



PASTA City case study – London Borough of Newham

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BUILDING THE LIVEABLE AND HEALTHY CITY
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Why East London?

- Relatively inactive population with challenges around obesity and poverty
- Olympics and Paralympics catalyst for regeneration and improve health and resilience of population
- Local history of public health engagement with spatial planning
- Appetite for joint work between NHS and local authority planners
- Queen Elizabeth Olympic Park – creating a healthy place
- Innovative Mini-Holland Scheme



Convergence objectives

<p>Within 20 years the communities who host the 2012 Games will have the same social and economic chances as their neighbours across London</p>		
<p>Creating wealth and reducing poverty</p>	<p>Supporting healthier lifestyles</p>	<p>Developing successful neighbourhoods</p>
<ul style="list-style-type: none"> •To ensure that the Work Programme is effectively delivered and supports Convergence. •To maximise the Olympic Employment legacy. •To develop partnership architecture with employers and training providers to support achievement of Convergence outcomes. •To increase the levels and relevance of qualifications of Host Borough residents. 	<ul style="list-style-type: none"> •To give the children of the Host Boroughs the best start in life. •To reduce the number of people dying prematurely from preventable causes. •To reduce the number of people whose health affects their ability to secure or maintain work. •To increase physical activity and social capital through changes in the built environment. •To increase sports and physical activity participation including those sports benefiting from a facility legacy from the 2012 Games. •Using Olympic and Paralympic momentum to motivate and raise aspirations. 	<ul style="list-style-type: none"> •To reduce levels of violent crime and gang activity. •To complete the Olympic public realm programme and secure the legislative changes necessary for more effective environmental enforcement. •To increase the number of affordable homes and reduce overcrowding. •To deliver new city districts with a range of accessible and high quality facilities. •To maximise the inward investment legacy. •To ensure that cultural activity builds stronger communities and supports economic growth.
<p>To reduce the inequality gap in outcomes between disadvantaged groups and social classes with the average for London</p>		

Growth

Isle of Dogs



Lower Lea Valley

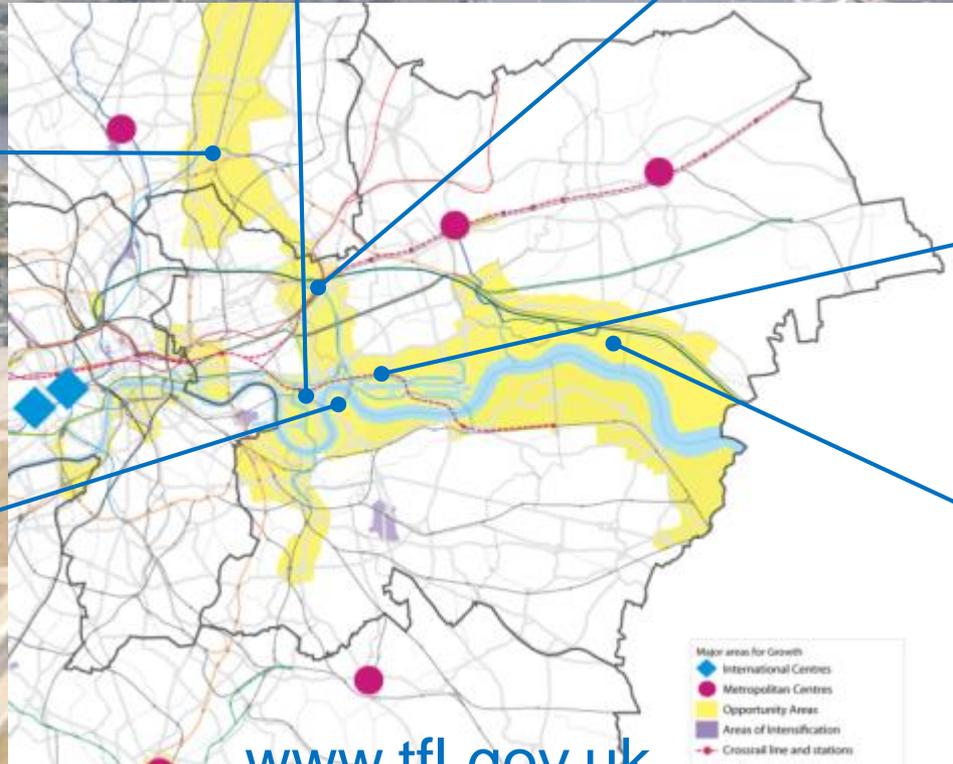


Upper Lea Valley

9,000 homes
15,000 jobs



Greenwich Peninsula



Royal Docks

20,000 homes
35,000 jobs



London Riverside



East London context – Source Transport for London



Population
2.3m (2011)
2.9m by 2031



Jobs
830,000 (2011)
990,000 by 2031



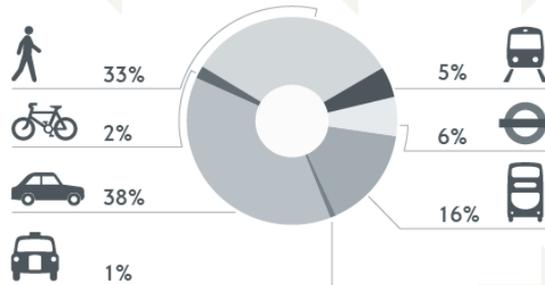
Households
885,000 (2011)
1.2m by 2031

Modal share for London residents in the east and south east London sub-region*

9 per cent of trips in the sub-region are for education purposes, the highest proportion of any sub-region

100 Million DLR journeys in 2012/13

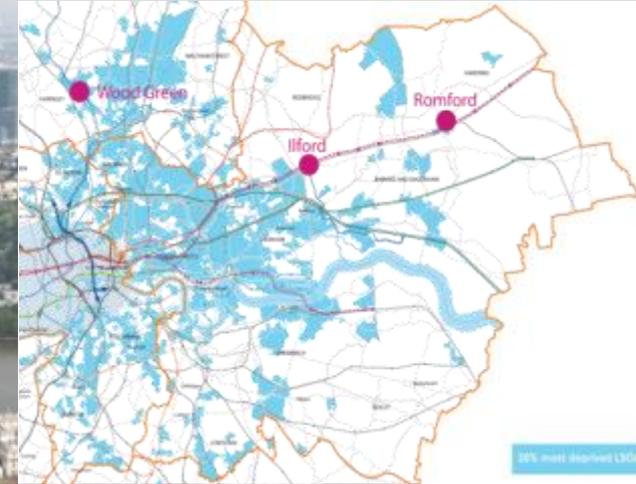
52 per cent of journeys to the Isle of Dogs in the morning peak are by Underground



