



Annexe 3

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Dear Mr Mayor

London Mayor's draft Transport Strategy – response from the London Borough of Havering

Thank you for consulting Havering on the Mayor's Transport Strategy Draft for Public Consultation.

This Havering response has been informed by recent meetings with your officers :

- Havering officers met Mike Keegan and Colin Mann on October 4 2017
- The Leader of the Council and officers met David McNeill, Nick Fairholme and Heather Preen on October 6 2017

Alex Williams (TfL) kindly confirmed that it would be appropriate for this response to be submitted outside of the formal consultation period.

Each of the discussions (above) confirmed Transport for London's very clear interest in, and support for, Havering's ambitious planning and economic development agenda. There was a shared understanding of the potential for Havering to respond to your 'good growth' agenda. Havering was encouraged that it was recognised that the provision of strategic transport infrastructure will be a key element in achieving this.

Most importantly as well, this response reflects a discussion between Councillor Frost and Deputy Mayor Valerie Shawcross on October 12 2017 at London Councils TEC that Havering's response should give prominence to our key strategic transport infrastructure objectives.

Overview

Havering recognises the close links between land-use planning and transport. It supports the Local London Partnership perspective that key to achieving your Vision for London and delivering growth in jobs, population and housing is the provision of the enabling investment in strategic transport infrastructure and the development and implementation of policies to address pan-London issues such as air quality.

Along with the forthcoming revised London Plan, your strategy will have considerable potential to help deliver many important planning priorities across London and in individual boroughs. Havering

considers that its transport aspirations should be reflected in both the revised London Plan and its supporting and complementary strategies such as the Transport strategy.

Havering's understanding is that the London Plan will continue to form an over-arching context for Transport and your other strategies and this is supported by Figure 54 Transport Strategy Delivery

process. It is a concern that your Transport strategy has been published ahead of the revised London Plan at the end of next month.

Havering strongly considers that the revised London Plan setting out your Vision and spatial planning policies for London should be published first and the Transport Strategy should be developed to set out how the policies in the London Plan relate to, or will be enabled by, transport policies and linked investment.

Havering is very keen to assist you in finalising the Transport strategy. Your Deputy's Mayor's comments to Councillor Frost, the discussions last week and this letter can be the first steps in that process.

This letter will focus on those parts of your strategy that we are especially keen to work with you on. We will be contacting your office to arrange a meeting so that we can work with you, your Deputy Mayors and your officers to do this.

This letter has an appendix which includes more general observations on the strategy including points that we support. Following engagement with our public health colleagues, it also highlights the important linkages between transport and health and the Council strongly supports the recognition afforded to this in the strategy.

Overview comments regarding Outer London and modal shift in the Transport Strategy

Your strategy has a 'headline' ambition to improve active travel and public transport for the whole population with consequent improvements in levels of activity and decreases in air pollution. It aims for 80 per cent of Londoners' trips to be on foot by cycle or using public transport by 2041.^d Havering recognises that a slightly lower modal shift target applies to Outer London.

Both targets fail to recognise, however, that as an outer London Borough, Havering is currently much less well served by public transport infrastructure and services than Central and Inner London. In setting such ambitious targets, the strategy has overlooked the travel characteristics found in Outer London boroughs like this one.

It is very much the case in Outer London that private transport is still seen as the more realistic and convenient travel choice because there isn't the public transport 'offer' enjoyed by residents in Central and Inner London. This is evidenced in the latest Travel in London Report from TfL where it says that Havering has a modal share for walking, cycling and public transport of 43% and 58% travelling by car.

The strategy says it has been prepared to take account of the different circumstances across London and, in particular, the differences that are found in Outer London. Havering considers that the strategy is flawed in its approach to Outer London and unrealistic in its ambition for boroughs like Havering having regard to the practicalities of travel and movement here.

Much greater investment in public transport infrastructure in Outer London will be needed if the targets in the strategy are to be achieved.

