

The Regeneration of the London Docklands

Setting the scene

During the nineteenth century the London Docklands was one of the busiest ports in the world, and had a high employment rate 27,000 people were being employed for building and repairing ships. Between 1950 and 1981 the Docklands had a serious decline in employment, this was due to the advances in technology. Soon the ships being built were heavier and bigger which could not be transported through the narrow Thames. Many of the docks started to close one by one and move up to the coast. As all the docks moved, unskilled workers were left unemployed with nowhere to work.

The aims of the London Docklands Development Corporation was to regenerate the economy, social and environmental conditions in the area. The LDDC regenerated the environmental conditions:

- 17 conservation areas created
- 160,000 trees planted
- 130 hectares of open spaces
- 728 hectares of the derelict lands reclaimed

Social

The LDDC built many homes for the new comers, over 190,800 new homes were built. 7,900 homes were refurbished into luxury homes. All of these new homes being built caused a increase in population. In 1981 the population was 39,400 and in 1996 the population increased to 76,850 from all of these development new shopping centers were built to accommodate the high population which increase the demand. Almost £100 million was spent on the training, education and health.

Economic

Part of the economic regeneration of the area has been to build for the in coming and local people. Improved transportation has been generated by the development of the light railway, which carries over 320,000 customers a week. The LDDC was connected to the inner city underground station and the Bank, roads were built linked to the M11. The unemployment rate has dropped sufficiently from 14.2 percent unemployed to 9.5% since 1981 –1996.

The groups which were involved in the LDDC.

- Housing association to help develop houses.
- Newham council helped to lower cost of local houses.
- LDDC planned the development.
- National government introduced the enterprise zone to encourage business.
- Conservation groups to improve the environment planting trees etc.

Data collection and recording

Data was gathered in groups to allow, for a larger sample of information this will improve the accuracy of the result, and therefore giving a more accurate conclusion. We gathered three different types of collection sheets. The shopping tally to record how many shops there were in the Docklands? The questionnaire to find out the different views and opinions about the LDDC in the Docklands. The housing survey to record the different qualities of the housing and the area.

The different types of survey gave us different information about the LDDC. The housing survey shows the types of housing the LDDC has built and improved. The shopping tally shows the different types of shops available for the people and what the shops are aimed at. The questionnaire shows the peoples views of the LDDC, this gives us information on who benefited from the LDDC. The problems I encounter whilst collecting my information were, the shopping tally area we visited did not have many shops. We could have gathered information from visiting a better place, also the people I interviewed using the questionnaire some of them did not live in the Docklands and just worked there. This could affect the results. The limitations from gathering information was, we only visited a few parts of the London Docklands, if we visited more areas of the London Docklands the information gathered would be more accurate.

Summary sheets: 7.a

The list below shows the percentage (round up) of the answer to my questionnaire:

1. Age group? - 10+ = 0 %
20+ = 6 %
30+ = 24 %
40+ = 38 %
50+ = 17 %
60+ = 15 %
2. How long have you lived in the London Docklands? – No. of years
None = 24 %
1-10 = 10 %
10- 20 = 5%
20-30 = 4%
30-40 = 14%
40-50 = 42%
3. Do you know what the LDDC stands for? – **Yes = 70%**
No = 26%
Not sure = 4%
4. Have you noticed how the LDDC have helped to regenerate in the Docklands?
A little = 37 %