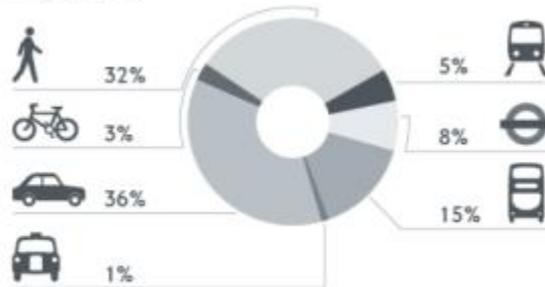
Over half a million river crossings were made by the Emirates Air Line in summer 2013

37 per cent of trips in the sub-region are under 1km

72 per cent of the sub-region's 4721 bus stops are accessible



London wide mode share, 2012



* Source: London Travel Demand Survey, 2011/12 (Average day/seven – day week)

3.2m trips
2007
within

+25%
2031

4.8m trips east <-> central
68% by public transport



Walking in London (Source TfL)

- Walking is universal - 97% of Londoners walk, 89% walk at least twice a week.
- 91% of Londoners say walking in London is enjoyable.
- Most trips under 500m are walked (91%), 63% of trips 500m-1km are walked.
- Half of all walking in London is as part of public transport trips.
- 5.6m potentially walkable trips (based on distance, age, time of day, heavy loads etc).
- 66% of potentially walkable trips are made in outer London.
- 4.5m car trips under 2 km are made each day which could be switched to walking.
- 1m bus trips each day could be switched to walking.
- 30,000 tube trips each day could easily be walked.



Londonwide

-  Transform the role of cycling and walking in the sub-region
-  Help meet the Mayor's CO₂ targets
-  Improve air quality to meet and exceed legal requirements and ensure health benefits for Londoners

Mayor's Vision for Cycling

Quietways

Slightly slower but still direct Quietways on pleasant, low-traffic side streets for those wanting a more relaxed journey

Cycle Superhighways

High capacity Superhighways, mostly on main roads, for fast commuters

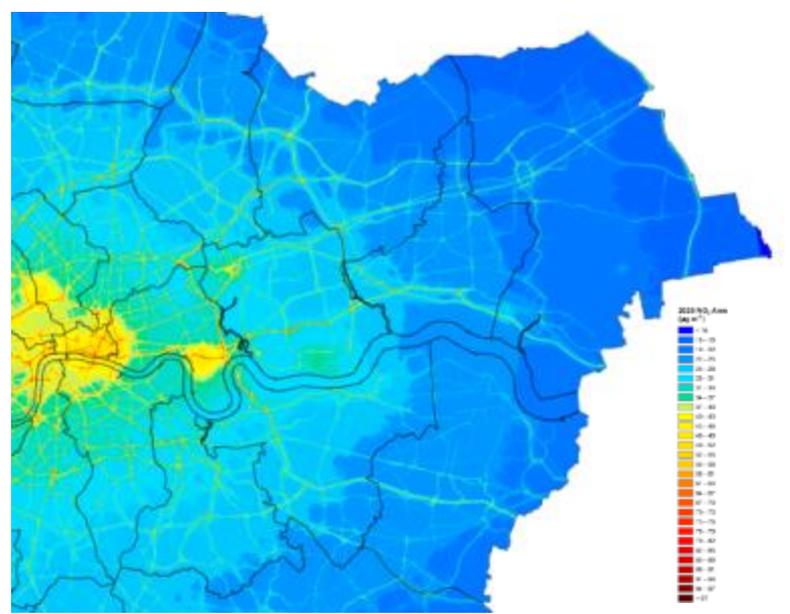
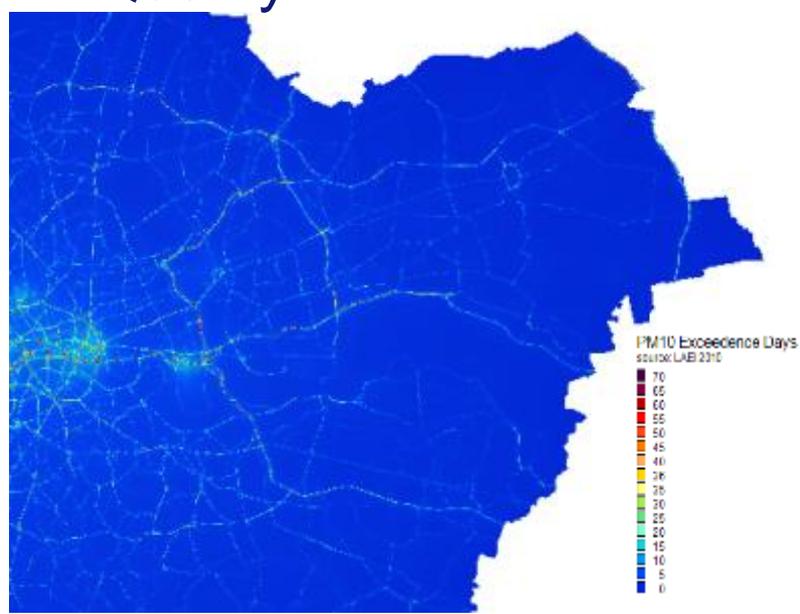
Mini-Hollands

Three outer London boroughs to be transformed into Mini-Hollands, with very high spending concentrated on these relatively small areas

Central London Grid

Grid of high quality, high-volume routes, using a combination of Superhighways and Quietways (including EW and NS Cycle Routes)

