

**THE TRANSPORT FOR LONDON (RIVER ROAD) (SIDE ROADS) ORDER 2009**



STATEMENT OF REASONS OF  
TRANSPORT FOR LONDON



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## STATEMENT OF REASONS

### 1. Introduction

1.1 This is the Statement of Reasons of Transport for London ("TfL") for making the Transport for London (River Road) (Side Roads) Order 2009 ("the Order"). This is a non-statutory Statement provided in compliance with paragraph 11 of Circular 1/97.

1.2 Paragraph 11 of Circular 1/97 advises that the Statement of Reasons should explain the proposals for making the Order in terms easily understood by the public. In preparing this Statement, TfL has endeavoured to provide sufficient information so that its reasons for making the Order can be properly understood.

1.3 This section of the Statement of Reasons sets out a brief overview of the purposes of the Order and contents of this Statement.

1.4 The purpose of the Order is to enable TfL to stop up existing private means of access to River Road, provide new means of access to replace some of those stopped up and to construct a new temporary highway necessary to construct and implement the section of Phase 1b of the East London Transit ("ELT") between the A13 and the Barking Riverside Development (a distance of 1.26km). For the purposes of this Statement, references to "the Scheme" are references to this section of the ELT Phase 1b ("ELT1b) only.

1.5 In this Statement:

**section 2** sets out the location of the existing highways affected by the Order ("the Order Land");

**section 3** identifies the powers under which the Order is made;

**section 4** sets out the background to the Scheme and describes the Scheme in more detail;

**section 5** sets out TfL's reasons and justification for making the Order;

**section 6** explains the planning and transport policies relevant to the Scheme;

**section 7** sets out the planning position of the Scheme;

**section 8** explains where documents can be inspected;

**section 9** sets out contact details for further information; and.

**section 10** sets out a conclusion.

## 2. **Location of the Order Land**

- 2.1 River Road is an unnumbered classified road running from the A13 to Thames Road in the London Borough of Barking and Dagenham.
- 2.2 River Road is a highway maintainable at the public expense.
- 2.3 The Order stops up the private means of access within the Lyon Business Estate, direct access onto River Road from the curtilage of unit 13c River Road, two accesses within the industrial site and yard to the west of River Road, access within the Katella Trading Estate, access within the Cromwell Trading Centre and two accesses onto River Road from within the curtilage of 27 River Road.
- 2.4 The accesses within the Lyon Business Estate, Katella Trading Estate and onto unit 13c River Road will be reprovided by virtue of the Order. Access to the Cromwell Trading Centre will be provided via the same access provided for the Katella Trading Estate. 27 River Road can be accessed via Thames Road.
- 2.5 Temporary highway will be created within the Lyon Business Estate access.

## 3. **Use of Enabling Powers**

- 3.1 The London Borough of Barking and Dagenham ("LBBD") is the local highway authority for River Road. To enable TfL to undertake the improvements necessary to facilitate the operation of the ELT1b, TfL and LBBD have entered into an agreement under section 8 of the Highways Act 1980 ("the 1980 Act").
- 3.2 The powers in sections 14 and 125 of the 1980 Act are the proper enabling powers to permit TfL to create new highway, to stop up private means of access and provide new means of access.

## 4. **BACKGROUND AND DESCRIPTION OF THE SCHEME**

- 4.1 ELT together with the Greenwich Waterfront Transit comprise the Thames Gateway Transit planned to run through the hearts of development and regeneration areas linking them to town centres and the wider transport network.
- 4.2 The provision of ELT is a section 106 Town and Country Planning Act 1990 requirement of the Barking Riverside Development. The section 106 agreement for Barking Riverside includes a requirement for a northbound bus lane on River Road and for ELT to enter the western side of the site before 1,500 homes are occupied. A bus lane on River Road is also a requirement of the agreement. The agreement also requires junction improvements at River Road/Thames Road, including the provision of a signalised junction with pedestrian crossing facilities

before 2,000 homes are occupied. ELT1b is designed to deliver these and thus enable the continued regeneration of Barking Riverside.

