

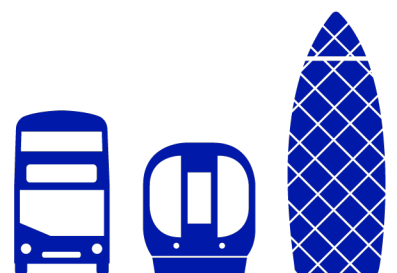
# Royal Docks OAPF

Royal Docks Transport &  
Movement Strategy



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# 1. Introduction

## London's Population is Growing

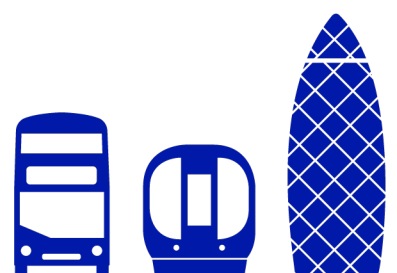
Although the medium and longer-term effects of the pandemic are still uncertain, the past two years has seen London's population continue to grow. This means that there is still significant pressure to deliver more homes and provide access to jobs and services, while ensuring high quality of life to all Londoners.

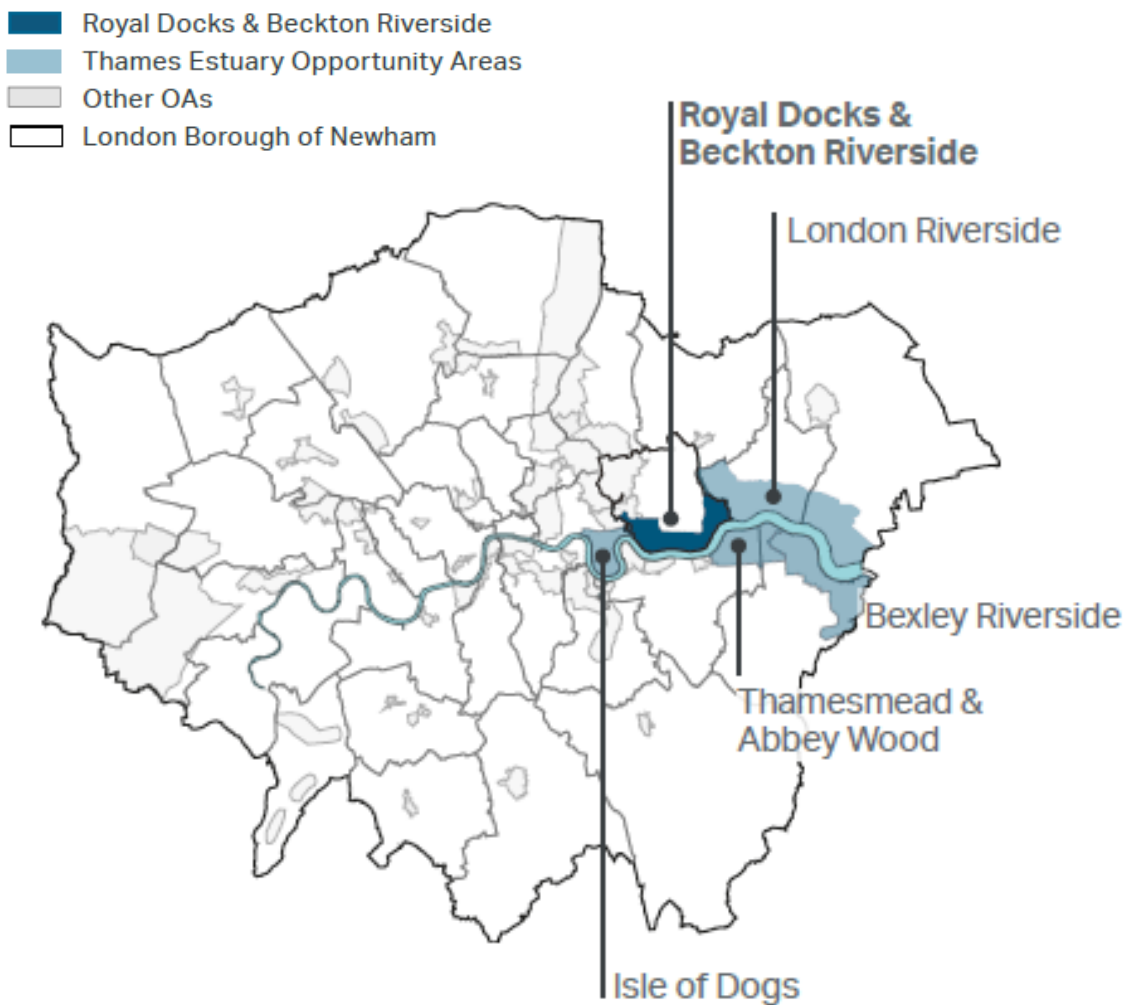
The Mayor's Transport Strategy (published in 2018) originally forecasted London's population to grow to 10.8 million by 2041. It accounted for a slower rate of population growth from 2015, however the pandemic is thought to have slowed the rate of growth further in the short and longer-term.

While it is probable that the pandemic could lead to structural changes in the way people travel, longer-term outcomes for London's population are very uncertain and it is still forecasted to increase. The GLA's latest population estimate predicts an increase in population of up to 10.25 million by 2041 (TfL Travel In London Report 14). There is therefore still significant pressure to provide new homes for Londoners and to cater for the ongoing shortfall.

The previous London Plan identified a need to deliver 49,000 new homes each year over the period 2011 to 2036. Over the last ten years however, an average of 25,000 homes a year have been delivered. The result of this shortfall has been rapidly increasing housing costs and diminishing affordability. Given the housing shortage, the latest London Plan sets out a need to increase the rate of housing delivery in future to address the backlog of under-supply.

London needs to bring forward new sites for residential development as well as increase densities on existing sites where this is achievable. The availability of public transport is critical to delivering housing in areas with strong development potential.

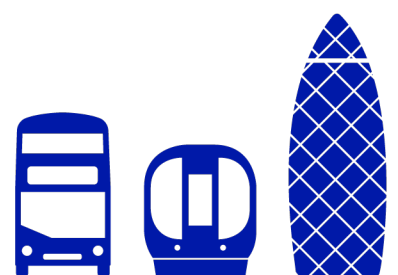




The London Plan estimates that in the Royal Docks and Beckton Riverside Opportunity Area there is potential to deliver 30,000 new homes and 41,500 new jobs and just to the

The Thames Estuary Corridor has long been identified as having substantial potential for housing and employment growth. The level of growth that could be accommodated is estimated to be approximately 250,000 new homes and 200,000 new jobs by 2041. However, progress in realising growth in the corridor has historically been limited by poor transport connections. Delivering the scale of growth identified depends on improvements in transport connections and capacity, and a reduction in barriers to movement across the area.

The London Plan estimates that in the Royal Docks and Beckton Riverside Opportunity Area there is potential to deliver 30,000 new homes and 41,500 new jobs and in Thamesmead & Abbey Wood Opportunity Area across the River to the east, there is an identified potential of 15,000 new homes and 8,000 new jobs by 2041. These two Opportunity Areas are closely linked due to the potential for possible new transport interventions to serve and support growth in the areas.



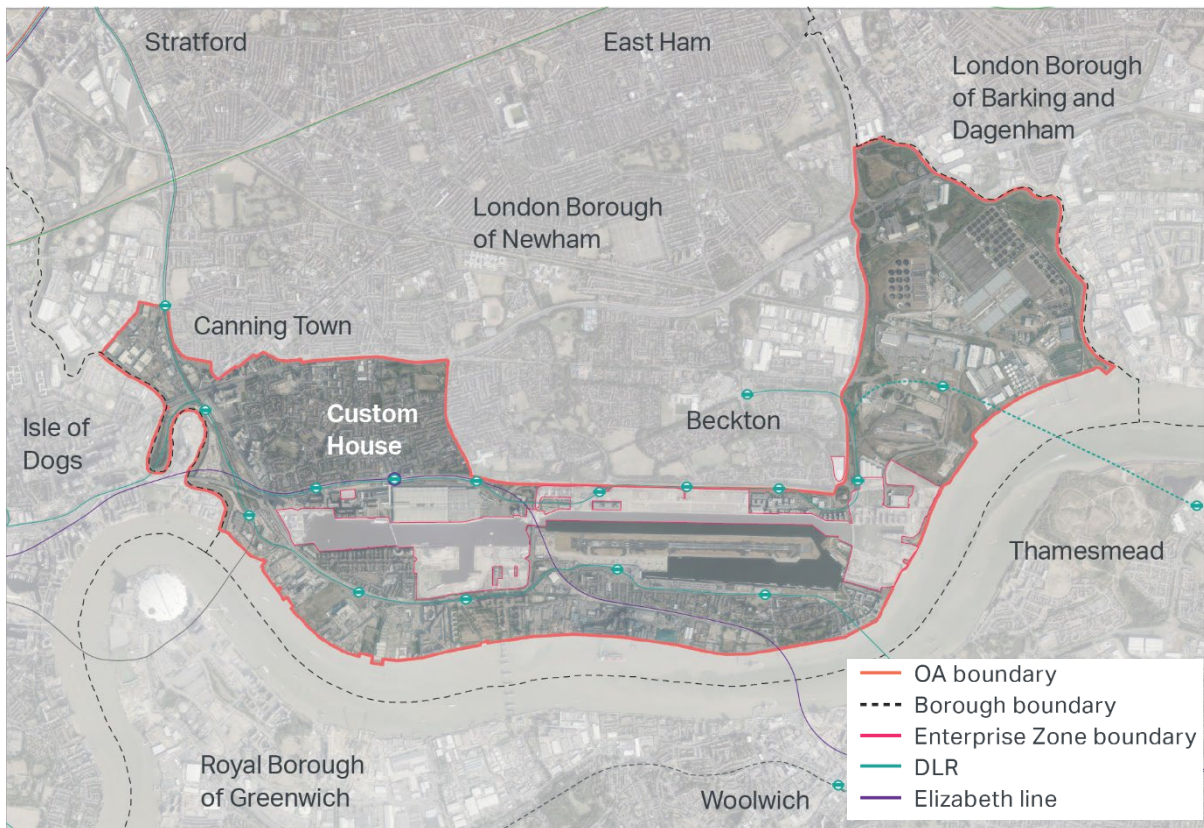
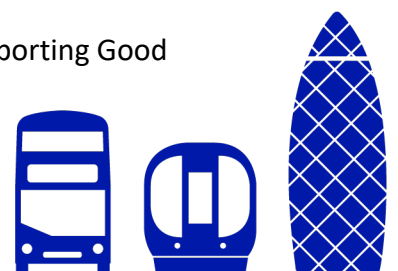


