

How has The Development of London Docklands provided opportunities for all?



Date completed:

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The purpose of this coursework is to see how the development of the London Docklands has affected people and the environment. To achieve this I will answer three main questions:

- 1) What developments have taken place? This will show us the improvements being made to the area and how it has changed since the 1960's and the present day
- 2) How have these developments affected the quality of life for people in the area? This will show us all the positive and negative impacts that regeneration can have on the area and more specifically what it has changed in the London Docklands
- 3) How have these developments affected employment opportunities? This will show us how affective regeneration is in improving levels on employment

The first bit of data that I have recorded is what the London docklands used to be like, this will show us some history of the area and will also tell us about what jobs used to exist, what the transport was like and what sort of housing there was. Area comparison has also been made this will show how the developed area compares to the non developed. Surveys were also taken and this shows us if the people work in the docklands and if so what sort of job and if they live in the docklands etc.

Map and location of the London Docklands



In terms of the UK:

The London Docklands is in the south east of the UK; it is east of Cardiff and south east of Edinburgh.



In terms of London:

The London docklands is located in the east side of London. It is also east of the river Thames and north of Millwall. The London Docklands covers 3 boroughs in the London area these are Tower Hamlets, Southwark and Newham.

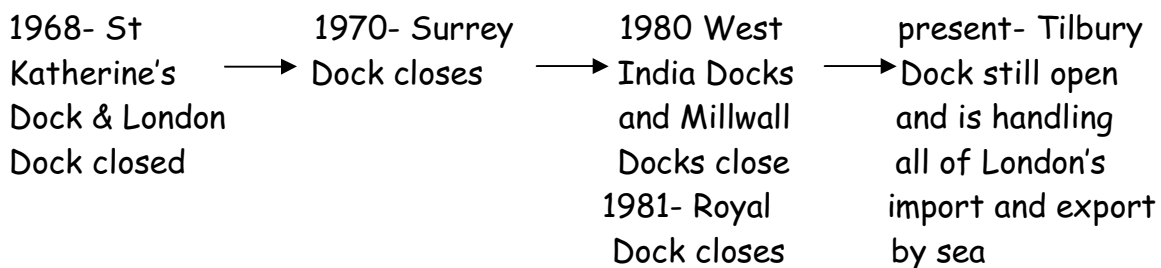
History of the London Docklands

During the 1950's London Docklands was the busiest port in the world as it had attracted a wide variety of industry; for example the tobacco trade, the processing of imported food and drink, furniture, leather goods and ship building plus a wide variety of transport and engineering goods.

During this time a lot of warehouses and factories started to be built in the area. Streets also began to develop as terrace housing was built in which the workers could live.

The London docklands began to have problems at the end of the 19th Century and these problems lasted into the 1930s. The docks were used a lot in the Second World War for strategic manoeuvres but this meant that heavy bombing in the area damaged it. By the 1960's the Docklands began to decline dramatically, foreign competition began to get a lot stronger meaning that the British Ship Building industry and other associated industries went into decline.

The older docks began to close down as they were becoming too small for the bigger ships:



The reason why the old docks started to close is because of something called containerisation. This means that larger ships were being used with large containers so that more goods could be carried at once. With people using larger ships this meant that only the large docks would survive. Tilbury docks was once of these and now handles a large majority of London's commercial traffic.

By 1981 what used to be the best port in the world became a "wasteland". The port of London authority (PLA- owns the docks) reported that employment fell from 25,000 in 1960 to 4100 in 1981.

The government had realised that the Docklands was in a very bad position so they set up the LDDC (London Development Corporation) in 1981. The LDDC set up something called the "enterprise zone". Firms were taking advantage of the incentives that the enterprise zone gave and many businesses started to locate in the Docklands.

Theory

What is a UDC?

UDC stands for urban development corporation. A UDC makes sure that all the derelict land and buildings are regenerated and have some use, they also make sure that they make the area more attractive so they encourage people to work and live in that area.

What is an enterprise zone?

An enterprise zone is the specific area that is going to be regenerated. Enterprise zones help economic growth as they reduce taxes for businesses. This means that the businesses are attracted there because it would be cheap for them to work there.

Myrdal's Multiplier Effect

Figure 1:

Myrdal's Multiplier Model

Shows us what effects

Would take place if a

Business or industry was to
Locate in a certain area.