- 4.3 The purpose of ELT is to provide a fully integrated public transport system that improves access to jobs and services in a key regeneration area. The network forms part of the Mayor's strategy to significantly expand the capital's transport system and enhance levels of public transport accessibility in areas outside central London.
- 4.4 ELT comprises two planned phases, being ELT1a and ELT1b. ELT will run from Ilford to Dagenham Dock via Barking Town Centre. Each phase will improve the level of bus priority along the route. The section of ELT1b from Barking Town Centre to the A13 will run along the same route as ELT1a and need to acquire any land to accommodate ELT1b on this shared section of road. Work on ELT1a is intended to commence in 2009. ELT1a will be complete before construction of ELT1b commences. TfL intends to have the whole of ELT fully functional by 2012.
- 4.5 An existing bus service (number 387) serves the Creekmouth industrial area. This will be re-routed and the new ELT1b priority service will serve much of the old 387 route, but will continue into the new Barking Riverside Development.
- 4.6 TfL's objective for ELT is to create a high quality transit route between Ilford and Dagenham Dock. The service will improve access to employment opportunities, leisure, retail and services for the local community, helping to regenerate the local area.
- 4.7 The broad detail of the works required for the Scheme is set out below:

#### River Road (south of the A13)

- 4.7.1 River Road will be widened by the construction of new highway on its western side. The widened River Road will be capable of accommodating designated bus lanes.
- 4.7.2 As a result of the road widening, works will be necessary in relation to the bridge over Mayes Brook.
- 4.7.3 Widening is required to the east of River Road, adjacent to the Lyon Business Estate, to avoid the pumping station (on the west). South of Mayes Brook, the widening continues to the west of River Road, with no further widening proposed to the east.

#### River Road (south of Bastable Avenue)

- 4.7.4 Widening continues down the western side of River Road, with designated northbound and southbound bus lanes provided. Within

the widened highway, land will be used for footway and carriageway construction along with landscaping along the periphery.

- 4.7.5 The current line of immature trees will be replaced by new trees to the west. The Scheme will include a thorough replanting programme, including maintenance, to compensate for the loss of vegetation. River Road will be realigned at the junction with Thames Road.

#### Thames Road

- 4.7.6 A slight widening of the carriageway will be required along Thames Road, but this can be accommodated within the existing highway boundary. A designated bus lane will be provided on the westbound carriageway (towards Barking Town Centre). The parking of cars on Thames Road will be prohibited to accommodate the westbound bus lane.
- 4.7.7 The junction of Thames Road and River Road will be reconfigured to create a signalised junction. To facilitate this, a number of parcels of land surrounding the junction will be purchased. Access to Cromwell Trading Centre is being altered through the Side Roads Order to accommodate the reconfigured junction.
- 4.7.8 The junction of Thames Road with Creek Road and Radford Way will be remodelled to accommodate the ELT1b service. Land will be required on the corners of Thames Road and Creek Road to accommodate the altered junction.

#### Creek Road

- 4.7.9 The whole of Creek Road is proposed to be designated as public transport and access only. It is proposed to restrict parking along this section of the route by way of a traffic management order.

#### Long Reach Road

- 4.7.10 The section of Long Reach Road running from its junction with Creek Road to the Barking Riverside Development is proposed to be designated as public transport and access only. Land will be required on the north eastern corner of Creek Road and Long Reach Road where the existing carriageway will be widened to accommodate buses.

- 4.8 The ELT vehicles will incorporate:

- environmentally-friendly engines, using the latest commercially viable technology

- next stop announcements;
- modern-design seats;
- features to assist people with disabilities such as handrails, coloured bell-pushes and wheelchair ramps; and
- an air circulation system.

4.9 ELT stops are to be located close to existing and likely future developments along the route, with consideration to total journey time, including boarding time and on-bus journey time. The location of each stop has been reviewed to ensure that it is in the most convenient place for passengers and that buses can get right up to the kerb to let everyone on and off easily. ELT services and other buses to common destinations will serve the same stops for easy connections.

4.10 Stops will have brand new shelters, which will include the following features:

- Large shelters providing protection from the wind and rain;
- Design and lighting aimed at improving the waiting environment during the day and at night;
- Robust materials and more effective maintenance regimes making them safer if damaged and quicker to repair; and
- Information screens at key stops to let passengers know when the next service is due.

