



Havering
LONDON BOROUGH

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Dear Mr McKee

Response from London Borough of Havering to the Outer London Commission Consultation Questions on its 'Outer London: Realising its Potential: First Thoughts' paper

Havering welcomes the opportunity to contribute to this important debate as it considers that a prosperous Outer London will benefit London as a whole.

It is encouraging that the Mayor has programmed this work so closely with his review of the London Plan and his Transport Strategy, along with other important frameworks such as the Mayoral Housing and Economic Strategies. Havering strongly considers that the best future for London, including outer London itself, will be secured by an approach which recognises the linkages and overlaps between these. It also needs to be the outcome of collaborative working with all stakeholders. Havering looks forward to working closely with the Outer London Commission to take forward this work as the Mayoral Strategy reviews are progressed.

Havering strongly considers that in the three areas of Economy, Quality of Life and Transport, there is an imperative to hold on to what is good in Outer East London and to improve what is not so good. Investment is needed from the Government and the GLA 'family' and, to deliver the most effective benefits, this should be targeted across much larger areas of Outer East London rather than be restricted to areas of high deprivation and worklessness. Havering views such an approach as vital so that 'all Londoners are able to share in their city's success, to feel safe in their neighbourhoods, and to enjoy an improving quality of life' as the Mayor himself said in 'Planning for a better London'.

Havering is aware that the Thames Gateway London Partnership has responded to the consultation questions and this Council endorses the comments in that response.

Additionally, it would comment as follows on the Commission's 'First Thoughts' paper :

(A) Economic

(1) Why has Outer London growth in employment lagged behind that of Inner and Central London and that of the South East?

(2) What factors have contributed to the uneven performance of economic sectors and geographic areas in Outer London? Why have some economic sectors

prospered and others declined? Why have some areas done better and others worse?

Employment growth has not been as great in outer east London for 3 key reasons:

- Major investment both public and private in centres such as Canary Wharf and Docklands generally has made those centres more attractive to business for inward investment and has drawn business from outer east London to inner London.
- Outer London experiences competition from both inner London with high accessibility by public transport and high spec accommodation and Essex/Kent with lower public transport accessibility, but higher levels of car parking and a 'greener' outlook and lower costs. Some parts of East London (such as the Thames Gateway) have also been affected by major employers seeking to take advantage of the proximity of the M25 motorway.
- Skill levels are low in outer east London (Havering has over 30% of workforce with no recognised qualifications).
- Lack of investment by public sector agencies and /or investment being overly targeted at areas of greatest deprivation and worklessness, leading to continuing economic underperformance in the remainder of outer London which lacks the investment it needs to improve.
- The development of out of town shopping facilities (such as Lakeside and Bluewater) has threatened the vitality and viability of some established town centres in outer London. The development of Stratford City may exacerbate this problem in the east.

(3) Overall, what are the main barriers to economic and employment growth in Outer London and what factors need to be addressed to allow the region to fulfil its economic potential? In particular, what investments are needed (particularly transport, both private/public, and education/skills and business support) to best ensure employment growth to 2031 either in existing or new sectors?

3. Barriers to economic growth are: low levels of skills at basic skills levels and at higher levels; poor public transport accessibility in some areas, e.g. Rainham; low commercial land values inhibiting investment in new premises; high levels of public sector employment drawing the higher level skilled workforce; and, competition from surrounding counties and inner London.

Actions to address these issues may include:

- It will not be enough to simply create high levels of employment. Investment is needed in skills through new further and higher education facilities (including university faculties, etc). Established schools and training facilities as well as specialist facilities such as CEME offer significant potential to achieve this.
- A focus on 'up-skilling' people in employment to create a competitive workforce as these vastly outnumber those with no skills who are unemployed.
- Recognising that the overall decline in manufacturing does not mean that there are no business or growth opportunities in production industries. This needs to be addressed through the diversification of employment sectors along with the promotion of innovative production, the growth of strong sectors and promotion of those with higher skills needs. For Havering this would encompass for example, retailing-related, logistics, green industries, creative industries and knowledge-led employment. In 2006 for example, Ford committed to investing £1 billion in research and development across the UK including the Dagenham Estate. This reaffirms the future of industrial employment in Havering and the potential to establish related clusters adjacent to the Ford Estate and the Centre of Engineering and Manufacturing Excellence (CEME) at Rainham.