Figure 2 The Royal Docks and Beckton Riverside Opportunity Area

The Mayor’s Transport Strategy and London Plan set out a vision for **Good Growth** in London, a concept that proposes that plans for growth should improve the health and quality of life of all Londoners, reduce inequalities and make the city a better place to live, work and visit. Key themes of Good Growth include planning for the right number of homes and using London’s growth as an opportunity to deliver higher levels of affordable housing and mixed-use developments, in order to spread London’s economic success and create stronger communities. Good Growth identifies the importance of planning new developments in a way that: reduces car dependency and encourages active travel to improve Londoners’ health; increases access to opportunities by providing better public transport; and makes the city a better place to live.

Transport is fundamental to achieving Good Growth in the Opportunity Area. Providing high quality public transport connections and safe and attractive walking and cycling routes will enable people to choose active and healthy ways to travel, while supporting the delivery of high-density development. To support the growth ambition set out in the OAPF, a holistic transport strategy is required to address the needs of both existing and new communities. This is complemented by a Local Connections Strategy, which forms a separate input to the OAPF, and explores how to enable more walking and cycling, improve access to public transport and enhance the quality of streets and public spaces.

The Transport and Local Connections strategies are summarised in the Supporting Good Growth with Transport section of the OAPF. Figure 3 shows how they form part of a suite of documents that together make up the OAPF for the area, which in turn will inform local policy.



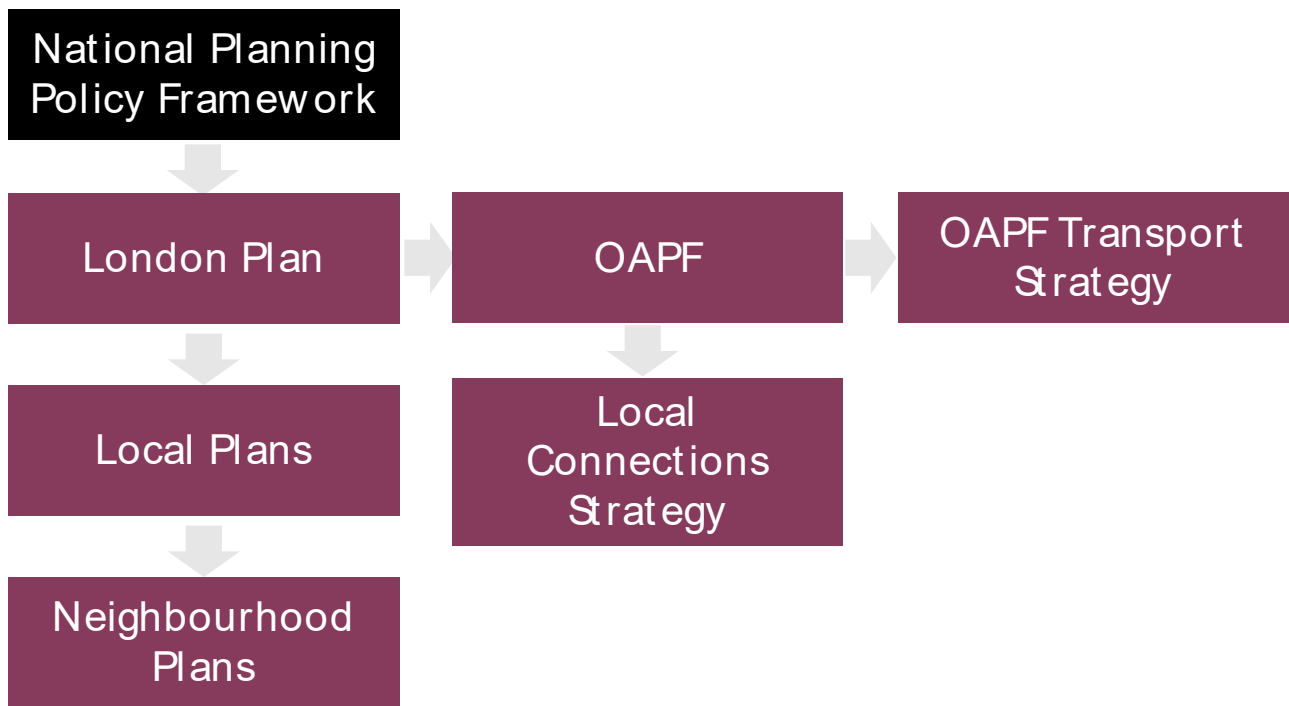


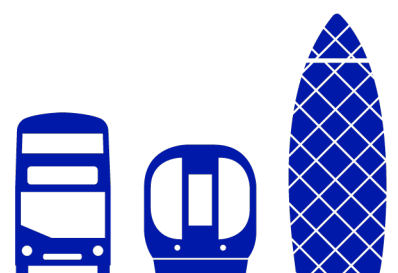
Figure 3 Planning Policy Framework

## Transport Modelling

The development of this Strategy has been informed by strategic transport modelling, which has allowed us to forecast the impact of the different growth scenarios on the transport network, and to test the ability of potential new transport interventions to serve demand in a way that supports and promotes Good Growth.

The models can predict future travel patterns by extrapolating current trends and combining with predicted growth in demand from new development. By modelling travel demand under baseline do minimum and higher growth scenarios, it is possible to test the ability of new public transport services to cater for increased demand and to identify the services that would achieve the greatest shift away from private vehicle trips.

Several scenarios have been considered based on different levels of transport investment. These scenarios have been developed and tested as agreed by TfL, GLA and the London Borough of Newham. In this Strategy, we consider which transport interventions best support the baseline do minimum stage of growth and which best support a high level of growth in the Opportunity Area.

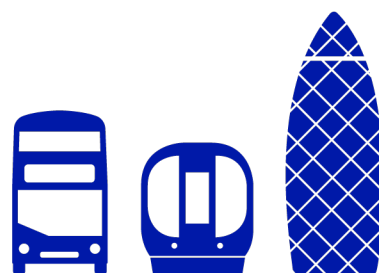


The analysis of the impact of these growth scenarios will:

- Inform further studies, including the LB Newham Local Plan review and the business case for the DLR Extension to Thamesmead
- Contribute to funding bids
- Provide valuable context for infrastructure and utilities providers planning for future demand.

Two scenarios have been considered in this OAPF, based on different levels of transport investment. These scenarios have been developed and tested as agreed by TfL, GLA and the London Borough of Newham.