Air Quality



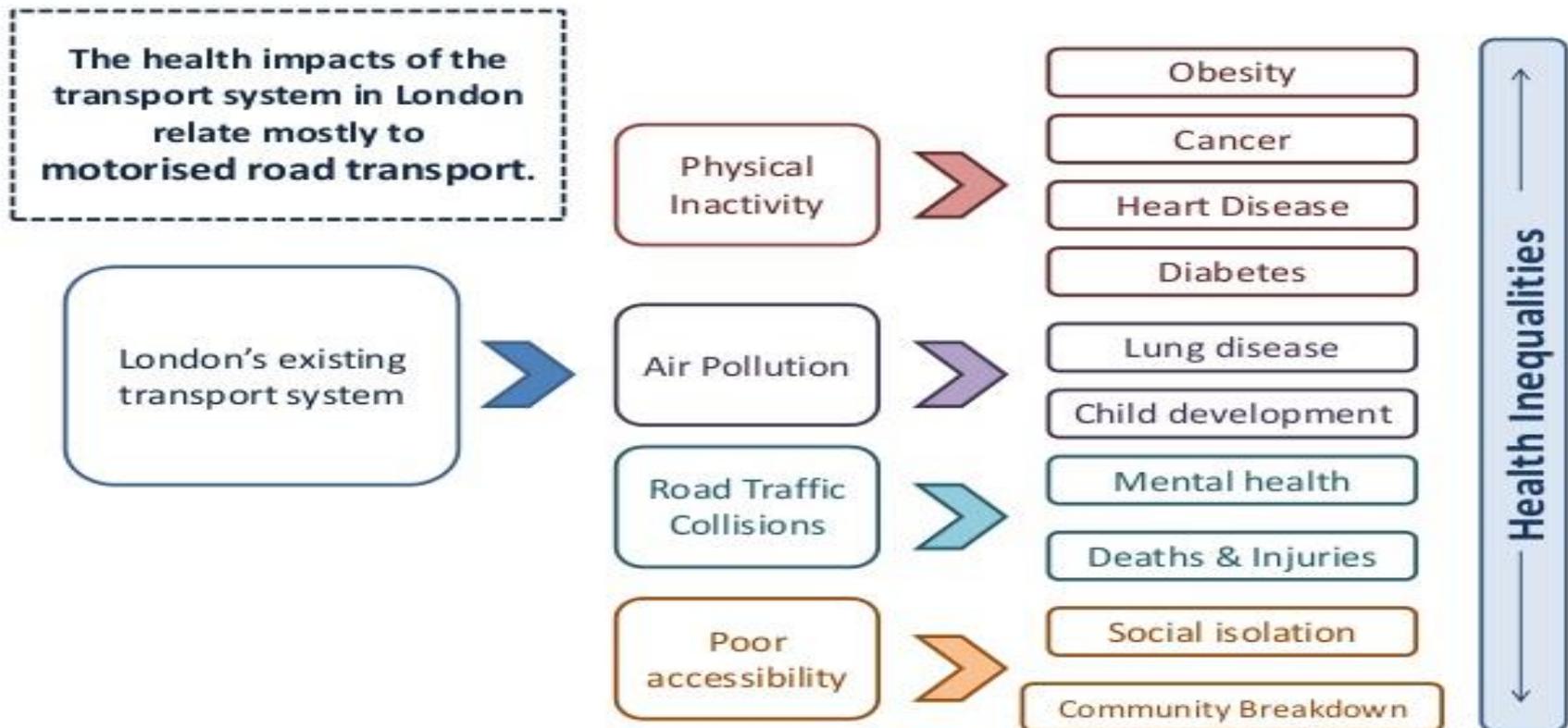
Local authorities are the new local leaders for public health – Opportunities to Link Health and Transport

“Supported by your Director of Public Health, you will be the local leader of the new public health system. You are best placed to understand the needs of your community and it will be your responsibility to tackle the wider determinants of health at a local level, putting people’s health and wellbeing at the heart of everything you do – from adult social care to transport, housing, planning and environment.”

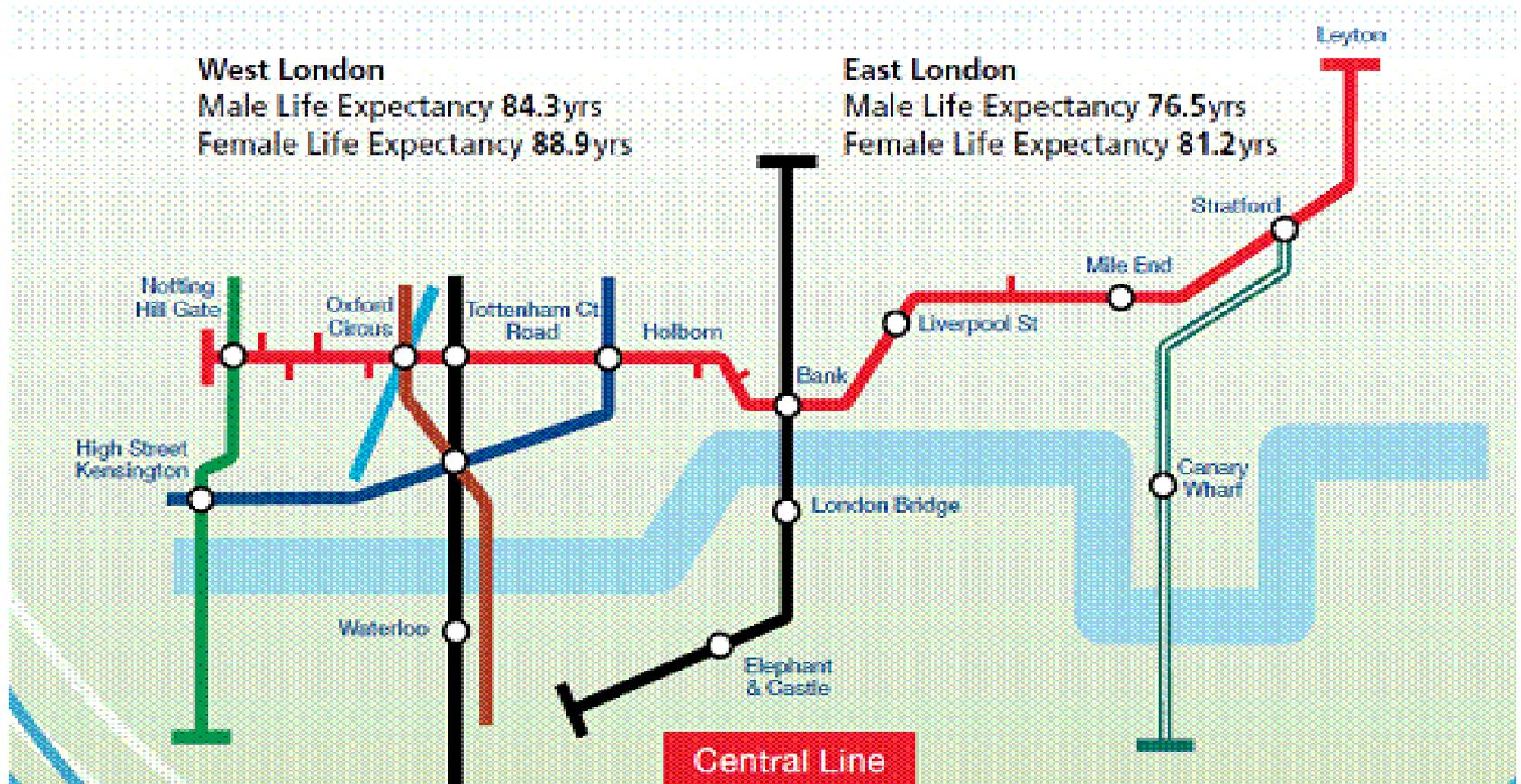
Letter from Jeremy Hunt to chief executives of local authorities, 10 January 2013