- Major investment in public transport. This should include improved quality of interchange in places such as Romford, Harold Wood and Rainham. It should include a new rail station to open up areas with regeneration potential at London Riverside which are currently poorly serviced by public transport with the proposed Beam Park Station. Other requirements include the extension of high quality public transport services through the provision of the east London Transit to areas such as Rainham and better / upgraded services on the C2C line with 12 car trains and increased frequencies. Improved bus services are needed to the outer London town centres and employment areas.
- Comprehensive programmes aimed at enhancing the public realm in the town centres and some residential areas which currently offer a degraded environment deterring new investment and contributing to low aspirations for residents and sharply reduced quality of life.
- Investment to support growth areas such as London Riverside and Romford in the Crossrail corridor and the introduction of 'enterprise areas' with financial incentives for businesses.
- Recognising that a 'one size fits all' approach is inappropriate and that a more sensitive approach focussing on a range of centres in a locality to develop the economy most suited to that area will be more helpful.
- Recognising that maintaining and enhancing quality of life will be pivotal to creating the climate and confidence for economic growth and success. There are also likely to be benefits to the economy from taking opportunities to enhance the natural and built environment as part of wider regeneration initiatives.

(5) The Commission's 'First Thoughts' paper outlines some ideas on the form 'super-hubs' might take and possible locations. Do you consider the development of 4 or 5 super-hubs in Outer London would enhance the Outer London's overall employment growth potential? What form do you think they might take? What role could mixed use development have there?

(6) Which super-hub locations would you consider best meet the aim to improve Outer London's economic performance and why? What can be done to ensure that the super-hubs are sufficiently attractive to business that businesses would want to base their operations there? What is required to ensure that a sufficient employment base is created for a super-hub; in particular, could growth be achievable with or without infrastructure improvements (specify the infrastructure improvements needed)?

(7) If super-hubs area created, what role would you envisage for other town centres and other business locations/hubs (eg Park Royal) in Outer London and how can those roles be enhanced alongside the creation of super-hubs?

(8) What do you consider would be the optimal balance of employment opportunity for outer London between local opportunities, those in Central or Inner London, or those outside London in nearby growth corridors? What are the implications for these other areas?

Focussing efforts on creating a limited number of sub-regional 'hubs' such as Stratford City is unlikely to succeed in promoting a stronger economy and better quality of life in Outer London and the Commission should explore other approaches. A 'super-hub' approach fails to appreciate the extent and diversity of East London and may be entirely unsuited to it.

Stratford is already assured a strong and vibrant future through the well established current planning, transport and regeneration initiatives and the advantages arising from the 2012 Olympics. The investment which will deliver this is already substantially in place or

committed. Relying on Stratford as a 'super-hub' will not enhance what has already been committed to the area and is to be delivered in the next few years.

Whilst it is important to ensure that Outer East London residents are well connected to the opportunities in Stratford in terms of physical access and skills, an approach which focuses attention on Stratford City in part of London that most would firmly regard as inner London may detract from investment elsewhere in East London and jeopardise the success of regeneration and investment in other committed programmes centred on well merited locations.

The commitment to Outer East London would be more positively demonstrated through the promotion of growth 'corridors' – the Crossrail corridor focussed on the major centres of Romford, Ilford, and Stratford, and the London Riverside Corridor focussed on one of the key Thames Gateway regeneration opportunities.