Furthermore, the strategy doesn't recognise that, in regard to its demographic make-up, Havering's population bears very little similarity to boroughs in Central and Inner London.

The strategy should have a greater recognition of local circumstances. For example, it should recognize that Havering (like some other Outer London boroughs) has an increasing number of older people. Many people here have little option but to rely on their car to get around for the purposes of daily life when this and much inferior public transport facilities and services are taken into account.

Havering suggests that if the strategy must include modal shift targets for Outer London then they must be more realistic and sensitive to, and appropriate for, the specific circumstances of boroughs (depending on their location and characteristics) rather than try and apply 'a one-size fits all' approach across all of London.

Why the Mayor's Transport Strategy should support new improved transport infrastructure in Havering

Havering broadly supported the approach in the 'A City for all Londoners' document and it wants to be recognised as a borough with considerable potential to accommodate 'good growth'.

Havering has already highlighted this in other documents and fora. It results from the :

- implementation of two Mayoral Housing Zones in Romford, and Rainham and Beam Park
- identification of London Riverside as an Opportunity Area
- scope for Romford to be designated as an Opportunity Area through the next London Plan
- the delivery of the Council's own plans for the regeneration of twelve of its housing estates
- imminent arrival of Crossrail and the resulting improvements in accessibility to and from Havering

Havering recognises its potential through its new Vision "*Havering – Making a Greater London*" which is about embracing the best of what Havering has to offer and how the borough can play an active and significant role in the success of the whole of London.

Havering is also promoting them through our emerging Havering Local Plan which your planning officers have responded positively to.

The Local Plan sets out the Council's Vision and strategy for future growth and sustainable development over the next 15 years up to 2031. It is envisaged in the Local Plan that at least 17,550 homes will be delivered in Havering over the plan period to 2031 with the provision of supporting infrastructure including significant transport investment and improvements.

The Local Plan identifies most of this growth taking place in the two Strategic Development Areas at Romford and Rainham and Beam Park which both include Mayoral Housing Zones. The Local Plan recognises that change and growth in these will be secured and facilitated by enhanced infrastructure including that for transport.

Romford is identified as a Metropolitan Centre in the London Plan. It is the largest town centre in Havering and it will benefit from Crossrail / Elizabeth line services from 2018/19. The Local Plan identifies that it has the potential to accommodate some 5,300 new homes over the plan period. It was clear from the comments from Mike Keegan that Transport for London recognise the significant potential and opportunity in Romford and that it should be a focus for development and enhanced transport facilities and services.

The Rainham and Beam Park Housing Zone has the potential to deliver 3,000 new homes. It will benefit from a new station at Beam Parkway. This is well advanced and is currently going through the Network Rail "GRIP" process and is due to open in 2020.

Havering is already developing or progressing proposals with Transport for London to deliver transformational change within these areas to support the new residential communities there.

A TfL funded 'Liveable Neighbourhood' scheme is being prepared for:

- **Romford Town Centre** to reduce the perception of the Romford Ring Road as a barrier to accessing the town centre, secure environmental and public realm improvements and extend the development opportunities linked to the Housing Zone

A TfL Major Scheme has already been submitted to Transport for London and is being progressed for :

- **A1306 New Road, Rainham** to complement the delivery of the Rainham Housing Zone and the comprehensive redevelopment of the adjoining Beam Park site (3,000 new homes), deliver significant improvements to public realm and the environment and act as a catalyst for further investment so as to achieve a 'step change' in how this area is perceived. Implementation of this scheme is expected to start in 2018/19.

Additionally, the Council is progressing proposals for the renewal and regeneration of twelve of its own housing estates across the borough to increase our housing stock and improve the wider environment.

The strategic transport aspirations to be included in the strategy to help deliver good growth

We have been encouraged by our previous discussions with your Deputy Mayors and last week by the comments from Mike Keegan and David McNeill. These indicate acceptance and understanding regarding the considerable potential in Havering and a close match between our respective ambitions for Havering accommodating what you defined as 'good growth' in 'A City for all Londoners'.

