

## Appendices

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## Appendix 1: Major Transport Schemes

There are a number of strategic proposals designed to meet the development and regeneration objectives of the Borough. Table 1 (below) highlights the main schemes.

**Table 1: Major Transport Schemes**

Scheme Name	Description	Cost (£)	Timetable	Agencies	Issues/Comment
<i>Rail</i>					
Crossrail	New cross London link – Heathrow and Maidstone in west to Shenfield (Essex) and Abbey Wood (LB Greenwich) in east; via tunnel under central London.	15bn	Bill deposit (for powers) – Feb 2005 Powers and procurement – by 2009 Build start – 2010 Open - 2017	Cross London Rail Links Ltd.	Cost and possible phasing. Nearest stations at Chadwell Heath and Ilford (main interchange). Some minimal local disruption during construction.
c2c/Tilbury loop upgrade	Station platform lengthening to allow twelve car operation/relieve overcrowding.	12m (2004)	Study completed by Strategic Rail Authority (SRA) – Oct 2004	DCLG/LTGDC/rail agencies/local Boroughs.	Overcrowding a major issue by 2016 even on moderate growth etc assumptions. High benefit:cost ratio for proposal – 9:1. Who ‘owns’ scheme with the demise of SRA?
New station at Barking Riverside.	New station on c2c line – at Renwick Road or Beam Park.	12m (Beam Park)	LTGDC study – early 2008	DCLG/LTGDC/rail agencies/LBs Barking & Dagenham and Havering.	LTGDC study indicates preference for Beam Park – but questionable findings/assumptions.

<b>Scheme Name</b>	<b>Description</b>	<b>Cost (£)</b>	<b>Timetable</b>	<b>Agencies</b>	<b>Issues/Comment</b>
Barking-Gospel Oak (BGO) electrification.	Line upgrade from diesel to electric operation.		No programme.	TfL/local Boroughs/LTGDC.	TfL taken on greater role over London rail networks – has let franchise for London Overground network (includes BGO).
Barking-Gospel Oak – inclusion in orbital rail network	Orbital rail.		No programme.	TfL/local Boroughs/LTGDC	Part of London Overground improvements by TfL - possibly.
Stratford to Barking – establish regular direct service	New service pattern.		No programme.	TfL/local Boroughs/LTGDC	Part of London Overground improvements by TfL - possibly.
All services to be 'metro-ised' – London Overground.	All rail services to be increased in frequency to 'turn up and go' metro style service; comprehensive programme of station enhancements.		In hand.	TfL/local Boroughs/rail agencies/LTGDC.	Part of London Overground improvements by TfL.
<b><i>Docklands Light Railway</i></b>					
Beckton to Barking Reach/Dagenham Dock extension	Extension of existing DLR network to Barking Riverside/Dagenham Dock station.	400m	In hand.	TfL(DLR)/LBBD/LTGDC.	Needed to serve new development at Barking Riverside. Tied in with s106 and development phasing. Application for TWA powers – early 2008.
Beckton to Barking/Ilford via Barking Reach extension	Extension of existing DLR network to Barking/Ilford.		No programme.	TfL(DLR)/LBBD/LB Redbridge/LTGDC.	Synergy with Crossrail interchange at Ilford. Barking a major interchange for rail/bus networks. Route option examined by DLR Ltd but thus far rejected.