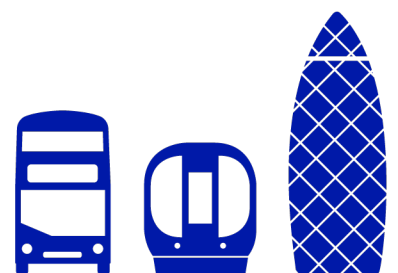
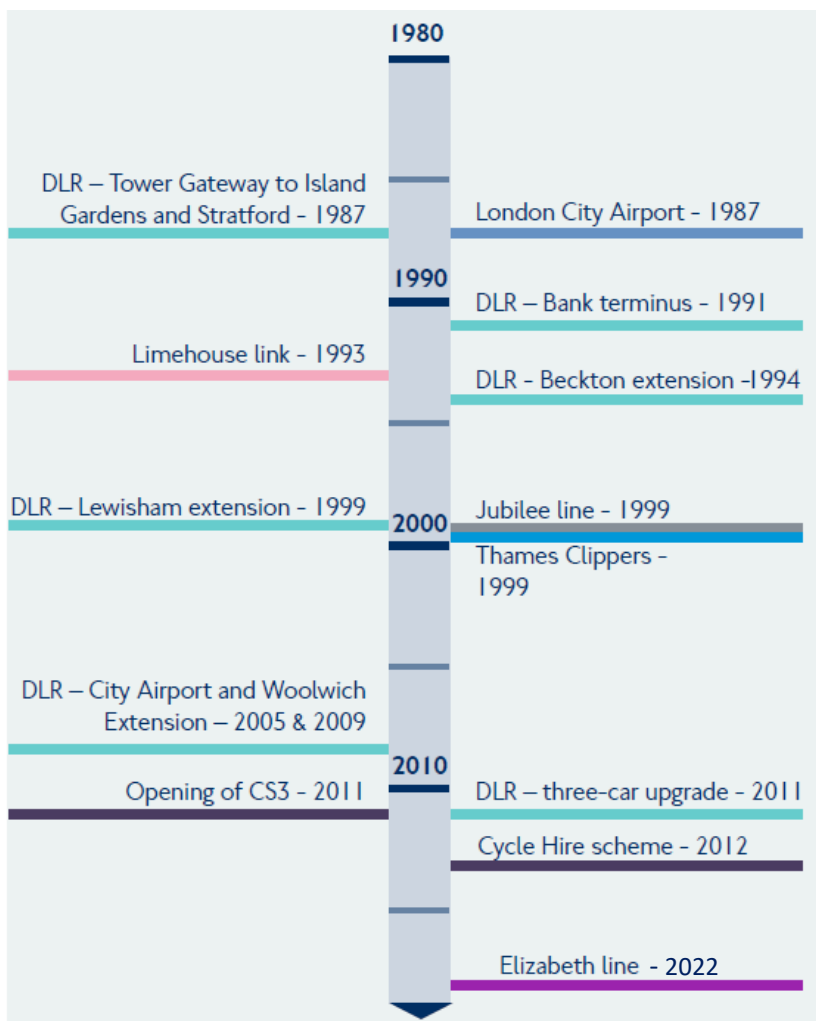
- [Growth Scenario 1 – Do Minimum \(2041\)](#) the existing transport network with the addition of the Elizabeth Line and DLR HIF Upgrade programme, new developments that are soon to be or already in the planning process, and background growth in population and employment (unplanned growth). 27,300 new homes and 37,400 jobs in Royal Docks and Beckton Riverside Opportunity Area
- [Growth Scenario 2 - Higher growth \(2041\)](#) The Do Minimum transport network plus increased bus capacity, DLR extension to Thamesmead via Beckton Riverside. A higher level of growth with 38,800 new homes and 55,600 new jobs in Royal Docks and Beckton Riverside Opportunity Area



## 2. Transport Provision and Patterns of Use

### 2.1 Historic Transport Investment

Parts of the Opportunity Area, and the Royal Docks in particular, have seen significant recent investment, supported by the designation of London's only Enterprise Zone. An investment package of more than £300 million was approved in 2018 to further accelerate the wider regeneration of the Royal Docks, this included funding towards the upgrade of Pontoon Dock DLR station to help support the level of growth anticipated. New neighbourhoods like Royal Wharf are emerging, and interest in developing smaller sites is growing. Existing centres like Canning Town are already changing, with new development supported by connections across the River Lea and to Custom House. Silvertown will continue to grow and evolve to benefit locals and visitors alike. Beckton Riverside will be transformed into a Major Town Centre with a mix of uses and new connections.





## 2.2 Current Transport Patterns

### Socio-Economic Factors Influencing Travel Patterns

Census 2021 data is not yet available; however, 2019 estimates suggest the population of the Opportunity Area was close to 42,000 people. The age profile (Figure 5), show a young population, with 79% of residents aged 44 years or younger. Figure 6 shows that the ethnic profile of residents is relatively diverse, with 60% of residents being non-white / dual heritage.

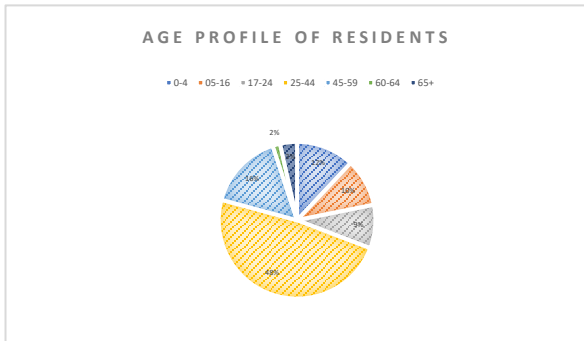


Figure 6 Age Profile of Residents in the OA LTDS 2019

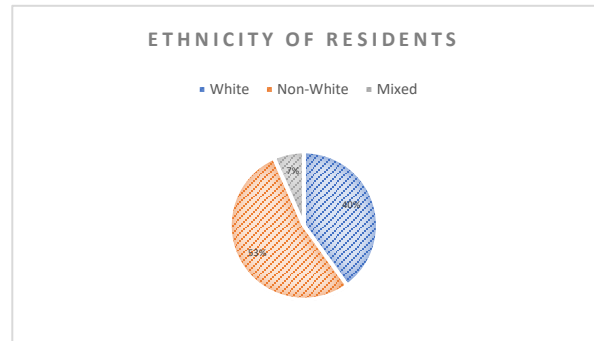


Figure 5 Ethnicity Profile of Residents in the OA LTDS 2019

Household income levels observed within the Royal Docks and Beckton Riverside are about average for the borough with 53% below £35,000 per year compared to 57% for Newham as a borough. As expected for an inner London area, car availability is relatively low, with 57% of residents not having access to a car.

An encouraging picture is presented when looking at current journey patterns in the area. Newham residents generally make sustainable travel choices, with around 75% of journeys undertaken by sustainable – public transport, walk, cycle – modes. In the Opportunity Area this propensity increases to around 77% of journeys. (LTDS 2019/20).

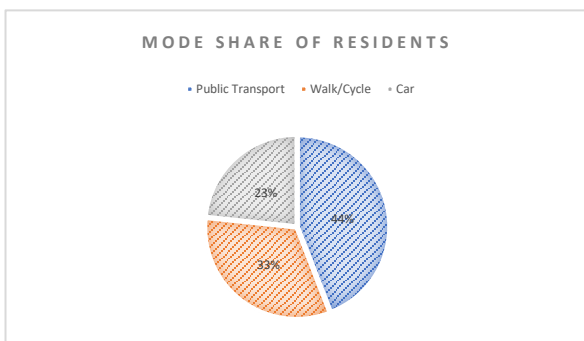
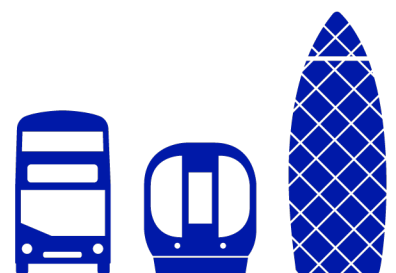


Figure 7 Mode Share of Residents LTDS 2019



## Existing public transport connections

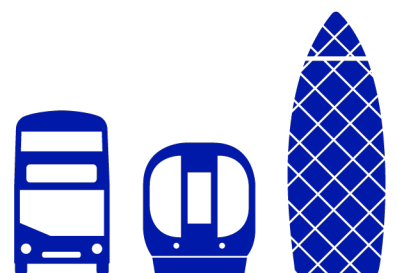
Figure 8 shows the current public transport provision in the Opportunity Area.



Figure 8 Current Public Transport in the Royal Docks and Beckton Riverside OA

The opening of the Elizabeth Line this year provided a step change in strategic connectivity, bringing the West End within 20 minutes travel time from Custom House and opening new connections south of the Thames. Before the Elizabeth line the primary rail connectivity has been provided by the DLR, providing services to Stratford, Isle of Dogs/City and Woolwich. The Jubilee Line at Canning Town provides more strategic connectivity to Stratford, the West End and northwest London.

Bus services are provided along the main spine roads of the area. The supply of local bus services is better to the north of the docks and provides more borough and regional connectivity. The areas to the south and east, where development land is concentrated currently has more limited connectivity to population and employment centres but is hoped to benefit from DLR investment as well as additional bus routes when Silvertown Tunnel opens in 2025 connecting Newham to Greenwich.



Access to public transport is best illustrated through a PTAL assessment of the Opportunity Area, shown below in Figure 9. For the majority of the Opportunity Area PTALs are 2-3, rising to 4 around the DLR stations and then 5 to 6 around Canning Town in the northeast sector while in contrast, the Beckton Riverside development area is currently very poorly connected.

