and relate mainly to construction works or rail tannoys. Whilst relatively low, the figures indicate the ongoing need to ensure the environmental impacts of construction and maintenance are kept to a minimum and assessed through the planning process in line with successful places polices.

The DSPDPD sought to strengthen this aspect in relation to environmental impacts and highlighting best practice standards in construction through policy SP8 Neighbourly Development.

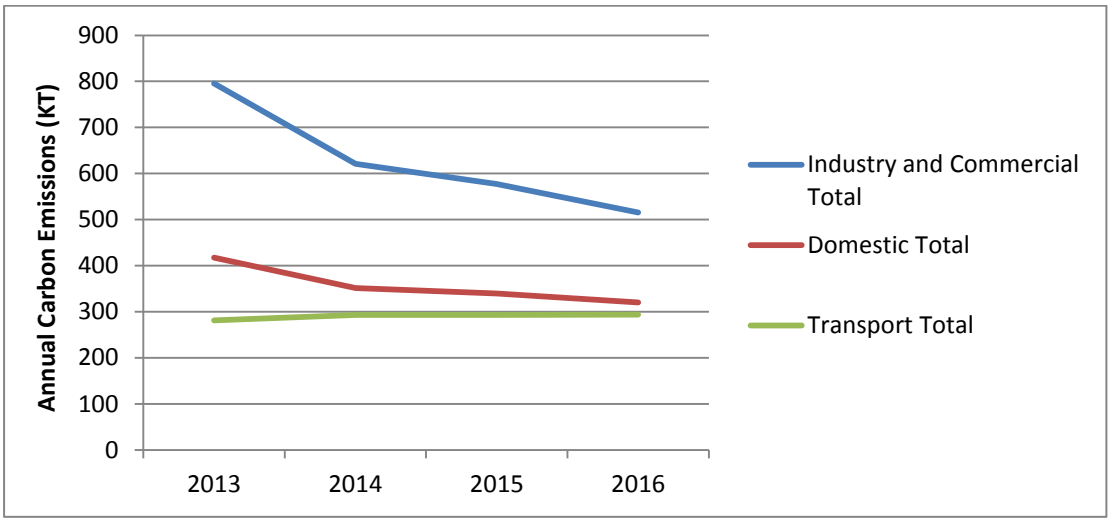
ii) Transport related CO_2 emissions

Table 14 - Transport related carbon emissions (LA Level)

Year	Transport related CO_2 emissions (kt CO_2)	% of all emissions
2013	281.6	18%
2014	293.0	23%
2015	293.0	24%
2016	293.6	26%

Source DECC (2005-2016)

Table 15 - Estimated Carbon Emissions by source for LBN 2013-2016



Source: Local Authority CO2 Emissions Estimates within the scope of influence of LA's for 2005-2016, DECC (published June 2018)

Estimates for carbon dioxide emissions for Newham are available from the Department for Energy and Climate Change (DECC)[5] at regional and local authority level and cover the period from 2005-2016. A core objective of the Local Plan is to support minimum carbon emissions from buildings and transport. Reducing cars, in conjunction with the promotion of walking, cycling and public transport has a range of benefits, including managing congestion and amount of existing parking space in the Borough, reducing greenhouse gas emissions, improving air quality and promoting physical activity.

- Table 15 illustrates that transport emissions within the scope of influence of the Local Authority (excluding motorways and diesel railways) have increased marginally, however they have stabilised over the majority of the monitoring period (2014 onwards).
- Since 2005, overall carbon emissions from all sources have decreased, but reflect around a quarter of total emissions.
- Industry and commercial sector dominate the majority of the emissions released across the Borough

Whilst transport emissions have stabilised in recent years, the increases are indicative of the significant levels of development growth in Newham following the Olympics in 2012. Policy interventions such as Air Quality Management Areas (AQMAs), Sustainable Travel Opportunity Areas (STOAs) as directed by the DSPDPD, have positively contributed to mitigating transport related pollutants as part of healthy neighbourhoods (SP2).

[5] Local and Regional CO2 Emissions Estimates 2005-2016, DECC

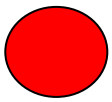
Summary

Investment
Implications of significant investment in public transport before and after the Olympics are starting to improve the behavioural patterns of movements, with improvements in the overall modal share towards more sustainable modes. However issues such as capacity (including station capacity) and quality of public transport service in the light of future growth will need to be carefully monitored to secure transport infrastructure to meet the Boroughs future growth needs without negative impacts on users, residents overall quality of environment. The implementation of the Elizabeth Line (formerly known as Crossrail) 2021 will have significant benefits in connecting Newham to the rest of London.

Mode Share
The modal share towards more sustainable patterns of movement has improved since 2013 reflecting 72% (an 6% increase over 10 years) of the modal share in 2017. However the level of car ownership remains a challenge. Policies are working effectively in securing investment in more sustainable transport and robust in assessments on parking provision for new development.

Policy Review
Policies INF1 and INF2 have been effective in securing both investment in strategic transport as well as ensuring the modal shift towards more sustainable patterns of movement. The policies have stood up well in supporting reasons for refusal as well as clear in setting out transport requirements for new development. Going forward securing transport investment will be critical to support growth and the policies will need to go further in tackling issues around air quality, car ownership and improved walking/cycling routes.

Summary

Indicator	Traffic Light Assessment	Overall assessment for 2013- 2018 periods
INF1 – OP1 – Securing strategic Transport investment		Investment pre Olympics starting to have positive implications for the Borough and better connect Newham to the rest of London, supporting a more sustainable pattern of movement in Newham.
INF1-OP2 – Promoting a more sustainable pattern of movement		Over the monitoring periods available data shows good progress across a range of sustainable travel infrastructure and mechanisms
INF1 – OP10 – Use of INF (transport) policies		Well used and effective in promoting a more sustainable pattern of movement and requirements for effectively assessing transport implications.
INF1 – OUT1 – Sustainable Transport Behaviour		Modal shift has occurred towards more sustainable modes in recent years, suggesting policies are partially effective. However car ownership and congestion remain key challenges, particularly in the light of significant growth.
INF1- OUT2 – Environmental impacts of transport (excluding air quality)		No major change for this indicator.
Poor = Little to no improvement achieved		
Medium = Some improvements, further monitoring required		
Good = Significant improvements demonstrated through policy interventions		