Scheme Name	Description	Cost (£)	Timetable	Agencies	Issues/Comment
<b><i>Tram/Intermediate Mode</i></b>					
East London Transit (ELT) – Phases 1a and 1b.	Bus based transit system from Ilford to Barking Reach/Dagenham Dock via Barking – 9km – Phase 1a. Phase 1b – branch off 1a into Barking Riverside development area.	17m(?)	Phase 1a - detailed design – completed 2007/8. Start construction – 2008. Opens – 2009. Phase 1b – scheduled with Barking Riverside development.	TfL/LBs Barking & Dagenham and Redbridge/LTGDC.	High level of on street priority to ensure high levels of reliability/speed/punctuality. Serves strategic centres, interchanges and redevelopment areas. Possible tram upgrade sought by LBBD.
Thames Gateway Transit (TGT)	Linking up of ELT with Greenwich Waterfront Transit (GWT) via Thames Gateway Bridge (TGB).		As TGB	TfL/LBs Newham, Greenwich and Barking & Dagenham.	TGB gives major opportunity to develop sub regional network.
Transit schemes – tram upgrade	Upgrade of transit schemes (ELT/GWT/TGT) from bus to tram operation.		No programme.	As above – plus LB Redbridge and LTGDC.	Existing proposals to be built so could be upgraded to tram. Need to review case for tram in light of TGT network possibilities; changing development/planning assumptions for Thames Gateway; experience of other tram systems; ridership/takeup of bus based networks. Cheaper and more deliverable rail based system than DLR, tube or heavy rail systems.

Scheme Name	Description	Cost (£)	Timetable	Agencies	Issues/Comment
<b>Multi Modal/Thames Gateway Bridge</b>					
Thames Gateway Bridge (TGB)	Road bridge crossing of River Thames between Beckton (LB Newham) and Thamesmead (LB Greenwich).	450m	Construction likely to be delayed to start 20011/12; possibly open 2015/2016; due to re convening of Public Inquiry 2009(?).	TfL/concession company.	Six lane crossing – four all purpose; two dedicated to public transport only. Pedestrian and cycle facilities. Tolled. Private sector concession part funded by tolls revenue.
TGB/TGT and tram upgrade	Operation of TGT network over TGB – combined ELT/GWT networks as base minimum.		As TGB/transit schemes.	TfL.	See TGT and 'transit schemes tram upgrade'.
<b>Bus</b>					
Connections from main centres and interchanges to - Barking Reach - Hospitals - Open Spaces/ Amenity Areas - Goresbrook Leisure Centre - Scrattons Farm area - Marks Gate area - Heart of Thames Gateway.	Network extensions.	Services let by TfL.	No specific programme.	TfL London Buses.	

<b>Scheme Name</b>	<b>Description</b>	<b>Cost (£)</b>	<b>Timetable</b>	<b>Agencies</b>	<b>Issues/Comment</b>
<b><i>Interchanges</i></b>					
Barking Station	Comprehensive upgrade and refurbishment of Barking Station and interchange.		LTGDC study in hand – 2008.	TfL/rail agencies/LBBD/LT GDC.	Including integration with ELT and facilities for disabled people.
Dagenham Dock Station	Interchange and station rebuild and upgrade.		Some works as part of DLR extension and ELT scheme.	TfL/rail agencies/LBBD/LT GDC.	Including integration with ELT, DLR extension proposals and new bus services.
Dagenham Heathway Station	Station refurbishment and improved access.			TfL/LBBD	Internal station upgrade. Improvements to external street environment, bus arrangements, pedestrian and cyclist facilities completed 2008.
Stations improvement rolling programme	Audit of all other stations in Borough; and rolling programme of improvements.			TfL/rail agencies/LBBD	Improvements to both in station environment and external street environment. Details contingent on individual station issues.
<b><i>Road</i></b>					
Renwick Road/A13 junction	New grade separated junction.	Costs could range from £70m to £120m. No	Possible scheme timetable could be – finalise options (Spring 2008); public consultation (Summer 2008); finalise	TfL/LBBD/LTGDC	Improved access to adjacent development areas.

Scheme Name	Description	Cost (£)	Timetable	Agencies	Issues/Comment
		funding package in place yet. Scheme could be phased.	scheme/submit planning application (late 2008); compulsory purchase etc notices (early 2009); public inquiry (late 2009); start works late 2013; open 2015/2016.		
Choats Manorway/access roads at Dagenham Dock area	Site access and internal site highways infrastructure.		New highways infrastructure as part of Barking Riverside development scheme.	TfL/LBBD/LTGDC	Access and internal roads for site development.
A12/Whalebone Lane junction			No programme.		
A13/Lodge Avenue junction			May be part of A13/Renwick Road scheme.		
<b>Other</b>					

## Appendix 2: Common Statements

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## **Local Implementation Plan (LIP)**

### **STATEMENT OF COMMITMENT TO THE LONDON CYCLE NETWORK (LCN+)**

#### **Policy Context**

The Mayor's vision is to make London a city where people of all ages, abilities and cultures have the incentive, confidence and facilities to cycle whenever it suits them. Cycling is integral to the Mayor's vision to develop London as an exemplary sustainable world city.