These factors include

Things such as local
Communities and workers.

This model can work in the

Positive and negative, an

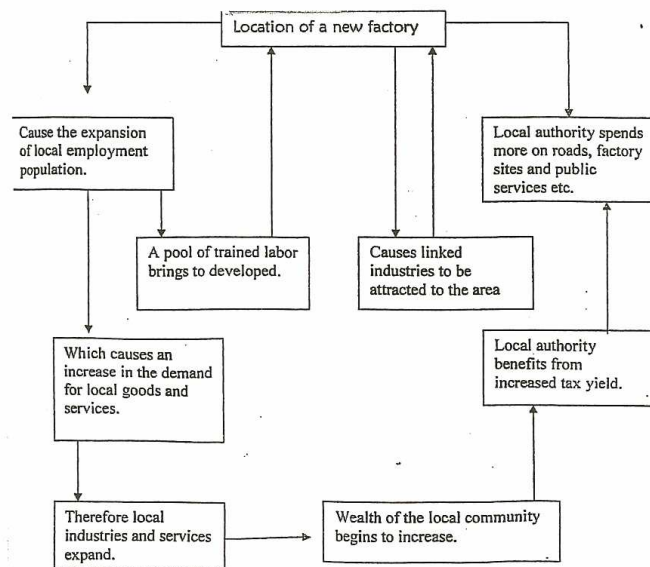
Example of a positive is if

A business locates there

More job opportunities will

Be created. This can also

Work in the negative where its affect will be the total opposite to what it is
in the positive



Data Presentation

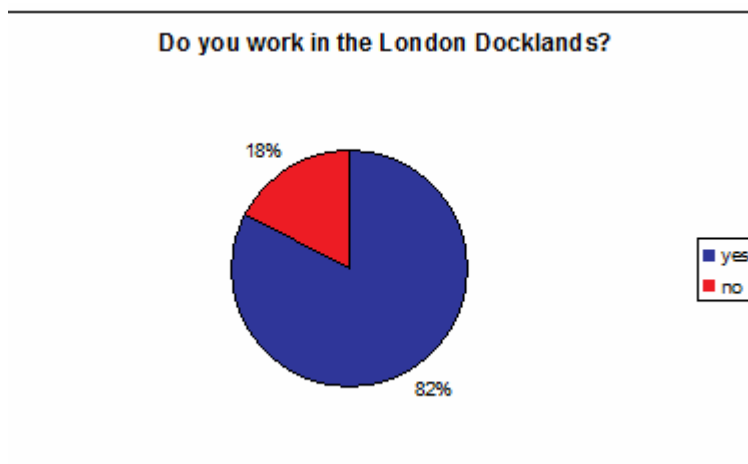


Figure 1.1:

This graph shows how many of the people that we asked the questionnaire actually work in the London Docklands, as you can see over 80% of the people that we ask work in the Docklands

Figure 1.2:

Figure 1.2 shows what type of job the people do if they work in the Docklands, as you can see most of the people work in bank/financial based jobs.

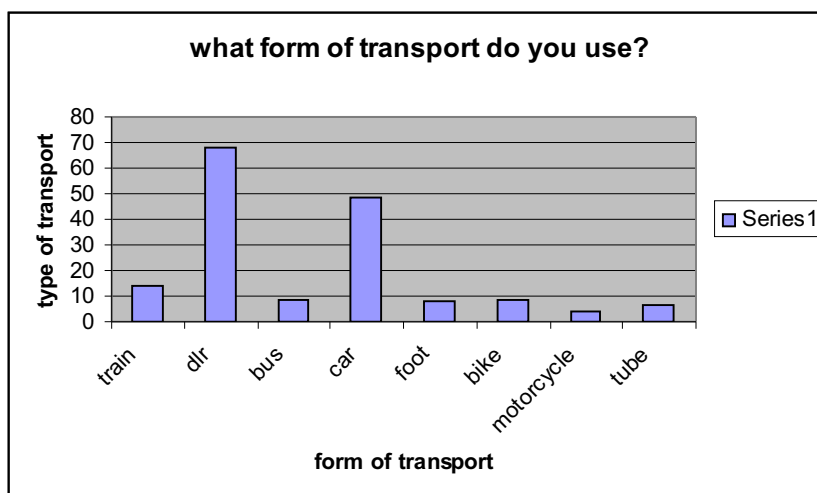
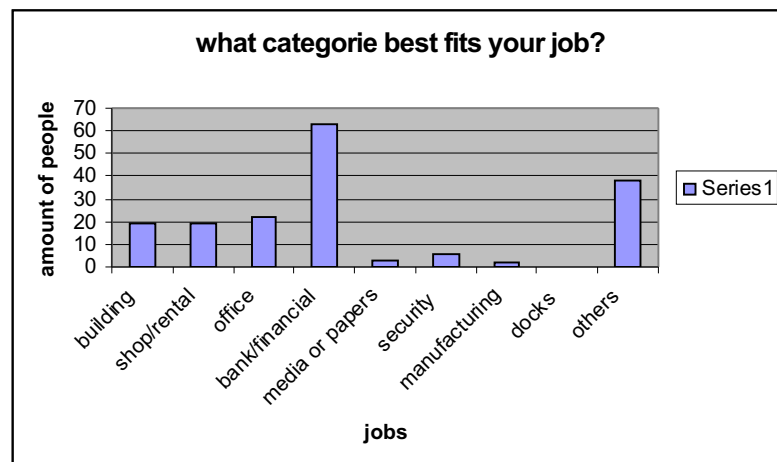