To this end, Havering has previously discussed with your colleagues a number of key strategic transport interventions which are set out in its own Vision and strategy documents (such as the Havering Local Plan). These have been prepared and promoted to enable Havering to positively influence development and to respond to the London Plan and to demonstrate 'good growth'.

It was expected that these interventions would be reflected in the published Transport strategy so it is very concerning and disappointing that they are not.

Havering invites you to reconsider the approach in the strategy and to include amendments to it to help ensure that opportunities in Havering can be delivered.

The key interventions and commitments that Havering is seeking to be recognised in the strategy were discussed with your officers last week and the comments below reflect this.

Securing better 'connectivity' between north and south Havering

Havering has good east west connections both in terms of the road network and also through bus and rail services but journeys between the north and south of Havering are very challenging and time consuming for our residents. This is because of the limited provision of public transport services and the routes involved. Our residents have very little choice as to how they do this if they do not have access to a car.

Specifically, for example, travelling between Romford and Rainham during the morning and afternoon peak periods can take well over an hour by bus. Residents in the north of Havering wishing to travel down to the south from Harold Hill to Rainham have only one direct option (the 174 bus service) or having to make the journey in several stages via Romford which takes much longer.

Not only residents are badly affected. Businesses here have also identified that north-south links adversely impact on them. South of the A1306, there are 300 businesses located in the London Riverside Business Improvement District (BID). Businesses here say that attracting and retaining staff is very difficult because of the lack of public transport serving the area and the very limited 'penetration' by bus services.

Havering remains to be convinced of the potential for demand-responsive bus services (Proposal 99) to fully address this issue in Outer London.

In order to secure a fundamental improvement in north-south connectivity, Havering is using some LIP funding to carry out feasibility work to look at options for a potential tram link between Romford and Rainham and Beam Park along with potential for links further north beyond Romford to Collier Row.

Both David McNeill and Mike Keegan responded very positively to this important initiative and this was very encouraging. They see this as very exciting way of securing improvements in orbital 'connectivity' and set out a willingness for TfL to work with Havering to explore and contribute to the feasibility work being undertaken for the Council by Jacobs. Because Jacobs are one of TfL's regular technical partners this is likely to be helpful when it considers the scheme further. As suggested by Mike Keegan, further work will be done to highlight the potential that a public transport link between north-south Havering has in terms of supporting more homes and jobs and we'll also follow up his advice to look at the similar work in LB Sutton. We expect to have this work concluded by the end of 2017 and we look forward to discussing it with you.

Havering considers this project should be :

- reflected in the strategy diagram on Figure 48 indicating Transport Proposals for Homes and Jobs in Outer East London and the Thames Corridor (it should also be listed in the key to this diagram)
- highlighted in the preceding supporting text on page 233
- included in Figure 55 Implementation Plan in the 'New homes and new jobs' section in the tram category (Medium cost)

Havering considers that reference to tram links to improve connectivity should also be included in Figure 48 Other expected outcomes to reflect the potential for this mode to contribute to the unlocking the delivery of new homes and jobs. As drafted, there is a reference only to development being supported by bus service improvements.

Notwithstanding the current feasibility work, Proposals 78 and 87 of the strategy to improve public transport connections to, and within, Opportunity Areas and bus capacity in Outer London is supported.

Earlier this year, Havering officers met with TfL's Network Development team who are looking at bus access to the London Riverside region (including the BID area). Havering will work with both

the Network Development team and the BID as this work progresses. Havering and the London Riverside Business Improvement District (BID) have pressed for better bus penetration to the BID area and the strategy should include a firm commitment to deliver this.

Proposal 86 to trial bus transit networks in outer London Opportunity areas is supported. Havering welcomes TfL's intention to commission a study looking at options for an east London Bus Rapid Transit service serving London Riverside and further north towards Romford particularly as this may have the potential to help address the orbital connectivity issues mentioned above.

