

Havering Local Plan 2016-2031
Transport Position Statement
March 2018

1. Overview of this Transport Position Statement

Why this paper has been prepared

- 1.1 This Transport Topic Paper has been prepared as part of the evidence base for the Local Plan and to support its delivery. It also has an important role in highlighting the major interventions and transport investment that the Council considers necessary to support the delivery of the Havering Local Plan.

What the paper does

- 1.2 The paper sets out Havering's transport context, challenges and strategic transport aspirations the Council believes are needed to deliver its 'Vision' and to support the growth and development expected over the next 15 years particularly in the main areas identified for growth in Havering (Rainham and Beam Park and Romford).
- 1.3 A series of background papers have also been prepared as Appendices to this paper, providing further detail on a variety of specific transport matters ranging from a policy context to the transport "make up" of the borough.
- 1.4 Havering recently published its "Vision" – *Havering Making a Greater London*. This sets out how Havering should take advantage of new opportunities for both residents and businesses in the borough. Havering's 'Vision' is focussed on four cross-cutting priorities: Communities, Places, Opportunities and Connections. This paper dealing with transport has particular synergies with the Connections theme, and investment needed to Havering's transport network to support growth and development in the borough.

How Havering works with partners to take forward transport

- 1.5 In line with the Duty to Cooperate responsibility involved in preparing a Local Plan, the paper stresses the importance of engagement and partnership working especially with the London Mayor but also those authorities in the areas adjoining Havering and further into Essex and London to deliver improved transport infrastructure to support growth in Havering.
- 1.6 The Council will work with a wide range of stakeholders to secure the delivery of a series of significant transport interventions which the Council considers are fundamentally necessary to support growth and development in the borough. These include aspirations for improved transport connectivity between Romford and Rainham (such as through a tram or light rail link), reconfiguring of Gallows

Corner junction, and improvements to the Romford ring road which could involve sections of it being tunnelled.

- 1.7 To support the Havering Local Plan, the topic paper identifies existing transport evidence that has been delivered at both a sub-regional level (such as studies carried out by Transport for London) and at a local level (Council commissioned studies). This evidence includes policy documentation, and transport studies that have been undertaken to support the Havering Local Plan and wider transport work. Further details of these can be found in the Appendices to this report.

2. How Havering has dealt with transport in regard to its Duty to Cooperate

- 2.1 For Havering, working with our neighbouring and sub-regional partners will be key to ensuring the Havering Local Plan is delivered. Such partnership working is already taking place through the Council delivering on its Duty to Cooperate (DtC) responsibilities. In practice, Havering has worked closely with partners such as Transport for London (TfL) for many years through the work of the Sub Regional Transport Panel (TfL and borough officers) as well as through specific projects such as Crossrail and the Lower Thames Crossing (with Highways England). This strong approach to collaborative working has delivered many transport benefits in the borough and Havering is keen to see this continue so that it can continue to respond positively to growth and opportunities.
- 2.2 Specifically, linked to the local plan, and as part of the DtC process, boroughs have been briefed on the general context of transport within Havering, transport challenges facing the borough and the aspirations Havering has on delivering transport improvements to address those challenges.
- 2.3 In several cases these DtC meetings have resulted in further engagement with individual boroughs on specific issues or concerns that they have raised. For example further dialogue has taken place with Essex County Council and several of its constituent authorities on the modelling data that Havering has used as part of its evidence base work. Havering is also working closely with other boroughs on the specific issues linked to the A127 Corridor.
- 2.4 Engagement both through the sharing of information through email correspondence as well as “face to face” meetings has taken place with Essex County Council as well as several district and Unitary Authorities since the initial DtC discussions, and are to be reflected in a forthcoming Statement of Common Ground.
- 2.5 In addition to engaging with our neighbouring authorities, discussions have also taken place with Highways England, the Greater London Authority (GLA) and

members of the GLA “family” such as Transport for London (TfL) . These organisations have been involved in discussions as part of the DtC process and in the case of TfL have supported Havering with developing its evidence base.

- 2.6 The Local Plan will set out how the Council will accommodate the expected growth from a strategic transport perspective. However it is important to recognise that many of the issues affecting transport in the future such as catering for future traffic volumes on strategic roads as a result of growth, are sub regional and can only be tackled at a sub-regional level with collaborative working across several organisations and neighbouring authorities. Havering is already looking at this through working with Essex County Council and neighbouring authorities looking at the A127 corridor.

3. Transport Connections in Havering

- 3.1 Havering has good access to the rest of London, Essex, Kent, and the rest of the South East via its strategic transport connections and routes.
- 3.2 These include road links such as the M25, A12, A13 and A127 and rail links such as the Great Eastern Mainline railway (GEML), Essex Thameside line, London Overground, TfL Rail and the London Underground District Line.
- 3.3 Different organisations are responsible for assessing challenges, generating options, funding and identifying investment priorities. These include:
- The Government (responsible for national transport policy) and its agencies such as Highways England and Network Rail for national and international networks and infrastructure
 - Transport for London (TfL) for London-wide and certain regional networks; and
 - Havering at the local level and sub – regional level;
- 3.4 Whilst there is an extensive transport network within LB Havering, the Council has limited powers to make significant improvements to the transport network itself, with many key elements of the transport network such as bus services, the Transport for London Road Network (TLRN), and rail services the responsibility of other organisations. The improvements required to the transport network to support growth require support from a number of organisations if they are to be realised. Further details of the roles and responsibilities of the different transport providers operating within the borough together with further information on the transport network in Havering can be found in Appendices B and D of this Topic Paper.

3.5 The section of the Local Plan titled *Borough Wide Strategy for Growth* sets out how the Council intends to meet the needs of a growing population including the level of residential dwellings required and where within the borough these should be located. This has identified the Romford and Rainham areas of the borough as where the majority of growth is expected to be located and have been cited as Strategic Development Areas in the Local Plan (see Section 6 of Local Plan). Further information on the boroughs strategy for growth including further details on housing development, future employment and how transport infrastructure will help to facilitate this growth can be found in section 5 of the Local Plan.