Why transport is vital for the health of Londoners



Life expectancy





PHYSICAL ACTIVITY THROUGH
SUSTAINABLE TRANSPORT APPROACHES

www.pastaproject.eu/home/

The project is looking at policies to promote **Active Travel** in east London - what are the best policy measures to encourage cycling and walking, what are the barriers to achieving this and how best to influence decision makers to better understand the links between Health and Transport.

Study is looking at specific measures to be introduced around the Queen Elizabeth Olympic Park and the Mini-Holland Scheme in Waltham Forest, the new/improved infrastructure to be evaluated are:

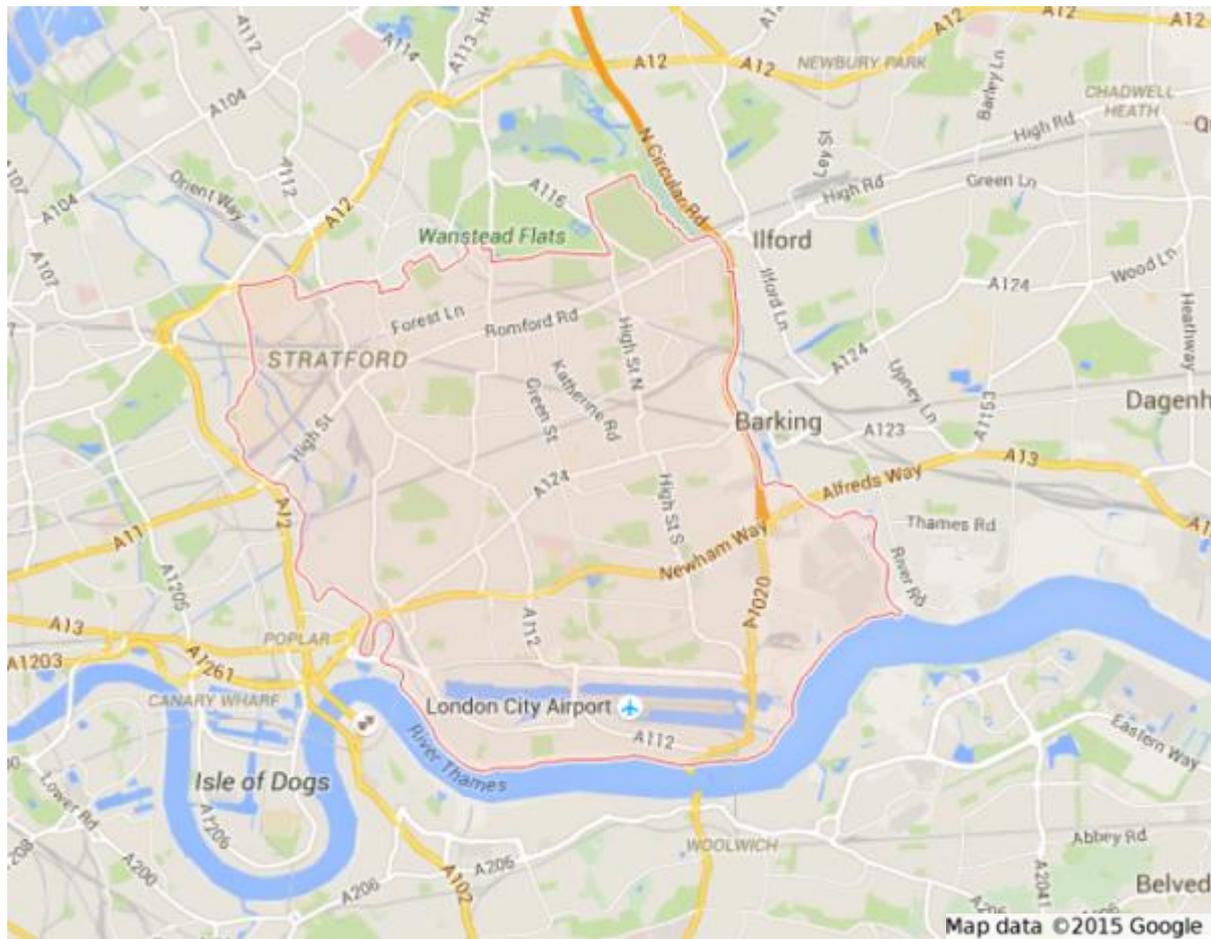
- Cycle Superhighway 2 Extension
- The Quietway (east-west quiet route)
- The Leaway (previously 'Fatwalk' river Lea)
- Mini-Holland (Waltham Forest)