4.11 ELT services will:

- Run 24-hour services, seven days a week.
- Run initially, at least every ten minutes Monday to Saturday at peak times, every 15 minutes inter-peak, in the evenings and Sundays, and every 30 minutes at night. The service frequency will increase as demand increases in line with the occupation of homes in the Barking Riverside Development;
- Have the same fares as standard bus services in London with all valid passes accepted, including Oyster; and
- Require passengers to buy their tickets before they get on the bus to speed up boarding and deliver faster journey times.

4.12 In May 2007, TfL conducted a public consultation on the route options for ELT1b. Following consultation, Route Option B was chosen from the four possible routes. The public consultation report was published in May 2008.

4.13 The most popular option emerging from the consultation responses was Option A. Following legal advice and detailed consideration this option, TfL decided to progress Option B instead for the following reasons:

4.13.1 it can be constructed at a lower capital cost and represents better value for money;

4.13.2 Option A required the acquisition of open space whereas Option B requires only land which is part of or adjacent to public highway;

4.13.3 Option B avoids the duplication of service and therefore enables better access for passengers;

4.13.4 Option B provides for a number of additional highway and junction improvements which would in any event have had to be delivered independently had any of the other options been chosen; and

4.13.5 Option B has a lower impact on residential amenity.

## 5. **Justification for making the Order**

5.1 ELT1b will improve public transport in the area for all users and in particular will provide the new residents of and employees working at the Barking Riverside Development with a transport link to Barking Town Centre reducing reliance on the private car and allowing access to employment and leisure opportunities.

5.2 According to the 2001 Census, 45.3% of the Borough's population travel to work by car or van with only 10.6% using bus, minibus, coach, taxi or cab.

5.3 River Road is being widened to create northbound and southbound bus lanes. The provision of bus lanes will substantially improve journey times for not only the ELT vehicles, but for all other vehicles able to use the bus lane (which includes other buses, both public and private, police and emergency service vehicles, cycles and taxis).

5.4 The following junctions are being improved as part of the Scheme in order to allow the ELT buses to safely make turns at these locations:

5.4.1 Thames Road/River Road;

5.4.2 Thames Road/Creek Road;

5.4.3 Creek Road/Long Reach Road; and

5.4.4 River Road/Bastable Road.

5.5 Vehicles other than buses (particularly HGVs) will benefit from the junction improvements.

- 5.6 ELT will assist in the delivery of a number of strategic priorities including:
- 5.6.1 improving accessibility to jobs, services, workforce and potential customers for the current and future population and businesses of the local area by providing a quick, reliable transit route from the new Barking Riverside Development to Barking Town Centre;
  - 5.6.2 improving access to the wider transportation network by providing integrated links with existing and planned transport modes by linking ELT1b stops to the planned DLR extension to Dagenham Dock. The route will also allow access to the District Line and National Rail stations at Barking for residents of Barking Riverside;
  - 5.6.3 supporting a modal shift to increase the use of the TfL transportation network in the Thames Gateway area through providing a quicker, cheaper alternative to driving in the Thames Gateway region;
  - 5.6.4 improving security along the ELT1b route through the installation of CCTV cameras and by improving the urban realm;
  - 5.6.5 reducing emissions from vehicles in London and minimising transport impacts on the environment - ELT vehicles will have environmentally friendly engines, using the latest commercially viable technology.
- 5.7 **Lyon Business Estate** : A construction compound will be located on the western edge of Lyon Business Estate on an area currently used for staff car parking for Mayesbrook House. Access to this compound will be required. In order to facilitate the use of and access to the compound, the access within Lyon Business Estate is being stopped up. The access will be reprovided after the construction period. During the construction period, part of the access will become temporary highway in order to allow occupiers of Lyon Business Estate access to their properties.
- 5.8 **Unit 13c River Road** : To allow for the positioning of a bus stop, it will be necessary to stop up the access to this property. An alternative access will be provided under the Order.
- 5.9 **Industrial Site West of River Road** : Two accesses to the industrial site on the west side of River Road will be stopped due to the widening of River Road to the west. It is TfL's understanding that the most southerly access is currently fenced off. An access is however shown on Ordnance Survey maps and this access has therefore been included in the Order. The most northerly access provides access to a building which will be demolished and the access is therefore no longer required.