Figure 1.3:

Figure 1.3 shows what form of transport people used, most of the people used DLR (the Docklands Light Railway) or car

Figure 1.4:

Figure 1.4 shows us how many people that we asked live in the Docklands. As you can see not a lot of people live in the area, this is surprising as quite a lot of people work here.

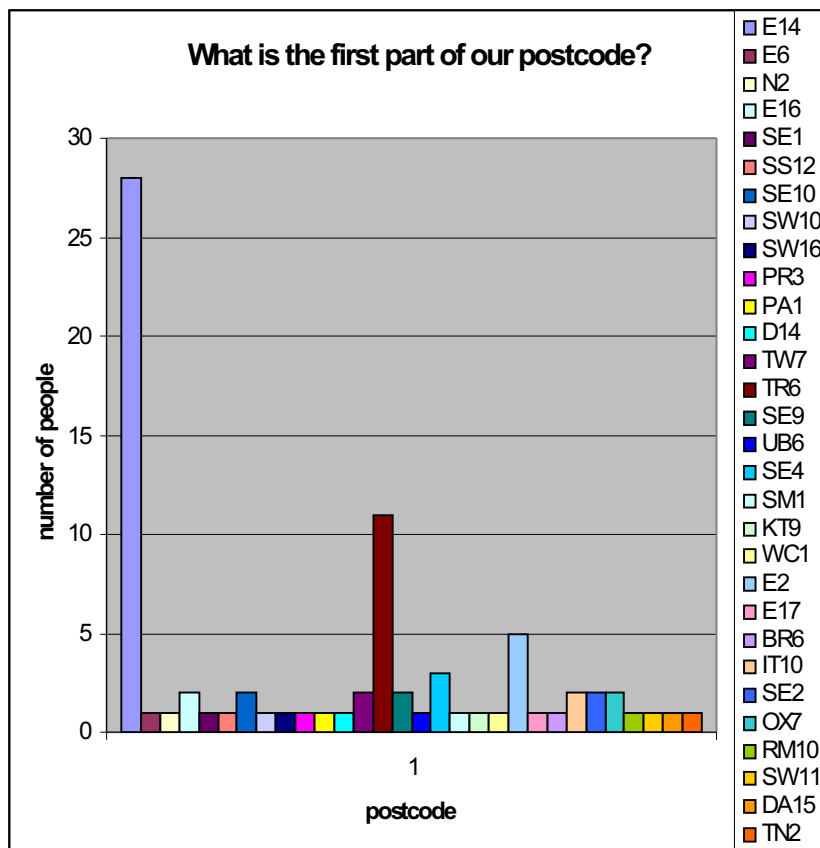
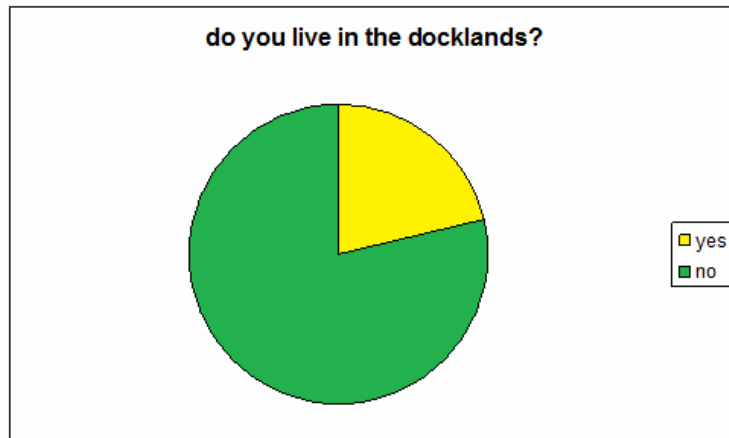