The Mayor's Transport Strategy (MTS) includes a commitment to prepare a plan to guide the development of cycling initiatives. To meet this commitment Transport for London published the London Cycling Action Plan (LCAP) in February 2004. LCAP includes a target increase in cycling of at least 80% by 2010, and 200% by 2020 when compared to year 2000 levels.

LCAP sets out a balanced package of measures that will help achieve the Mayor's vision and deliver all the economic, social and environmental benefits of an increase in cycling.

Objective 1 in LCAP is to complete the delivery of the London Cycle Network+ (LCN+) by 2009/10. This is to be a 900 Km long network of strategic routes that will provide cyclists with fast, safe and comfortable conditions.

This authority is committed to the implementation of LCN+ network links 1 (LB Redbridge to L Havering along A118 High Road,- Chadwell Heath); 2 (LB Newham to LB Redbridge via Barking Town Centre) and 3 (LB Newham to LB Havering via A13 / A1306) on land under its control (as shown on the attached map in Figure 1. We confirm that these routes and sites are safeguarded, to give protection against contrary proposals.

Additionally this authority commits to working with TfL's Lead Borough (London Borough of Camden, LBC) and TfL and other stakeholders to achieve this.

The Traffic Management Act imposes a network management duty on all local traffic authorities to secure the expeditious movement of traffic (including pedestrians and cyclists) on their road networks, and to facilitate the expeditious movement of traffic on other authorities' networks.

In fulfilment of its responsibility to deliver LCN+ schemes, this authority is committed to securing the expeditious movement of traffic (including pedestrians and cyclists), and will ensure a balance of network capacity and safety for all modes. Given that cyclists are particularly vulnerable road users, this borough undertakes to pay particular attention to accommodating their needs through sites where works are taking place.

#### **Programme**

LCN+ is programmed to be substantially completed by 2009/10.

The table below is an outline programme to deliver the LCN + network over this period.

<b>Link Number</b>	<b>Crisp Study (Yr)</b>	<b>Works Commence (Yr)</b>	<b>Works Complete (Yr)</b>
LBB Link 2	May 2004	2004/05	2009/10
LBB Link 3	May 2004	2004/05	2009/10

## **Process**

The LCN+ programme for the London Borough of Barking and Dagenham will be developed with our officers and the LCN+ team at LBC.

In order to ensure that the LCN+ network requirements are to be met, the individual scheme proposals will be initiated through the Cycle Route Implementation Stakeholder Plan (CRISP) process. This is a feasibility assessment on an LCN+ link that is intended to support this borough in scheme planning, programming, design and implementation by engaging stakeholders at an early stage. Using information gathered on existing conditions, opportunities and constraints, the CRISP assessments will recommend strategic solutions on each link. This borough is committed to use the CRISP process.

Additionally, this borough is committed to ensuring that schemes are designed in accordance with the TfL's London Cycling Design Standards (LCDS).

In pursuance of this commitment, this borough will send scheme design proposals to TfL's Lead Borough (LBC) for checking using the 'LCN+ Design Check Procedure'.

All the links within the LCN+ network will have been subject to a CRISP assessment by 2007/8.

This borough commits to using existing and new processes that may be developed to support the delivery of this programme, including for example: the Monthly Monitoring (MM) reporting forms and the variation pro-forma, for network and scheme change control.

This borough commits to using road safety audit procedures on cycling schemes.

## **Monitoring and Performance**

Delivery of LCN+ by 2009/10 is a key task in LCAP as a contributor to the achievement of the LCAP objective of an 80% increase in cycling in London.

