



PASTA
PHYSICAL ACTIVITY THROUGH
SUSTAINABLE TRANSPORT APPROACHES

Facts on Active Mobility London / UK

Borough profile Newham



Picture: Bike scheme © ICLEI Europe

Borough area: 36 km²

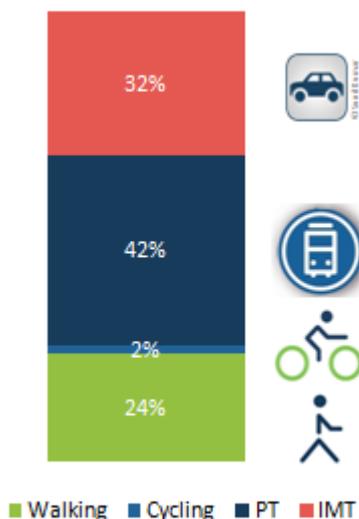
Population: 338,000 total inhabitants

Population density: 9,388 inhabitants/km²
(a higher than average (London and UK) population of under 18s.)

Modal Split: 31% IMT, 42% PT, 24% Walking, 3% Cycling

Car ownership rate: 200 cars/1,000 inhabitants

Modal Split



The cycling mode share for commuting is very low in the London Borough of Newham (3%) compared to the neighbouring Borough of Hackney (14%).

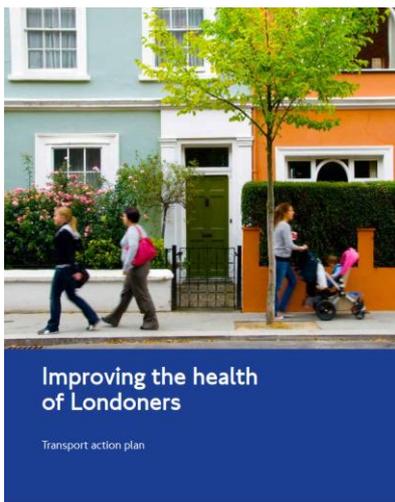
Journeys to work are predominantly via Public transport (PT) at 65% - the highest in the UK (2011), and are likely to mask the amount of walking. Walking in London is driven by PT. There are clearly opportunities to encourage more people to cycle, particularly for journeys fewer than 5km.

Figure 1: Modal Split in London

Newham's transport system in a nutshell

Car network ²	Walking & Cycling network ^{1 2}	Public Transport network ²
<p>Private car density: 200 cars/ 1,000 people → almost 52% of households do not own a car</p> <p>Road network: 420 km (35% thereof are 30km/h speed reduction zones)</p> <p>Parking: "Blue zones": short-term on-street parking; for residents is free for the first vehicle and € 114/year; for second vehicle in household. for visitors € 14 for 10 X 6 hour visitor permits.</p> <p>Road pricing: no</p> <p>Car sharing: Mobility carsharing</p>	<p>Cycling network: 64 km of cycling lanes and tracks</p> <p>Contra-flow cycling: allowed in 5km of one-way streets</p> <p>Pedestrian zones: in the Queen Elizabeth Olympark Park</p> <p>Cycle parking: racks or stands provided in many public spaces, large parking facilities at the central train station</p> <p>Bike sharing: 1 bike sharing service;</p>	<p>Four underground connections Overground network, Docklands Light Railway and national rail lines.</p> <p>Good bus network, several of the local centres act as hubs with bus stations at Canning Town and Stratford.</p> <p>Real time information: yes</p> <p>Price for a PT annual ticket: Annual Bus & Tram Pass: £848 (964 €). All Tube, DLR, London Overground TfL Rail services and National Rail services in Z1-2: £1,320 (1502 €)</p>

Newham's Strategies & Policies



Transport for London, *Improving the health of Londoners, London (2014)*⁴

The **Mayors Healthy Streets Approach** has become the overarching framework for the city's new 25-year transport strategy. The strategy predicts that 80 per cent of trips in London in 2041 will be made on foot, by bike, or using public transport: their current combined modal share is 64 per cent. This should deliver a radical shift in transport planning and investment that will finally see active mobility prioritised over private vehicles. Over the next five years, £ 2.1bn will be spent on creating healthy streets designed for walking, cycling, and public transport. .

Furthermore, AM is considered as part of the London Plan (the cities Spatial Planning Framework) and the subsidiary strategies including the **Mayors Transport Strategy** (London-wide) and the East London Transport Plan.

„The policy context recognises the opportunity to achieve wider strategic outcomes such as better quality of life and improved health and wellbeing.

Transport & Health



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East London is a place which is undergoing rapid urban change and population growth. The framework conditions are variable, on the one hand there is a good PT system and strong local policies which aim to discourage car use where possible and promote more sustainable mobility modes. On the other hand, there is a legacy of postwar era road building and some large roads, which go against the urban grain.

Coupled with the rivers and canals which cause severance issues, it will require further and sustained investment to create a more coherent urban realm.

“Given that public health has only recently been devolved back to local authorities after almost 60 years. And in those 60 years car use became dominant and has dramatically affected urban planning.

The idea of healthy urban streets is only just beginning to grow in awareness.”

Stakeholders and experts appeared to be in general agreement that urban streets need to achieve a better balance of users and part of this is to reduce speeds and improve design to improve safety and the perception of safety. Experts suggested that transport planners were far more aware of the health impacts than health professionals were aware of transport issues.

Transport professionals were more likely to view AM through the lens capacity and connectivity, whereas other stakeholders were as likely to see AM as a tool to support urban regeneration, in particular creating high value places.

Enabling factors & challenges

Political decision: The Mayors Healthy Street Approach is a very important feature in raising the profile of active mobility in London. There had been a belief which was cited by Stakeholders that streets are for cars only and planning policies – it was currently too easy to build new developments which make driving easier than walking and cycling, they are encouraging less sustainable mobility; the Healthy Streets Approach challenges this thinking.

Administration: Joint approaches of different departments are promising, however there are still scattered responsibilities. Silo thinking within local public agencies; Assumption that facilitating cars and parking leads to economic growth; however these are ideas are being challenged by the new Mayor who was elected in 2016..

Financial issue: There is a dedicated budget for cycling infrastructure, And the Healthy Streets approach makes funding available for improvements to streets and liveable neighbourhoods.

Infrastructure: Limited cycle storage; it is too easy to park and to drive; Research by Transport for London confirms this and demonstrates that the key barrier to achieving more walking is relatively high car ownership. Stakeholders consider that 20mph zones (30kph) are a key tool in promoting active travel by improving the perception of better safety. Route barriers, severance, A12 and feeder routes which prevent direct routes; Safety concerns, in particular on major routes; Quality of the walking environment, large scale buildings with blank facades and heavy traffic.

Social environment: Car as a status symbol and providing independence; health issues not considered in the family, low down on priority list when stuggling with financial issues. Cultural barriers - especially for woman, cycling is considered to be sweaty, hard work, exposed and vulnerable; Crime and fear of crime – need well lit streets and natural surveillance.

Transport & Health: The Olympic Games provided a catalyst for investment and renewal, the area around the Olympic Park will provide an interesting blueprint for the development of new neighbourhoods which are not car dominant and will have relatively high densitites for new housing, but decision makers tend to have a 'windscreen' view; Lack of confidence to promote AM politically.

Contact

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1 <http://content.tfl.gov.uk/improving-the-health-of-londoners-transport-action-plan.pdf>