Figure 1.5:

Figure 1.5 shows us the first part of the postcode. Most people's postcodes start with E14 this is the London Docklands area.

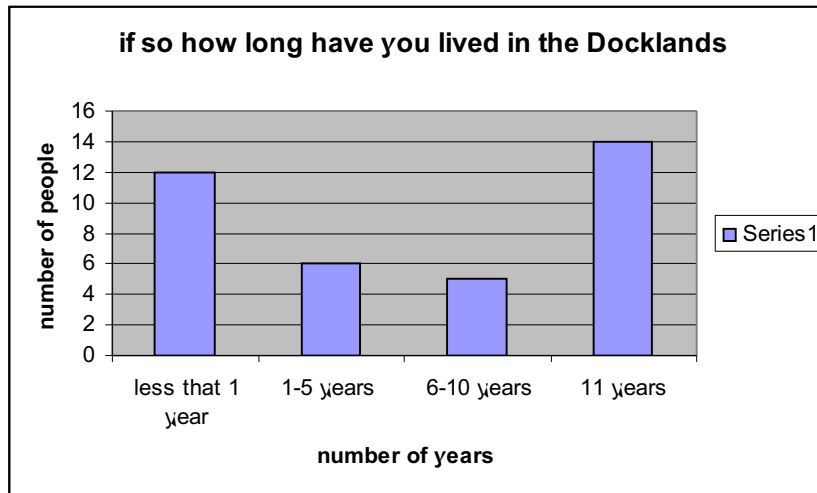
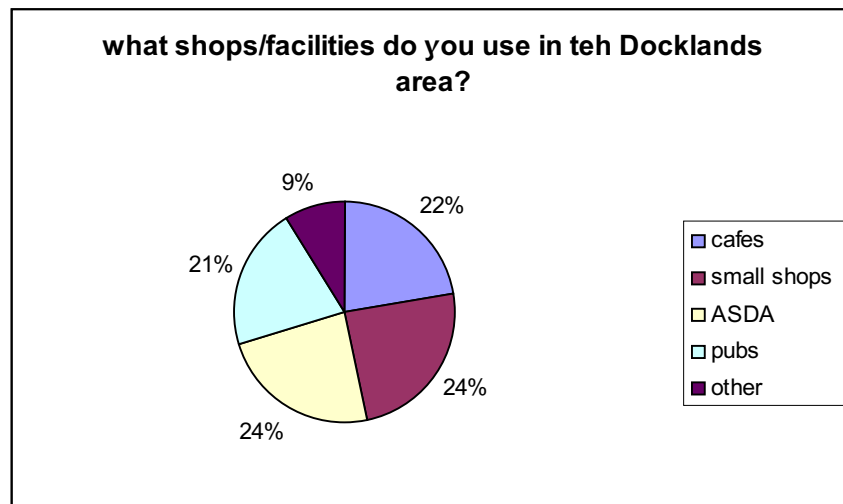


Figure 1.6:
Figure 1.6 tells us of all the people that live in the docklands how many years have they lived there. Most of the people have lived in the Docklands for over 11 years but there

are also quite a lot of people that have been living in the Docklands for less than 1 year.

Figure 1.7:
This shows us the facilities that people use in the Docklands are. As you can see an equal amount of people go to small shops and ASDA.



What are the positive and negative aspects of working or living in the Docklands area?	
Positive	Negative
<ul style="list-style-type: none"> • Getting better all of the time • New businesses • Near central control • Quiet and peaceful • Easy commute • Parks and farms • Can cycle • Good area • Vibrant- regenerated • Good access to transport • Safe 	<ul style="list-style-type: none"> • Pubs close at 11 • Housings too expensive • Dirty • Not safe • Busy • Expensive living • More parking needed • People throwing litter and lazy • No clothes shops • Traffic • A lot of construction in the area meaning that the noise disturbs them.

