



Notice of Non-key Executive Decision

Subject Heading:	Mayor's Draft Transport Strategy – London Borough of Havering Response
Cabinet Member:	Councillor Roger Ramsey – Leader of the Council
SLT Lead:	Steve Moore – Director of Neighbourhoods
Report Author and contact details:	Daniel Douglas daniel.douglas@havering.gov.uk Transport Planning Team Leader 01708 433220 daniel.douglas@havering.gov.uk
Policy context:	London Plan (Consolidated with Alterations since 2011) (2015) Havering's Vision – Making a Greater London (2017) Havering Local Implementation Plan (2011 - 2031) Havering Local Development Framework (2008) Havering Local Plan Proposed Submission Version (2017) Havering Local Implementation Plan Programme 2017/18
Financial summary:	There are no specific financial implications arising from the recommended response.
Relevant OSC:	Environment
Is this decision exempt from being called-in?	No

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The subject matter of this report deals with the following Council Objectives

Communities making Havering	<input checked="" type="checkbox"/>
Places making Havering	<input checked="" type="checkbox"/>
Opportunities making Havering	<input checked="" type="checkbox"/>
Connections making Havering	<input checked="" type="checkbox"/>

Place an X in the [] as appropriate

Part A – Report seeking decision

DETAIL OF THE DECISION REQUESTED AND RECOMMENDED ACTION

That the proposed response set out in Appendix Two be approved and submitted to Transport for London (TfL).

AUTHORITY UNDER WHICH DECISION IS MADE

The following elements of the Council's Constitution apply.

Council's Constitution November 2010 Part 3 – Responsibility for Functions

2 Executive Functions – Functions

2.5 (b) Where there are implications for policies of the Council, to agree members of staff's responses to consultation papers from:

- (i) the Government (including White and Green papers)
- (ii) the London Councils, the Greater London Authority, the Local Government Association and all other bodies where those papers affect the services allocated.

STATEMENT OF THE REASONS FOR THE DECISION

(1) Overview

1) The Mayor has published a draft Transport Strategy (MTS) for public consultation. The MTS is a statutory document which the Mayor must produce to set out his policies and proposals for transport in London. Previous MTS's were prepared in 2001 and 2010. The draft MTS sets out the Mayor's vision for transport over the next 25 years and is a very extensive strategy document consisting of 103 proposals and 21 policies. It is expected to be published formally in early 2018.

2) This report :

- identifies the purpose of the draft MTS and the context for its preparation,
- explains why it is important and the key 'drivers' behind it
- summarises its key content
- outlines the issues raised for Havering and recommends a response to be

submitted to the Mayor

(2) The purpose of the MTS and its context

3) Transport for London (TfL) say that this latest MTS has five main purposes :

- to provide clear leadership from the Mayor on difficult choices
- to be a single integrated strategy for all stakeholders including TfL, boroughs, Network Rail and transport providers
- to provide policy backing and context for infrastructure projects
- to support shorter term decisions such as investment priorities
- to help make the case for funding and further fiscal devolution

4) The MTS builds on the Mayor's Vision as set out in his documents: '*A City for all Londoners*' and '*Healthy Streets for London*'. In parallel with preparing the MTS, other Mayoral strategies will be revised to accord with these including: *London Plan, Economic Development, Environment, Culture, Housing and Health*.

(3) The key drivers behind the MTS

5) The Mayor has identified some key 'drivers' for the development of his strategy. These have influenced the policies and proposals within it and they include :

- London's population growth from 8.7m to 10.5m in 25 years
- Transport is an important part of almost every aspect of life for Londoners
- Many Londoners use public transport each day – it influences other life choices such as where to live and work
- Street environments need to improve to facilitate changes in travel behaviours
- Building new roads is not an option because of limited space
- People are deterred from using public transport more because of overcrowding, poor reliability and inadequate provision where needed
- Streets make up 80% of London's public space and are where most travel takes place
- Influencing travel will shape London
- Traffic dominance causes road danger, air pollution and makes streets unpleasant
- The economy is held back by congestion
- Health problems arise from too few people making active travel choices such as cycling and walking
- There is too much private car use because the alternatives are unappealing / unsuited to needs