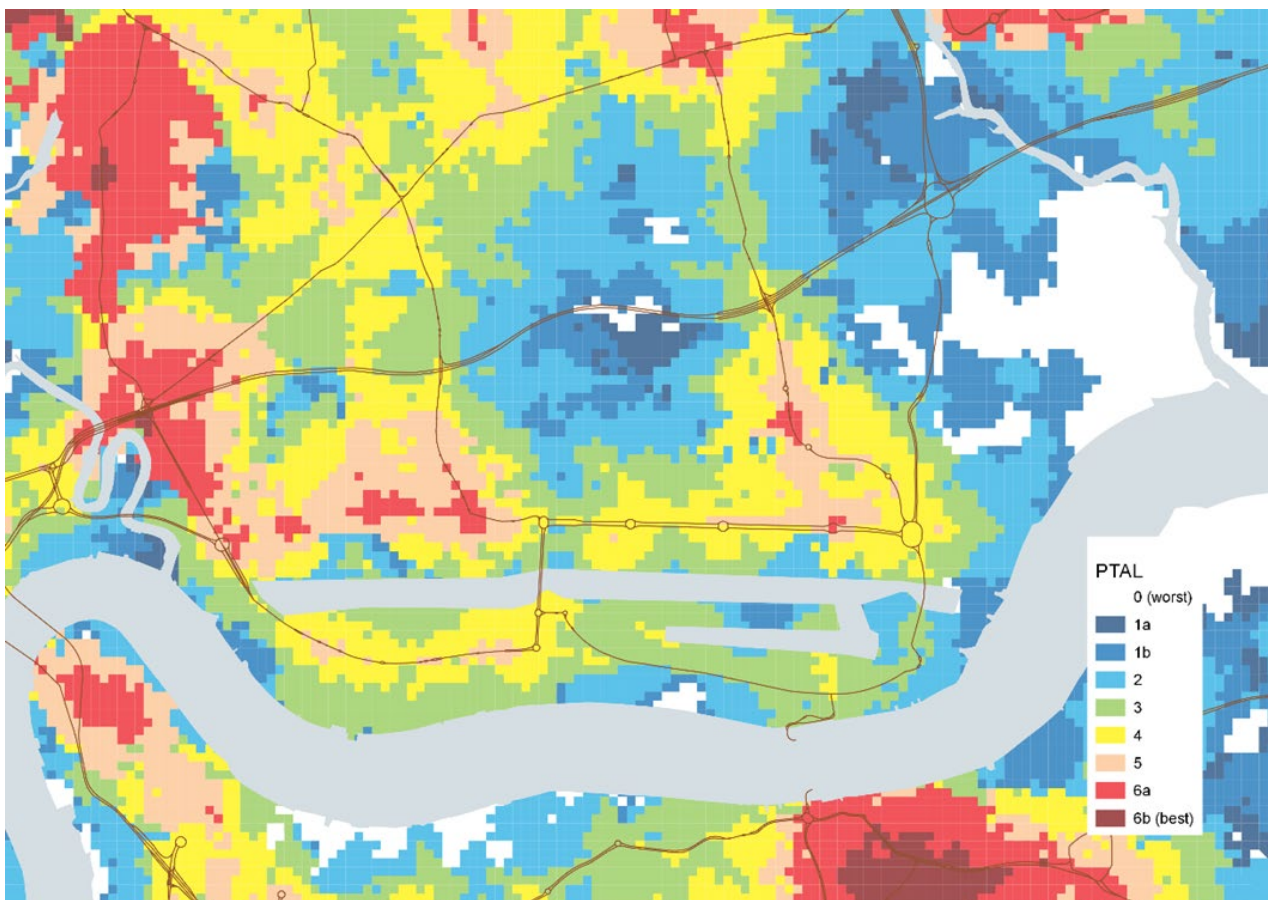


Figure 9 Current Public Transport Accessibility Levels

### Walking and Cycling Environment

There are some good quality walking and cycling links in the Opportunity Area, particularly within neighbourhoods, through parks and by watersides. However, it is a fragmented network due to the severance that arises from the alignment of the Docks, the major road network, and the railway lines. This makes it challenging to achieve Mayor’s Transport Strategy mode share targets for active travel because walking and cycling trips beyond people’s immediate local area tend to be indirect with some poor-quality sections.

New residential and mixed-use neighbourhoods and investment in street improvements in the area give an opportunity to expand the network of good quality walking and cycling links, to join up gaps in the existing coverage and, importantly, to improve the quality of existing places and spaces. New development can also enable better pedestrian access to buses and rail services, introduce new local services closer to people’s homes and encourage interchange between sustainable modes. This offers up the prospect of significantly reducing car dependency and using street space more efficiently to



prioritise public transport, walking, cycling and green infrastructure.

To help guide these changes over the life of the OAPF, a separate Local Connections Strategy has been prepared. This draws on and complements the Newham Cycling Strategy, Newham Sustainable Transport Strategy, Royal Docks Cycling and Walking Action Plan and Royal Docks Public Realm Framework.

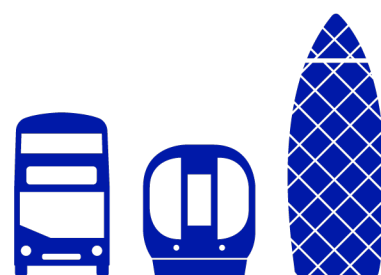
### Highway Network

Road traffic to/from the west and east of the area predominantly arrives via the A13. This major arterial corridor is one of the busiest roads in London and suffers from queuing and delays that are forecast to worsen in the future. The Ultra-Low Emission Zone (ULEZ) was expanded in October 2021 to cover up to the North and South Circular Boundary. This expansion incorporates much of the Opportunity Area with the exception of the eastern end containing the Beckton Riverside and Albert Island development sites.

Most of the existing major road network within the Royal Docks was delivered or had its capacity increased by the London Docklands Development Corporation in the 1980s-90s. This road network, characterised by wide carriageways, high speeds and a poor environment for walking and cycling, hems in many of the existing communities. Many residents and businesses turn their backs to these roads, creating insular, inward-looking neighbourhoods.



Figure 10 Local Highway Network



## 2.3 Future Situation with Development

### Scenarios Modelled

TfL’s transport models predict future travel patterns by extrapolating current trends into the future and combining with the growth in demand from population and employment changes and new travel opportunities such as the Elizabeth Line. The following summarises the strategic impacts of the two development scenarios: The **do minimum** - 27,300 new homes and 37,400 new jobs and **higher growth** - 38,800 new homes and 55,600 new jobs – by 2041. Both scenarios also contain background growth through London Plan development levels in the rest of the GLA. While the higher growth scenario would be predicated on an expanded public transport network, the network modelling has assumed only fully funded and committed schemes are in place (for example – the Thamesmead DLR extension is not assumed). This allows the impact on the baseline network to adequately assessed before a transport mitigation package can be proposed.

### Public Transport

The figure below illustrates the anticipated distribution of development trips originating in the Royal Docks and Beckton Riverside area during the morning peak period.

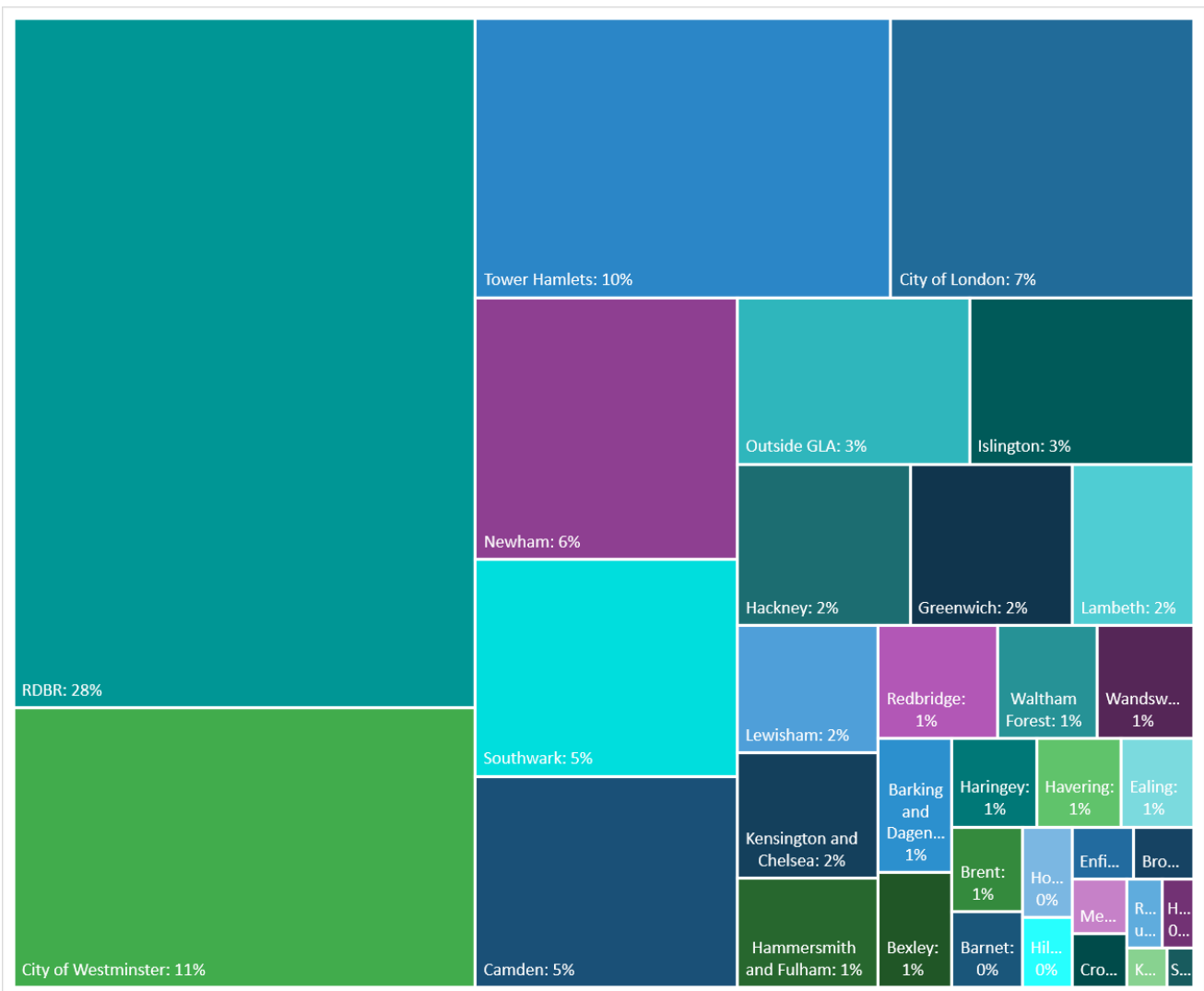


Figure 11 Predicted destinations of morning peak PT trips from the OA- 2041



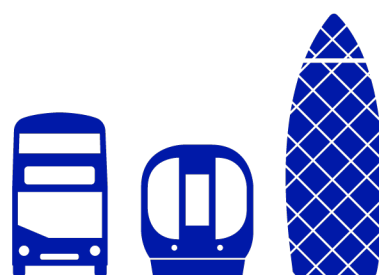
The pattern shown is based on the higher growth scenario, but the distribution would be similar in the do minimum growth as both 'pivot' from existing trip patterns, albeit with modelled responses to new employment and travel opportunities. While the draw of the Central Activities Zone – Westminster and Isle of Dogs to the west – underlines the need for good quality strategic links offered by DLR, Jubilee and Elizabeth Lines, the strong local focus for trips also reinforces the need to strengthen local connections by walking, cycling and bus.