Figure 1.8

Figure 1.9:
Figure 1.9 shows us the bi-polar analysis for Clipper Quay. As you can see it scored quite well as the area as a whole is peaceful, new, fairly clean, very green, and fairly tidy.

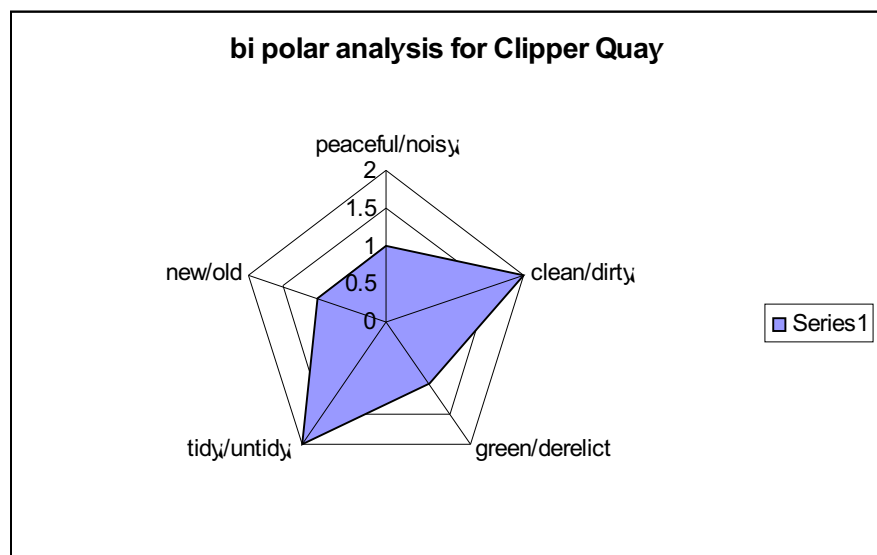


Figure 2.0:

Figure 2.0 is a bi-polar analysis for Glengall Grove. As you can see this area is not as good as Clippers Quay as it is quite noisy, quite dirty and is quite old.

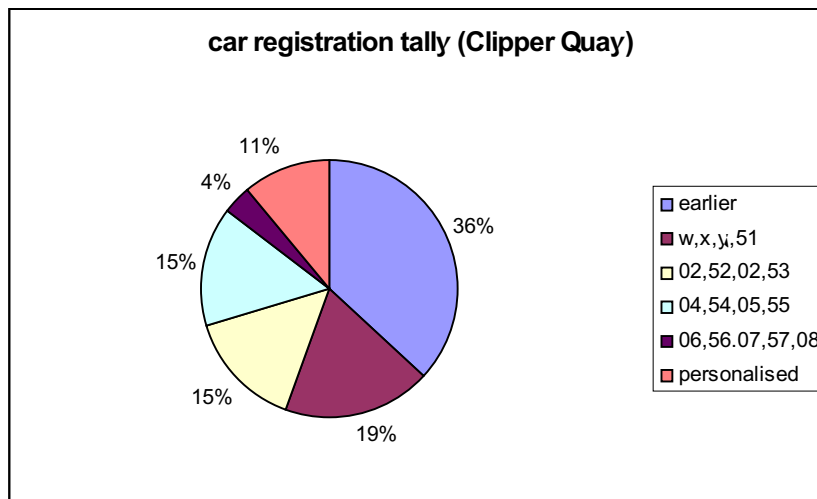
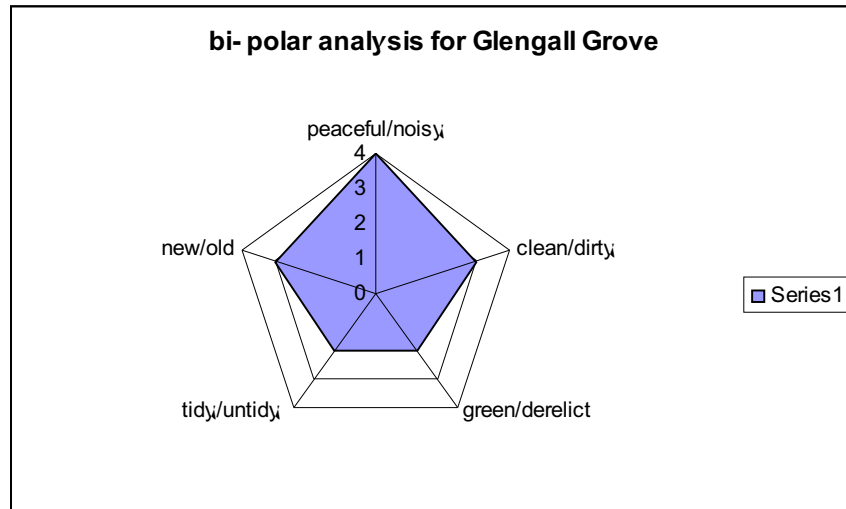