4. What are Havering's transport challenges?

4.1 Work on the local plan has identified a number of key transport themed challenges. These comprise:

- ***The need to improve north-south connectivity***

4.1.1 Whilst Havering has good east-west connectivity across the borough (and into central London), there has historically been limited public transport links north/south, particular through the [bus network](#). Significantly, improved transport connections between Rainham, and Romford are needed to support the two emerging Housing Zones, but also to improve access to Crossrail (fully operational in 2019) and the new station to be built at Beam Park (due to be operational by 2020). In addition to this, improving connections further north in Havering up to Collier Row and Harold Hill is important due to their relatively modest PTAL levels and in order to improve access to Crossrail services for residents in the north of the borough. In addition, Harold Hill is one the most deprived parts of Havering.

4.1.2 Located just south of the A1306 in Rainham is the Centre of Engineering and Manufacturing Excellence (CEME). CEME is a regeneration charity established in 2003 which supports economic growth within east London and the wider Thames Gateway region. The CEME center in Rainham provides office, training and workshop facilities for companies looking to grow. It is currently poorly served by public transport with only one bus services (174 Harold Hill – CEME) serving the centre, meaning many of its customers are left with little alternatives then to travel by car.

4.1.3 Havering College operates the Rainham Construction Centre just off the A1306. The College has recently received planning permission to expand their existing facilities to develop a Construction and Infrastructure Skills and Innovations Centre. Expansion of the campus will increase the numbers of students using the college many of whom will rely on public transport as a method of travel.

4.1.4 Improving access from the north of the borough will also make a big difference to the ability of residents here to gain jobs in London Riverside. In reverse, better links will mean that residents in the south of the borough will be better able to enjoy the facilities and attractions in Romford which is the main retail and entertainment centre in the borough.

- ***The importance of maintaining access to key trip generators***

4.1.5 The Barking, Havering Redbridge University Hospital NHS Trust (BHRUT) have raised concerns with the Council about the need for better bus connections particularly with the reconfiguration of services between King Georges Hospital (LB Redbridge) and Queens Hospital which in particular has placed additional pressures (such as parking availability) at Queens. Commercial centres within Havering's Minor and District Centres including Upminster and Hornchurch rely on good transport links to maintain their competitiveness with other centres in the wider sub region.

- ***The Impact of expected Local Plan growth on highway network***

4.1.6 The level of growth forecast to be delivered in east London generally and in Havering over the next 15 years is expected to put additional pressures on the local and strategic highway network. This arises particularly as a result of the London Plan and the need for boroughs to ensure their plans are in general conformity with the London Plan but also as result of the growth being planned for the areas outside London such as within the Essex authorities.

4.1.7 This issue will need to be addressed at a sub-regional level and involve strategic partners such as Transport for London who are responsible for the operation and maintenance of the TLRN. Havering will continue to work closely with Transport for London because of the key role that it has had in ensuring that the growth envisaged in the London Plan for east London and, in particular, London Riverside, can be accommodated on the existing network or with specific interventions. Havering is already working closely with Essex and its constituent authorities to understand the implications of the growth planned outside London.

4.1.8 Havering commissioned Transport for London to undertake some [strategic modelling](#) using their own East London Highway Assignment Model (LoHAM). As section 1 of the technical note explains, the LoHAM model was developed by TfL to represent traffic flows and congestion across the whole of the Greater London area and also extends beyond the M25 boundary. The note explains that "*LoHAM is used to provide the means for assessing strategic infrastructure and development impacts across London*". It therefore takes into account sub regional growth rather than of one individual borough. Details of the report's findings and conclusions can be found on the Havering Local Plan Evidence Base website ([Havering Strategic Modelling Technical Note](#))

- ***Modal Shift away from the private vehicle***

4.1.9 According to TfL's [Travel in London Report](#), 58% of journeys originating in Havering are made by car, the second highest in London.

4.1.10 Schemes are delivered through Havering's Local Implementation Plan to encourage people to travel more sustainably. Havering will continue to work

with developers and local businesses to develop Travel Plans that include targets for increasing modal shift away from the car. Havering is already working closely with one of the boroughs biggest employers, Queens Hospital in that regard.

4.1.11 Providing Havering residents with the options to walk, cycle and use public transport that is accessible will be important factors in trying to deliver modal shift in a borough that has a high level of car ownership.

- ***Air Quality***

4.1.12 Poor air quality is a national issue, but particularly in London where 9,000 deaths a year are cited as being directly attributed to poor air quality.

4.1.13 Havering was declared an Air Quality Management Area in 2006 due to the levels of Nitrogen Dioxide (NO₂) and Particulate Matter (PM10) not meeting air quality objectives in many parts of the borough. In addition to this, the GLA has designated “Air Quality Focus Areas” across London, which are locations identified as being in need of significant investment to improve air quality. Within Havering, three such areas have been identified, Romford Town Centre, A124 Rush Green Road and Rainham – Broadway.

4.1.14 One of the biggest causes of air pollution is road traffic vehicle emissions and the need to tackle air quality across London is a high priority for the new Mayor of London who has recently proposed a series of measures to try and address this issue.

4.1.15 Havering considers that investment in the major transport infrastructure items set out in this paper will assist in improving air quality in the borough by such means as encouraging modal shift and smoothing traffic flows.

5. Havering’s ‘Vision’ : Making a Greater London

5.1 Havering has adopted a new ‘Vision’ for the borough. It seeks to position Havering to take advantage of new and emerging opportunities for residents and business. The ‘Vision’ places Havering as a forward looking, exciting place to work live and invest well suited to meeting the London Mayor’s agenda for ‘good growth’.

5.2 The ‘Vision’ has four linked themes, one of which is *Connections*. Havering’s ‘Vision’ focusses on the need for fast and reliable transport links, both to ease congestion in the borough and to support regeneration and place shaping in the borough. Further details of Havering’s new Vision can be found here: [Havering - Making a Greater London](#) .

5.3 Havering is encouraged by the strong reception that the ‘Vision’ has received both within the borough and beyond. In particular, it has welcomed the positive response from the London Mayor and it is using the ‘Vision’ as a powerful tool

to secure the additional investment in infrastructure improvements that is needed to deliver it.

6. The strategic transport interventions necessary in Havering

6.1 Whilst the Council is committed to delivering measures in the short to medium term to tackle some of these challenges which will involve continued delivery in transport priorities through the Local Implementation Plan programme (and other funding mechanisms), significant major transport interventions are needed to support the substantial growth expected in Havering.