Havering considers that under the 'Bus' heading in the 'New homes and jobs' section of Figure 55 Implementation Plan an amendment is needed to show pilot bus transit networks in Opportunity Areas as being delivered from now not from 2020 onwards.

Interventions focussed on Romford Town Centre

The significant opportunities at Romford in regard to new homes have been highlighted above and will follow from the delivery of the Romford Housing Zone and the development of important sites such as Bridge Close and land adjoining Romford station.

An important part of enabling Romford to realise its considerable potential will be to address the issues presented by the Romford Ring Road and this could be facilitated through the delivery of the TfL 'Liveable Neighbourhoods' scheme being developed presently.

In line with its new homes and jobs focus, your strategy could recognise that there is scope to extend the Housing Zone to encompass a wider area and to support further housing growth. This could be achieved if the Romford Ring Road on the west side of the town centre is "sunk" beneath ground by putting a section of it into a tunnel.

Romford's Ring Road has a significant 'severance' effect and is perceived as a barrier to people who want to access Romford town centre by means other than the car. Sinking the Ring Road beneath ground, as well as providing development opportunities, would also secure significant public realm and environmental improvements.

It is noted that Proposal 92 in the strategy highlights scope for development around operational sites (such as bus or rail stations). Romford station closely adjoins the Romford Housing Zone and development here to complement the Housing Zone would provide scope to significantly augment the delivery of new homes.

Changes to physical layout and operation of the key highway intersection at Gallows Corner

Gallows Corner junction is a major highway intersection (in the form of roundabout junction) located in north east Havering.

It comprises a busy five arm junction linking the A12 Eastern Avenue and A12 Colchester Road with the A127 Southend Arterial Road, A118 Main Road, and Straight Road.

There is frequently severe congestion at the junction and on its approaches. It has poor resilience and often gives rise to disruption on the wider highway network in Havering. It has a poor record in regard to road safety and is linked to poor air quality. The junction causes major severance between Harold Hill and Romford and constrains residents in the former having convenient access to Romford and its facilities including transport. As a result, residents in some of the most disadvantaged parts of Havering are unable to enjoy the benefits elsewhere nor to have ready access to the jobs being provided in the south of Havering.

Havering has lobbied TfL for several years to undertake fundamental improvements to this junction to improve traffic flow, address safety concerns and tackle severance.

TfL's planned improvement programme for Gallows Corner only addresses road safety. It does not go far enough in addressing the fundamental issues at the junction including the severance that it causes. It does not recognise that a more radical overhaul of the junction as well as tackling the matters mentioned would also have the potential to provide land for development including the provision of more new homes.

Havering officers have discussed with TfL what could be done at Gallows Corner and a high level outcome plan has been developed by TfL. Regrettably, it is understood that none of the options considered will be progressed to a detailed feasibility study without a clear and direct Mayoral recognition of this. Your strategy is the opportunity to do this and it should be included within Figure 48 and in the supporting text.

Havering considers that the strategy should include a commitment to a detailed investigation of the fundamental changes that could be made to the junction in terms of its physical layout and its operation. "Sinking" the junction in the same way that the opportunities for doing this in Barking and Dagenham with the A13 (Proposal 93) are identified would enable wider development opportunities to be explored.

The need for greater commitment to more river crossings in East London

Proposal 90 of the strategy suggests that investigation of further river crossings will only take place in a programmed manner following the delivery of Silvertown Tunnel, the provision of the Lower Thames Crossing and the DLR extension to Thamesmead. Previously, the Mayor had indicated an intention to progress work on, and deliver several, river crossings in east London. Havering is concerned that the urgency to address the severance issues caused by the River Thames has declined since the launch of TfL's several consultations on the river crossings package some years ago.