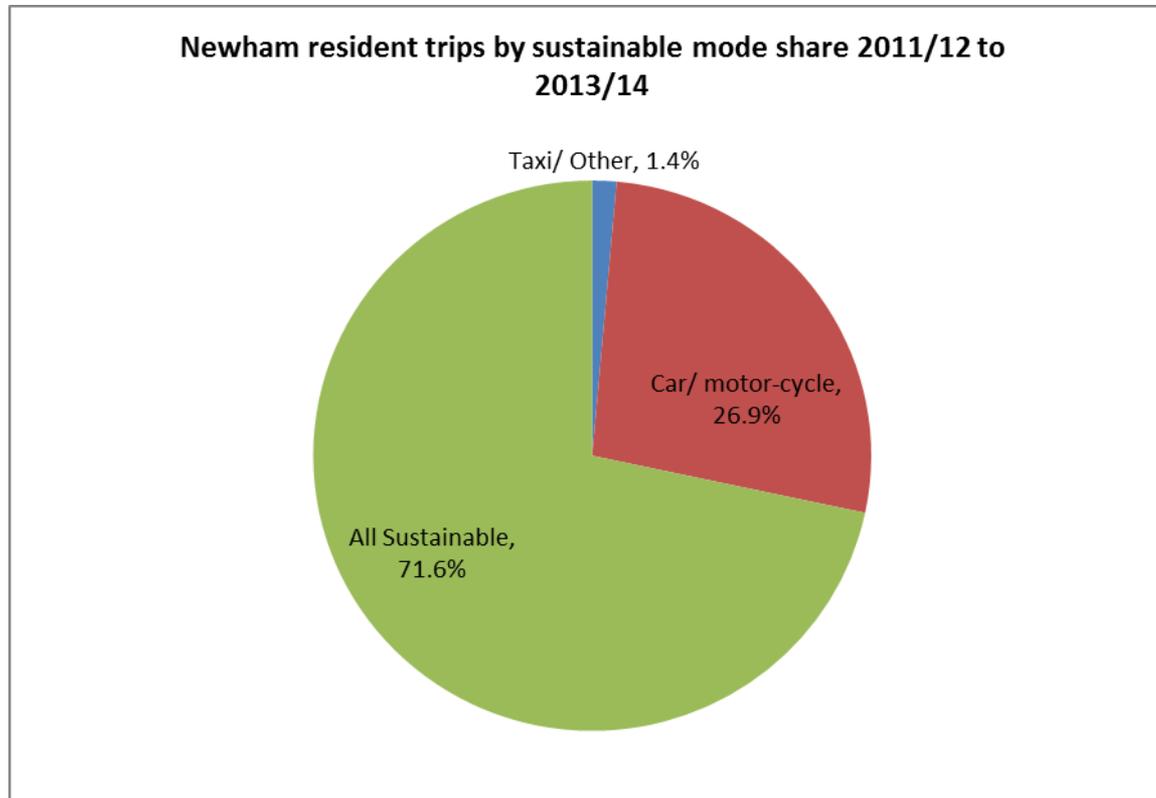


PHYSICAL ACTIVITY THROUGH
SUSTAINABLE TRANSPORT APPROACHES

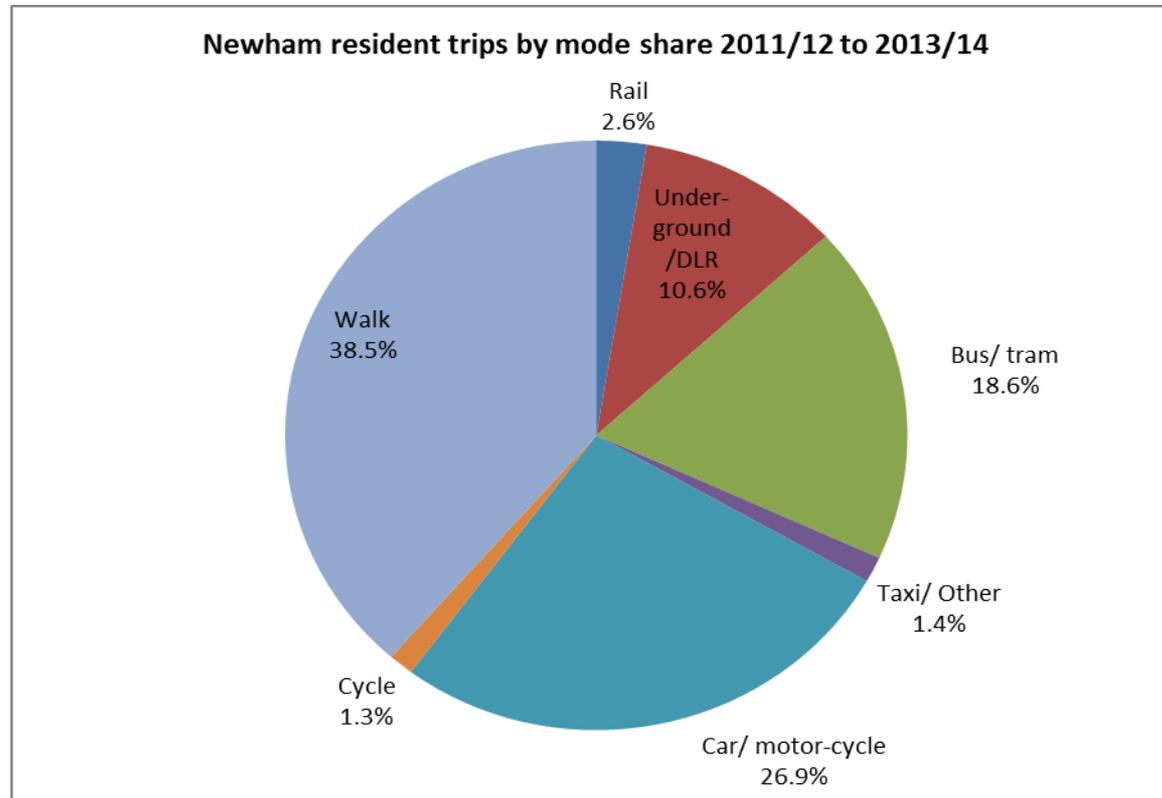
London Case Study Measures – London Borough of Newham