6.2 Ensuring good quality access to jobs and opportunities, and the provision of fast and accessible transport links is a key component of the new Havering *Vision*. However radical change in Havering requires partnership working with a number of stakeholders including both the GLA and Transport for London.

- ***North –South connectivity improvements from light rail / tram proposals***

6.3 Whilst east west links are considered very good in Havering, travelling between the north and south of the borough can at times be challenging. With an additional 17,550 dwellings expected to be delivered through the lifetime of the Local Plan, more reliable, frequent public transport connectivity is needed.

6.4 Whilst the Council has, and will continue to lobby for improved public transport connections in the form of new and improved bus links, securing rapid transit infrastructure such as tram services will be critical to support the expected growth in Havering and its future development.

6.5 The Council has commissioned a high level feasibility study that will examine the benefits/risks of providing such a service, the potential route alignments that could be considered, cost, key deliveries and potential impacts.

- ***Reconfiguring Gallows Corner***

6.6 Gallows Corner is a major roundabout junction located in Havering. The roundabout comprises a busy five arm junction which links the A12 Eastern Avenue and A12 Colchester Road with the A127 Southend Arterial Road, A118 Main Road and Straight Road.

6.7 A two-way flyover structure passes over this roundabout. The flyover was erected in the 1970's. It was built to carry traffic between the A127 Southend Arterial Road and the A12 (Eastern Avenue) into London.

6.8 The Gallows Corner junction (including the flyover and the arterial roads to/from it) is the responsibility of Transport for London (TfL). Because of this, the Council has no control over its funding, management, operation or maintenance.

6.9 There is significant congestion at the roundabout and flyover and on the approaches to it, particularly at peak periods, and occasionally, when there are disruptions on the wider strategic road network (e.g. on the M25).

6.10 For a number of years, Havering has lobbied TfL to improve traffic flow and address safety concerns. Concerns have also been raised about the appearance of the junction and that it forms an unsatisfactory 'gateway' into Havering, as it forms an important approach to Romford.

6.11 In 2016 TfL, consulted on proposals for a series of minor safety improvements to the roundabout at this junction. Whilst the Council has expressed support for these proposals in terms of addressing accident rates, in traffic flow terms the proposals do not go anywhere far enough and the Council has requested further work be carried out looking at options for reducing congestion here.

6.12 Havering will continue to put pressure on the Mayor, GLA and TfL for further feasibility work to be carried out looking at options for reducing congestion around Gallows Corner.

- ***A127 Growth Corridor***

6.13 The A127 forms part of the TLRN within Havering stretching from Gallows Corner junction to Junction 29 of the M25. Outside the GLA boundary the A127 falls under the responsibility of Essex County Council and Southend Borough Council. Havering has been in discussions with Essex County Council about the potential for joint working looking at the A127 corridor in its entirety. Further discussions will continue between TfL, Havering and Essex County Council over the coming months.

- ***Romford Ring Road***

6.14 The Romford Ring Road is perceived as a barrier to accessing the town centre. It also gets heavily congested, particularly at the weekend with shoppers trying to access one of the main car parks in the town centre. The Romford Housing Zone is set to be developed inside of the Ring Road (Bridge Close) and the prospect of tunneling the western section of it opens up the possibility of extending the Housing Zone westwards whilst at the same time improving access to the town centre for pedestrians.

- ***River crossings***

6.15 Havering is supportive in principle of additional river crossings across east London and is committed to working with its neighboring boroughs including

London Borough of Bexley to ensure the borough is well placed to benefit from further east London Crossing proposals.

6.16 Havering will be working closely with Highways England and other partners following the recent announcement from Highways England on its preferred option and route for a new Lower Thames Crossing. Havering will wish to ensure that any adverse impacts from the preferred route are suitably mitigated against and that residential amenity is maintained and adverse visual impact is minimised.

- ***Station Aspirations***

6.17 As part of funding (£1.4m) the Council has received to improve the public realm outside Romford Station ([Crossrail Complimentary Measures](#)) the Council has worked closely with both Crossrail, and TfL London Buses on delivering improvements to the public realm surrounding both sides of the station.

6.18 Havering's Approved Local Implementation Plan (April 2012) sets out Havering's key aspirations for the rail network which include the need for a southern entrance at Romford Station. The Council has been working closely with Crossrail and Network Rail lobbying for a southern entrance because of the busy bus interchange on the south side of Romford Station with buses.

6.19 Delivering a new station at Beam Park is progressing and Network Rail are currently going through the Governance for Railway Investment Projects (GRIP) process. It is currently anticipated that Beam Park Station will be open by 2020.

6.20 In recent years the Council has lobbied both in consultation responses and directly to Network Rail/Train Operating Companies for "fast" trains stopping at Romford during the peaks and for additional capacity (both in terms of frequency and train lengthening) on the Essex Thameside mainline.

6.21 These aspirations were raised in Havering's Officer response to the Network Rail [Anglia Route Study](#), a document produced by Network Rail considering the implications of growth in demand on the railway over a 30 year period up to the year 2043. The Council will continue to lobby for such improvements with the relevant train operating company and Network Rail in the future.

7. Conclusion

7.1 This paper has set out the transport context for Havering as it currently stands, and highlights some of the key challenges that will need to be addressed over the next 15 years and beyond in order to support the growth expected in the borough during that period.

- 7.2 It is clear that many of these challenges do not just affect Havering but are far more strategic and will need to be addressed at a sub-regional level requiring collaborative working and engagement with neighbouring authorities as well as organisations that are responsible for much of the transport infrastructure within Havering.
- 7.3 Havering will continue to work with relevant transport providers, neighbouring local authorities and regional transport bodies to address these challenges.

Appendices to Transport Position Paper

Content Page

Appendix A – Policy Context

Setting out national, sub regional and local policy guidance that support the transport evidence base.

Appendix B – Transport responsibilities in Havering

Table setting out in broad terms Havering’s transport network and responsibilities

Appendix C – Current Transport provision in Havering

This section sets out the transport context for Havering at a national, sub-regional and local level.

Appendix D – Havering Transport Network

Transport provision in Havering in table format.

Appendix E – What is Havering already doing to address the Transport challenges

This section sets out the work the Council is currently undertaking to address some of the transport challenges identified within the Transport Topic Paper.

Appendix F – Transport Evidence References

A table setting out details of key transport evidence documents together with a description for each document.

