

# **Newham, London**

## **Local Economic Assessment**

### **2010 to 2027**



Regeneration Planning and Property Directorate

October 2010



## 6. Transport and Connectivity

### Summary

- Connectivity to London and the rest of Europe is one of Newham's strongest unique selling points.
- Whilst the main town and district centres are generally well connected, there are pockets of poor connectivity throughout Urban Newham.
- There are low levels of car ownership in the Borough relative to the London average.
- London City Airport is a major asset which has the potential to attract international businesses and business visitors to the Borough.

6.1 This section examines transport and connectivity in Newham, specifically:

- Patterns of Travel in Newham;
- Public transport and future investment;
- Access to employment areas; and,
- London City Airport.

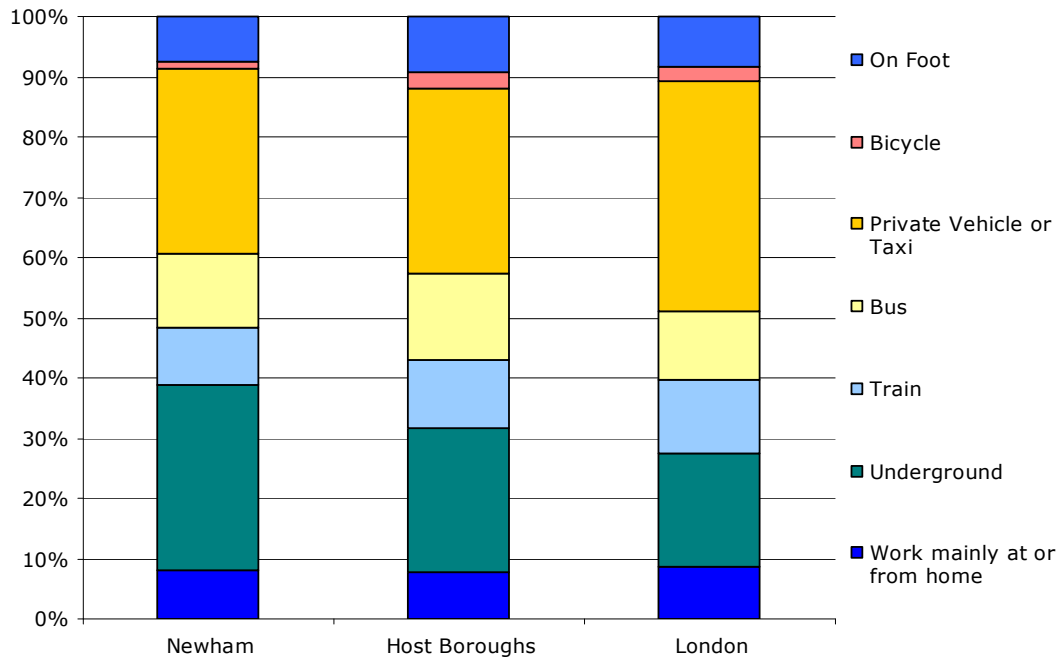
### Patterns of Travel in Newham

6.2 According to the 2001 ONS Travel to Work data, 73% of Newham journeys to work were made by means of transport other than a car, compared to 66.5% across London as a whole. Whilst this data is now somewhat out of date it is supported by 2008 TfL estimates that 69% of personal travel in Newham is made by means other than a car, including 18% by rail/tube/DLR and 17% by bus<sup>1</sup>.