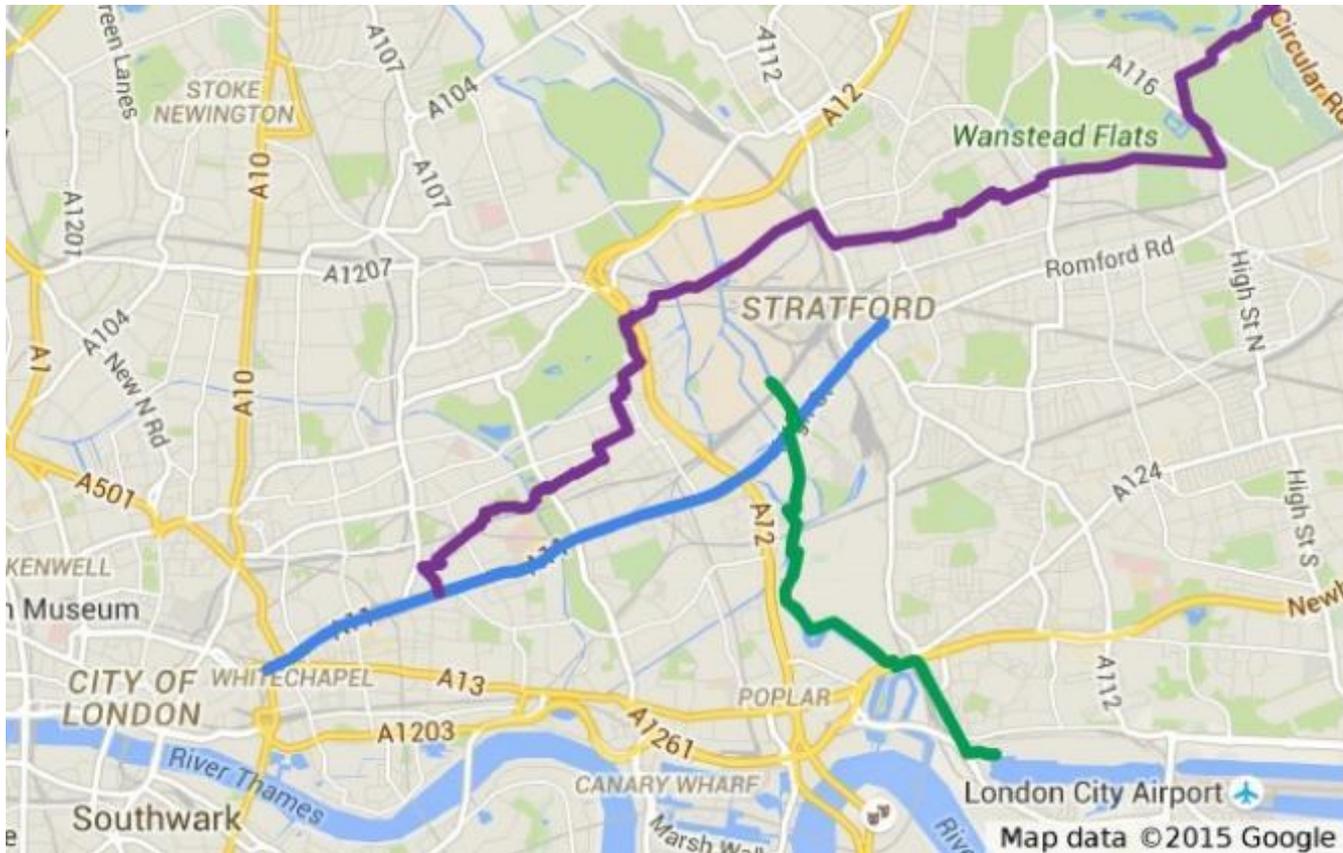
London Case Study Measures – Travel in Newham