Yes = 58 %

No = 6 %

5. Do you like what the LDDC have improved in the physical, economy or social terms?

Not much = 33%

Yes = 56%

No = 11%

6. Which part of the new Docklands do you use the most?

DLR = 45 %

London arena = 21%

South Quay Plaza = 15%

Leisure facilities = 13%

Other = 6%

7. Are you living in a new developed house that was made by the LDDC?

Yes = 7%

No = 93%

8. Do you live in a new improved household?

Yes = 16%

No = 84%

9. What transport do you use the most?

Train = 10%

Tube = 15%

DLR = 21%

Bus = 22%

Car = 19%

Foot = 9%

Other = 3%

10. Do you feel the LDDC has improved the quality of life in the Docklands?

Yes = 63%

No = 33%

Not sure = 4%

11. Do you use the ASDA super market :

More than once a week = 77%

Once a week = 19%

Once a month = 4%

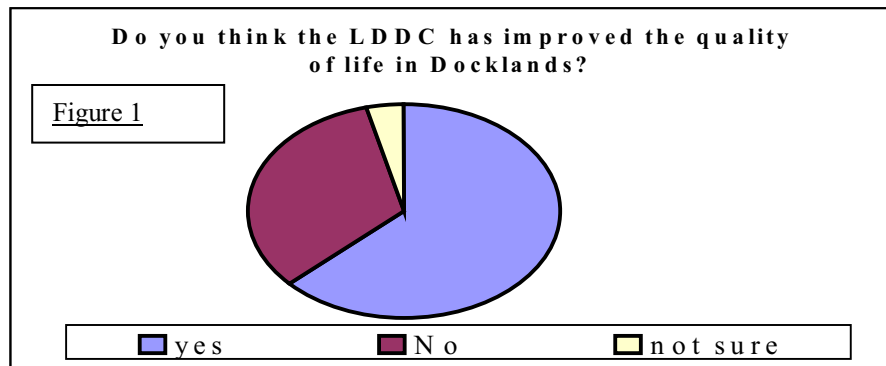
Not at all = 0%

Note: All averages above are calculated using MEAN

8.a

I feel the sample size was not enough to draw a completely accurate conclusion. As the group interviewed approximately 60 people. We tried to get a cross section of people by choosing a selection of men, women, old and young people to interview. I believe that the conclusions I have arrived at only represent the views of a small proportion of the local people living in the Docklands.

Section 3



As you can see from (figure 1) the majority of the general public believe that the LDDC has improved the life in the Docklands. This is one of the main questions which will help me in my hypothesis because, the local people of the Docklands should know if the LDDC has improved their lives, and from the graph the majority agree that the LDDC has improved the lives in the Docklands.

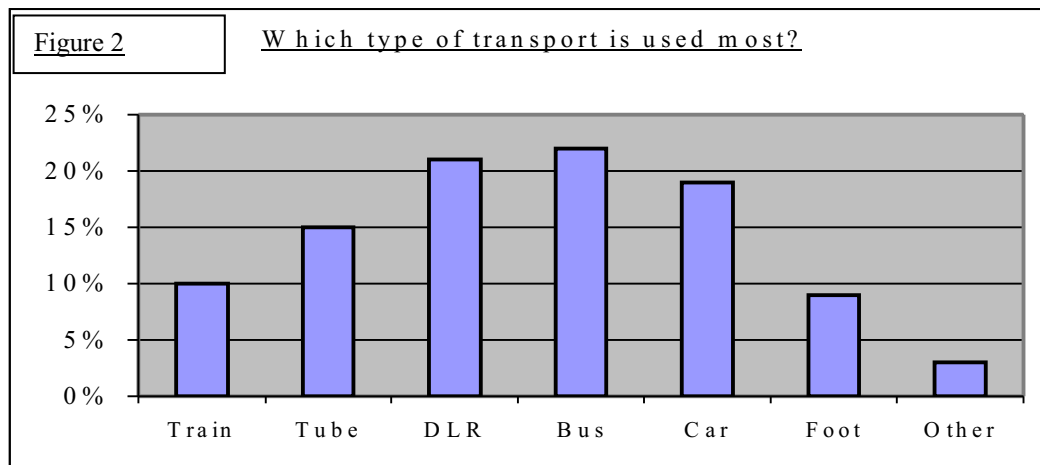


Figure 2. Shows the most used type of transportation in the Docklands, from the data shown above, shows that the Buses and the DLR is used the most. This indicates that the LDDC has done well by providing a good light railway, which many people can use, also

a good bus service. This evidence can go towards saying that LDDC has improved some aspects of the Docklands in the transportation district. I conclude to say that the LDDC has certainly improved the transportation facilities in the Docklands because of its popularity.

Section 3

Figure 3 shows the percentage of different type of shops in a certain area of the Docklands. Pubs and bars have the highest frequency in the Docklands. This can tell me if the shops are aimed at the local people of the Docklands or the business community. You can see from the graph that most of the shops are expensive bars and restaurants and sandwich bars, which are mostly aimed for business workers.