The growth in new homes in both future growth scenarios leads to an increase in flows departing the Opportunity Area mostly to the west, adding to higher overall flows to Central London from the east. There are increases in morning peak westbound boarders on the Jubilee Line, Elizabeth Line and both branches of the DLR, for the two future growth scenarios compared to current levels of demand.

There are particularly large increases in westbound flows on the DLR Beckton branch from Beckton, Gallions Reach and Cyprus reflecting locations of new homes. On the DLR Woolwich branch there are increases at Pontoon Dock, West Silvertown and Thames Wharf, arising from new residential development in the higher growth scenario.

The growth in new jobs in both scenarios similarly leads to an increase in flows arriving at and departing the Opportunity Area in the morning. On the eastbound Beckton branch there are marked increases in alighting at Prince Regent, Beckton Park, Cyprus, and Gallions Reach, reflecting travel to the new jobs in these areas. While on the Woolwich branch there are increases in alighting at King George V and Pontoon Dock.

The growth in demand at the key stations serving the development sites highlighted before, in both future year scenarios, reflects the significant new homes and jobs proposed. At some of the stations, in particular Gallions Reach, this level of growth is unlikely to be accommodated, due to its short platforms. Possible new walking and cycling links, strengthened bus services as well as a new DLR station (at Beckton Riverside as part of the Thamesmead extension) will be required to better support the growth and mitigate the impact at stations.



## Highway Network

Aligned to the London Plan Opportunity Area standards, the assumption in the model reflects car-free (minimal car parking) development. However, there is still assumed to be 'background growth' in general traffic across the region in both the lower (do minimum) and more intensive (higher growth) development scenarios, resulting in heavy congestion in both scenarios.

Multiple roads are predicted to be very close to or over capacity. Road traffic to/from the west and east of the area predominantly arrives via the A13. This major arterial corridor is one of the busiest roads in London and suffers from queuing and delays that are forecast to worsen in the future. Any vehicular traffic resulting from the development in the area would further impact local junctions and pinch points downstream, while also negatively impacting local air quality.

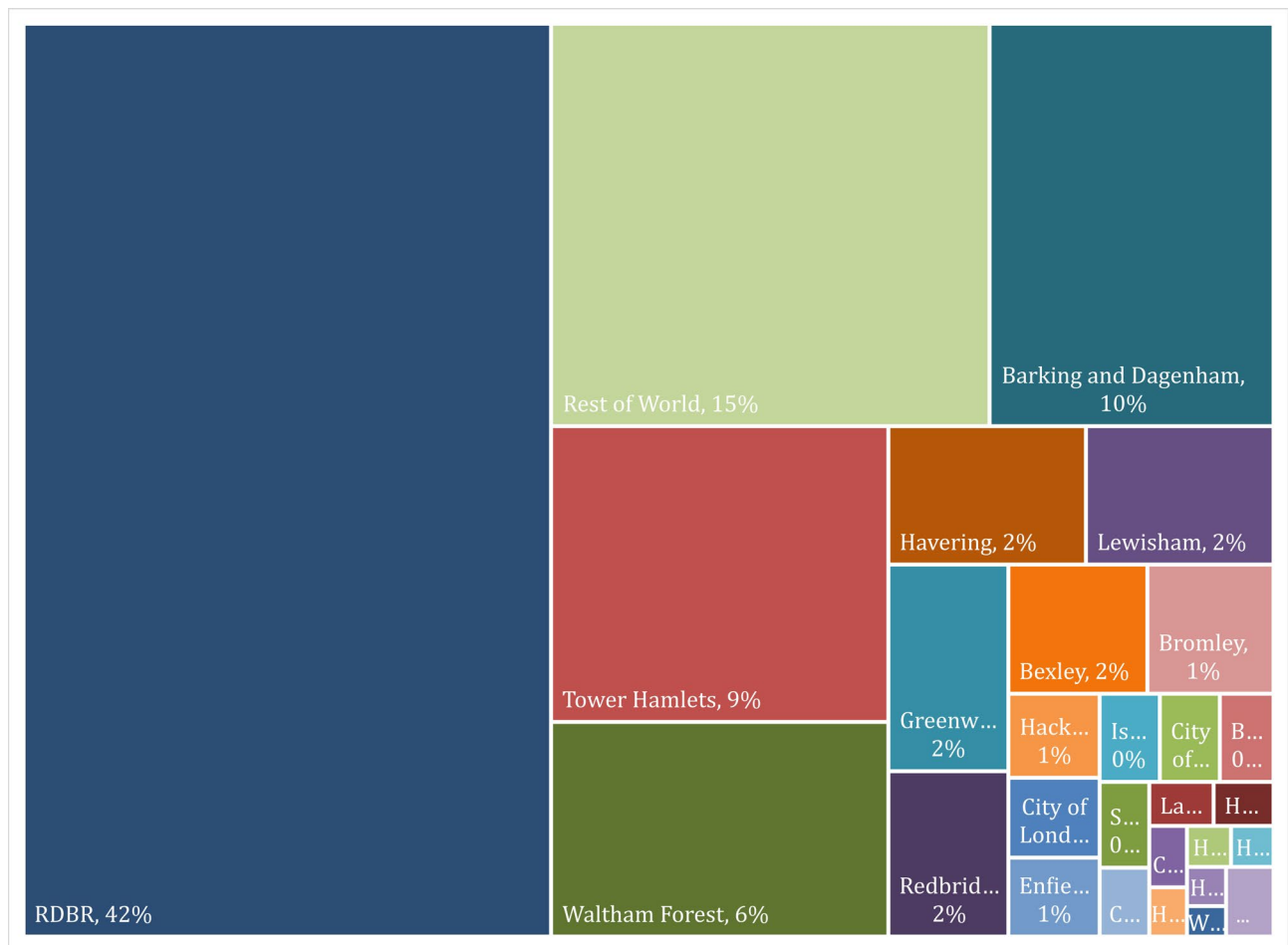
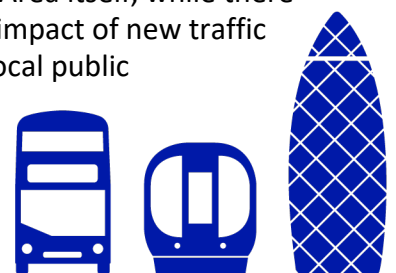


Figure 12 Destinations of Morning Peak Car Trips from the OA

Figure 12 illustrates the distribution of car trips from the Opportunity Area during the morning peak period. Nearly half of new trips are travelling within the Opportunity Area itself, while there is a definite local focus to destinations generally. It will be vital to limit the impact of new traffic on the network and the localised focus reinforces the need to strengthen local public transport alternatives.

## Air Quality



In 2019, toxic air contributed to the premature deaths of more than 4,000 Londoners. Improving the air quality in London is imperative for all our colleagues and customers. Last October, the Ultra-Low Emission Zone was expanded from central London to cover all areas inside the North and South Circular roads. City Hall’s new report shows six months following its implementation, four million Londoners living within the zone are benefitting from breathing cleaner air. The expansion has decreased harmful pollution levels by 20 per cent in inner London and 44 per cent in central London. 94 per cent of vehicles driving in the zone now meet the ULEZ standards. Figure 13 below illustrates the concentration of pollutants along the road corridors.

In addition to overarching initiatives set out within the Mayor’s Transport Strategy, such as the Ultra-Low Emission Zone (ULEZ), the OAPF Local Connections Strategy proposes a significant package of walking, cycling and public transport measures to support a shift away from private car use and reduce total vehicle kilometres. The remaining vehicles need to be as clean and energy efficient as possible to support further improvements in air quality, with the Mayor’s aim for all road vehicles driven in London to be zero emission by 2040, and the entire transport system to be zero emission by 2050. Diesel is the most significant source of nitrogen oxides (NOx) emissions, which contribute to illegal levels of NO<sub>2</sub>, as highlighted in Figure xx, showing the concentrations of pollutants along the highway corridors.