Progress on the LCN+ programme will be measured by:

- The number of CRISP assessments completed,
- Schemes designed and ready for implementation,
- Additional route length delivered.

A method for measuring additional route length (based on measures of level of service) is being developed by TfL.

The above is reported through the LCN+ Annual Report produced for TfL by LB Camden.

Another action arising from LCAP is the need to support highway authorities to maintain cycling routes and facilities to give confidence and demonstrate the long term commitment of TfL. A pilot asset management initiative was undertaken in 2004/05 and this will be reviewed and developed further in 2005/06.

# London Bus Priority Network – LIP Supporting Statement

## Introduction

The London Bus Priority Network (LBPB) was originally an 865km network of borough roads across London that complemented the Priority (Red) Routes. It was developed in 1994 by the 33 boroughs and London Transport who jointly developed in liaison with the Government Office for London (GOL) and the then Traffic Director for London, a cross boundary bus network for the whole of London. To aid boroughs with funding and to assist buses off the original Network from 2003, the LBPB covers all borough roads that carry buses.

The LBPB partnership is well established and recognised by TfL and boroughs alike. The LBPB is now in its eleventh year and has been preparing a consistently accepted annual bid on behalf of boroughs for bus priority.

## Project Development

The cost for the implementation of bus priority schemes on the London Bus Priority Network should continue to be financed at no cost to the local authorities. Over the eleven years the project has been allocated a total of £146.65 million and the recent announcement of a further £19 million for expenditure in 2005/06 is testimony to the success of the LBPB as a partnership delivering effective bus priority schemes across the Capital.

Up to the end of March 2004 the LBPB as a project has resulted in the boroughs implementing over 3,500 bus priority schemes.

## Continuing Support for the LBPB Partnership

The London Borough of Barking and Dagenham is committed to the continued support for the LBPB as a partnership that will:

- Allow a co-ordinated approach to bus priority and provide a London-wide strategy that all boroughs could follow;
- Ensure that the management structure remains in place to allow the boroughs to retain their independence but at the same time provide a co-ordinated approach and effective working on the project;
- Co-ordinate future year's package bids for funding through the appropriate bidding processes.

## **The London European Partnership for Transport – LIP Supporting Statement**

The very first words of the Executive Summary to the Mayor of London's Transport Strategy state: "London is a great world city. It is the powerhouse of the British economy and the gateway to the UK for international investment and tourism. As the financial centre of Europe in the globalised economy, London competes with the very best in the world."

In 2004 the European Union had around €1bn budgeted for transport projects and yet the amount allocated to transport projects in London was less than 0.1% of this total. One of the EU's prime objectives is to assist the advancement of new Member States and Objective 1 regions and whilst London does not qualify under these categories, if the EU are to reach targets to reduce air pollution, cut road deaths and improve the quality of life for people in urban centres, then London is an area that demands attention and investment from the EU.

The Mayor of London has set ambitious targets to increase cycling by 80% by 2011 and walking by 10% by 2015, as well as aiming to reduce traffic congestion and improve journey time reliability. If this is to be achieved London, and London boroughs, have to ensure that they are at the forefront of transport policy and practice. The utilisation of case studies from across the EU and beyond has already featured heavily in the Walking Plan for London, and there are countless examples of projects in other transport areas that would prove invaluable to planners and practitioners alike.

The aim of the London European Partnership for Transport is to improve the level of communication, cooperation and investment that exists between London, London boroughs and the European Union.

The development of partnerships between London boroughs and other European cities / organisations that was fostered by the London Access Group (the informal forerunner to the LEPT) has already resulted in one successful pan-European project in 2005 and provided the opportunity to submit two further proposals to the European Commission for consideration.

The establishment of a full time secretariat to collect, assimilate and disseminate the wide range of information and opportunities that exist within the European transport arena will provide the London boroughs with the level of support necessary to ensure that London remains a 'great world city'.