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- 6) The MTS identifies three key themes namely, *Healthy Streets and Healthy People, A good public transport experience and New homes and jobs*. The MTS document itself is split into 6 chapters to support the themes which are *London's Challenges, The Vision, Healthy Streets and Healthy People, A good public transport experience, New homes and jobs, Delivering the Vision*.
- 7) A copy of the MTS Executive Summary has been available in the Members' Resource Room since its publication. A high level summary of the content of the Mayor's Transport Strategy Draft for Consultation can be found in Appendix One to this Executive Decision.

(4) Why the MTS is important

8) The MTS is a key document because :

- It links closely to other Mayoral strategies such as the London Plan which sets out land-use planning policies on important matters such as homes and jobs and their location.
- It sets out Mayoral priorities for infrastructure requirements to support growth and development
- will be a context for the preparation of boroughs' Local Implementation Plan funding submissions which must reflect the challenges set out in the MTS
- Boroughs are responsible for most of London's roads and have significant planning and development responsibilities
- The Mayor expects boroughs to deliver the Healthy Streets agenda encompassed within the MTS
- It informs and influences TfL's Business Planning work

9) The first two bullet points (above) are especially significant in regard to Havering because the successful delivery of the new homes identified in the Council's strategies is closely linked to the provision of significant improvements in transport infrastructure.

(5) The issues raised by the MTS for Havering

10) The Mayor has prepared his MTS to address transport matters across the whole of London. Officers consider that Havering can broadly welcome elements of the MTS such as :

- its overall ambition and its links to 'A City for all Londoners'
- its holistic approach to transport and land-use planning
- seeking significant improvements in road safety
- the importance afforded to improving public and personal health
- enhancing quality of life
- tackling congestion
- improving air quality

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- extending the 'step-free' programme at stations
- greater use of the River Thames for freight

11) Furthermore, many of the topics addressed within the MTS do not in themselves raise particular issues for Havering as they are specific to particular locations or individual circumstances and will have no direct implications for this borough. Officers consider that the Council's response does not need to address these and will be more focussed if it does not.

12) Officers are aware that London Councils are submitting a formal response to the MTS and have had the opportunity to review and comment on this. Officers consider that it can be broadly supported since the proposed London Councils comments on many 'generic' MTS matters have a London-wide relevance and are reasonable.

13) **For these reasons, it is recommended that Havering's response should focus on those matters that are of most relevance / concern to Havering. The remainder of this report and the recommended response reflects this approach.**

14) The **key point** is that whilst the draft MTS highlights the importance of transport in the section 'New Homes and Jobs', this is not adequately reflected in the document as far as Havering is involved. As drafted, it is **a major concern that the MTS does not include Mayoral commitments to the provision of strategic transport infrastructure to support the growth envisaged in Havering during the next 15 years as set out in the Council's 'Vision' and its strategies especially the Havering Local Plan.**

15) Members will be aware that Havering's new Local Plan is clear that timely and appropriate infrastructure provision should underpin the development identified over the plan period. The section of the Local Plan dealing with 'Connections' identifies a number of key strategic transport interventions which will support the delivery of the homes and jobs in the Plan. These include improved north-south connections, remodelling Gallows Corner and looking at scope to make changes to Romford's Ring Road. The MTS will only be consistent with the Mayor's approach to planning for and accommodating 'good growth', (as set out in his A City for all Londoners strategy) if the MTS identifies these. If the MTS gives a clear commitment to these then it will :

- better enable the Council to deliver the commitments identified in its own strategies
- help to demonstrate that the Council recognises the importance of infrastructure provision to the delivery of the development envisaged in the London Plan and Havering's own strategies

- 16) The Council has highlighted these improvements with the Mayor (and his Deputies) already in several discussions and meetings. From the responses, the expectation was that these would be reflected in the MTS. Officers consider that in the Council's response, the Mayor should be asked to reconsider the approach in the MTS to ensure that this is addressed.
- 17) The MTS claims to take a spatial approach to transport and planning in that it says that the differences between Central, Inner and Outer London are noted and recognised with specific policies and proposals. Officers consider, however, that in practice, it fails to deliver on this and the specific circumstances of Outer London (including Havering) are not addressed realistically nor satisfactorily.