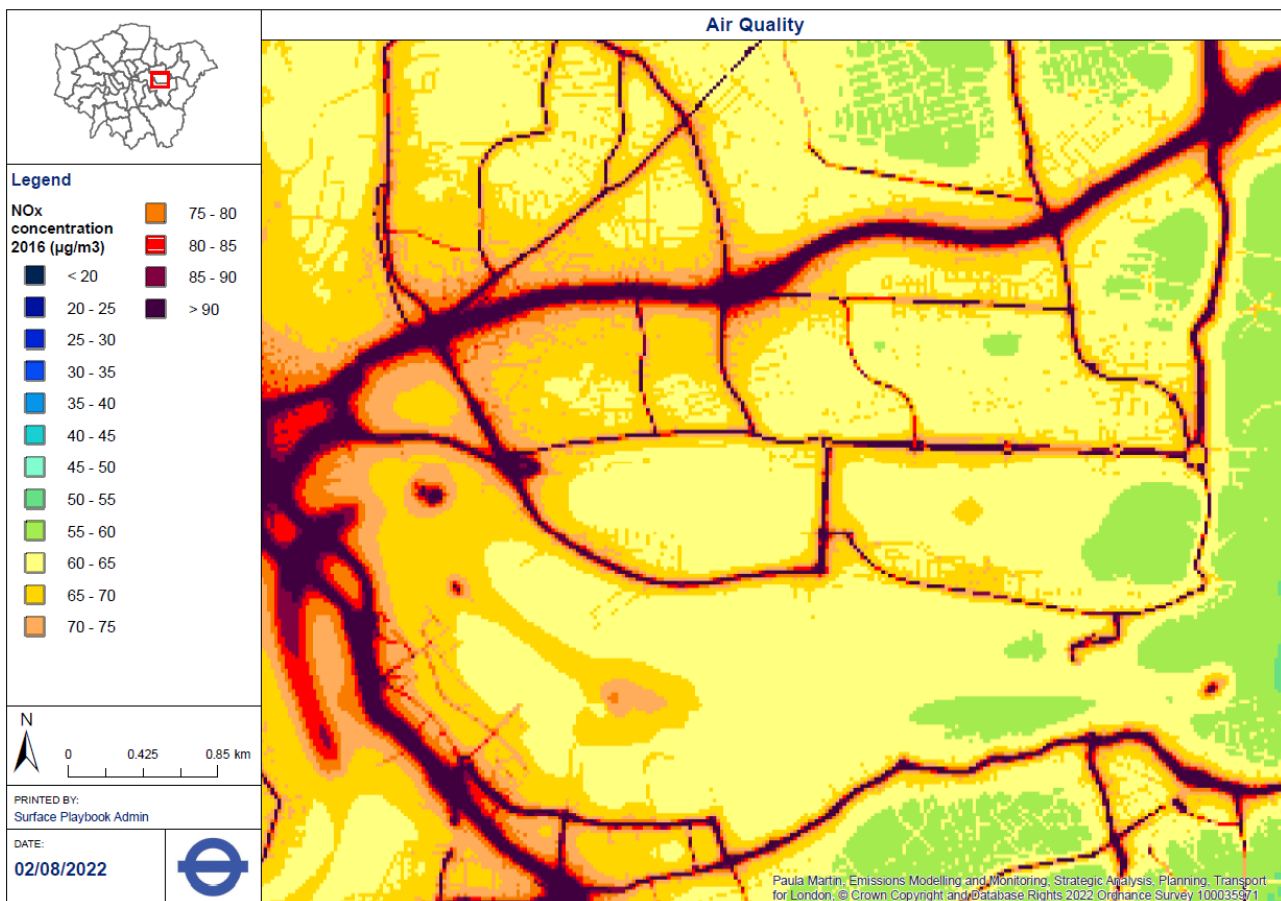
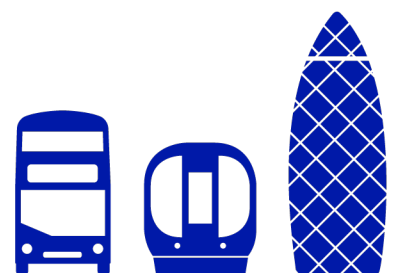


Figure 13 NOx Concentrations 2016 micrograms per cubic metre





# 3. Summary of Transport Challenges and Opportunities

## 3.1 Improve connectivity and reduce severance

Future growth needs to respond to the local context through stitching together new developments with existing communities and providing permeable and high-quality local connections across the area and to transport and other services. This includes the Elizabeth Line at Custom House, potential new DLR stations at Beckton Riverside and Thameside West (Thames Wharf) and new bus connections as they are delivered.

Streets in these areas should be places of active travel and social interaction, but as in many parts of London too often they are places for cars not people, and congestion can impact negatively on people's health and wellbeing. The area itself also presents its own unique challenges, with its physical geography exacerbating the above problems through creating severance and barriers to active travel, which the OAPF seeks to address.

While transport infrastructure is essential for connecting at the London-wide scale or beyond, it creates problems of severance at the local level. This makes it hard for people to move around and access local services, divides neighbourhoods from each other and discourages people from walking and cycling, whilst often posing safety concerns.

There is some strategic walking and cycling infrastructure, such as the dockside spaces, Cycle Superhighway 3 along Newham Way, the Newham Greenway, and some stretches of the Thames Path. However, these represent a fragmented network, poorly integrated with residential neighbourhoods.

## 3.2 Improve the health of residents and enable travel by sustainable modes

Travel patterns occur as a result of the decisions that individuals make about how they travel. Both the current dominance of travelling during peak times, and the heavy usage of modes which have a finite capacity already representing a challenge for achieving Good Growth. Current travel patterns are unsustainable against a backdrop of high levels of population and employment growth across London. A clear challenge for the Opportunity Area is therefore enabling behavioural change and encouraging more people to walk and cycle as their first travel choice, or for part of a wider journey. Better integration of active modes with public transport, enabling convenient interchange to and from bus and rail services, is an important component of this strategy. The Healthy Streets Approach, which focuses on the quality and multiple functions of streets and spaces, puts human health and experience at the centre of planning the city and will be at the heart of encouraging this behaviour change.

## 3.3 Maximise transport investment and use



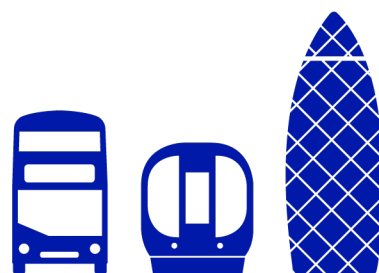
This analysis confirms the continuing need to deliver investment into the Royal Docks and Beckton Riverside and accommodate both the inbound and outbound commuting flows, particularly within the morning peak. The significant level of growth and development that has already been experienced in the Opportunity Area will accelerate in the near future, and this will be supported by the current proposed capacity increases on the network comprising of the opening of the Elizabeth Line, new and more frequent DLR trains and strengthened bus services with potential new routes through the Silvertown Tunnel. The increase in the number of homes and jobs in the area will also allow more people to live and work locally, allowing the Opportunity Area to absorb more of its own travel demand. Residents will generate a wider range of more complex trips across the whole day, underlining the importance of ensuring a comprehensive, accessible, and sustainable network within the Opportunity Area is in place, to complement the strategic links.

Crowding on both London Underground and DLR services is a challenge across London during peak times. Further growth in population and employment will exacerbate the problems caused by capacity constraints and as such, managing capacity on these services is a key challenge for the Opportunity Area. Future growth has also been shown to have localised impacts on particular stations and links and therefore investments and improvements need to be appropriately targeted in order to maximise the benefits.

### **3.4 Manage the performance of the highway network**

Another challenge, not just the Royal Docks and Beckton Riverside, but for the whole of London, is to address the issues of congestion, safety, and pollution, whilst enabling the highway network to maintain an acceptable level of performance for essential journeys, including for emergency services. Nowhere is this more apparent than within the Opportunity Area where highway access is constrained to a small number of corridors and access points, and measures are required to enable it to continue to support its surroundings and historic industry. In line with Vision Zero, competing pressures on road space need to be managed in order to provide safe routes for walking and cycling. Consideration needs to be given to how we will travel in the future, encouraging journeys via sustainable modes and public transport, whilst planning and coordinating freight to ensure that it is safe, clean, and efficient to support the population and jobs for the area.

Silvertown Tunnel is expected to open in 2025 and a user charge for both Blackwall and Silvertown tunnels will be introduced to manage the traffic and environmental impacts of the scheme. There will however be an increase in traffic levels at the western end of the Opportunity Area which is where the new tunnel is located. Ahead of opening Silvertown Tunnel infrastructure improvements will be carried out at Tidal Basin Roundabout to accommodate this additional traffic at the north tunnel portal, which will also include enhancements to facilities for pedestrians and cyclists.



## 4. An Integrated Transport Strategy

Based on analysis of existing and likely future patterns of movement, and on the transport challenges and opportunities, this Strategy proposes seven actions that, together, form an integrated packages of measures to enable Good Growth.

### 4.1 Improve strategic connectivity

The significant level of growth and development that has already being experienced in the Opportunity Area will accelerate in the near future, and this will be supported by the current proposed capacity increases on the network comprising of the opening of the Elizabeth Line, the Silvertown Tunnel and new DLR trains.

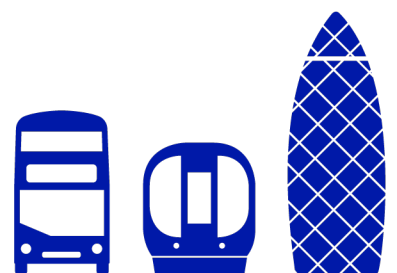
Funding of £281m in the form of the Housing Infrastructure Fund from central was secured in late 2019 for additional DLR trains which will increase service frequencies. The additional trains could ensure a train every 3 minutes on the Woolwich branch and every 4 minutes on the Beckton Branch across the area during the morning peak period.