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<sup>1</sup> TfL, 2008

### Travel to Work by Method (2001)



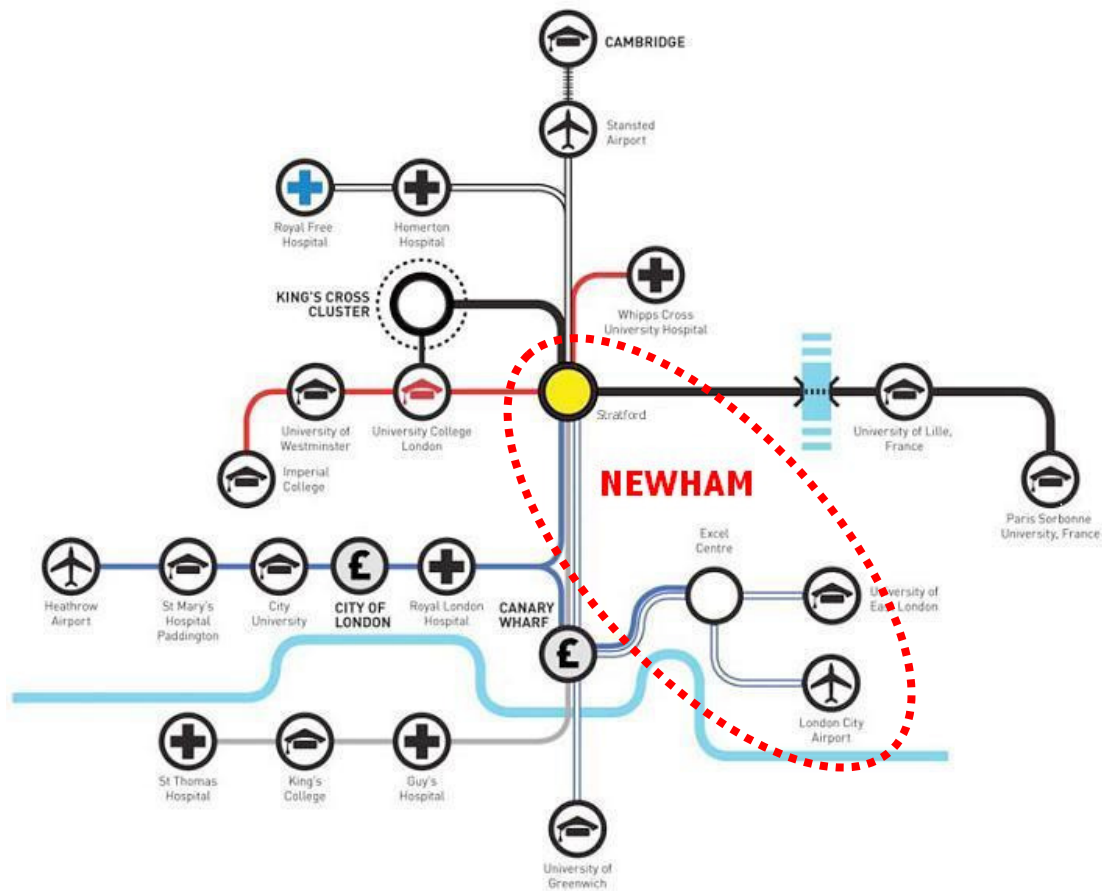
Source: ONS, Census 2001

- 6.3 The level of car ownership in Newham is relatively low with 65,920 cars registered in the Borough as of 2008<sup>2</sup>. This is likely to be due to low income levels. However, car registrations have increased faster in Newham than the London average with 8% growth in registrations locally between 2002 and 2007, compared to 5% for London as a whole.
- 6.4 As a result of this growth, traffic volume in Newham also increased significantly between 2002 and 2007, from 892 million vehicle kilometres in 2002 to over 1 billion vehicle kilometres in 2007, equivalent to an increase of 13.2%<sup>3</sup>.

<sup>2</sup> Department for Transport Vehicle Licensing (2002 – 2008)