Appendix A – Policy Context

National Planning Policy Framework

The [National Planning Policy Framework \(NPPF\)](#) sets out the Government's Planning Policies for England and provides details on how these policies are expected to be applied. It contains a set of Core Planning Principles which includes to “*actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable....*”. The NPPF was first published in March 2012.

London Plan and Mayor's Transport Strategy:

The London Plan (2015) sets out the Mayor's overarching strategic land use planning priorities and policies for London. It sets the overall context for most, if not all, of the Council's own strategies.

The [London Plan](#) has six overarching objectives including one with a transport focus to deliver this vision:

‘A city where it is easy, safe and convenient for everyone to access jobs, opportunities and facilities, with an efficient and effective transport system which places more emphasis on walking and cycling and making better use of the Thames, and supports delivery of all the objectives of this plan’

The [Mayor's Transport Strategy](#) (MTS) interprets the Mayor's London Plan transport vision and details how he and his partners will deliver the plan over the next 15 years.

The MTS is a key part of the Mayor's strategic policy framework to support and shape London's social and economic development. It sits alongside his other key documents such as his Economic Development Strategy and his Housing Strategy.

Local Implementation Plan (LIP)

Section 145 of the GLA Act 1999 requires each London borough to produce a Local Implementation Plan (LIP) setting out how it intends to contribute towards the implementation of the Mayor's Transport Strategy. A LIP must detail the specific interventions and schemes intended to contribute towards meeting the MTS goals, challenges and opportunities as well as outlining the borough's local transport objectives. Havering's Local Implementation Plan was approved by the Mayor in 2012.

Boroughs have also been required to produce Three Year Delivery Plans to set out how the Council intends to spend its LIP Funding Allocations that it receives from the Mayor and the progress it intends to make in delivering on the Mayor's targets and objectives over a three year period.

Sub Regional Strategy Documents

Havering has also been involved in the development of several sub-regional transport strategies, working closely with both the Greater London Authority (GLA), and Transport for London (TfL) and neighbouring boroughs. These have included the [London Riverside Opportunity Area Planning Framework](#) (supplementary planning guidance to the London Plan) and [TfL's Sub Regional Transport Plan for the East](#).

Part of the GLA's evidence base work for developing the [London Riverside Opportunity Area Planning Framework](#) involved preparing a [Transport Strategy](#) (Chapter 4 of the OAPF). The study was developed to identify a package of measures required to support the levels of development proposed in the London Riverside OAPF by considering the challenges arising today and in the future.

To help inform the [Transport Strategy](#), a Development Capacity Study was carried out in order to understand in more detail the capacity for new homes and jobs in the London Riverside OA on the transport network.

In early 2016 Havering Council produced a Policy Framework titled the [Rainham and Beam Park Planning Framework](#). The framework covers the historic heart of Rainham and extends westwards to include land along the A1306 New Road corridor.

In April 2016 TfL published its East and South East London Transport Options Study (ELTOS). The study identified a number of challenges that would need to be addressed once all East and South East London growth areas have been developed (including the London Riverside Opportunity Area). This work is ongoing and Havering continues to work with TfL as the ELTOS work is progressed further.

Network Rail is responsible for capacity improvements on the rail network. They have recently published the Anglia Route Study.

The Route Study sets out a vision for the next 30 years (up to 2043) of a much busier railway, with investment enabling faster more frequent and more reliable journeys. The study essentially presents choices for funders to meet this future demand.

Further information on the Networks Rail plan to accommodate future passenger growth can be found on the following link: [Anglia Route Study](#).

Appendix B - Transport responsibilities in Havering

The table below sets out the transport network within Havering together with the organisation responsible for operating and maintaining that particular piece of transport infrastructure.

Havering's Transport Network	Responsibility
Great Eastern Mainline (GEML)	Abellio Greater Anglia (trains) Network Rail (track)
London Liverpool Street – Shenfield TfL Rail Services (GEML Inner)	TfL Rail (trains) Network Rail (track)
Essex Thameside Line	C2c National Express (trains) Network Rail (track)
Romford to Upminster “Push n Pull”	London Overground Rail Operations Limited (LOROL) - Network Rail (track)
District Line	TfL London Underground (trains and track)
London Buses Network	TfL London Buses (route planning) bus companies (operating routes)
A12,A13,A127 (TLRN)	Transport for London (TfL)
M25	Highways England (HE) but contracted out to Connect Plus M25 Limited under DBFO
Strategic Road Network (SRN)	London Borough of Havering
Minor roads in Havering	London Borough of Havering
Traffic signals	Transport for London (TfL)

Appendix C - Current transport provision in Havering

- **National and International Links**

Havering has good access to the rest of London, Essex, Kent, and the rest of the South East via its strategic transport connections and routes.

These include road links such as the M25, A12, A13 and A127 and rail links such as the Great Eastern Mainline railway (GEML), Essex Thameside line, and the London Underground District Line.

Havering has good road links to Kent and the Channel ports via the M25 and the Dartford Crossing and to the major ports of Felixstowe and Harwich which provide further links to Europe and beyond. The A13 provides access to the DP World London Gateway Port as well as Tilbury Docks.

There is good access to Europe and international destinations through London City and London Stansted airports. The extension of the Docklands Light Railway (DLR) to London City from existing DLR stations has improved the connections for Havering residents which can be made by changing at Stratford and then at West Ham on the Jubilee underground line. Road connections to Stansted are direct via M25 and M11.