(5) Local London Engagement with the MTS

- 18) In July 2015, a new partnership called *Local London* was formed by six Local Authorities (Barking and Dagenham, Enfield, Havering, Newham, Redbridge and Waltham Forest) designed to give north east London more clout in negotiations over funding and powers.
- 19) Local London has prepared a Position Statement on the draft MTS and Havering has been fully involved as this has been developed. This position statement covers Havering's key strategic transport objectives including
- Lack of north - south links in Havering
 - Consideration of a tram linking Rainham, Romford and potential links further north
 - The need for Gallows Corner junction to be redeveloped
 - Critical at the lack of ambition for further east London river crossings
 - The need for an eastern spur for Crossrail 2 to support housing growth in east London
 - Extension of river passenger services further east to Havering
- 20) Engaging with Local London and contributing to the Position Statement that has been prepared has helped to raise the profile of Havering's key strategic transport aspirations and has provided another opportunity to raise these issues directly with the Mayor.

(6) The recommended response from Havering to the MTS

- 21) Having regard to the above comments, it is recommended that Havering's response should primarily focus on the need for the Mayor to reconsider his strategy so as to better reflect a commitment to identifying the infrastructure that will support Havering's growth.

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22) The recommended response reflects advice and comments received as a result of discussions held with Senior TfL staff who have recently met with Senior Havering Officers and the Leader of the Council. The recommended response also reflects comments made by Deputy Mayor for Transport Valerie Shawcross that Havering's response should give prominence to key strategic transport objectives.

23) It is considered that the Havering response should :

- Highlight that the MTS target for 80 per cent of Londoners' trips to be on foot, by cycle or using public transport by 2041 is not a realistic target for an outer London Borough like Havering.
- Highlight that Havering has great potential to accommodate good growth (as identified by the Mayor) and that the Council's Vision and planning strategies reflect this. In particular, Havering is planning to deliver some 17,550 new homes over the forthcoming 15 years and within this will implement proposals for two Housing Zones (funded by the Mayor), secure the regeneration and renewal of twelve of its own housing estates and work with other stakeholders to bring forward high quality development on sites across the rest of Havering's built-up area.
- Express strong concern that the strategic transport proposals as set out in Havering's Vision and planning strategies including north-south connectivity, radical change at Gallows Corner and improvements to the Romford Ring Road are not reflected in the strategy [despite previous indications from the Mayor that they would be].
- Urge that the MTS should recognise the significant opportunities in Havering for 'good growth' and urge that the Mayor reconsider his MTS so that it better reflects Havering's strategic transport aspirations and the work that the Council has already undertaken (such as commissioning a tram feasibility study to enhance north-south connectivity)
- Explain the advantages and 'transformational changes' that will follow from the MTS including commitments to working with Havering to secure and deliver strategic transport infrastructure improvements involving :

-Significant improvements in connectivity between the north and south of Havering so that residents and businesses benefit

-Radical remodelling of Gallows Corner to address congestion and traffic issues, deliver environmental improvements and provide scope for further development. The MTS should set out the Mayor's commitment to exploring the scope to 'sink' the junction in the same way that it identifies proposals to tunnel beneath the A13 in LB Barking and Dagenham

-Changes to Romford Ring Road to complement the Housing Zone proposals being delivered, secure environmental improvements, improve accessibility to

