

Urban Regeneration in East London – ‘geography explained’ fact sheet



Key Aspect	Range and content
1. The need for urban regeneration	<ul style="list-style-type: none"> 80% of the UK population live in towns and cities (or urban areas). The inner city is the area immediately surrounding the commercial centre of a city or CBD. The inner city is traditionally associated with poor housing and manufacturing industry. Since the late 1960's manufacturing industry in the UK has significantly declined. This process is referred to as deindustrialisation. Deindustrialisation has left many inner cities facing severe socio-economic and environmental problems. Multiple deprivation describes these associated problems of poverty.
2. A short history of urban regeneration	<ul style="list-style-type: none"> Urban Development Corporations (UDC) and Enterprise Zones (EZ) were two major urban regeneration programmes established in 1981. They aimed to regenerate inner city areas by constructing new commercial and residential properties on old industrial, abandoned or polluted (brownfield) sites. Since 1997 there has been a greater emphasis on social aims and the need for policies (e.g. 1999 English Partnerships) to be sustainable. Sustainable urban development is development planned in such a way as to reduce and minimise pollution and waste, make the most efficient use of non-renewable resources such as fuel, building materials, land and natural habitats, and safeguard and enhance both the natural and historic built environments for the benefit of future generations.
3. Urban regeneration in East London	<ul style="list-style-type: none"> Today East London is an area of regeneration with a rising population. It is made up of the London boroughs of Barking & Dagenham, Hackney, Havering, Newham, Redbridge, Tower Hamlets and Waltham Forest. The total area of this group of boroughs is 318.64 km² and the total population in 2004 was 1.5 million. East London, like many inner cities, suffered as a result of deindustrialisation, particularly between 1960-70 when the Docklands area was unable to compete with new container ports such as Tilbury and Felixstowe. The London Docklands urban Development Corporation (LDDC, 1981) and Enterprise Zone (1982) helped to regenerate the Docklands area. When the LDDC finished in 1998, the whole Docklands area had seen massive change and development. Its achievements included the establishment of a secondary financial district and the development of an improved transport



	<p>infrastructure, including the Docklands Light Railway and the City Airport (<i>Photos 1, 2, 3</i>). However, it faced some criticisms in relation to meeting the needs of local people, particularly in the provision of affordable housing (<i>see, for example, Photo 4</i>) and appropriate employment.</p> <ul style="list-style-type: none"> • Today the Thames Gateway project is now extending regeneration further east. • The Thames London Gateway Partnership was set up in 1995 to promote the economic, social and environmental regeneration of a 64 km segment of the Thames estuary. The project is characterised by the size of the development (by 2010 it will be twice the size of Birmingham) and the focus on sustainability (existing Brownfield sites will be used, deprived populations will be regenerated in 'linked communities' and affordable homes will be built). • London's successful bid to host the 2012 Olympics has kick-started regeneration programmes in the area.
<p>4. The site of the 2012 London Olympic Games</p>	<ul style="list-style-type: none"> • Lower Lea Valley, Newham Borough (Stratford and New Town Ward), East London. • 7km from the city of London • Underdeveloped area (<i>see Table 1, Photos 5 and 6</i>). • The main Olympic site will contain: <ul style="list-style-type: none"> ○ Olympic Stadium (to seat 80,000 spectators) ○ Aquatics Centre ○ Hockey Centre ○ Accommodation for athletes (Olympic Village) • Demolition of the site began in late July 2007 (<i>Photo 7</i>).
<p>5. Urban Regeneration and the Games</p>	<ul style="list-style-type: none"> • Olympic Park Site - much of the 500 acre site is polluted brownfield (<i>Photos 10 and 11</i>), it will be cleaned and used to create the largest urban park in Europe. • Environment – The Lea Valley's polluted waterways will be cleaned and new wildlife habitats created. • Jobs – Around 12,000 new permanent jobs will be created in the Olympic Park alone as well as thousands of temporary jobs. • Infrastructure improvements – £17bn will be spent on transport improvements, including



	<p>extensions to the Docklands Light Railway (<i>Photo 8</i>) and East London rail lines (<i>Photo 9</i>)</p> <ul style="list-style-type: none"> • New housing – The Olympic Village will be converted into affordable housing after the Games finish. In total, there will be 9,000 new homes built. These will be mainly offered to key workers, for example, teachers and nurses. • New amenities – five of the new sports venues will remain for use by the local community. • Accessibility - All people, irrespective of age or disability, can use the facilities and the transport systems to get there.
<p>6. A sustainable Games</p>	<p>The London 2012 'Greenest Games' promise to:</p> <ul style="list-style-type: none"> • Reclaim contaminated land and brownfield sites • Create an urban park to rival that created for the Sydney 2000 Olympics • Conserve biodiversity, produce zero waste, minimise carbon emissions and promote environmental awareness ('One Planet Olympics')
<p>7. The losers to urban regeneration</p>	<p>Some have argue that the 2012 Games will have a negative impact in the following ways:</p> <ul style="list-style-type: none"> • The cost to the wider community. The costs of the Games (such as through tax funding, security and contingency funding) have resulted in the Games costing £9.3bn, well above the original budget. An additional £675m funding has been allocated through lottery funding. This has resulted in other 'good causes', that are also supported by the lottery, receiving lower levels of funding in the run up to the 2012 Games. • Local business – In a survey undertaken by the Thames Gateway Forum, a number of respondents 26% replied that the Olympics will not be good for their organisation. Around 9% of the 212 businesses, which are required to move away by the end of the year, have yet to agree an 'exit strategy' in part because they cannot afford the cost of relocation (<i>Photos 10, 11, 12 and 13</i>). • Local residents –Despite offers of alternative accommodation and £8,500 compensation, a minority of residents, including the elderly and vulnerable groups are reluctant to move home.



Table 1: Stratford and New Town Ward 2001 Census data

		Stratford and New Town	Newham (London Borough)	London	England
People with a limiting long-term illness	%	18.09	17.32	15.49	17.93
People aged 16-74: Unemployed	%	7.38	6.72	4.36	3.35
Households with no cars or vans	%	58.94	48.86	37.49	26.84
Accommodation type: Flat; maisonette or apartment	%	48.00	31.14	33.04	13.96
Accommodation rented from: Council (local authority)	%	36.41	25.44	17.12	13.21
Owner occupied: Owns with a mortgage or loan (Households)	%	19.14	27.79	33.51	38.88

Table of Photographs



Photo Number	Description
1	Canary Wharf (1 Canada Place) viewed upstream from Greenwich
2	Heart of the London Docklands, London's second financial district
3	High class commercial, residential and leisure spaces
4	Redeveloped waterside 'DINKIE' properties ('Dual Income families, no kids')
5	Inter-war flats and maisonettes – 48% of all accommodation in Stratford and New Town ward
6	
7	Demolition of the Olympic site started in late July 2007
8	The Docklands Light Railway will be extended eastwards
9	Capacity will be increased on the East London main railway line and high speed trains accommodated
10	Light industrial and brownfield sites prior to demolition, Lower Lea Valley
11	
12	Local businesses display contrasting attitudes towards the Games

Table of Photographs

Photo 1  © Lawrence Collins	Photo 2  © Lawrence Collins	Photo 3  © Lawrence Collins
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Photo 4



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Photo 5



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Photo 6



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Photo 7



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Photo 8



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Photo 9



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Photo 10

Photo 11

Photo 12



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