- **Sub-regional and Regional Links**

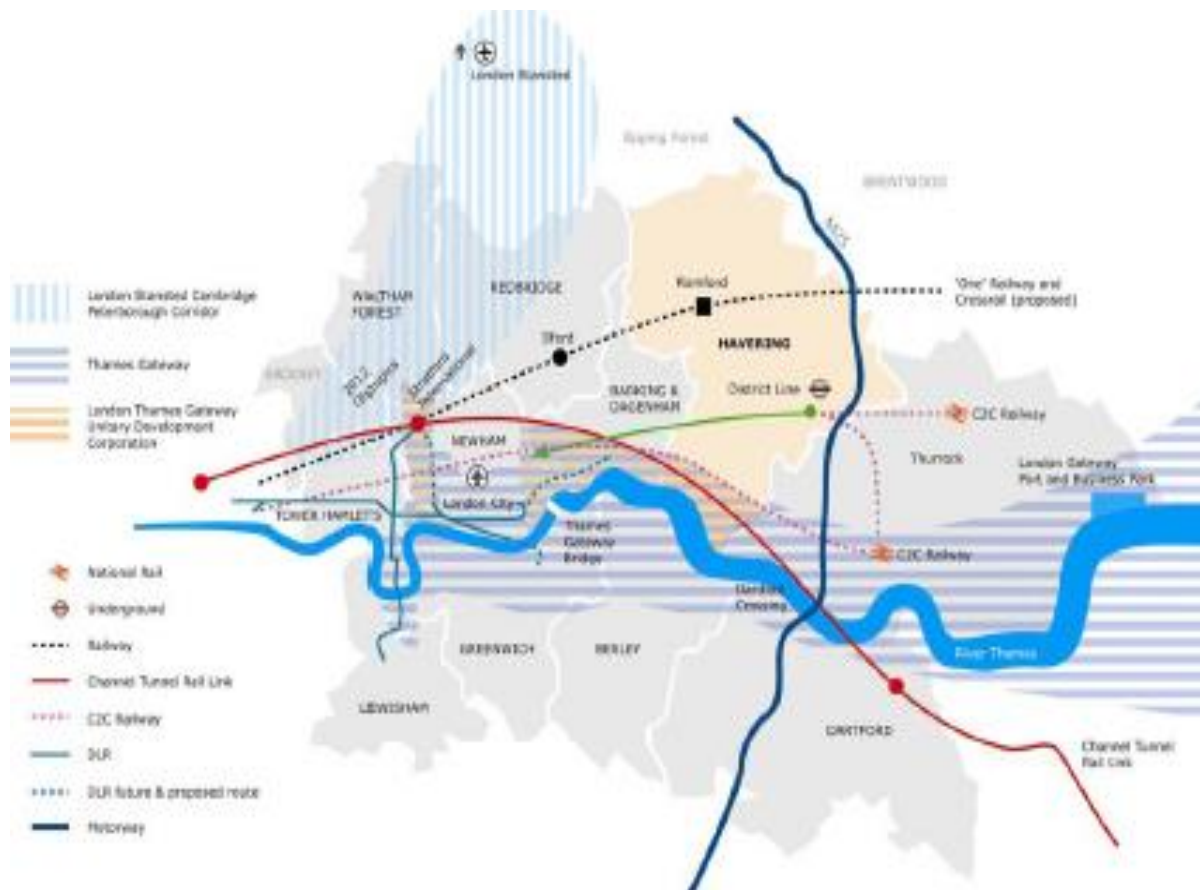
The M25 provides London-wide and regional links for Havering's residents and businesses (and is also part of the national strategic network). This is managed by Highways England (HE)

Road access to the rest of London and the Thames Gateway is also provided by A12, A13 and A127 which form part of the Transport for London Road Network (TLRN). TLRN routes facilitate access to Havering's business, education and residential areas from other areas of London, Essex, and Kent. Once outside of the GLA boundary, the A12 is the responsibility of Highways England, whilst the operation and maintenance of the A127 falls under the responsibility of Essex County Council and Southend Borough Council. Outside the GLA boundary, various sections of the A13 fall under the responsibility of Highways England, Essex County Council, and also Southend and Thurrock Borough Councils (as respective unitary authorities).

Havering has two Mainline railway lines operating through it. The Great Eastern Mainline (London Liverpool Street - Norwich) and the Essex Thameside Line (London Fenchurch Street – Shoeburyness).

Romford Station is operated by TfL Rail. Romford is currently served by National Rail through "fast" off peak services along the Great Eastern Mainline providing access into London Liverpool Street as well as out into Essex (Clacton and Southend). TfL Rail "Metro" services operate between London Liverpool Street and Shenfield in Essex stopping at Romford, Gidea Park and Harold Wood stations in Havering.

Shenfield is a key interchange for both people who live as well as work in Havering where passengers can interchange during the peaks to travel into Havering.



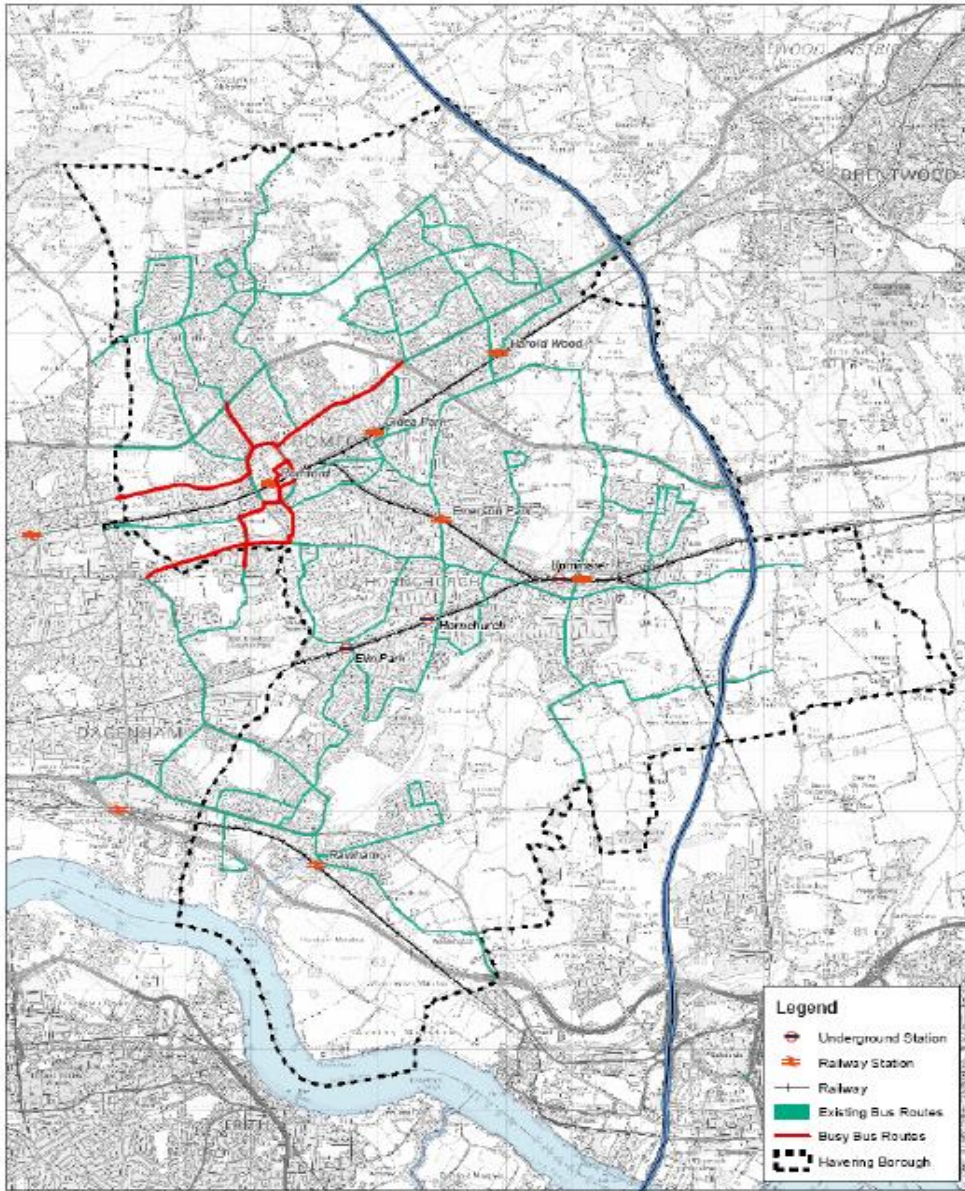
Source: Havering Approved Local Implementation Plan 2012.