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- from Romford Metropolitan Centre by reducing the 'barrier' effect of the highway, provide scope for more homes to be delivered through an expanded Housing Zone in line with the expected identification of Romford as an Opportunity Area in the forthcoming revised London Plan
- Seek the Mayor's support to deliver Havering's aspirations for transformational change of the A1306 by means of a Major Scheme scheme which will complement the delivery of the Rainham Housing Zone and the comprehensive redevelopment of the Beam Park site (over 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.
- Recognise the important benefits to Romford in particular, and Havering generally, from the provision of Crossrail services and the delivery of the new Beam Parkway station. Beam Parkway station should be identified in the MTS as deliverable between 2017-2020 as this will help increase developer interest and confidence in the wider London Riverside area.
- Welcome the proposals in the draft MTS to improve public transport connections to Opportunity Areas (such as London Riverside) and in line with this support TfL's intention to commission a feasibility study into a bus rapid transit to serve the London Riverside area. The MTS should commit to better bus penetration into the London Riverside BID area so that public transport connections between this area and the rest of the borough are improved and there is better access to the jobs here.
- Emphasise that further east London river crossings will help address the significant growth planned in the East London Region and will help accommodate future development in London Riverside. The Mayor should, as a priority, commit to detailed feasibility work into a further river crossing between Belvedere and Rainham during the first phase of the MTS Implementation Plan (2017 – 2020)
- In recognition of the importance of hospital services to Havering's population, welcome that the number of bus services serving Queens Hospital has more than doubled over the past 10 years and seek further engagement with TfL London Buses to further increase bus capacity at Queens Hospital
- Welcome that the MTS will investigate the extending river transport services to Barking and encourage the Mayor to investigate the feasibility of passenger services being extended further east so that the scope for services to – from Rainham can be explored
- Ask the Mayor to recognise in **all** his planning and transport strategies that private car use will remain the dominant means of travel for most people in Outer London because of shortcomings with public transport provision. Substantial additional investment will be required from the Mayor (through annual LIP funding allocations and direct investment in transport services) to achieve the ambitious modal shift targets in the MTS. In the light of this, all targets in the MTS should reflect the differences between Outer London and elsewhere
- Set out that Havering expects to work collaboratively with the Mayor to ensure

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that Havering strategic transport aspirations are properly recognised and reflected within the MTS.

24) Appendix Two includes a recommended response encompassing these points. It also takes the opportunity to highlight the overlap between the MTS and health following engagement between officers and Public Health.

25) It is recommended that following the submission of the Council's comments, they are followed up with further meetings with the Mayor and his deputies.

OTHER OPTIONS CONSIDERED AND REJECTED

The option of not responding was considered and rejected.

The planned growth in Havering set out in the Council's Vision and its strategies (such as the Havering Local Plan) is highly dependent on improved strategic transport infrastructure.

Responding to the draft MTS provides the opportunity to engage with the Mayor to emphasise the importance of securing his commitment to the timely provision of key strategic transport facilities in Havering.

PRE-DECISION CONSULTATION

None

NAME AND JOB TITLE OF STAFF MEMBER ADVISING THE DECISION-MAKER

Name: Daniel Douglas

Designation: Transport Planning Team Leader

Signature:

Date:

Part B - Assessment of implications and risks

LEGAL IMPLICATIONS AND RISKS

There are no specific legal implications or risks arising directly from this Executive Decision, other than resources to review the final consultation documentation to be submitted to TfL, to ensure amongst other matters, consistency with the proposed Havering Local Plan, current proposed Development Consent Orders and the major projects.

Cleared by email on 2nd October 2017

FINANCIAL IMPLICATIONS AND RISKS

This Executive Decision concerns Havering's proposed response to the Mayor's Transport Strategy Draft for Consultation. It does not have any financial implications.

However, Havering receives an annual Local Implementation Plan funding settlement from Transport for London (TfL), in order to implement the Mayor's Transport Strategy at a local level.

Many of the measures proposed within the MTS, particularly the substantial strategic transport proposals, would be funded directly by TfL or by other funding providers.

Because 95% of the road network in London is the responsibility of London Boroughs, many of the proposals would need to be funded through the boroughs individual LIP allocations.

Havering's response highlights key strategic transport infrastructure improvements that the Council wishes to see delivered in order to support the number of houses that the borough is required to deliver during the lifetime of the Local Plan.

In light of the Council's aspirations for key strategic transport infrastructure improvements, appendix one (Havering's proposed response) requests that the Mayor considers including these aspirations in the final edition of the Mayor's Transport Strategy.