Figure 2.1:

Figure 2.1 is a car registration tally for Clipper Quay. This shows us that quite a lot of people have quite old cars, but there are a quite a lot of new cars and cars with private

number plates.

Figure 2.2:

Figure 2.2 shows us that in Glengall Grove there is a wide variety of car ages. This could show us that the area is not really wealthy or really poor.

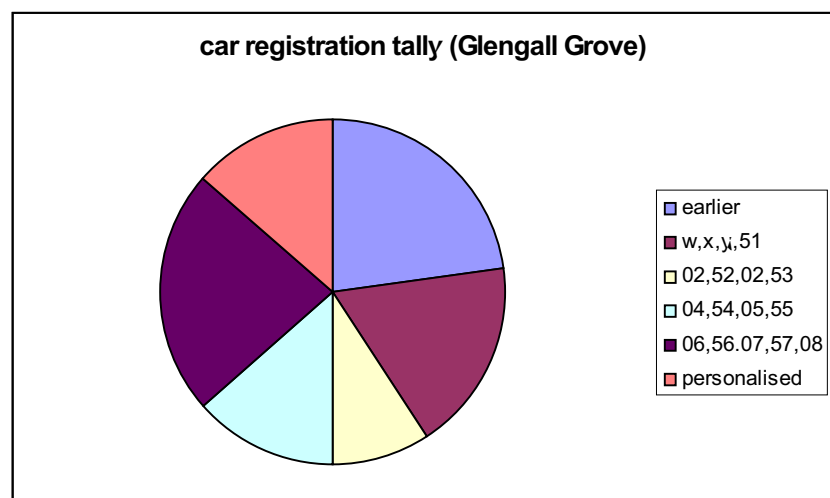


Figure 2.3:

Jobs before redevelopment	Jobs after redevelopment
<ul style="list-style-type: none">-Stevie doors on ship- load cargo-Dockers- unloading cargo-Lighter men- drove barges-Shawgang- tie up cargo-Pilots- pilots ship into the docks-Ship repairers-Loaders and Nucolien- bulk food e.g. rice-Port of London authority- runs docks	<ul style="list-style-type: none">-White colour workers:-I.T at canary Warf-Financial services- banks-Lawyers, solicitors-Stocks and shares-Margin markets

Figure 2.4:

Housing before redevelopment	Housing after redevelopment
<ul style="list-style-type: none">-Council housing-Port of London authority housing-Quarter private housing	<ul style="list-style-type: none">-Council houses-Private houses-Housing association-Sheltered housing-Apartments-Studio flats

Figure 2.5:

Infrastructure before redevelopment	Infrastructure after redevelopment
<ul style="list-style-type: none">-Most people go on bikes as there were not a lot of buses	<ul style="list-style-type: none">-Scooters-Bikes-Docklands railway-Jubilee railway-Taxis-Aeroplanes-River bus

Figure 2.6:

Transport before redevelopment	Transport after redevelopment
<ul style="list-style-type: none">-Narrow roads-Swing bridges	<ul style="list-style-type: none">-Lime house link tunnel-East India dock tunnel-Ministry of transport widened the A13



This picture was taken on one side of a bridge and shows us of the new housing that have been developed

This picture was taken on the other side of the bridge and shows us clearly how run down the other side is because there are a lot of old buildings that are much more damaged.



This picture shows us an Aeroplanes landing at the London Docklands airport. Most of the Aeroplanes that land here are either private planes or planes that carry some sort of cargo.



This picture was taken in Clipper Quay. The reason why we have this picture is so that we can compare how clean and tidy this area is compared to Glengall grove which was the other area that we are assessing in the London Docklands

This picture shows us what the housing is like in Clipper Quay. As you can see the houses are fairly large and the area is quite clean.