To this end, the London Borough of Barking and Dagenham is committed to supporting the London European Partnership for Transport as a partnership that will:

- Allow a coordinated approach to European project work;
- Provide an efficient process of two-way communication between the relevant stakeholders in London and Europe;
- Provide an effective management structure that allows boroughs to maintain their individual interests and issues whilst benefiting from an overarching objective to promote London within the EU;
- Coordinate future package bids for funding through the appropriate bidding processes, both locally and internationally.

# Common Statement from LB Brent: The North Orbital Rail Partnership (NORP)

## Purpose and Membership

NORP consists of a partnership of all 18 Boroughs served by the existing Silverlink Metro franchise and will liaise with TfL to obtain the best results from investment to ensure improvement to the train services and stations. The current membership list is:

- Hertfordshire County Council
- London Borough of Barking and Dagenham
- London Borough of Brent
- London Borough of Camden
- London Borough of Ealing
- London Borough of Hackney
- London Borough of Hammersmith and Fulham
- London Borough of Haringey
- London Borough of Harrow
- London Borough of Havering
- London Borough of Hounslow
- London Borough of Islington
- London Borough of Newham
- London Borough of Richmond-Upon-Thames
- London Borough of Tower Hamlets
- London Borough of Waltham Forest
- London Borough of Wandsworth
- Royal Borough of Kensington and Chelsea.

These local authorities form the NORP Steering Group which will meet at least twice a year, although currently it is around four times a year.

NORP has a Lead Borough (currently the London Borough of Brent) and an Executive Group which includes officers from the London Boroughs of Brent, Camden, Hackney, Hammersmith & Fulham, and Waltham Forest and the SWELTRAC Partnership. The Executive Group will meet approximately every three months, although currently it is around six times a year.

## Aim

NORP's aim is to influence the outcome of three main strands of work affecting North London Railway services to be undertaken by TfL over the next few years which are:

- Safety, CCTV, lighting, information and related enhancements on Silverlink Metro trains and within stations.
- Route Corridor Plans—providing the optimum mix of frequency, capacity and route network.
- The refranchising of the Contract currently held by Silverlink Metro.

## Activities

NORP encourages more use of an enhanced group of train services on the Watford DC, West London and Gospel Oak—Barking lines, i.e. the North London Railway. This is designed to reduce car dependency, improve the urban environment, stimulate regeneration, sustain town centres and reduce social exclusion; the Partnership will develop proposals for improving accessibility, safety, security and other improvements on the approaches to stations, in conjunction with TfL London Rail and other organisations as appropriate.

NORP also lobbies Network Rail, TfL London Rail and DfT to ensure that sufficient line capacity is provided for North London Railway trains so that TfL London Rail and the NORP Partnership can achieve their objectives.

On behalf of all the London Boroughs that are members of NORP, NORP will submit Funding Bids as part of its own Local Implementation Plan to TfL Borough Partnerships for off-station and other schemes that are complementary to TfL London Rail's current on-train and on-station investment programmes.

The aim of the Funding Bids will be to secure projects in the areas surrounding and on the approach to stations served by TfL London Rail—North London Railway stations.

NORP will particularly encourage Funding Bids for projects that have match-funding from non-TfL sources. These sources will include Section 106 grants from developers of redevelopments close by, or associated with, stations on the North London Railway.

The projects will need to be complementary to the enhancements that TfL London Rail will be achieving for the stations on the North London Railway. The projects will also be complimentary to other enhancements that the relevant London borough(s) will themselves be co-ordinating in the area of, and on the approach to, the stations. These could include schemes such as:

- Town Centre regeneration schemes.
- Area based schemes.
- Fulfilment of London Opportunity Areas, as defined in the London Plan.
- Traffic Calming schemes that encourage the increased use of non-private transport and especially rail.
- Major and minor developments that are either in the area of the station or will affect the usage of the station.