Such initiatives would require external funding sources such as contributions from developments (S106/CIL) and other external organisations, if they are to be realised.

Cleared by email on 20th October 2017

**HUMAN RESOURCES IMPLICATIONS AND RISKS
(AND ACCOMMODATION IMPLICATIONS WHERE RELEVANT)**

There are no direct human resources implications, for the Council or its workforce, arising from this consultation response or relating to the recommendations made in this report.

Cleared by email on 12th October 2017

EQUALITIES AND SOCIAL INCLUSION IMPLICATIONS AND RISKS

The MTS sets out a vision of making alternative transport options accessible and appealing to all Londoners as the key for reducing car dependency.

The MTS sets out proposals to improve accessibility on the public transport network including increasing the number of London underground stations that are step free.

The response sets out key strategic transport interventions that the Council wishes to see delivered including radical change at Gallows Corner, improved North south connectivity and improved access into Romford town centre. Such aspirations will reduce severance issues and make it easier for people of all ages to travel in the borough. Improving north south connectivity will support some of the most deprived part of Havering, particularly in the north of the borough.

The response suggests that the MTS needs to properly reflect the different demographics in Havering compared to other boroughs, in particular the needs to an aging population, many of whom are just not able to travel around using public transport and rely on the car as the only option to get around.

Cleared by email on 29th September 2017

BACKGROUND PAPERS

None

Part C – Record of decision

I have made this executive decision in accordance with authority delegated to me by the Leader of the Council and in compliance with the requirements of the Constitution.

Decision

Proposal agreed

Delete as applicable

Proposal NOT agreed because

Details of decision maker

Signed:

Name: Councillor Roger Ramsey
Cabinet Portfolio held: Leader of the Council
CMT Member title: Steve Moore – Director of Neighbourhoods
Head of Service title- Chris Hilton – Assistant Director of Development
Other manager title: Martyn Thomas – Development and Transport Planning
Group Manager

Date:

Lodging this notice

The signed decision notice must be delivered to the proper officer, Andrew Beesley, Committee Administration & Interim Member Support Manager in the Town Hall.

For use by Committee Administration

This notice was lodged with me on 26/10/2017

Signed 

Appendix One

Mayor's Transport Strategy Draft for Consultation – High level summary

Introduction

This paper provides a high level summary of the main proposals contained within the Mayor's Transport Strategy Draft for Consultation.

It sets out each of the six chapters of the transport strategy, *London's Challenges, The Vision, Healthy Streets and Healthy People, a good public transport experience, New homes and jobs, Delivering the Vision.*

Within each chapter the paper sets out the key proposals, policies and targets.

Contents of Mayor's Transport Strategy

Chapter One	The Challenge
Chapter Two	The Vision
Chapter Three	Healthy Streets and Healthy People
Chapter Four	A good Public Transport Experience
Chapter Five	New Homes and Jobs
Chapter Six	Delivering the Vision

Chapter One – The Challenge

- 1) Three clear themes in this chapter articulate the transport challenges that the MTS seeks to address. The Mayor 'characterises' the issues as :

Streets and Cars - The emphasis is on London's streets needing to be used for active travel and social interaction. The Mayor says that people are too dependent on their cars as streets are not adequately

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designed for travelling by alternative modes. He says that motorised traffic is responsible for the environmental challenges London faces, with road transport responsible for half of the main air pollutants, with cars contributing around 14% of Nitrogen Oxides (NOx) and 56% of Particulate Matter less than 2.5 microns in diameter.

Public Transport - High quality public transport is essential for providing Londoners attractive alternatives to travelling by car. It will require improving reliability and capacity of rail services and improving bus punctuality. Ensuring that public transport services offer good safe convenient connections to other forms of active and sustainable travel will be an opportunity to encourage people to travel by means other than the car.

Population Growth - London's population is current at 8.7 million but is forecast to grow to 10.5 million over the next 25 years and the Mayor is expected to need to deliver at least 50,000 new homes across London per year between now and 2041. This growth is expected to generate more than 5 million additional trips each day by 2041. This additional growth needs to be accommodated on the transport network otherwise key transport lines and stations will suffer from severe overcrowding. There is a need also to plan for an aging population with increasing accessibility needs.