London Case Study Measures – Travel in Newham



London Case Study Measures



Cycle
Superhighway 2



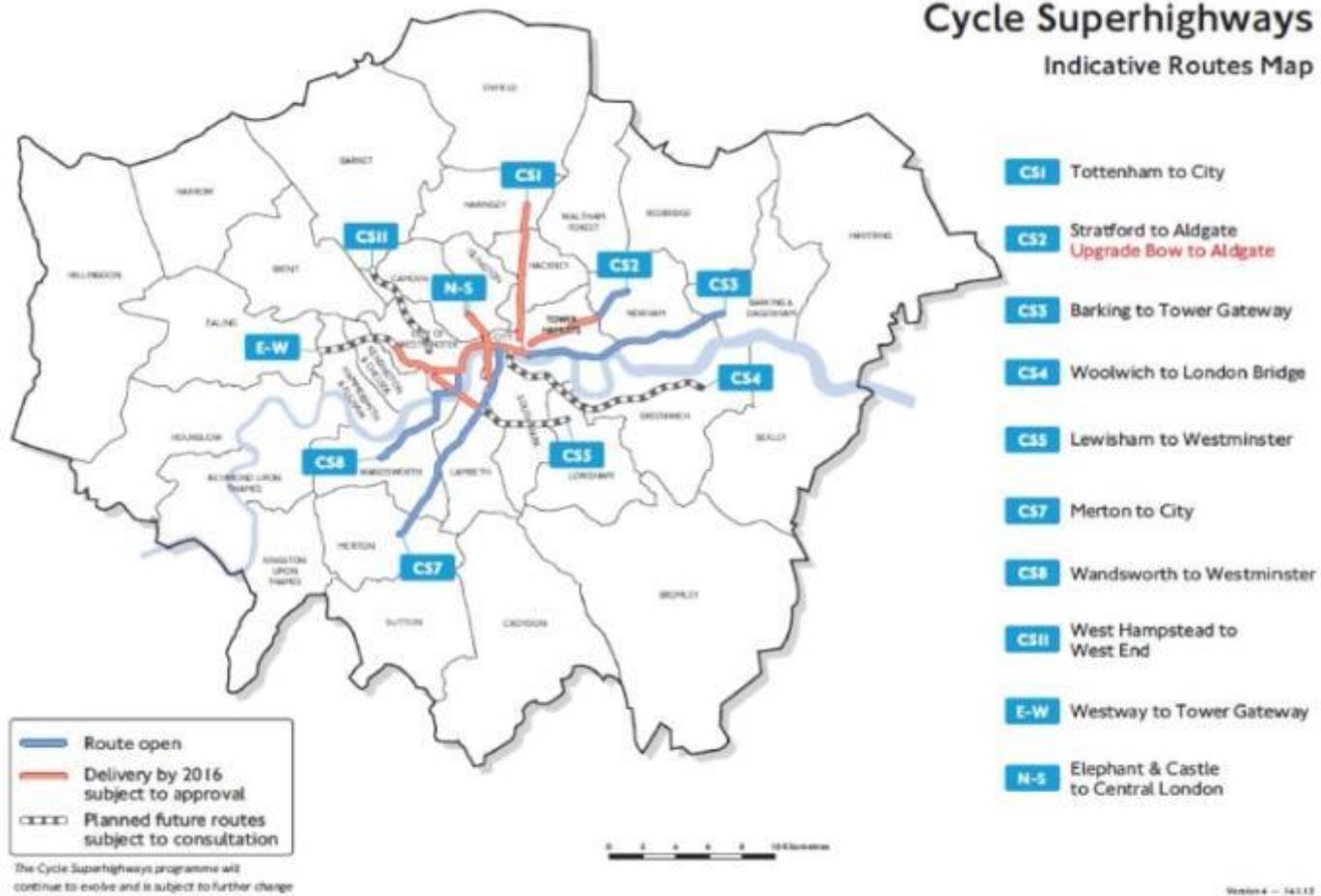
Quietway 6



Leaway

THE LEA RIVER PARK

London Case Study Measures: Cycle Superhighway 2



London Case Study Measures: Cycle Superhighway 2



Credit: As Easy As Riding A Bike, June 2012



PHYSICAL ACTIVITY THROUGH
SUSTAINABLE TRANSPORT APPROACHES

London Case Study Measures: Cycle Superhighway 2





PHYSICAL ACTIVITY THROUGH
SUSTAINABLE TRANSPORT APPROACHES

London Case Study Measures: Cycle Superhighway 2



(c) Transport for London

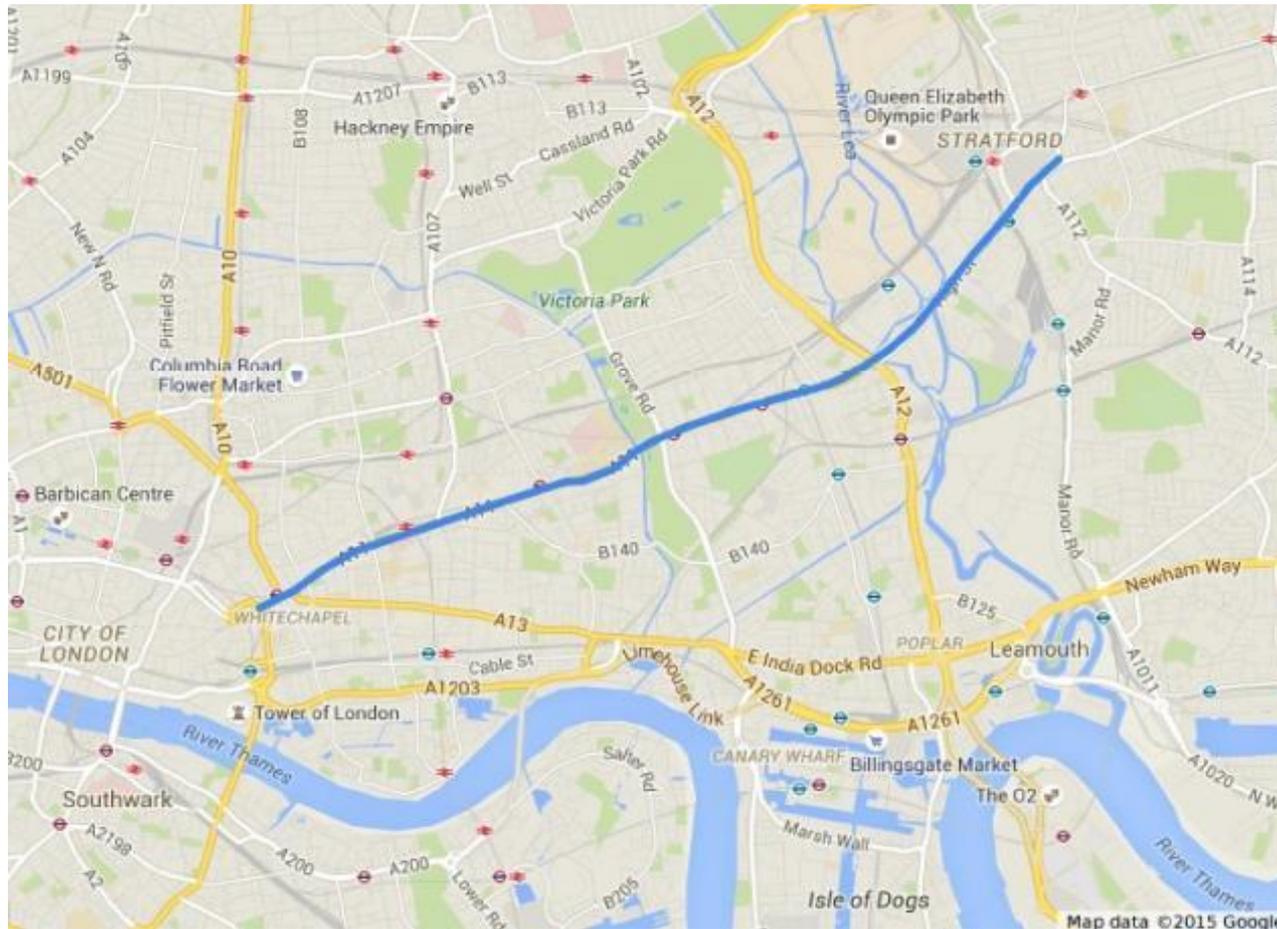




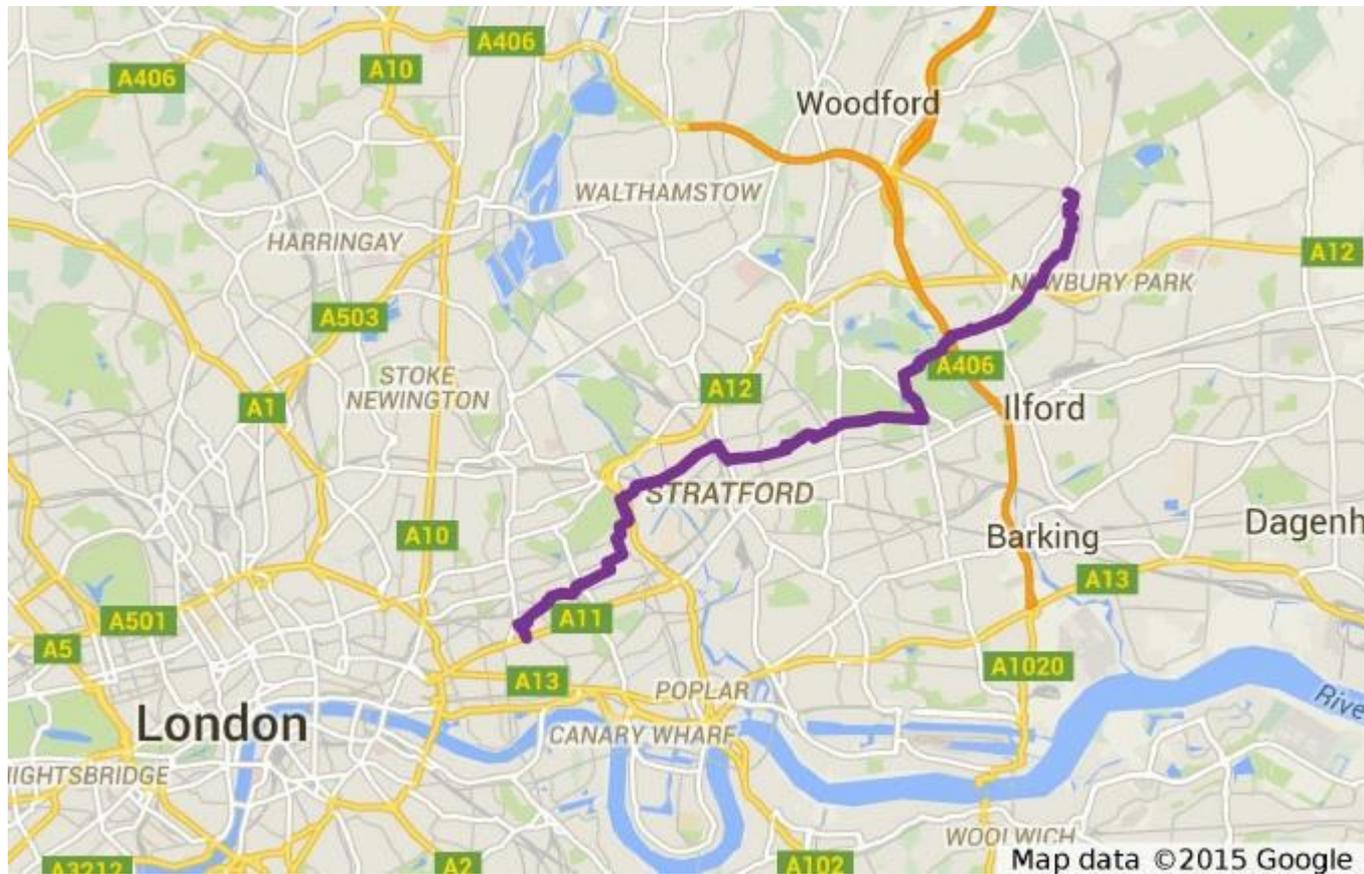
PHYSICAL ACTIVITY THROUGH SUSTAINABLE TRANSPORT APPROACHES



London Case Study Measures: Cycle Superhighway 2