The strategy now has a diminished commitment to the delivery of further east London river crossings. This is likely to adversely impact on the wider east London sub-region and jeopardise the extent to which the sub-region can satisfactorily accommodate the growth envisaged in your other strategies and those for boroughs in east London and the wider Thames Corridor.

In Havering, there will be the delivery of the residential community at Rainham and Beam Park and intensification of industrial land in the Rainham Employment Area. Further east London river crossings will help address the significant growth planned in the east London region including the significant regeneration opportunities linked to the London Riverside Opportunity Area.

The strategy should look to accelerate the delivery of river crossings in east London as a priority. In particular, it should commit to detailed feasibility work into the scope for a river crossing between Belvedere and Rainham during the first phase of the MTS Implementation Plan. A bridge crossing between LB Bexley and Havering should reflect the transport characteristics of Outer London and avoid an inappropriate focus on accommodating public transport.

The importance of an eastern 'spur' from Crossrail 2

Havering expects that there will be considerable benefits for the borough arising from the arrival of Crossrail / Elizabeth line services in 2018 / 19.

The commitment within the strategy (Proposal 56) to work with Government and stakeholders to finalise the Crossrail 2 route alignment is welcome.

The London Riverside Opportunity Area Planning Framework (2015) identifies that the wider area has the capacity to provide 26,500 new homes and 16,000 new jobs across Havering and Barking and Dagenham. Within this (above), Havering is itself delivering major proposals at Rainham including the Rainham and Beam Park Housing Zone and a major public realm improvement through the Beam Parkway Major scheme.

Havering is concerned that consideration of the scope for a potential future eastern 'spur' from the main Crossrail 2 route which could serve this area is not identified in the strategy in the short to medium term as a priority. An eastern extension to Crossrail 2 will help create thousands of new homes and jobs across East London and South Essex and attract investment into these areas. It may develop synergy with the route identified for the Lower Thames Crossing project.

Havering would like the strategy to include this as a firm proposal with a commitment to undertake detailed feasibility work. It should be listed in the 'New homes and jobs' section of the figure under Rail in the first delivery phase of the MTS Implementation Plan (2017 to 2020).

Improvements to bus access and services to Queens Hospital

Since Queens Hospital opened in 2007, the number of bus services serving it has more than doubled. Havering welcomes the progress TfL London Buses has made delivering these additional service improvements.

The forthcoming reconfiguration of patient services between the Queens and King Georges Hospitals in Havering and Redbridge, respectively, will result in significant pressures on the transport infrastructure supporting the hospitals including the adjoining highway network. The parts of the Romford Ring Road adjoin the Queens Hospital are already very congested particularly during the daily peak periods.

Some parts of Havering are still poorly connected to the hospital by bus services and patients may need to use more than one bus service to get there.

Havering would welcome further discussion about the scope to improve the highway infrastructure and to provide additional bus services into Queens.

The new Beam Parkway Station

The new station at Beam Parkway is a key component in the delivery of the wider regeneration of the area including the major housing scheme at Beam Park.

Havering has been working very closely with the GLA, DfT, Network Rail and the Essex Thameside line franchisee (C2C) as the new station is developed through the Network Rail detailed design "GRIP" process.

It should be referenced in the Implementation Plan (Figure 55) under 'A good public transport experience' in the Rail section and as a deliverable between 2017-2020.

Making more use of the river Thames for freight and passenger transport

Havering welcomes Proposal 68 for TfL and the Port of London Authority (PLA) to produce a London Passenger Pier Strategy to provide new piers and provide additional capacity at strategic piers. Havering would like to work with TfL and the PLA as this strategy is developed.

Havering officers have recently discussed with TfL's river team the potential opportunities for the provision of future piers in Rainham to be used for passenger transport services. Havering would welcome further discussions with relevant stakeholders to explore this further.

Havering welcomes the recent launch of the Thames and London Waterways Forum by the Deputy Mayor for Transport.