### 4.2 Connect Beckton Riverside by public transport

A new station serving the Beckton Riverside area – an intermediate station on the proposed DLR extension to Thamesmead – is a pre-requisite of any further development in this part of the Opportunity Area.

Since its introduction in the late 1980s, the DLR network has generated high levels of development in previously poorly connected parts of east London. Initially serving the redeveloped London Docklands, the network has been extended to serve locations including Lewisham, London City Airport, Woolwich Arsenal and Beckton. It has helped to bring thousands of new homes and jobs to these areas.

Beckton Riverside is located in the most isolated part of the Opportunity Area away from the existing DLR network. The site's surroundings are dominated by industrial land including Beckton Sewage Treatment Works and Beckton DLR Depot. There are few opportunities to connect by road to Beckton and beyond because of the nature of Royal Docks Road as a strategic route.



Although there is potential to deliver significant growth in housing and employment, the dominating industrial land and severance caused by local infrastructure and local highways represent significant constraints. Beckton Riverside has poor public transport access which is a major challenge to the creation of a major town centre and the delivery of the spatial vision. Improving transport connectivity and capacity will be key for this site in order to deliver residential development in line with the Good Growth principles of the London Plan and Mayor’s Transport Strategy.

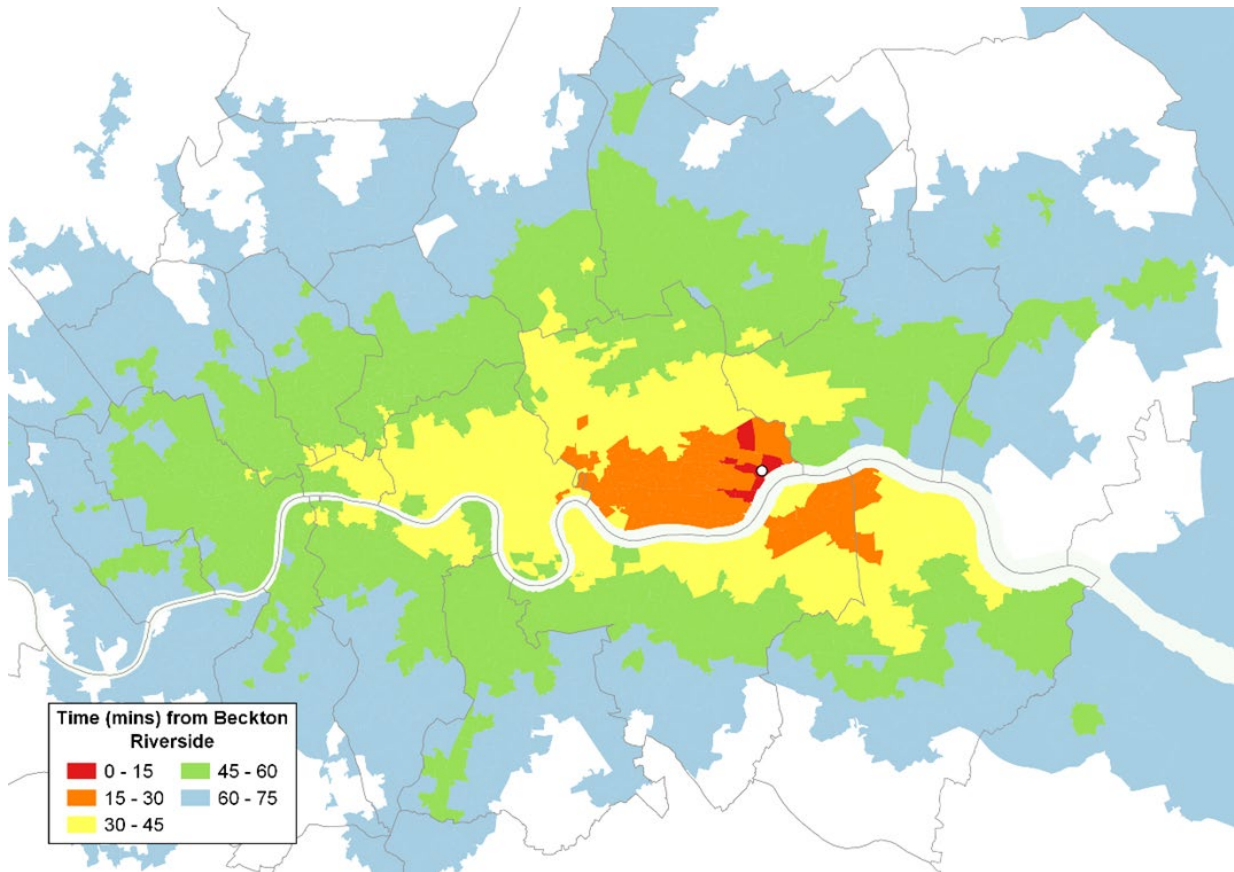


Figure 14 Morning Peak Travel Time Bands with Beckton Riverside DLR

The transport demand forecasting undertaken to test the impact of future developments has highlighted that capacity at Gallions Reach station is unlikely to be sufficient to accommodate the future demand in the Beckton area. Improvements and enhancements to the local bus network will provide extra capacity to local destinations but this will also increase pressure on Gallions Reach station as it will also act as a ‘feeder’ link.

Significant strategic transport improvements, such as a new DLR station, are required to enable a large-scale development in Beckton Riverside and to prompt the transformational change needed to realise the spatial vision for the area.

A new DLR station will improve public transport connectivity, providing direct links to the Royal Docks and better access to employment centres and local amenities. It will help reduce severance caused by the Beckton depot and local highways. It will also trigger enhancements to the local bus network. The new DLR station will act as a catalyst for the regeneration of the area and for the creation of new mixed-use developments within a



new town centre promoting local economic growth.

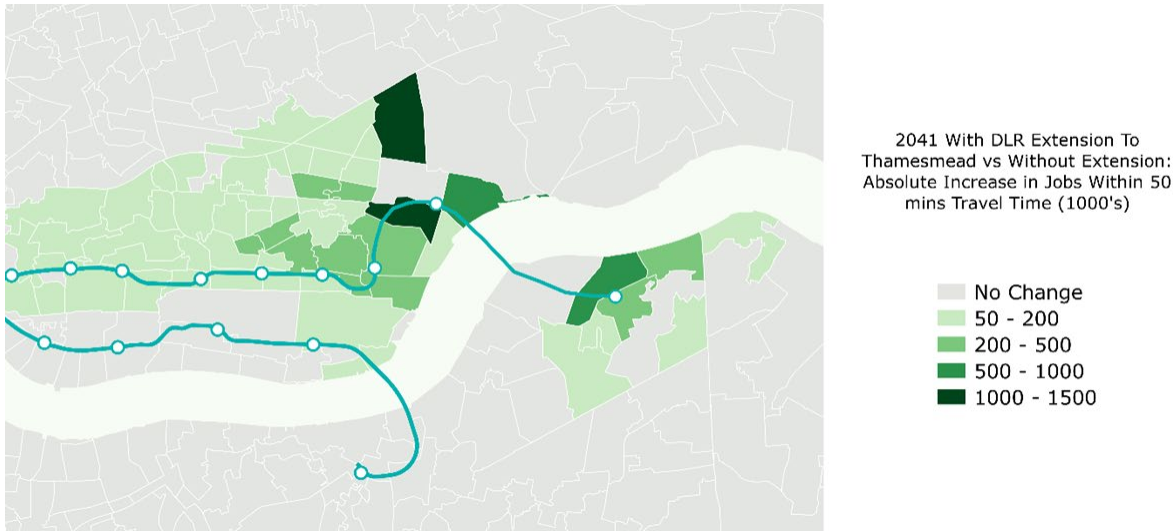


Figure 15 Employment Catchment with DLR Beckton Riverside / Thamesmead DLR

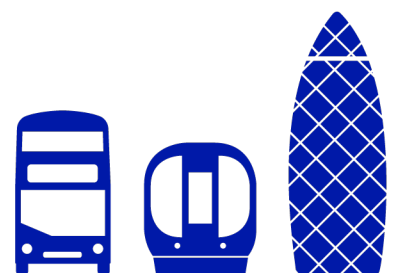
The impact of a new station at Beckton Riverside (as part of a Thamesmead DLR extension) significantly increases access to job opportunities for residents within 50 minutes travel time as shown below in Figure 15.

### 4.3 Improve station capacity and reduce overcrowding

Existing stations must also be improved where additional demand is unsustainable. A study of Canning Town station is being undertaken to better understand what changes need to take place and how they might be prioritised, and preliminary station design work has also begun for the proposed new station to serve the Thameside West development. Investment and funding will be important to help deliver the Opportunity Area growth aspirations.

In anticipation of future demand and to accommodate the new DLR trains, station improvement works are also planned at Pontoon Dock and Royal Victoria DLR stations. These improvements will improve customer experience and ensure the stations can cope with increased demand.

Further station capacity reviews will take place as development is built out.



## 4.4 Enhance bus provision

Part of the package of enhancements needed to strategic, regional, and local connectivity is improved bus service frequency and potential new links to local town centres.