Crossrail is a new regional east-west railway line under construction and scheduled to open fully in 2019, and will be known as the Elizabeth Line. It will connect Heathrow, Reading and Maidenhead with Essex and South London by means of tunnels beneath Central London. The eastern branch (north of River Thames) will run from Shenfield in Essex through the three Havering stations of Harold Wood, Gidea Park, and Romford to London Liverpool Street. The other eastern branch (south of River Thames) will run from Abbey Wood via Canary Wharf.

- **Local Links**
- Roads

Havering's public highway network consists of 33km of Principal Roads, 117km of Classified Roads and 439km of Unclassified Roads. There are approximately 1,106km of footways, 21,000 street lights, over 100 bridges and structures, 25,000

road gullies and 21,000 street trees. All these roads and facilities are managed and maintained by the Council. A number of Havering's District Centres are connected by Havering's Strategic Road Network (SRN). These are effectively the "A" roads within the borough that are not part of the TLRN. A map below shows Havering's Local Road Network.



Source: Havering Approved Local Implementation Plan 2012

- Rail

Connections to local surface level trains are provided by stations at Romford, Harold Wood, Gidea Park, Emerson Park, Upminster and Rainham. There is access to Underground services (District Line) at Hornchurch, Upminster Bridge, Elm Park and Upminster. Only the surface line between Romford and Upminster (London Overground) provides a form of a north south rail connection in the borough.

London Overground now operates the Romford to Upminster “Push n Pull” line providing passengers with the opportunity to travel into Central London on the London Underground District line or on national rail on the Essex Thameside line from Upminster Station.

- Freight

The road network is the primary freight network in Havering although freight traffic also operates on both the Great Eastern Mainline and Essex Thameside line, the latter of which support freight movements to/from the London Gateway port.

There are no major road freight terminals within Havering although there are container depots in Thurrock and Dagenham located on the A13 trunk road.

The River Thames also has a freight role and has two active wharves (Phoenix Wharf and Halfway Wharf (safeguarded)). In 2011 TfL consulted on proposals to retain the safeguarding at Halfway Wharf because of the potential for it to be used more in the future for cargo, but to release Phoenix Wharf from its safeguarding because it was no longer suitable for operation as an active wharf due to its lack of suitable jetty infrastructure.

Most freight traffic comprises deliveries / collections linked to the main employment areas around Romford and in the south of the borough at London Riverside. Servicing for shops (particularly for Romford) also generates a considerable number of deliveries.

- Bus

The rail services (above) are complemented by bus routes and services to the various residential, employment, education and leisure activities and key destinations.

Havering is served by more than 30 bus routes including several dedicated school bus routes which provide morning and late afternoon journeys to schools in the borough.

Romford is the major destination and most routes provide good links to its [railway station](#) in the town centre to enable direct rail access into London Liverpool Street railway station, and central London, with subsequent connections to regional and national destinations beyond.

Buses also stop at Newbury Park (LB Redbridge) where passengers can transfer onto the London Underground Central Line and to [Upminster Station](#) where passengers can interchange and travel onto the District line into central London or the Essex Thameside railway line.

Bus services to/from the [Rainham area](#) and [Beam Park area](#) are not as extensive as in the Strategic Development Areas of Romford with the main routes being the 103, 165, 174, 287, 365, and 372.

- Taxicard and Freedom Pass and Dial a Ride

Havering supports the Freedom Pass scheme to enable older people to make use of bus and train services free of charge at specified times and on specified routes.

Havering also supports the London-wide 'Taxi-card' scheme which provides for people with severe mobility problems to have their use of taxis for a specified number of trips each year, and the 'Dial a Ride' scheme to assist people with less mobility. Dial a Ride is operated by TfL whilst Taxicard is administered by London Councils on the behalf of London Boroughs and TfL.

PTAL Levels in Havering

Transport for London (TfL) have prepared a [Public Transport Accessibility Levels \(PTAL\)](#) Map for Havering using a 2011 base. The PTAL measure was produced by Transport for London and TfL's [Transport Connectivity Assessment Guide](#) explains that a PTAL measurement rates a selected place based on how well connected it is to public transport. The [Transport Connectivity Assessment Guide](#) lists a number of factors that are considered when measuring PTAL including, waiting times at stations, proximity to major rail stations, and frequency of services. PTAL measures do not however cover trips by car. According to TfL's latest [Travel in London Report](#), modal share of trips made by car in Havering are the second highest in London so the process of measuring PTAL levels may not accurately reflect the picture within Havering given its high level of car ownership.

As the map shows, whilst Romford has the highest PTAL rating in the borough, other centres in the borough also have favourable PTAL ratings, particularly Hornchurch and Upminster which is largely due to the London Underground line providing District Line services to both Hornchurch and Upminster, and Upminster also benefiting from C2C services operating on the Essex Thameside line and a London Overground connection to Romford. Parts of the borough with the lowest PTAL ratings currently include Collier Row, Harold Hill and Rainham. TfL has also produced [PTAL forecasts](#) for 2021 and 2031 respectively.