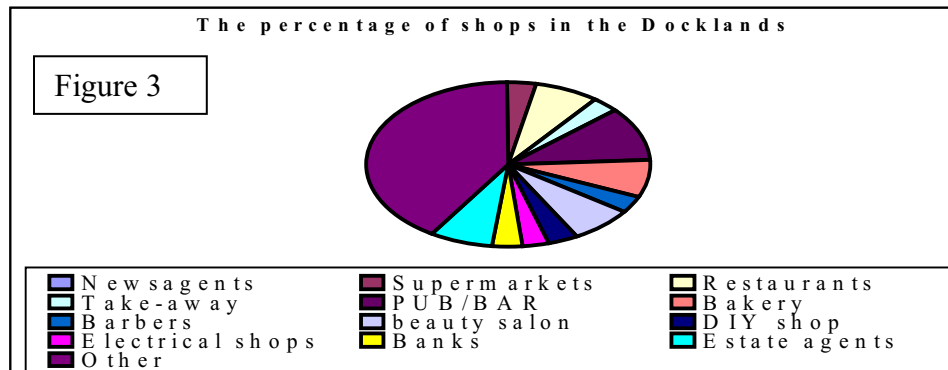
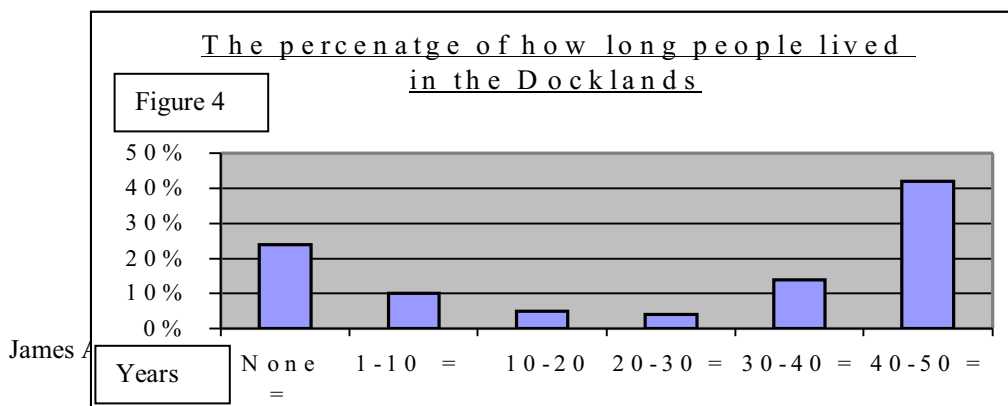
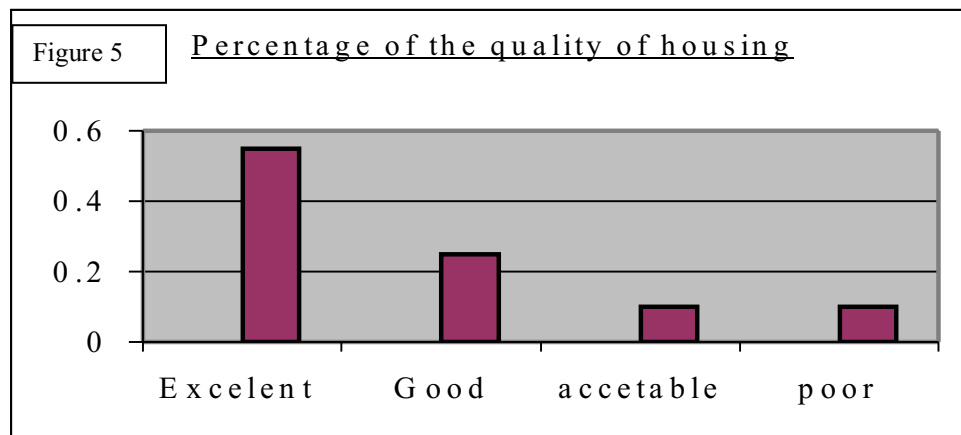


Figure 4 shows the percentage of how long people have lived at the Docklands, most of the people I interviewed lived in the Docklands for 40-50 years the least was 20-30. This shows if the people live there or just working there which 22% where.