London Case Study Measures: Quietway 6

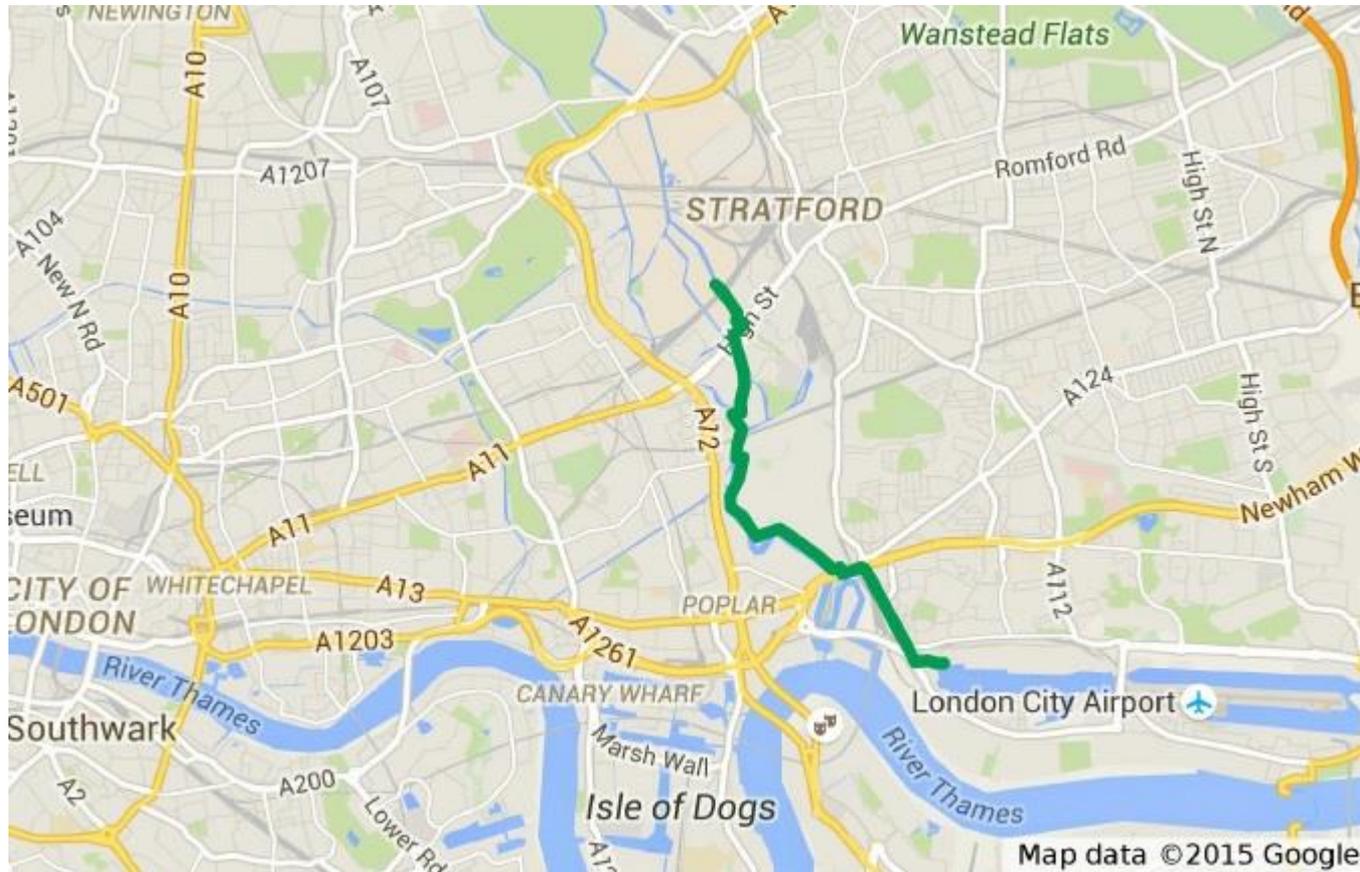




PHYSICAL ACTIVITY THROUGH SUSTAINABLE TRANSPORT APPROACHES



London Case Study Measures: The Leaway



(c) Transport for London



PHYSICAL ACTIVITY THROUGH SUSTAINABLE TRANSPORT APPROACHES





Key challenges

Governance and ownership of London's roads

- Transport for London (regional transport body) controls 5%
- 33 local boroughs control 95%

Branding of routes

- Cycle Superhighways and Quietways
- Is this helpful?

Enabling factors

- Expertise, funding and political will all required at same time and place





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SUSTAINABLE TRANSPORT APPROACHES

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