Havering supports Proposal 69 to investigate the extension of river transport services to Barking but the final strategy should also include a commitment to investigate the feasibility of passenger services being extended further east including to Rainham.

More detailed points in relation to the specific content of the draft Mayor's Transport Strategy can be found in Appendix One.

In the light of her comments, a copy of this letter is being sent to Deputy Mayor Shawcross and your other Deputy Mayors.

Yours faithfully,

Councillors Roger Ramsey and Osman Dervish
Leader of the Council and Cabinet Member for Environment and Community Safety

Detailed comments on specific elements on the Mayor's Transport Strategy: Draft for Consultation

This Appendix provides comments relating to specific proposals and policies contained within the draft Mayor's Transport Strategy. These comments have been set out under various transport related topics.

Growth

- Havering supports the principle of “good growth” in ensuring people have options available to them to travel by means other than the car.
- Policy 17 concerning the development of London's public transport services to support the growth of the night time economy is supported. Havering would like to see this commitment go further with a proposal to deliver night time tube to the District Line.
- The Council would strongly encourage you to reconsider proposal 76 (b) concerning restricting car parking provisions within new developments as this does not recognise the parking pressures outer London Boroughs such as Havering are already facing as a result of high levels of car ownership.

Freight

- The Council is supportive of proposals 15 and 16 to move, where practical freight off London's streets and onto the rail network and onto the River Thames.
- Proposal 77 focussing on moving freight deliveries into the “off peak” is welcomed, however any retiming of deliveries to night times would have to be carefully considered to minimise noise impacts on residential areas.

Air Quality

- The proposals for a zero carbon city are broadly welcomed. As an outer London borough, this is particularly important for Havering as it hosts two major road links into London (A12 and A13) as well as a significant rail link serving East Anglia. The pollution experienced from heavy traffic on these routes through the borough into central London can make a serious impact on air quality and the health of residents. In Havering:
 - Havering has a higher estimated percentage of people with Chronic Obstructive Pulmonary Disease (COPD) (3.45%) than both London (3.04%) and England (2.91%)¹
 - There are 61.7 deaths from COPD per 100,000 population in Havering, significantly worse than that for London (49.9 per 100,000) and England (52.6 per 100,000)²

¹ Public Health England (2017).

<https://fingertips.phe.org.uk/search/COPD#page/3/gid/1/pat/6/par/E12000007/ati/102/are/E09000016/iid/722/age/1/sex/4>

² Public Health England (2017)

<https://fingertips.phe.org.uk/search/copd#page/3/gid/1/pat/6/par/E12000007/ati/101/are/E09000002/iid/1204/age/1/sex/4>

- The prevalence of all-age asthma in Havering is 4.8%, higher (worse) than that for London (4.6%)³
- Proposal 22 concerning the introduction of an Ultra-Low Emission Zone for central London by 2019, an Inner London ULEZ in 2021 and a London Wide ULEZ for all non-complaint heavy vehicles by 2020 is welcome.

Public Transport

- Improving public transport accessibility of the transport network is welcomed as is Policy 12 to enhance London's streets to allow all Londoners including disabled and older people to travel independently. People aged 65 and older are more likely to experience mobility issues or health concerns that affect their ability to live independently⁴.
- The Council welcomes the existing commitment, reiterated in the MTS, of making 40% of the London Underground network step free by 2022. It is also welcomed that a further tranche of step free stations will be delivered beyond this date. Havering would welcome discussions with TfL to see both Hornchurch and Upminster Bridge stations included in the programme of delivery in the next tranche of step free works.
- In recent years the Council has invested some Local Implementation Plan funding on improvements to the highways network to improve bus punctuality for Local residents. The Council however is concerned about the wider impact proposal 54 (b) concerning greater provision of bus priority lanes may have on the local road network. Bus priority lanes aren't always the most appropriate measure to improve punctuality and are not considered appropriate for Havering.
- Proposal 54 (e) concerning better coordination of road works to reduce disruption to bus services (as well as other vehicle traffic) is welcomed. Havering is already working with Essex County Council to get better cross-boundary collaboration around the coordination of road works.
- Although the Mayor's Transport Strategy (MTS) recognises the need for improved access for those with disabilities, it appears to focus more on physical disabilities. Those with other types of disabilities (including for example anxiety disorders, panic attacks, learning disabilities, autism, dyslexia, dementia etc.) may have fewer/restricted options for their travel choices as a result of their condition; for example, it may be safer and less anxiety-inducing for a person with a severe mental health condition to travel by car.