Section 3

Figure 5 shows the percentage of the quality of the housing in the Docklands. The data from the graph shows that the majority of the housing in the Docklands is mainly of an excellent standard. This information can help reach my hypothesis by, the LDDC has improved the quality of many of the houses in the Docklands (as shown in the graph). But most of the local people can not afford these expensive houses. The houses and flats are aimed at the incoming people which are mainly business workers. I conclude that the LDDC has improved many of the houses' quality but many of the local people can not afford the expensive accommodations.



Section 4

“To what extent has the LDDC improved the quality of the life for the local people?”

From the graphs and data I have gathered I can conclude that the LDDC has improved the life of the local people in some aspects. The LDDC has improved the transportation facilities in the Docklands to a large extent e.g. LDR and bus service. These transportation improvements benefit both the local and the incoming people. The LDDC has improved the lives of the local people by improving the housing but only to a certain extent, because only 16% of the people I interviewed had their housing improved by the LDDC which is quite poor. The new houses, which have been built, are not aimed by the local people the LDDC built them for incoming workers so the LDDC has improved the housing of the local people to a low extent. The LDDC to an extent has improved the shopping in the Docklands: The LDDC has aimed the new shops such as expensive sandwich bars and restaurants for the working population not the local people who can not afford to use them.

However the LDDC has provided a excellent ASDA shopping center which many of the local people use regularly (‘ 77% of the local people use the ASDA shopping center more than once a week, all the people I interviewed used the ASDA shopping center at some time).

From the information the LDDC has improved the shopping facilities in the Docklands but has only aimed a few shops and one supermarket to the local people.

The LDDC has improved the entertainment in the center of the Docklands by setting up a London arena which many of the public visited: ‘ 21% of the local people said they have used the London arena.’

From the data gathered the LDDC set up the development scheme mainly for tertiary office environment while benefiting the local people to a smaller extent. This is evidence to show this: Most of the shops set up by the LDDC where aimed mainly at business workers, the housing was expensive (55% of the houses are excellent shown on the graph) and aimed mainly at business workers. A big improvement to the transportation into the Docklands (roads linking to the M11) for business workers to have easier accessibility to there jobs.

The improvements made by the LDDC for the local community were partially intentional by improving some homes for the local people and building an ASDA supermarket but the rest I believe where intended to encourage businesses. Also training and education have been improve which are only aimed at local people.

The reasons for the LDDC building new houses, perfect accessibility to the work place and a nice improved environment is to persuade employer to start up more businesses, because of the vast decrease in business in 1950 to 1981. The LDDC has achieved their aims whilst improving the area for the local people to a small extent.

LDDC initiatives	Main users	Main beneficiaries and reasons
ASDA	Local	Local people benefit not the workers as they do not shop there
Local shops	Business workers	Shops are too expensive for locals
Improvements in transport	Mainly business	Built for workers coming in for easy accessibility and to persuade workers to work in the Docklands.
New houses	Business workers	Accommodation for new workers, again LDDC persuading business to advance
Environment improvements	Business/local	Both for local and persuading new workers
Improved roads	Mainly business	To improved accessibility to there work place
Training education/health	Local	For local benefits and some business to enjoy leisure facilities

I could have improved my project by investigating more about the LDDC. Also targeting a wider range of people. I could have researched in more detail the aims and achievements of the LDDC. I could have produced more graphs showing more information. I could have collected more information from my questionnaires because the more information gathered the better.

My own hypothesis

I have produced three of my own hypotheses:

“Did the LDDC regenerate the Docklands for the local people or incoming workers”.

This is explained in section four.

To what extent has the LDDC improved the life and working conditions for the incoming people?”

The LDDC has improved the living conditions and work environment by building many homes and improving environmental conditions. The LDDC has also created easier access for the incoming people.

“Is the majority of the regenerated homes used by local or incoming people”

The majority of the new homes are mainly built for the incoming people who can work in the Docklands and live close by. The new homes are too expensive for the local people to rent or buy.