<sup>3</sup> LB Newham

## Newham's Connectivity



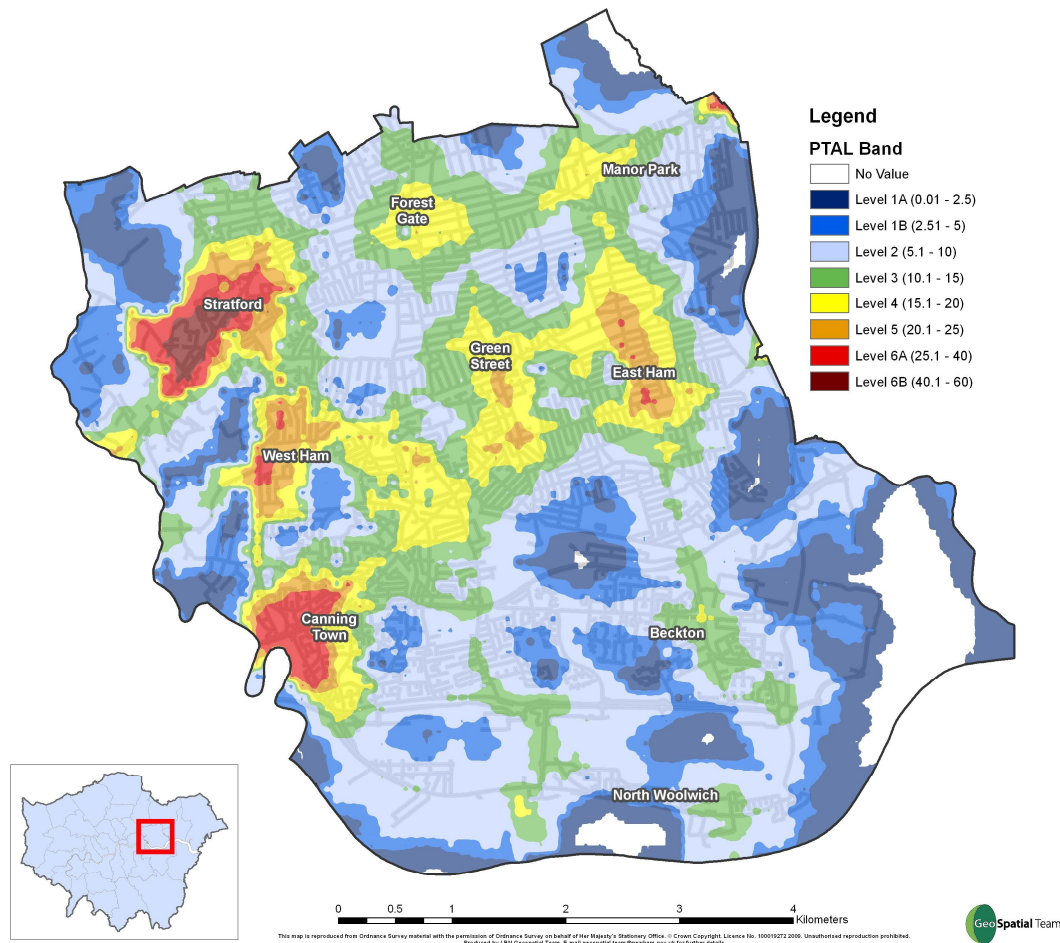
## Public Transport

- 6.5 Newham has a wealth of public transport links. The Borough is served by four London Underground lines - the Jubilee Line, Central Line, Hammersmith and City Line and the District Line. The Jubilee and Central lines predominantly serve the west of the Borough while the Hammersmith and City and District lines provide a 'spine' of transport services through the centre of the Borough and beyond to Barking and Dagenham. In the south of the Borough and Stratford, the DLR provides important linkages to Central London. The mainline services of the Great Eastern Main Line, the North London Line and the Gospel Oak to Barking Line also operate in the centre and north of the Borough.
- 6.6 As well as train services there are a number of bus routes operating in Newham. Only one bus route, the number 25, currently offers a direct service to Central London during the day.
- 6.7 As illustrated in the map below, which shows Public Transport Accessibility Levels (PTAL)<sup>4</sup> across Newham, accessibility is concentrated around the town centres. There are very high levels of accessibility in Stratford and Canning Town and, to a lesser extent West Ham and East Ham. Conversely, there are a

<sup>4</sup> PTAL is a measure of public transport accessibility based on the walking distance to the nearest form of public transportation, average waiting times for said public transportation and the reliability and attractiveness for the mode of public transportation in question. PTAL is graded from 1a to 6b, with 1a indicating extremely poor access and 6b indicating excellent access.

number of 'cold spots' in the Borough with low accessibility, especially towards the edges of the Borough and in the south and east of the Borough.

### Public Transport Accessibility Level (PTAL) (2009)



Source: Transport for London (2009)

- 6.8 One issue of note is that whilst the Borough generally has excellent transport links to other areas of London, travel within the Borough is sometimes hampered by poor transport connections. In particular, London Underground and DLR connections typically run east/west rather than north/south, making movement between some northern and southern areas of the Borough relatively difficult.

### Access to Employment Areas

- 6.9 There are generally good and improving public transport links to key employment centres in the Borough. The Newham road network includes 10 Principal Roads, 5 B-roads and 2 TLRN routes. The Transport Local Implementation Plan (LIP)<sup>5</sup> identifies congestion as a problem throughout the Borough. In particular this affects through traffic travelling in the East-West direction, and local traffic travelling in the North-South direction. Increased pressure on the road network is anticipated due to the large number of regeneration projects planned and currently underway in the Borough.

<sup>5</sup> LB Newham (2007) Local Implementation Plan

- 6.10 Transport links to smaller areas and sites need improvement, as highlighted in the Employment Land Review<sup>6</sup> which finds that only 10 of the 52 employment clusters have the good or very good public transport accessibility. Improving transport links to key employment locations is a vital part of improving Newham's ability to attract and retain needed investment.
- 6.11 Only 14 of the 51 employment clusters identified in Newham during the Employment Land Review have good access to the trunk road network, which is vital for attracting industrial businesses<sup>7</sup>.

