

Extending the DLR to Beckton Riverside and Thamesmead

Consultation Response

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INTRODUCTION

1. BusinessLDN welcomes the opportunity to respond to Transport for London's (TfL's) third public consultation on proposals to extend the Docklands Light Railway (DLR) to Beckton Riverside and Thamesmead.
2. BusinessLDN is a business membership organisation with the mission to make London the best city in the world to do business, working with and for the whole UK. We work with the support of the capital's major businesses in key sectors such as housing, commercial property, finance, transport, infrastructure, professional services, ICT, and education.
3. Having responded to the previous two consultations in 2024 and 2025, BusinessLDN continues to strongly support the proposed extension from Gallions Reach to Beckton Riverside and Thamesmead. The scheme would address one of London's most significant public transport gaps, unlocking major housing and employment growth opportunities in two areas that have lacked direct rail connectivity for decades.
4. Thamesmead is one of London's largest Opportunity Areas, and the proposed DLR extension is the essential enabling infrastructure for the delivery of the proposed New Town. Without the scheme, the scale of housing, employment and community development envisaged for the area would not be achievable. The extension has the potential to unlock around 25,000 new homes and up to 10,000 jobs, while generating more than £15 billion in economic benefits for the UK. It will improve access to employment, education and services, strengthen cross-river connectivity in East London, and support sustainable growth across the wider Thames Estuary Growth Corridor. The scheme therefore represents exactly the kind of transport investment needed to support the Government's growth mission and housing ambitions, and we welcome the Government's commitment, announced in the Autumn Budget 2025, to help deliver it.
5. The Government and TfL should now finalise the funding arrangements for the extension as quickly as possible. This would provide certainty over the delivery of the project ahead of the submission of the Transport and Works Act Order application.
6. We are pleased to see that the current consultation focuses on station design, construction and environmental considerations. Overall, we support the approach being taken and welcome the continued refinement of the proposals.

DETAILED COMMENTS

7. The proposed DLR extension is one of the most strategically important transport projects currently under development in London. By providing direct rail access to Beckton Riverside and Thamesmead, the scheme will significantly improve connectivity, reduce journey times and expand access to jobs, education and services for existing and future residents.
8. The importance of the scheme extends beyond improved transport connectivity. As identified in the London Plan, Thamesmead has significant capacity for growth as an Opportunity Area, but this potential cannot be realised without a transformational improvement in public transport access. The DLR extension is therefore fundamental to unlocking the proposed New Town and the wider regeneration of the area. It will enable the delivery of homes, jobs and community infrastructure at a scale that would otherwise not be possible.
9. The scheme will generate substantial economic benefits through increased employment opportunities, improved labour market access, enhanced business connectivity and greater attractiveness for inward investment. Improved links to key economic centres, including Canary Wharf, Stratford, the Royal Docks, London City Airport and Central London, will boost productivity and inclusive growth across East London.
10. We understand that discussions are ongoing between HM Treasury, the GLA and TfL on the funding and financing package for the DLR extension to Thamesmead, including the potential role of land value capture mechanisms such as Tax Increment Financing (TIF). [BusinessLDN's 2025 report](#) on land value capture, in partnership with WSP, highlights the important role that future property tax revenues can play in part-funding major transport infrastructure, particularly if the tax base can also be extended from business rates (as used in the Northern Line Extension) to encompass residential property taxes. The Government, GLA and TfL should now move quickly to finalise a funding and financing package for the scheme. Providing clarity on this will help unlock investment decisions and support the timely progression of development associated with the proposed New Town and wider regeneration programme.
11. We welcome the proposed station designs at Beckton Riverside and Thamesmead. It is encouraging to see a strong emphasis on integration with surrounding communities, accessibility and public realm improvements. High-quality station design is important not only from a transport perspective but also in shaping the character of the proposed New Town and creating attractive, vibrant places that support investment and long-term growth. Particular consideration should continue to be given to how the stations connect with surrounding development sites, public spaces and emerging waterfront neighbourhoods.
12. We support TfL's focus on ensuring that station entrances and access arrangements serve the widest possible catchment area. Good integration with walking, cycling and local bus networks will be critical to maximising the benefits of the extension and encouraging sustainable travel choices. The stations should also be designed with future growth in mind, ensuring sufficient capacity for increasing passenger demand as new homes and jobs are delivered.
13. The extension must be effectively integrated with wider transport improvements in the area, including planned bus priority measures, active travel enhancements and connections to the Elizabeth Line and wider DLR network. Consideration should also be given to opportunities to strengthen links with river services, helping to maximise the benefits of London's wider transport network and improve accessibility across East London. A genuinely integrated transport offer will maximise the economic and social benefits of the investment.