Romford already has good public transport route network coverage and potential for this to be considerably enhanced in line with the recognised priority that needs to be afforded to public transport improvements in Outer London. It also has the considerable opportunity provided by Crossrail which will link it to other areas in East London and enable the surrounding residential hinterlands to benefit from this important scheme. Romford may be seen as a key element in an extensive growth corridor. It is linked by Crossrail which stretches through most of East London and includes Ilford and Stratford and it encompasses several important industrial locations alongside the A12, as well as deprived areas such as Harold Hill.

Alongside the River Thames there is huge potential to secure regeneration through the Rainham, Dagenham, Barking and Beckton areas in the London Riverside corridor. The opportunity here is already well recognised in the overall approach to the Thames Gateway area and has been reaffirmed by the Mayor in his latest consultation on the review of the London Plan.

(B) Quality of Life

(9) In absolute and relative terms (compared with Central and Inner London and the South East) how has the residential environment changed (good or bad) in outer London over the last 25 years and how has this affected its attractiveness as a place to live, work and do business?

Outer London continues to offer housing opportunities for many London residents that are unavailable or unaffordable in inner London, both in terms of the type and size of housing and its [relative] affordability. The range and [relative] affordability of housing in outer London means that the capital is able to retain families who may otherwise move out to South East England or further afield. However, while the outer London residential environment as a whole may be seen as more attractive than many parts of inner London, continued investment in employment opportunities and transport and social infrastructure is essential to maintain its attractiveness as a place to live, work and do business.

It is important that in order to create balanced and sustainable communities that the mix and tenure of housing provided in outer London is addressed to ensure that the housing needs of all is met. While housing development and densities have clearly increased in outer London, as in inner London, this has often been at the expense of family accommodation (particularly houses) and a proliferation of one and two bed flatted developments. More family housing needs to be provided to achieve truly sustainable communities. The approach taken needs to take account of both the type of homes needed to support sustainable communities and reflect the character of the areas where they are located. For much of Outer London this will encompass the provision of traditional

format housing that will appeal to families and who will be encouraged to 'put roots down' in their community and become active and established members of it.

Most of Havering's existing dwellings are suburban in character. Havering has the second highest number of semi-detached homes in London as a proportion of its total stock (42%) and the lowest proportion of flats of any London Borough. It is the only London Borough with more than 10% of its stock being detached.

Sub-regionally, Havering plays an important role in offering a diversity and quality of housing stock and a residential environment which is not found in other parts of East London. This is demonstrated by the availability of 'executive' housing in Emerson Park, Upminster and Gidea Park. These housing areas play an important function in the local economy by providing homes for high earners and play an important part in retaining and attracting businesses / senior employees into London as well as contributing to the character of Havering.

Question 19 [transport] suggests that residential densities need to be optimised around and within the super hubs to justify the necessary transport investment. This is acknowledged but it is already the case that the highest outer London PTAL ratings are in town centres, such as Romford. Housing density is based on PTAL ratings so any new development in or around these is already at the highest level (PTAL 6), ie between 240 and 435 units per hectare in Romford town centre.

The higher density of development built in Romford town centre in recent years has increased housing stock and introduced new forms of development. It has clearly changed the residential environment in recent years and has offered the advantages and opportunity of town centre living for many people including close proximity to rail services into London (which will be enhanced by the Crossrail project). At the same time, there has been a recognition that forms of housing development which are better suited to town centres such as flats and apartments need to be 'balanced' in the more suburban locations by the provision of well-designed traditional format family houses with gardens.

In London Riverside in the south of the borough, in particular, the focus has been on retaining the employment land of the highest quality and with good levels of accessibility. Transferring surplus employment land that falls outside this into other uses (mainly housing) has had a positive impact on the environment and has provided opportunities to increase housing.

10. What improvements would bring about the greatest improvements to the quality of life for outer London residents, workers and businesses? How would these bear on the economic objectives of the Commission?