Appendix D – Havering Transport Network

Level	Key Origins / Destinations	Multi-Modal Transport Corridors	Interchanges between Networks
International	-	-	-
National	Romford, London Riverside including Rainham, Wennington and Aveley Marshes	Rail – Great Eastern Mainline, Essex Thameside Road - M25, A12, A13, A127	Railway stations - Romford and Upminster Stations Road junctions - Junctions 28 to 30 of M25 with A12, A127 and A13 of the Trunk Road network
London-Wide	Opportunity Areas - London Riverside (including Beam Reach, Beam Park, and Rainham West) Key origin/destination - Romford	Rail – Great Eastern Mainline, Essex Thameside, London Underground District Line Terminus (London Underground District Line) - Upminster Road - A12, A13, A127,	Railway stations - Romford, Rainham and Upminster stations
Sub-Region - East	Metropolitan town centre - Romford Major Shopping Centres -Romford Key sub-regional facilities and services - Havering College campuses, CEME, Queen’s Hospital, King Georges Hospital, Queens Theatre, Fairkytes Arts Centre, Central Library, Sapphire Ice & Leisure, and Rainham, Wennington and Aveley Marshes Key employment areas – Romford Town Centre and London Riverside and south Hornchurch	Sub-regional strategic transport corridors and services: TLRN - A12, A13, A127, Major borough roads (SRN) - Romford Ring Road, A124, A125, and A1306 Bus Corridors – Numerous routes serving neighbouring boroughs and night buses into central London Underground - District Line Cycling Corridors - Ingrebourne Way, Rainham to Purfleet Path, LCN routes Cross borough - Public rights of way and informal walking and cycling routes in urban areas and countryside	Railway stations - Romford, Upminster and Rainham Underground - Elm Park, Hornchurch, Upminster Bridge and Upminster Bus interchanges - Romford Major road junctions: Gallows Corner , Romford Ring Road.
Local	Local Town Centres - Collier Row, Elm Park, Harold Hill, Harold Wood, Hornchurch, Upminster and Rainham Village Residential Areas Major Employers - Private and public sector employment in town centres and key employment areas Local facilities and services Places to work – various	Local transport corridors and services: Roads and Streets – Key local road corridors between Havering's town centres ¹ Bus Routes – Numerous bus routes Borough: Public rights of way and informal walking and cycling routes in urban areas and countryside	Local road junctions - all local Bus stops – 661 bus stops located on borough operated roads. 96% of Havering bus stops are fully accessible.

Source: Adapted from Havering Approved Local Implementation Plan 2012

Appendix E - What is Havering already doing to tackle current and future challenges?

Improved bus services

Due to responsibility for operation and management of the bus network being under the jurisdiction of Transport for London (TfL), the Council works closely with TfL on all bus related matters. This includes the delivery of improved bus infrastructure, new routes, and increased capacity/frequency of routes.

The Council regularly meets the TfL London Buses Network Development team to discuss the improvements required to support the Rainham and Beam Park Housing Zone and Beam Park Station.

The Borough and TfL London Buses will continue to engage on the future development of bus routes in the Rainham and Beam Park area in order to improve bus access and provision.

- Queens and Harold Hill Bus Reviews

In recent years, the Council has been working hard with the Barking Havering and Redbridge University Hospital NHS Trust (BHURT) as well as TfL London Buses to improve access by bus. Since the Hospital opened in 2007, the number of bus routes serving it has increased from 4 to 9 (as well as a community bus service) improving access to Queens from Brentwood in Essex, as well as neighbouring boroughs. Further details of the bus routes that operate to/from Queens can be found at the following link: [Queens Hospital Bus Routes](#) .

Havering has also commissioned some feasibility work looking at options for improving capacity at the bus interchange (including an additional bus stop) at Queens Hospital to support lobbying for additional services being routed into Queens.

Earlier in 2016, TfL undertook a review of bus services in the Harold Wood/Harold Hill area of the borough, the result of which were a series of recommendations for increasing the capacity on some of the existing route corridors (174, 256 and 294) operating in the Harold Wood/Harold Hill region to support the anticipated increase in passenger numbers resulting from Crossrail. The review also recommended a new route operating from Harold Wood Station to Harold Hill. It should be stressed that these are recommendations at this stage and no funding has been secured to date for any of these recommendations. Further information on these recommendations and the bus review itself can be found here [Harold Hill Bus Review](#).

Whilst it should be recognised that TfL London Buses are responsible for the tendering of contracts for bus routes to operators, delivering new and amended bus routes, bus capacity and bus frequency, the Council will continue to lobby TfL London Buses for further improvements.

Local Implementation Plan Delivery Programme.

Each year Havering receives around £3million that can be spent on projects and schemes that assist with delivering the Mayor's Transport Strategy in Havering and also contribute to Havering's own objectives and targets that are set out within Havering's Local Implementation Plan.

Each year Havering's LIP Programme delivers a variety of projects to assist with supporting regeneration being delivered across the borough, smoothing traffic flow, providing Havering residents with options to travel more sustainably including walking, cycling and bus stop accessibility, as well as tackling air quality.

Havering's annual LIP programme consistently includes a package of measures targeted at the choices that people make about travelling and supports projects, schemes and campaigns to reduce car use in Havering. The benefits, in line with Council policies aims to improve air quality, reduce congestion, improve the health and wellbeing of residents and improve road safety in the Borough.

Through the Council's [Borough Cycling Programme](#), in recent years Havering has delivered an annual cycle parking programme which has resulted in significant investment in cycle parking provision in Havering's town centres, particular Romford and Upminster.

Havering was successful in submitting an application to TfL under the new "Liveable Neighbourhoods" branding (replacing TfL's Major Schemes programme) for a scheme to improve access to Romford town centre. Havering has been allocated funding for 2018/19 to undertake feasibility work.

In recent years Havering has been very successful in receiving "in year" funding from TfL to supplement its annual LIP Programmes. This has included receiving over £2.5m over the last four financial years for Bus Stop Accessibility Improvements (improving bus punctuality), over £500k for cycling initiatives, and £4.1 million for improvements around rail stations in the borough to support the Crossrail project and make these stations more accessible.