- 5.10 **Katella Trading Estate** : the access within the Katella Trading Estate will be stopped up to facilitate the new River Road/Thames Road junction to be provided as part of the Scheme. Access will be reprovided as shown by inset A on Site Plan 2.
- 5.11 **Cromwell Trading Centre** : the access within the Cromwell Trading Centre will be stopped up to facilitate the new River Road/Thames Road junction to be provided as part of the Scheme. Access will be provided as shown by inset A on Site Plan 2.
- 5.12 **27 River Road** : Two private means of access to 27 River Road will be stopped up to facilitate the River Road/Thames Road junction to be provided as part of the Scheme. Access to this property will continue from Thames Road.

## 6. **Planning and Transport Policy Relevant to the Scheme**

### **National Planning Policy Guidance**

- 6.1 Planning Policy Guidance (PPG) and Planning Policy Statements (PPS) set out the Government's national policies on different aspects of land use planning in England. The national planning policy statements most relevant to the principle of the Scheme are Planning Policy Statement 1: Delivering Sustainable Development (July 2005) and Planning Policy Guidance 13: Transport (20 April 2001).

### **Planning Policy Statement 1: Delivering Sustainable Development (PPS1)**

- 6.2 PPS1 sets out the overarching planning policies on the delivery of sustainable development through the planning system. Development proposals should adopt the strategic principles outlined in PPS1 to ensure they are sustainable. In particular, proposals should:

- (i) improve people's quality of life, promote social cohesion and encourage inclusion;
- (ii) contribute to sustainable economic development;
- (iii) protect and enhance the natural and historic environment;
- (iv) ensure high quality development through good and inclusive design and the efficient use of natural resources; and
- (v) ensure that development supports existing communities and contributes to the creation of safe, sustainable, liveable and mixed communities with good access to jobs and key services for all members of the community.

### **Planning Policy Guidance 13: Transport (PPG13)**

- 6.3 PPG13 sets out the Government's objectives to integrate planning and transport to:
- (i) promote more sustainable transport choices;
  - (ii) promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling; and
  - (iii) reduce the need to travel, especially by car.
- 6.4 PPG13 encourages local planning policy to protect sites and routes which could be critical in developing infrastructure to widen transport choices for both passenger and freight movements. There is a general presumption against promoting car use in urban areas and planning policy should promote alternatives including public transport, walking and cycling.

### **The London Plan (consolidated with Alterations since 2004)**

- 6.5 The London Plan is the spatial development strategy for Greater London setting out an integrated social, economic and environmental framework for the future development of London. Generally the London Plan supports increasing public transport capacity and requires that proposed new development in East London is supported by improvements to transport infrastructure.
- 6.6 Chapter 3C is entitled "Connecting London - improving travel in London". Policy 3C.1 supports improvements to public transport capacity and accessibility where it is needed and especially in areas designated for development and regeneration, such as the Thames Gateway and Opportunity Areas (including Barking Reach where the Barking Riverside Development is located).
- 6.7 Policy 3C.3 states that Opportunity Areas (which are listed at policy 2A.2 and which include Barking Reach), particularly in East London should be supported by improved public transport. The policy also refers to the Mayor's support for access to and within town centres and their residential hinterlands and between town centres by, amongst other things, new bus transit schemes.
- 6.8 Policy 3C.9 further supports the provision of additional public transport capacity and states that the Mayor will work with strategic partners to increase public transport capacity by up to 50% during the plan period (i.e. up to 2020).
- 6.9 Table 3C.1 lists transport infrastructure projects supported by the London Plan, including the ELT project. ELT is also shown on map 3C.2 along with other light transit schemes in London then proposed.