Active Travel

- Havering welcomes proposal 5 concerning maintaining and expanding "legible London" pedestrian wayfinding maps and improving journey planning tools to assist people making more trips by foot or by bike.
- Havering welcomes proposal 7 concerning the promotion of walking and cycling to school and workplaces. This is particularly important in Havering where an extensive School Expansion Programme is being delivered across a number of primary and secondary schools.

³ Public Health England (2017)

<https://fingertips.phe.org.uk/search/asthma#page/3/gid/1/pat/46/par/E39000018/ati/153/are/E38000004/iid/285/age/1/sex/4>

⁴ World Health Organisation (2015). *World Report on Ageing and Health*. Geneva, WHO,

http://apps.who.int/iris/bitstream/10665/186463/1/9789240694811_eng.pdf?ua=1

- Havering, working with schools in the borough has a very active School Travel Plan programme. Out of the 90 schools in Havering, 55 are accredited as part of TfL's STARS Accreditation programme (35 Gold, 5 Silver and 15 Bronze). Modal shift is down to 21% which is down from 40% when the STARS Accreditation system was first introduced back in 2010.

Safety and Security

- Havering welcomes the focus the Mayor has put on reducing accident rates through the Vision Zero approach. Whilst the targets to eliminate all road collisions from London's streets by 2050 is welcome, it is considered highly ambitious and will require significant investment (funding) at borough level given that 95% of roads in London belong to local authorities.
- It is welcomed that the draft MTS recognises that reducing casualty rates cannot be done by physical measures alone and that education and the educating of young people plays an important part in this too.
- It is projected that the largest increases in population in Havering will occur in children (0 - 17 years) and older people age groups (65 years and above) up to 2031. Therefore the proposals aimed at improving personal safety and security on the transport network are welcomed, particularly for vulnerable people.

Health

- Policy one of the MTS is welcomed by Havering and complements Havering's Prevention of Obesity Strategy 2016-19. This identifies a number of actions to shape the environment and support a healthy culture that ultimately aims to make the healthier choice the easier choice. These are wide-ranging but include improving road safety, delivering cycle training, improving public transport links and increasing cycle parking.
- Havering supports the proposals set out in Policy 9 and Proposal 48 for the Healthy Streets approach to be used when delivering street improvements to improve the whole journey experience.
- Havering welcomes the Healthy Streets approach to planning transport in London and for putting health at the heart of planning transport.
- The aim for all Londoners to do at least 20 minutes of active travel each day is welcomed. It is estimated that if all Londoners walked or cycled for 20 minutes a day this would save £1.7bn in NHS treatment costs over 25 years, for example by reducing hip fractures, dementia, depression, cardiovascular diseases and cancers. It would also in turn reduce pressures on Local Authority health and social care budgets.

Havering Health Statistics

- Havering offers a wide variety of facilities and opportunities to be active. This includes physical assets such as parks and open spaces, and initiatives aimed at encouraging more walking and cycling.
- However Havering is statistically significantly worse than the London average in the following physical activity indicators:
 - 59.2% of Havering adults are classed as physically active, significantly worse than the London average of 64.6%.
 - 80.0% of Havering adults do any walking at least once per week, significantly worse than the London average of 84.2%