"Soft" Measures

Whilst the Council invests significant levels of funding through its Local Implementation Plan on physical infrastructure measures that encourage modal shift and smooth traffic flows, a substantial element of LIP Funding is also spent on "soft" measures that are delivered across the borough focussed on behaviour change and presenting alternative options to the car. These measures are educational initiatives often delivered in schools, to businesses and other community groups. The aim of delivering such measures is to encourage people to walk, cycle or use public transport to/from their destination and ultimately see a reduction in journeys by private vehicle.

- Travel Planning

The Education and Inspections Act 2006 places a duty on local authorities to promote sustainable travel for journeys to/from and between schools and educational institutions.

This duty can be met through a borough's School Travel Plan programme and STARS (Sustainable Travel, Active, Responsible, Safe) accreditation scheme.

A School Travel Plan (STP) is a package of measures aimed at reducing car use and improving safety on the journey to / from school.

TfL encourage boroughs to promote and support these initiatives through their annual Local Implementation Plan (LIP) programmes.

Before school travel plans were fully embedded in Havering, in 2009 the percentage of journeys to school by car in Havering was 39%, by 2016 this had reduced to 20%.

Every school (88) in Havering has an approved School Travel Plan and many of them (58) are very actively using them to encourage active, safe, and sustainable travel.

As part of the Planning Application process, Developers will be required to produce a Travel Plan. Havering's Smarter Travel Team will seek early engagement with prospective developers prior to Planning Applications being submitted to ensure that the new developments include active travel opportunities for residents such as walking and cycling, and that promote alternatives to the car. Havering would seek to monitor and review Travel Plans that are produced for substantial developments to ensure that modal shift targets are being delivered.

- Business Engagement

Whilst Havering works very closely with schools in encouraging sustainable travel by pupils and parents, LIP funding is also used to engage with local businesses, contributing to the Council's business growth agenda.

Officers are now engaging with local businesses who wish to explore the role they could have in improving air quality, reduce the impacts of travel on their bottom line, and improve the health of their staff and the environment. One such opportunity businesses can now take up is to apply for a "grant" from Havering using TfL LIP funding which can be used to deliver initiatives to encourage staff to travel to and from work more sustainably.

2015 saw Havering launch its Business Packs. The aim of the business packs is to raise awareness of Smarter Travel initiatives available to businesses and provides

the Council with an opportunity to engage with those businesses who wish to discuss and explore further any smarter travel opportunities.

Tackling poor Air Quality

Havering is developing an Air Quality Action Plan. This is being produced as part of the Council's duty to the London Local Air Quality Management (LLAQM). It outlines the actions the Council will take to improve Air Quality within Havering between January 2017 and September 2022.

In March 2016 Havering formally launched an Air Quality Campaign "[Miles the Mole](#)" across the borough. This campaign is designed to raise awareness of air quality issues amongst people who live and work in the borough and to provide advice as to what people can do to help to improve local air quality. To date this campaign has been very well received both by the GLA and TfL who are keen to explore ways in which it may be able to be offered out to other London Boroughs. There has also been interest in the campaign by authorities outside of London.

Havering is located within the Mayor's Low Emission Zone which is a zone that prohibits certain vehicles that do not meet certain emissions standards from entering the zone unless they pay a charge. Further details of the Mayor's Low Emission Zone and what the Mayor is looking to do to tackle air quality across London can be found at the following link - [Air Quality](#).

Appendix F - Transport Evidence References

Document	Description
London Riverside Opportunity Area Planning Framework - Transport Strategy	The Transport Strategy section of the London Riverside OAPF sets out the transport challenges for the London Riverside region, and improvements required to tackle these challenges.
London Riverside OAPF Development Capacity Study (2011)	The GLA's Development Capacity Study (which supports the London Riverside OAPF Transport Strategy) looks at the impact that population and employment growth in the London Riverside OA will have on the transport network, both the highway network and Public Transport. The Study also sets out a series of options for solutions to tackle some of the issues highlighted within the capacity study.
East and South East Sub Regional Transport Plan	The sub-regional plan for East and South-East London reviews population and employment growth and identified areas where the transport network will have to change to cope with future growth in the sub region.
East and South East London Transport Options Study	The ELTOS study sets out the challenges for accommodating further growth in east and south east London on the public transport network and considers three packages of public transport improvement schemes to help to meet these challenges.
Anglia Route Study	The Anglia Route Study identifies key corridors and highlights expected increases in passenger and freight flows, proposing options to meet this demand up to 2042
Approved Havering Local Implementation Plan (2012)	Sets out how Havering will implement the Mayor's Transport Strategy at a local level over the next 20 years up to 2031. This document sets out a series of borough transport objectives and interventions for how it will deliver on these objectives and Mayoral priorities and targets.
Rainham and Beam Park Planning Framework	The framework covers the historic heart of Rainham and extends westwards to include land along the A1306 corridor.

	The Planning Framework provides a comprehensive and flexible plan for the Rainham and Beam Park area. Section 4.5 of the Planning Framework sets out the Councils Vision for transport within the Rainham and Beam Park area.
Travel in London Report 9	Sets out information concerning transport modes in London including, expected trends in 2025 and the challenges that will need to be tackled in the future. Modal shift data per borough is also provided.
Infrastructure Delivery Plan 2050 - Transport Supporting Paper	This paper sets out the potential transport elements of the Mayor's 2050 Infrastructure Delivery Plan and the implications for transport of the forecast for employment and population growth to 2050.
Bus Network Development Papers - Queens Hospital and Harold Hill <ul style="list-style-type: none"> • Review of bus services in Harold Hill • Review of bus access to Queen's and King Georges Hospitals 	TfL have undertaken two bus review studies in Havering. One has looked at expected future demand for improved bus services to Queens Hospital and King Georges Hospital (in Redbridge). TfL have also undertaken a review of bus services in the Harold Wood/Harold Hill region of the borough looking at where future demand for bus services will be required and future links to Harold Wood station which will provide passengers with an interchange onto Crossrail (Elizabeth Line).
PTAL Ratings	Public Transport Accessibility Levels for Havering using a 2012 base as well as forecast projections for 2021 and 2031.
Assessing transport connectivity in London	TfL document explaining how TfL measures transport connectivity in London.
Havering Strategic Modelling Technical Note	Provides a high level analysis of the performance of the highway network and changes between a base year of 2012 and forecast year of 2031. This technical note provides information on distribution of traffic growth and locations of delays across Havering, in particular in relation to the Transport for London Road Network (TLRN).