This picture shows us Glengall Grove, as you can see this area is not quite as clean as Clipper Quay and also there are a lot of cars parked on the roads, also there is a school at the end of the road. All this may suggest that this area is more for families.

This picture shows one side of Glengall Grove. As you can see there are a lot of flats and the housing here is not as good as the housing in Clipper Quay, this may suggest that the property prices in this area may be less than the property prices in the other.



this picture shows us one of the houses on Glengall Grove, as you can see it is burnt down and nothing has been done about this suggesting that this area may not be taken care of as much as the other.

This is another picture of the burnt house on Glengall Grove. This again shows how severe the houses condition is again suggesting that this area may not be as regenerated as the other



Property prices

Properties in the London Docklands:

For Sale - 3 Bedroom End Of Terrace £499,950

We are very pleased to offer this three bedroom end of terrace Dockers Cottage. Property features include a kitchen, dining room and a lounge. Other features include sash windows, gas central heating, first floor four piece bathroom, a rear and front garden with off street parking and a side entrance. Very conveniently located for Mudchute DLR and for getting to the Greenwich Foot Tunnel. No chain.



£800,000 Leasehold

For Sale - 2 Bedroom Apartment

We are pleased to offer a selection of two bedroom apartments within this new development due for completion in 2009. Each unit will have a balcony(ies) and all come with a parking space (as advised). We are advised that there will be onsite: 24 hour concierge and leisure facilities. Square footages available are: 895, 1091 and 1660. Ideal location for using South Quay DLR and for commuting into Canary Wharf. Prices are from: £800,000, £910,000, £920,000 to £1,500,000. Please note the pictures are for illustration

purposes only.

Seven Kings, Ilford, IG3

£675,000 Freehold

For Sale - 4 Bedroom House

We are pleased to offer for sale this substantial four bedroom house located in one of the most popular areas of Seven Kings. The property is an amazing example and in prestige condition throughout. The property comprises of a generously proportioned living room, ground floor cinema room / study, incredibly spacious fully fitted modern kitchen, utility room



and three double bedrooms plus one large single. There are two bathrooms on the first floor and a wc on the ground, a large decked garden with pond to the rear and the added advantage of a heated indoor swimming pool. There is ample off street parking to the front and electric rear gates to offer additional secure parking. Please contact us to arrange an internal viewing appointment.

Houses in Hounslow:



Channel Close, Heston

£195,500

TWO DOUBLE BEDROOM
KITCHEN/BATHROOM/LOUNGE NO UPPER CHAIN
CLOSE TO LOCAL AMENITIES EARLY VIEWING
ADVISED Entrance Own Front Door To Inner Hall

Asking price of £185,000

- House
- 2 bedrooms

Martindale Road, Hounslow, Middlesex, TW4
2 Bedroom first floor flat rear garden excellent
location ideal for investment internal viewing
recommended.



- Asking price of £289,950
- House
- 4 to 5 bedrooms, 2 reception rooms, 1 bathroom

Hounslow, Middlesex, TW5

Immaculate four/five bedroom house, two reception rooms, kitchen diner, downstairs cloakroom. Benefits include gas central heating, integral garage, front and rear garden.



Analysis

The data that I collected for the employment section is on is figure 1.1 and figure 1.2. figure 1.1 shows us that 82% of the people that were questioned were working in the docklands, this shows us that a large majority of the people do work there and that this relates to the hypothesis because the jobs that have been created by new businesses has opened up job opportunities. Figure 1.2 shows us what sort of category the people work in, as you can see from the graph most of the people work in the bank/financial category, this shows us that the regeneration has provided opportunities for people in the Docklands as it is a big step up from jobs that used to exist refer to figure 2.3 for jobs before the redevelopment. Most of the people that work in the docklands are commuters and one of the main reasons why these people aren't local residents is because it costs too much to live in the area because of factors such as house prices and the actual cost of living in the London Docklands

Transport in the London docklands has changed a lot with the regeneration. Figure 1.3 proves this as it shows that most of the people that we questioned now use the DLR (Docklands Light Railway) and cars, however before the redevelopment most people got to different places by using bikes as there were not a lot of busses at the time (figure 2.5). This shows us that the regeneration has affected the transport because if you refer back to figure 1.3 again fewer than 10 people that were questioned now use bicycles as a form of transport. This could be a positive for the people presently living in the area or for people that are actually living in the area as it means that there are better transport links meaning that it is easier to get around.