14. A project of this scale will inevitably involve a significant construction programme. We therefore welcome the information provided on construction sequencing, worksites and the draft approach to construction management. As the project progresses, TfL should continue to work closely with local authorities, businesses, residents and developers to minimise disruption as far as possible.
15. Maintaining access for businesses will be essential throughout the construction period. Construction-related impacts can create challenges for local firms, including disruption to deliveries, customer access and workforce travel. Early engagement, clear communication and effective mitigation measures will be important in reducing these impacts and maintaining confidence among businesses operating in the area.
16. We welcome TfL's commitment to exploring opportunities to transport construction materials by river and rail where practical. Given the scale of excavation and construction activity required, reducing reliance on road-based freight movements will help minimise congestion, improve air quality and reduce carbon emissions associated with construction. Lessons from major infrastructure projects elsewhere in London, such as the Elizabeth Line, should be incorporated wherever possible, particularly where river transport has successfully reduced construction traffic impacts on local communities.
17. We support the proposed Code of Construction Practice and the commitment to managing noise, vibration, traffic, lighting and environmental impacts throughout the construction phase. These measures should be developed in close consultation with local communities and businesses and that clear mechanisms are established for ongoing engagement and issue resolution during construction.
18. We welcome the continued Environmental Impact Assessment process and TfL's commitment to understanding and mitigating potential impacts on local communities, biodiversity, heritage assets, water environments and sensitive ecological areas. Care should be taken to minimise impacts on the River Thames environment and on ecological assets in and around Thamesmead, including the Twin Tumps and Thamesmere areas.
19. As with our previous responses, we believe the project should continue to align with London's wider net-zero ambitions and sustainability objectives. Opportunities to reduce embodied carbon, maximise resource efficiency, embed circular economy principles, enhance biodiversity and encourage active travel through high-quality walking and cycling connections to and from the new stations should be embedded throughout the detailed design and delivery process.
20. We note TfL's assessment that significant impacts on existing DLR services are expected to be limited during most of the construction period. Any future service disruptions required to connect the extension to the existing network should be carefully planned and communicated to passengers and businesses well in advance.
21. We welcome confirmation that the extension can initially operate without the need for additional capacity works at Gallions Reach station and note TfL's commitment to keep future passenger demand under review. As development progresses and demand grows over time, TfL should continue monitoring network and station capacity requirements to ensure the wider DLR network can accommodate future growth.

22. London's population and economy will continue to grow over the coming decades, and transport infrastructure must evolve accordingly. We therefore welcome the fact that the scheme has been developed with sufficient flexibility to accommodate future service enhancements and longer-term opportunities for network expansion. As the wider area develops, consideration should continue to be given to safeguarding opportunities for future extensions beyond Thamesmead, including the potential for a future link towards Woolwich and connection with the Elizabeth Line. While such proposals are not required as part of the current scheme, ensuring that future options remain available would help maximise the long-term strategic value of this investment.

CONCLUSION

23. BusinessLDN strongly supports the proposed DLR extension to Beckton Riverside and Thamesmead and welcomes the progress that has been made towards securing funding and advancing the scheme through the planning and approvals process.
24. The scheme is fundamental to the delivery of the proposed New Town at Thamesmead and is the critical enabling infrastructure required to unlock its full development potential, while also strengthening links between rail, bus, river and active travel networks.
25. The extension would transform connectivity across the area, unlock significant housing and employment growth, support regeneration, improve access to opportunity and enhance London's extensive public transport network.
26. We look forward to continuing to work with TfL and partners as the project progresses towards submission of the Transport and Works Act Order application and through to its final stages. Securing and delivering this scheme should remain a priority for both TfL and the Government as part of a wider strategy to enable economic growth, housing delivery and sustainable development in London.