NORP intend to ensure that as TfL London Rail-led enhancements to stations and services on the North London Railway are achieved that the areas outside of, and on the approach to those stations will be enhanced at the same time. The object of co-ordinating these enhancements (i.e. both inside and outside the stations) would be to:

- Further increase the use of railway services.
- Achieve better integration between different rail services and between rail and all non-private modes of transport in London, mainly including buses, taxis, cycling and walking.
- Increase the level (and perception) of safety whilst using public transport.
- Reduce some of the increasing passenger demands on LUL services by encouraging people to use services to North London Railway stations instead of the Underground.

# Thames Gateway London Partnership (TGLP) Common Statement

## Background

The TGL partnership aim to promote an approach to sustainable regeneration and community building which meets the current and future employment, residential and service aspirations of the sub-region based on concepts of multi-modal and socially equitable accessibility without a commensurate and unsustainable increase in traffic levels and congestion.

## Objectives

The partnership has identified five key policy objectives. These are central to the attainment of sustainable transport in the TGLP area and fully consistent with the Mayor's Transport Strategy and London Plan:

- The enhancement of local and regional accessibility and transport capacity to support growth and regeneration, ensuring that all social groups benefit from the regeneration project;
- The improvement of environmental amenity including enhancements to the public realm, preservation of natural resources and ensuring access by all the sub-region's communities to open spaces;
- The promotion of social inclusion with respect to access to opportunities, ensuring that the benefits of wealth creation are equally distributed and promoting ease of use of the transport system by target groups, especially those without access to a car;
- The enhancement of safety and personal security in relation to public transport, road safety and public realm; and
- The maximisation of resource efficiency, including capacity utilisation within and between modes and transport networks, energy conservation and cost effective investment.

## Commitment to the TGLP Project

The partnership believes that major committed and proposed investment in the sub-region's transport infrastructure is essential if the momentum for regeneration is to be maintained and the aspirations of the London Plan and London Thames Gateway Development and Investment Framework (LTGDIF) are to be achieved sustainably. Whilst welcoming the additional capacity and new connections offered by recent infrastructure investments, it continues to press for firm and funded commitments to new infrastructure.

The Partnership continues to press for the Thames Gateway Bridge to be constructed as soon as the planning processes allow. It is also pleased at current progress on construction of the DLR London City Airport Extension and the Government's approval of the Transport and Works Act case for the further phase to Woolwich Arsenal.

Further priorities for enhancing local and regional transport within the Gateway include:

- Crossrail 1, forming the spine of the London Gateway, providing a fast, high capacity connection through the West End, City and Canary Wharf to Abbey Wood and Ebbsfleet;
- The north and south extensions to the East London Line, with onward access to the Gateway via an upgraded Jubilee Line;
- Extensions of the Docklands Light Railway to London City Airport, Woolwich Arsenal, and, in the longer term, into the London Riverside area;
- A Thames Gateway Transit network, with initial implementation of East London Transit and Greenwich Waterfront Transit and their connection via the Thames Gateway Bridge;
- Comprehensive and effective international and domestic services on the Channel Tunnel Rail Link serving new communities and employment centres at Stratford and Ebbsfleet;
- South London Metro, implementation of the Integrated Kent Franchise and other incremental improvements to the c2c and North London Lines;
- Improvements to the sub-region's bus network in terms of priority, service coverage and vehicle quality, particularly for key development sites and town centres;
- Enhancements to regional transport interchanges, accessed by comprehensive, safe and convenient local pedestrian and cycle links;
- The development of a Green Grid of interlinked open spaces providing connectivity to and between town centres, public transport interchanges, the Green Belt, River Thames and key employment and residential centres;
- The proactive management, including through the planning process, of the need to travel through the promotion of employer and school travel plans, flexible working and measures to promote travel awareness and behavioural change; and
- Selective improvements to the highway network where this is justified on environmental, access and regeneration grounds, such as the dualling of Thames Road, Crayford, which now has funding approval, Ferry Lane Access Road and key routes in London Riverside.

## **Monitoring**

Whilst each project will be managed by a Lead Borough, activities will be monitored through the TGLP Transport Task Group, the Integrated Transport Working Party and the Transport Team based within the TGLP Unit.

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