- 74.1% of Havering 15 year olds have a mean daily sedentary time of over 7 hours per day, significantly worse than the London average of 69.8%
- 50.4% of Havering adults report doing any walking at least five times per week, significantly worse than the London average of 57.4%
- 7.8% of adults do any cycling at least once a month, significantly worse than the London and England averages of 14.7%⁵

Obesity prevalence is also high:

- 66.1% of Havering adults are classified as overweight or obese, significantly worse than the London average of 58.8%
- 23.2% of Reception children in Havering are overweight or obese, similar to the London average of 22.0%
- 37.3% of Year 6 children in Havering are overweight or obese, similar to the London average of 38.1%⁶

Mental illness prevalence in Havering:

- Mental illness is the third most important cause affecting the health of people in Havering, (cancers being the first, and heart disease & stroke the second).
- Up to a third of people with problems such as diabetes, heart disease and COPD are also affected by mental health problems.
- The prevalence of mental health problems in Havering (0.65%) is generally lower than both London (1.07%) and England (0.88%)⁷ but there is variation in how common it is across the wards in the borough.
- The prevalence of depression ranges from 56.6 per 1000 persons aged 17 and over in Upminster to 113.0 per 1000 persons aged 17 and over in Gooshays (i.e. more generally more common with increasing deprivation)⁸

Levels of Dementia in Havering:

- Dementia is more common in Havering (0.79% of registered population) than London (0.51% of registered population) and England (0.76% of registered population).
- The prevalence of dementia in Havering is the third highest in London
- Dementia will be an increasing problem for Havering because of its ageing population. The care that people need is quite complex and expensive⁹.
- It is predicted that by 2027 there will be a 16% increase in the number of people aged 65-84 and 18% increase in those aged 85+
- By 2032 it is predicted there will be a 24% increase in the number of people aged 65-84 and 45% increase in those aged 85+¹⁰

Funding

⁵ Public Health England (2017). *Physical Activity Tool*. <https://fingertips.phe.org.uk/profile/physical-activity/data#page/0>

⁶ Public Health England (2017). *Public Health Outcomes Framework*. <http://www.phoutcomes.info/public-health-outcomes-framework#gid/1000049>

⁷ *Quality outcomes Framework 2014/15 published October 2015*

⁸ London Borough of Havering (2017). *Havering Health and Social Care Needs. JSNA*. http://haveringdata.wpengine.com/wp-content/uploads/2017/04/JSNA-Overview-of-HSC-Needs_2.0.docx

⁹ London Borough of Havering (2017). *Havering Health and Social Care Needs. JSNA*. http://haveringdata.wpengine.com/wp-content/uploads/2017/04/JSNA-Overview-of-HSC-Needs_2.0.docx

¹⁰ Data source: GLA 2015-based Demographic Projections – Local Authority population projection Housing-led Model; Greater London Authority (GLA); Produced by Public Health Intelligence; Cited in: London Borough of Havering (2017). *This is Havering: a demographic and socioeconomic profile*. http://www.haveringdata.net/wp-content/uploads/2016/12/201617_Havering-Demographic-Profile-v3.1.pdf

- In order to meet London's transport needs and successfully deliver the aims of the strategy, significant capital investment will be required between now and 2041. The strategy suggests that delivering the schemes identified in the strategy will require an average capital investment by TfL and others of around £3.3bn a year.
- Havering would encourage you to discuss with the Secretary of State for Transport the scope for a proportion of the revenue generated through the Queen Elizabeth II crossing being used to fund local transport improvements in East London as a way of supporting delivering the vision of the MTS. This is something that Havering has consistently argued for when responding to DfT consultations on proposed changes to the tolling regime at the crossing.
- As you may be aware the Local Implementation Plan funding is allocated to boroughs through a "formular" agreed by London Councils several years ago. This takes into account a number of indicators including bus reliability, road safety, congestion, air quality and accessibility. The strategy sets out the need to build 50,000 homes across London per annum for each year of the strategy. A sensible approach would therefore be to include population and growth as factors in the way that future LIP funding is allocated to boroughs.