- 6.10 Policy 3C.19 promotes improved conditions for buses and states that UDP policies should actively promote and give priority to the continued development of the bus network including the allocation of road space and high levels of road priority required for buses and for ensuring good bus access to town centres, major developments and residential areas.
- 6.11 Chapter 5C relates to the sub-region of North East London, which includes Barking and Dagenham. Policy 5C.1 includes the following as strategic priorities for the sub-region:
- 6.11.1 to deliver the London element of the Government's priority for the Thames Gateway for development, regeneration and transport improvement;
- 6.11.2 to plan for and secure the necessary financial resources to deliver planned transport infrastructure for the sub-region including local schemes that improve public transport. The East London Transit scheme is listed as a particular priority.
- 6.12 The need for further significant improvements in transport accessibility in East London is recognised at paragraph 5.66. Paragraph 5.90 states that implementation of ELT will be necessary to support the level of development planned for Barking Riverside.
- 6.13 ELT is referred to as key transport infrastructure in the Mayor's East London Sub-Regional Development Framework (May 2006).

**The Mayor's Transport Strategy** (second revision published in July 2006)

- 6.14 The Mayor's Transport Strategy sets the policy framework for transport in London. The policies within the Transport Strategy are integrated with the land use policies contained within the London Plan.

**LBBU Unitary Development Plan (adopted 17 October 1995)**

- 6.15 The LBBU UDP policies set out below have been saved by direction of the Secretary of State dated 18 September 2007.
- 6.16 Strategic Policy X states that the Council will seek to retain, extend and improve the provision, integration and use of public transport systems within and throughout the Borough in order to encourage the use of public transport.
- 6.17 Chapter 10 of the UDP sets out the Council's policies on Transportation and Movement. The importance of public transport is acknowledged. The delays caused to buses by congestion at major junctions is recognised. Improvements to the quality and quantity of public transport services are supported. The Council states its desire for a new light transit system to connect the Borough

with the Docklands Light Railway and to serve the proposed development at Barking Reach (i.e. Barking Riverside).

- 6.18 In policy T7, the Council refers to exclusive bus lanes and bus priority measures. Policy T8 recognises the need for new bus routes to and from Barking Reach.

#### **LBBB Emerging Policy**

- 6.19 LBBB adopted its Local Development Scheme (LDS) in March 2008. The LDS states that the Core Strategy will be adopted in August 2009. A Preferred Options Report for the Core Strategy was produced by LBBB in March 2007. The Local Development Framework Spatial Vision is set out in the Preferred Options Report. Part of the Vision is enhancing the quality of life for residents of the Borough by providing a greater choice in accessible and affordable public transport. ELT is specifically identified as one of the initiatives to achieve the Vision. The need to put in place the transport infrastructure to accommodate economic development and regeneration is recognised in the Report. ELT is again specifically identified as a key project in this respect.
- 6.20 Policy CM4 relates to Strategic Transport Links. As policy CM4 is only at Preferred Options stage, a number of alternative versions are listed. All alternatives of the policy include ELT in the list of projects to improve overall accessibility to, from and within the Borough.
- 6.21 LBBB's Local Implementation Plan (LIP) for transport will guide the way the Council looks after and improves transport in the Borough from 2006 to 2011. The LIP was approved by the Mayor of London in 2007. The LIP identifies a number of strategic transport schemes that are considered necessary, particularly to meet development and regeneration objectives in a sustainable way. ELT is included in the list of such projects. ELT is also listed as one of the main elements of LBBB's Movement Strategy.
- 6.22 LBBB's support of ELT is stated in the LIP at paragraph 5.173 - "*the Council will support the implementation of ELT in the borough through its role and powers as a statutory planning authority and highways authority*". The LIP also includes the Council's support of segregated alignments for ELT.

#### **Other LBBB Documents**

- 6.23 LBBB's "Urban Renaissance" Regeneration Strategy (2001-2006) states that securing improving a variety of transport modes is a key driver in regeneration. Both the Regeneration Strategy and the LIP note the poor north-south connections in the Borough and the need to allow residents to access opportunities south of the A13.

- 6.24 There is a recognition in the Strategy of the need for the Council to work with TfL in relation to the first phases of ELT.

### **Government Reviews And Other Documents**

The documents referred to below are not adopted policy, but are proposals and reviews which contain general statements which can be applied to the Scheme.