## **London City Airport**

- 6.12 London City Airport is located in the Royal Docks and is a major strategic asset for Newham and for London as a World City. In 2009 2.8 million passengers passed through the Airport, the majority whom were business passengers. In 2008, 54% of passengers at London City were business travellers compared to 40% for Heathrow. This was, however, a reduction from 64% of passengers being business travellers in 2006<sup>8</sup>, demonstrating that the Airport is becoming more popular for use by tourist travellers.
- 6.13 The Airport adds significantly to the Borough's locational advantage for business and has been the spur for investment in local hotel accommodation. The Airport has flights to a wide range of domestic and European business destinations as well as to New York.

## **Future Public Transport Investment**

- 6.14 Looking forward, public transport links will be improved across the Borough with a number of key investment projects underway. Crossrail in particular will greatly increase accessibility to the Borough and enable quicker access to Central London. Five Crossrail stations are planned for Newham, more than any other Borough. These stations will be at: Stratford, Custom House, Maryland, Forest Gate and Manor Park.
- 6.15 Crossrail will offer significant benefits for Newham; both for employees and businesses. The service will boost London's rail capacity by 10% and will provide productivity gains through reduced congestion on roads and public transport to the estimated amount of £132.85 per job<sup>9</sup>. Direct transport connections to Central London will provide significant employment opportunities for Newham residents. It is estimated that the total transport and economic benefits for Newham to be £99.8 million per year<sup>10</sup> (modelled for the year 2026) while the benefits per resident are estimated to be £177.20 (modelled for the year 2026).
- 6.16 A DLR extension north to Stratford International from Canning Town is due to open in 2010. More generally there will be capacity enhancements across the DLR network. There also remains the long-term possibility of further extensions to the network, with possible extensions east to Barking and Dagenham and

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<sup>6</sup> GVA Grimley on behalf of LB Newham (2010) London Borough of Newham Employment Land Review Draft Final Report: March 2010

<sup>7</sup> GVA Grimley and URS (2010) London Borough of Newham Employment Land Review

<sup>8</sup> CAA (2008) Passenger Survey Report

<sup>9</sup> Colin Buchanan (2009) The Crossrail Transport and Economic Benefits Study

<sup>10</sup> Colin Buchanan (2009) The Crossrail Transport and Economic Benefits Study

north from Stratford being specific proposals which have been discussed. The timescale for the former is after 2020 whilst the latter is an early concept that is yet to be fully developed.

- 6.17 High Speed domestic rail services from Stratford International to Central London and Kent Thameside began in December 2009. Stratford International could also potentially be connected to the international network, although this will not be considered until after 2012.
- 6.18 Furthermore, the Government has announced plans to build a new high speed rail line, High Speed 2 (HS2), by 2026. These plans include an option for the linkage of HS2 to HS1 and the European high speed rail network. If this option is progressed it would be possible for international services from the UK regions to have Stratford International as their London stop and intercity trains also to run through to there. Newham is strongly advocating this linkage.

## **Creating Sustainable Transport Solutions**

- 6.19 The scale of new housing and population growth planned for Newham requires that sustainable approaches to transport are central to physical development strategies. Newham currently has a relatively low level of car ownership. Whilst this is primarily a result of low income levels in the Borough, the advantages of this should be exploited when planning for Newham's future transport network.
- 6.20 In particular, public transport should continue to be a focus of transport policy, with an emphasis on extending public transport provision to areas of poor connectivity and between areas in the Borough where transport connectivity is currently poor. Improving the quality of links to Central London throughout the Borough should also be a priority due to Central London's importance as an employment location. It is also important that key manufacturing and distribution locations in the Borough are supported through good road links both into and out of London.

## **Challenges**

- Attracting investment and securing sustainable economic growth.
- Tackling problems of accessibility in poorly connected parts of the Borough, particularly key employment areas.
- Developing a comprehensive approach to urban congestion to discourage further growth in private car usage.
- Realising further investment in transport infrastructure.
- Forming a strategic view of future Airport expansion that balances further expansion against the development needs of the local area.
- Ensuring that future transport investment is sustainable.

## Opportunities

- Capitalising on Newham's strategic location and its transport assets.
- Integrating the Borough's new transport assets into a comprehensive visitor strategy.