Canning Town is an important interchange for buses with services being provided along the main spine roads of the area. The supply of local bus services is better to the north of the docks and provides more borough and regional connectivity. The areas to the south and east, where development land is concentrated currently has more limited connectivity to population and employment centres but is hoped to benefit from DLR investment as well as additional bus routes when Silvertown Tunnel opens in 2025. As part of the Silvertown Tunnel Monitoring and Mitigation Study, TfL is looking at various options for future cross-river bus provision through the new tunnel. It is intended this will generate a package of routes that serve the area, responding to how growth is expecting to evolve by the time the tunnel opens. TfL will review and update the planned level of bus provision as the Royal Docks and surrounding area continue to evolve over the OAPF plan period.

Bus connections to the new Elizabeth Line station at Custom House and to key destinations in and around the OA including but not limited to City Airport and the University of East London campus will also need to be considered. The bus network needs to be integrated to support the wider public transport offering in the area and adapt to the changing needs of the of the OA.

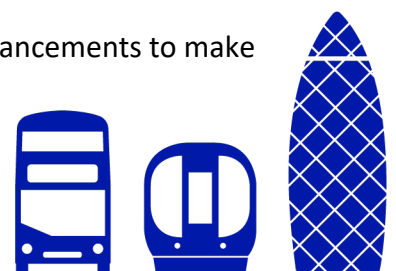
## 4.5 Tackle strategic severance

To reduce the impact of severance across the Opportunity Area and achieve a much more connected set of places in the Royal Docks and Beckton Riverside, strategic transport improvements need to be complemented by general accessibility improvements. This includes better integration of public transport services with the wider urban fabric – walking and cycling links to DLR stations, access to bus services and new river services – and localised infrastructure improvements. These improvements are explored in the Local Connections Strategy.

There are opportunities to extend river services, which could include a pier at Beckton Riverside. Maximising the multipurpose benefits of water in the Opportunity Area, cross-river transport enabled by the Silvertown tunnel can unlock a series of benefits for the Opportunity Area, and enable accessibility at a strategic scale

New and improved bridge connections are an essential ingredient for overcoming severance caused by waterways, roads, and railways. The growth scenario described in this document includes several new bridges over the Lea and a new pedestrian and cycle bridge between Custom House and Silvertown Quays. Looking further afield, bridging the Roding at the eastern boundary of the Opportunity Area would help to establish new connections with Barking Riverside.

Beyond bridges, the strategic walking and cycling network needs some enhancements to make a more connected Opportunity Area and open up opportunities for leisure routes. This includes connecting dockside spaces and integrating them better with the wider street network, improving connections to existing off-carriageway routes like the Newham



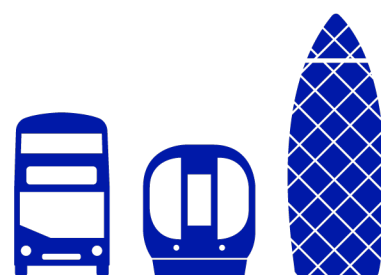
Greenway and Beckton Corridor and the Thames Path. The latter needs a long-term strategy, given the land use and land ownership constraints that currently preclude a fully joined-up riverside route.

Much improved walking and cycling facilities at major road junctions are also needed to connect people to local services, helping to tackle the severance caused by roads such as Royal Docks Road, Newham Way and Royal Albert Way.

## **4.6 Improve the health of residents and enable travel by sustainable modes**

To complement major infrastructure such as the DLR extension and strategic links such as new bridges, a package of local measures is needed to improve conditions for walking, cycling and access to public transport, as described in detail in the Local Connections Strategy. This is in line with the Mayor's Healthy Streets approach, focusing on human experience in streets and public spaces, on the contribution of street greening and drainage to the Mayor's Environment Strategy, and on the role of active travel in improving public health.

These local measures need to be aimed to addressing current gaps and shortcomings in the active travel network. New development sites are an obvious opportunity to plan and implement better connected places, with priority for people walking and cycling. But established communities can also benefit from street improvements, new connections and plans for safer, greener neighbourhoods.



Preferred transport and movement strategy for Royal Docks & Beckton Riverside, to support the vision for growth within the OAPF up to 2041.

*Improve connectivity and reduce severance*

Additional DLR stations at **Beckton Riverside & Thames Wharf**



Opening **bus capacity** to support the Elizabeth line & other new services



**New Bridges** across Royal Victoria Dock and the River Lea

**New pier** at Royal Wharf and proposed at Beckton Riverside



*Maximise transport investment and use*



Facilitate access to the **Elizabeth Line**

**Increased DLR frequency** and station capacity upgrades



Introduction of **additional bus network** through Silvertown tunnel



**New connections** through Silvertown Tunnel

*Manage performance of the highway network*

**Improve Tidal Basin Roundabout**



**Car free** development in the OA

*Improve how we travel and enable transport by sustainable modes*

**>85%**

sustainable travel to, from and within OA

**Safer, cleaner, greener** streets



Delivering **walkable neighbourhoods** served by enhanced town serves, which reduce the need to travel by other modes



Secure high quality active travel facilities through the **planning process**

Creating an environment that encourages people to **walk and cycle** for local trips and the last mile of longer journeys



New **bus and walking routes** to key stations



Dedicated **cycle infrastructure** along main road routes



Incorporating **Low Traffic Neighbourhoods**

Expanded network of **off-road cycle routes**





# 5. Infrastructure Investment and Implementation

## 5.1 Introduction

An integrated approach to the delivery of new homes and transport connections is required to ensure the OAPF's vision is viable and deliverable. This means that in order for the new public transport connections to be progressed, new development is required; the public transport options would not be viable without this new development. Similarly, without new transport infrastructure

additional growth, beyond that identified in the draft new London Plan, will not come forward.

The purpose of this chapter is to outline how we will look to fund and deliver the infrastructure needed to support a higher level of growth within The Royal Docks and Beckton Riverside Opportunity Area. The delivery of this Strategy will be reliant on all relevant stakeholders working together. Collaboration between TfL, the GLA and Newham and other stakeholders such as local landowners is required for the OAPF vision to come to fruition.

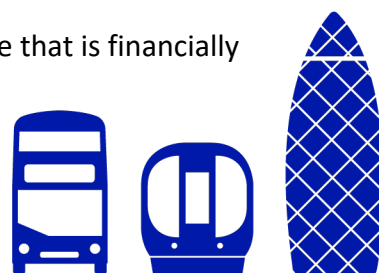
Delivering a transport system that meets the needs of the existing communities and future residents will require a substantial funding package. Without this in place, the significant growth potential of The Royal Docks and Beckton Riverside Opportunity Area will not be realised, and existing communities will not benefit from improved public transport connectivity and the creation of Healthy Streets.

## 5.2 Funding of infrastructure

Strategic infrastructure will need be funded through a variety of means given the costs involved. Given the current economic climate a single source of funding is highly unlikely to be able to deliver all the infrastructure required to achieve the growth aspirations. As such, a combination of developer contributions, local government and central government funding will need to be explored and secured to help deliver the transport infrastructure.

As part of the DLR Housing Infrastructure Fund (HIF) agreement, TfL and GLA are in contract with Government to fund additional rollingstock on the Woolwich and Lewisham branches of the DLR. These additional trains have been assessed to be critical to supporting additional housing in the Royal Docks and is assumed in the Opportunity Area Planning Framework. Discussions are ongoing with Government about next steps on HIF and implications for development in the Royal Docks.

TfL is working with partners to explore options to fund and deliver a scheme that is financially viable and supports growth and aspirations in the OAPF.



TfL is developing a business case for the scheme that will identify and test different route alignments, station locations, against the deliverability, transport and growth impacts, and cost. This will bring together a range of evidence including detailed engineering, an economic assessment to take account of the transport, housing, and environmental impacts to identify a preferred scheme. This is ongoing and TfL is working in partnership with public and private partners to develop this integral piece of work for Beckton Riverside and beyond.

Developer contributions would also be expected to help deliver local measures including new or improved walking and cycling infrastructure and public realm improvements, as well as enhancements to bus capacity and frequency. At the more local level, achieving the vision for Healthy Streets across the area will require the borough, TfL, developers, statutory undertakers, and other stakeholders to work together to harness available funding sources to ensure the much needed infrastructure is delivered.

### 5.3 How will it be delivered?

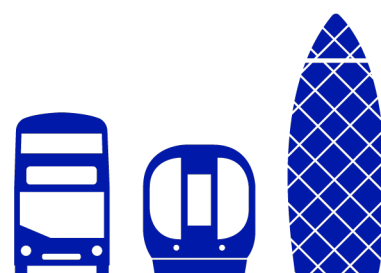
The delivery of the OAPF will be managed by a Strategic Delivery Board comprising of partners including the GLA, TfL, and Newham. Given the delivery of new development is critical to ensuring the viability of the potential new public transport interventions, there is a direct link between these potential schemes and the development and implementation of the OAPF.

A number of the other schemes identified in this Strategy are linked to London-wide initiatives such as the Healthy Streets Approach and Low Traffic Neighbourhoods and these will be progressed in parallel to the OAPF by Newham in partnership with TfL.

The Mayor's Transport Strategy commits to supporting good growth in the RDBR Opportunity Area through the integrated delivery of improved public transport connections, alongside the creation of new homes and jobs.

### 5.4 Next steps

Feedback from the draft OAPF consultation will influence the future design development of the potential transport schemes, including consideration of the schemes' impacts. As these schemes continue to be developed, TfL will carry out further stakeholder and public consultation to help identify the preferred option to improve connectivity and support growth in the Opportunity Area. Due to the regional scale of the strategic interventions proposed in this Strategy, engagement with neighbouring boroughs will be important.



## Contact

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