Chapter Two - The Vision

- 2) The Vision encompasses planning London's streets, improving London's public transport and good growth. By 2041, the Mayor wants 80% Londoners' trips (about 26 million each day) to be on foot, cycle or using public transport.
- 3) Fundamental to the vision is :
 - addressing car dependency
 - improving opportunities for people to make active travel choices such as walking and cycling
 - further devolution of rail services
 - improved public transport accessibility
- 4) The draft MTS is clear that addressing car dependency must start with a new approach to London's streets – the places where most travel happens. This approach focusses on people being able to stay healthy by walking or cycling as part of trips they are already making and improving the efficiency of freight and commercial traffic.

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- 5) The Mayor has set out some key aims and targets to be achieved through the lifetime of the MTS which include:
- All Londoners to do at least 20 minutes of active travel they need to do to stay healthy each day.
 - For no one to be killed in or by a London bus by 2030 and for deaths and serious injuries from all road collisions to be eliminated from the streets by 2041.
 - For all taxis and Private Hire Vehicles (PHV's) to be zero emission capable by 2033, for all buses to be zero emission by 2037, for all new road vehicles driven in London to be zero emission by 2040 and for Londoners entire transport system to be zero emission by 2050.
 - To reduce total London traffic by 10-15 percent by 2041, to help keep streets operating efficiently for essential businesses and public transport trips.
 - To open Crossrail 2 by 2033.
 - 40% of London Underground network to be step free by 2022.
 - By 2041 the Mayor wants to half the average additional time taken to make a public transport journey on the step free network - compared to the full network.

Improving public transport

- 6) The delivery of Crossrail 2 will be essential to London's future and the Mayor wishes to create a London suburban 'metro' through devolution of suburban rail services from the Department for Transport.
- 7) The Mayor places emphasis on the need to focus on how complementary transport modes such as walking, cycling and public transport interconnect at transport hubs and on streets across London. The Mayor wants to see inclusive design across the entire transport system to make sure that it is accessible to all.

Transforming the transport system - a spatial approach

- 8) The MTS sets out an approach that recognises that the future of transport will look different in central, inner and outer London. For Outer London, the MTS says that there will be a need to address the dominance of motorised transport which accounts for a third of CO2 emissions from London's transport. Significant improvement in walking and cycling environments together with improvements to rail capacity would encourage more people to travel by alternative forms of transport other than the car. The MTS suggests that there is huge untapped potential for cycling in many outer London areas to replace shorter car trips.

Chapter Three - Healthy streets and healthy people

- 9) The MTS is based firmly on a 'Healthy Streets Approach' to prioritise health and quality of experience in planning London. It aims to ensure that transport decisions prioritise human health and quality of life.
- 10) It identifies ten indicators to establish the extent to which streets are appealing places to walk, cycle and spend time and the transport system as a whole is accessible and inclusive. Its application will create streets that are not dominated by cars and will have more attractive and better integrated public transport options. The MTS identifies that it will mean planning new homes and jobs around walking and cycling and public transport so that growth does not lead to greater car dependency.
- 11) A number of key proposals are identified within this chapter which include:
 - *Active Travel:* The Mayor's aim is that, by 2041, all Londoners do at least 20 minutes of active travel they need to stay healthy each day. The Mayor also wants 70% of Londoners to live within 400 metres of high - quality safe cycle route by 2041.
 - *Vision Zero to tackle road danger:* The MTS seeks to improve road safety in London by adopting 'Vision Zero' i.e eliminate all deaths and serious injuries from road collisions from London's streets by 2041. There is also a particular focus on improving motorcycle safety with proposals set out to improve motorcycle training, educating road users on the shared responsibility for safer motorcycles journeys and encouraging local authorities to allow motorcycles access to their bus lanes.
 - *Traffic Reduction Strategies:* There will be a requirement for Traffic Reduction Strategies to be developed at a borough level as part of Local Implementation Plans (LIP's) with the aim of reducing car and freight traffic across London.
 - *Improving Air quality and the Environment:* Improving air quality by reducing harmful emissions from transport. The Mayor would like to make London a zero carbon city by 2050. The Mayor will support and accelerate the uptake of Ultra Low and Zero Emission technologies including delivery of Electric Vehicle Charging Points.