We asked people if they lived in the Docklands and the results are shown on figure 1.4, figure 1.4 shows us that less than a quarter of the people that we asked actually lived in the London Docklands, this could be because of the high pricing in the area as shown in the property prices section in this coursework. We also asked people how long they have lived in the London Docklands. Figure 1.6 shows the results, it shows us that 14 people that did live in the Docklands said that they had lived in the area for more than 11 years, these could be the people that bought houses in the area before the regeneration and before the house prices got really steep. Figure 1.6 shows

us that quite a lot of people also said that they have been living in the Docklands for less than 1 year; this could tell us that maybe they are renting out homes because they cannot afford to buy a property in the area yet. In terms of the hypothesis this shows us that the regeneration of the Docklands has had an affect on people but it can be a positive and a negative depending on the perspective you look upon it. A negative example would be for people wanting to buy properties in the Docklands area; this is a negative as they may not be able to buy a property because of the really high prices. A positive perspective would be for people that are already living in the Docklands area, it is a positive for them as if they wish to sell there property then they will get quite a lot of money for it.

Figure 1.7 clearly shows us what sort of shops/facilities people use in the Docklands area. It clearly shows that an equal amount of people shop at ASDA and small shops, it also shows that quite a lot of people use small shops and pubs. This shows us that the regeneration has had a lot of affect on the people in the area as there are more people using larger shops such as ASDA.

Figure 1.8 shows us what the positives and negative aspects there are of people working or living in the Docklands area. Positives that people talked about were things such as parks and farms but the positives that really stand out to me are that there are new businesses and that the area is now vibrant due to the regeneration. This shows us that the regeneration has brought positives to the area because without the regeneration there would be no new businesses in the area and the may not have been as vibrant as it is today. Some negatives that people talk about are that the regeneration has made the roads more congested as more people are coming into the area for mainly business purposes and that due to the regeneration there is a lot of construction taking place in the are which means that the noise disturbs them. As a whole I think figure 1.8 clearly suggests whether the regeneration was a success or not as this clearly shows that the regeneration of the Docklands brought equal amount of positives and negatives.

Conclusion

In conclusion I have found out that the regeneration of the London Docklands has brought positives and negatives for the people working and living in the area depending on the perspective you look at it an example would be housing. A negative would be that people who want to buy a property after the regeneration would have to pay a lot of money for a property. A positive would be that the people that are willing to sell their property can sell there properties for a lot more now that the area is developed.

The three main questions that needed to be answered:

What developments have taken place?

2.3 million m² of new floor space; the brand new Docklands Light Railway; the Jubilee Line extension; Canary Wharf, one of the tallest buildings in Europe; 30,000 new houses. Economic regeneration: from 27,000 jobs in 1981 to 80,000 in 1999; many companies relocated to the area, especially in the finance, retailing.

How have these developments affected the quality of life for people in the area?

Overall I think that the development has affected the quality of life for people a lot in the area because the area is now more modernized meaning that it is better to live in as it is cleaner. It now has more facilities for the people working and living in the area insuring a more pleasant stay in the London Docklands. The transport links are also a lot better meaning that it is a lot easier for people to get in and out of the London Docklands.

How have these developments affected employment opportunities?

The developments have affected employment opportunities a lot as you can now see that there are a lot of jobs within the London Docklands, also there is a large variety of jobs in the London Docklands although it is mainly dominated by bank/financial jobs.

In my opinion I think that the Development of the London Docklands has not provided opportunities for because it does not actually show benefits for all people for example it has not provided opportunities for people that used to

work in the docks as the new businesses did not need the skills that the old workers have so they were left unemployed. Also the rise in house prices meant that the people living in the Docklands at the time could not afford to live in the area as it is now becoming more and more expensive, this forced most of the people to move out of the area. The real winners of the regeneration of the Docklands were the commuters which come into the docklands based on business.

Overall I think that I did fairly well as it was fairly easy to collect all the data I needed. Also the data collection method was very easy to talk about because it showed a clear pattern. I think that the results that I have got may not be 100% reliable for the questionnaire because the people that we asked were in a hurry and that may have made them rush to fill it in. it could be improved for the future by maybe when going to the London Docklands you ask people the questionnaire at a different time because when we went they were too busy.