#### **Putting Passengers First - The Government's proposals for a modernised national framework for bus services (Department for Transport) (December 2006)**

- 6.25 In the foreword to this document, the then Secretary of State for Transport, Douglas Alexander MP, said that the Government has recognised "the crucial role of the bus sector" and have "made it a priority to increase bus patronage by giving the travelling public what they need and deserve: more reliable, efficient and cost-effective bus services".
- 6.26 The document goes on to say that "buses are the backbone of the country's public transport system" (page 10) and have a fundamental role to play in delivering on the Department for Transport's key objectives which underpin this aim: improving accessibility, reducing casualties, respecting the environment and supporting the economy (page 12).

#### **The Future of Transport: A Network for 2030 (July 2004)**

- 6.27 This White Paper looked at the factors that will shape travel, and transport networks, over 30 years and set out how the Government will respond to these pressures. The Prime Minister's foreword recognised the need for better bus services in urban areas and the link between a good transport system and a strong economy is stressed throughout the document.
- 6.28 The need for bus services which are reliable, flexible, convenient and tailored to local needs is recognised and the need to make better use of buses to help reduce congestion and tackle social exclusion is acknowledged.

#### **The Eddington Transport Strategy (December 2006)**

- 6.29 Sir Rod Eddington was asked to advise the Government on the long-term links between transport and the UK's economic productivity, growth and stability, within the context of the Government's commitment to sustainable development.
- 6.30 The report explains the key role played by the UK's transport networks in sustaining the UK's productivity and competitiveness and considers that the strategic economic priorities for long term transport policy should be growing and congested urban areas.

- 6.31 In particular, the report states that it is in the UK's urban areas "that bus services have the potential to be a fundamental part of the transport network's contribution to the success of those places, whilst delivering on environmental and social objectives." (page 54)

## 7. **PLANNING POSITION**

- 7.1 In relation to the widening works, TfL will be relying upon the permitted development rights granted to local highway authorities by Part 13 of the Town and Country Planning (General Permitted Development) Order 2005 (GPDO). The widening works cover less than 1 hectare and do not therefore fall within Schedule 2 of the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999 and are not therefore EIA development.
- 7.2 The necessary resurfacing works (which also involve the alteration of the camber of the road) do not require planning permission, because they do not constitute "development" as defined by section 55 of the Town and Country Planning Act 1990.
- 7.3 The construction compounds required as part of the Scheme are permitted development under Part 4, Class A of the GPDO.
- 7.4 LBBD have confirmed in a letter to TfL dated 20 August 2008 that the works are not Schedule 2 development.
- 7.5 "Welbeck Wharf" to the west of River Road and into which the Order stops up two private means of access, is a safeguarded wharf. The purpose of the safeguarding, which has policy support in the London Plan, is to protect the wharf from development which could jeopardise its cargo-handling capacity. TfL has ensured through the use of vehicle tracking software that sufficient HGV circulation space around the current buildings remains; TfL also believes there is ample space for the accommodation for HGVs on the site. Therefore, TfL is confident that the acquisition of a strip of land under the CPO and the stopping up of two private means of access under the Order, will not affect the viability of Welbeck Wharf as a working wharf and is seeking support of this view from the Greater London Authority ("GLA"). Discussions with the GLA are currently taking place.

## 8. **Inspection of Documents**

- 8.1 The documents set out in the following paragraph are available for public inspection during normal office hours at:
- 8.1.1 Thames View Library, Sue Bramley Community Centre, Bastable Avenue, Barking, IG11 0LG;

8.1.2 London Borough of Barking and Dagenham's Town Hall, 1 Town Square, Barking, IG11 7LU; and

8.1.3 Transport for London, Palestra, 197 Blackfriars Road, London SE1 8NJ.

8.2 The documents are:

8.2.1 The Order and accompanying plan

8.2.2 This Statement of Reasons

8.2.3 A copy of the Transport for London (East London Transit 1b) Compulsory Purchase Order 2009 and accompanying plan and Statement of Reasons

8.2.4 Planning Policy Guidance Note 13 (Transport) (March 2001)

<http://www.communities.gov.uk/documents/planningandbuilding/pdf/155634.pdf>

8.2.5 Planning Policy Statement Note 1 (Delivering Sustainable Development) (January 2005)

<http://www.communities.gov.uk/documents/planningandbuilding/pdf/planningpolicystatement1.pdf>

8.2.6 Extracts from the London Plan (consolidated with Alterations since February 2004) (policy 3C.1, 3C.3, 3C.9, 3C.19, 5C.1 and paragraphs 5.66 and 5.90).