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- *Efficiency of deliveries and servicing:* The Mayor where practicable would like to see freight moved off London's streets and onto the Rail network and the river Thames.

Chapter Four - A good public transport experience

- 12) This section of the MTS sets out the importance of a 'whole journey' approach and sees public transport improvements complemented by and facilitated through healthy streets measures. There is a focus on :
 - Improving affordability and customer service
 - Enhanced public transport accessibility and bus priority measures
 - Shaping and growing the bus network
 - Improving rail services and tackling overcrowding
 - greater use of bus priority measures
- 13) Key strategic infrastructure projects cited in the MTS include a commitment to continue to progress Crossrail 2. However a potential future eastern spur from Hackney Central appears to be less of a priority in the short to medium term.
- 14) There are also proposals to extend the Croydon Tram network to Sutton from South Wimbledon and the London Overground from Barking to Barking Riverside (recently announced by the Mayor). The Mayor also wants to ensure the High Speed 2 complements Crossrail 2 with new gateway stations at Euston and Old Oak Common.
- 15) The Mayor will work with the Port of London Authority to produce a *London Passenger Pier Strategy* which will promote new piers and additional capacity at strategic piers. The Mayor will work with host boroughs and river passenger services operators to investigate the potential for an extension of river transport services to Barking Riverside by the early 2020's to connect key growth areas with Canary Wharf and other new developments in east London.

Chapter Five - New homes and jobs

- 16) The Mayor's intention is that there will be 'good growth' over the next 25 years – providing more opportunities, delivering affordable homes and improving quality of life where people can enjoy living and working in good health.
- 17) The MTS identifies the principles of 'good growth' as : *good access to public transport, high density mixed use developments, people*

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choosing to walk and cycle, car-free and car-lite places ,inclusive and accessible design carbon free travel ,efficient freight.

18) The importance of unlocking growth potential through new rail links is highlighted. Key rail interventions set out in the draft MTS include:

- Extending the Bakerloo line to Lewisham
- Extending London Overground from Barking to Barking Riverside
- Extending the Elizabeth Line (Crossrail 1) further east beyond Abbey Wood
- Delivery of Crossrail 2
- Lobbying Network Rail for enhancements along the West Anglia Main line to support development along the Upper Lea Valley
- Examine the feasibility of delivering a new London Overground link between Hounslow and Old Oak with a possible extension towards Cricklewood.
- Seek opportunities for new stations to unlock the potential for significant number of new homes and jobs.

19) The MTS also references the piloting of bus transit networks in outer London Opportunity Areas with the aim of bringing forward development, either ahead of rail investment or to support growth in places without planned rail access.

20) The strategy also sets out plans for new “demand responsive” bus services which would be focussed on outer London where more conventional forms of transport are less economically viable and car dependency is higher.

21) There is continued support for the Silvertown Tunnel in the MTS. However the Mayor will only give consideration to further east London river crossings following the delivery of Silvertown Tunnel and the Lower Thames Crossing.

22) There is a clear commitment for any future river crossings to include appropriate provision for pedestrians, cyclists and public transport.

23) The Mayor through TfL will examine the feasibility of “decking” over the A13 at Barking to assess the case for its potential to provide sustainable housing, jobs and to improve the character for the surrounding environment for the benefit of existing communities.

27. Figure 48 of the strategy sets out transport proposals for homes and jobs in outer east London and the Thames Corridor. There are no

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specific strategic proposals set out for Havering, however there is a reference to a *potential* Belvedere crossing included.

Chapter Six Delivering the vision

27. 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. Delivering the schemes identified in the strategy will require an average capital investment by TfL and others of around £3.3bn a year.
28. An implementation Plan (Figure 55) sets out the schemes identified in the strategy and the relative delivery time period for them (2017-20, 2020-30 and 2030-41)