<http://www.london.gov.uk/thelondonplan/thelondonplan.jsp>

8.2.7 Mayor's Transport Strategy (July 2006)

[http://www.london.gov.uk/mayor/strategies/transport/trans\\_strat.jsp](http://www.london.gov.uk/mayor/strategies/transport/trans_strat.jsp)

8.2.8 Extracts from the London Borough of Barking and Dagenham UDP (1995) (strategic policy X, chapter 10, policies T7 and T8)

<http://www.lbbd.gov.uk/8-leisure-envir/planning/unitary-development-plan/plan-udp-details.html>

8.2.9 London Borough of Barking and Dagenham Preferred Options Core Strategy (CM4)

<http://www.lbbd.gov.uk/8-leisure-envir/planning/local-dev-framework/pdf/core-strategy/core-strategy-summary.pdf>

- 8.2.10 London Borough of Barking and Dagenham Local Implementation Plan (2007) (Paragraph 5.173)
- <http://www.barking-dagenham.gov.uk/8-leisure-envir/planning/local-implementation/lip-menu.html>
- 8.2.11 LBBD's "Urban Renaissance" Regeneration Strategy (2001-2006)
- <http://www.barking-dagenham.gov.uk/5-work/regeneration/riverside/southdag/pdf/regen-s-dag-renaissance.pdf>
- 8.2.12 East London Sub-regional Development Framework
- <http://www.london.gov.uk/mayor/planning/srdf/docs/east-srdf.pdf>
- 8.2.13 Putting Passenger First - The Government's proposals for a modernised national framework for bus services (December 2006)
- <http://www.dft.gov.uk/pgr/regional/buses/secputtingpassengersfirst/>
- 8.2.14 The Future of Transport: A Network for 2030 (July 2004) (Extracts)
- 8.2.15 <http://www.dft.gov.uk/about/strategy/whitepapers/fot/>
- 8.2.16 The Eddington Transport Strategy: The case for action: Sir Rod Eddington's advice to the government (December 2006)
- 8.2.17 <http://www.dft.gov.uk/about/strategy/transportstrategy/eddingonstudy/>
- 8.2.18 TfL reserves the right to introduce such additional documents as may be relevant to any public inquiry in respect of the Order and will endeavour to notify the public inquiry and any statutory third parties of any such documents as soon as possible prior to the opening of such public inquiry.

## 9. **Additional Information**

- 9.1 Interested parties affected by the Order who wish to discuss matters with TfL should contact TfL by post at Transport for London, Surface Transport Communications, Stakeholder Engagement, Level 11 - Zone G2, Palestra, 197 Blackfriars Road, London SE1 8NJ, by email at [elt@tfl.gov.uk](mailto:elt@tfl.gov.uk) or by telephone on 0800 587 2068.

## 10. **Conclusion**

- 10.1 ELT1b is a modern bus transit service which will improve access to employment, retail and leisure opportunities and other services for the residents of the London Borough of Barking and Dagenham. Together with ELT1a, ELT1b is an essential link between the Barking Riverside Development and Barking Town Centre to the extent that the greater part of that development cannot be constructed unless ELT1b is constructed.
- 10.2 ELT1b vehicles will be modern, environmentally friendly and accessible, running at frequent, regular intervals. ELT stops will provide a comfortable waiting environment with information screens at key stops.
- 10.3 It is necessary to stop up private means of access for the reasons set out above. TfL has endeavoured to keep the impact of owners and occupiers of affected land to a minimum and to understand and, where possible, resolve their concerns.
- 10.4 ELT1b is funded largely by central Government (mainly via CLG and the CIF2 award, which is now managed by the Homes and Communities Agency) and is supported by planning and transport policy. It has the full support of the London Borough of Barking and Dagenham.
- 10.5 There are no major impediments to the scheme.

**February 2009**