11. How could super-hubs affect the quality of life in Outer London for residents, workers and businesses?

Improving quality of life for residents and workers is essential (both resident and non-resident) and businesses. Havering is concerned that the focus of the Commission has been so directed at economic considerations when there is a pressing need to also drive upwards the quality of life for all in outer London

Fostering economic growth needs to support and enhance quality of life. The Commission's proposals should do more to establish this important connection and be in line with other Mayoral initiatives such as the revision to the London Plan. The Commission's proposals should, for example, seek quality of life improvements through the provision of a diverse and stimulating arts and cultural environment. In taking this forward to benefit Outer London, the Commission should recognise that culture

encompasses a wide range of 'themes' from the arts and libraries to children's play and recreation activities for the wider community as well as heritage. Excellence in cultural provision will have strong, and positive, connections to health, education, community cohesion and understanding and appreciation of the environment, all of which underpin quality of life.

Hornchurch, for example, is a centre of regional and local importance for the arts. It includes the Queens Theatre which is a popular and vibrant producing theatre serving East London and Essex. It presents a diverse and innovative programme of entertainment and includes a wide and varied outreach programme for young people and adults. Associated facilities such as the Fairkytes Arts Centre offer a varied programme of arts for local residents to participate in. Romford provides a more 'mainstream' offer with cinemas, clubs and eating and drinking venues as well as the main library in the borough. The latter also provides the opportunity for recitals and small performances and is currently being refurbished. This demonstrates the variety and value of cultural life in outer London which it is so important to retain.

The Commission also needs to take proper account of heritage and the historic character of Outer London as it makes an important contribution to quality of life. Outer London exhibits many different neighbourhoods and localities reflecting its development and growth. The approach taken must understand and appreciate that it comprises a 'mosaic' of settlements and communities each with their own unique character. The role of achieving improvements in health and fitness as part of driving up quality of life is also a major concern. The Commission must recognise the opportunity that will accrue to Outer London generally from the 2012 Olympics and its legacy in regard to promoting involvement in active recreation.

Stratford will be well suited to those seeking employment who have particular skills and enjoy good access to it. These are likely to be a small part of the overall community in Outer East London. Apart from the Olympics, Stratford is unlikely to have any positive impact on the quality of life for those people in the area who cannot readily access it (for example, those in the London Riverside area of regeneration potential or south of the river) or those who fail to match the required skill-sets for jobs.

12. How important is the provision of the local social infrastructure to the quality of living in outer London? (schools, health or other specific infrastructure). How does this bear on the economic objectives of the Commission?

The provision of local social infrastructure is extremely important in terms of quality of life if we are to create genuinely sustainable communities as opposed to dormitory suburbs. Social infrastructure is key to ensuring that outer London is seen as a desirable place to live and that town centres function properly. Local social infrastructure is also a key issue in terms of sustainable transport and reducing the need to travel. The focus needs to be on ensuring this is in place for both existing and new communities. It helps to make people feel part of their community and develop attachments to where they live.

Population growth in outer London clearly impacts upon the need for additional social infrastructure and planning obligations and Section 106 agreements for developer contributions towards, for example, education and health facilities will continue to be important in funding new provision.

Access to health services is a major factor affecting quality of life. This is particularly important in Havering which has the oldest population in London and significant forecast increase in the numbers of people aged 85 and over. In addition, the Borough has an increasing birth rate.

13. What are the factors that give your or other districts in Outer London a sense of place and community ownership? How will these bear on the economic objectives of the Commission?

Outer London, including Havering, often has long or well established communities which help to create a sense of place and community ownership; unlike many parts of inner London which have a more transient population. The fact that outer London is able to attract and retain families ensures that a sense of place and community ownership is fostered. The town and neighbourhood centres within outer London remain a strong element of local identity and have significant roles at the heart of their surrounding communities. As well as having an important role in providing jobs they also provide convenient access to shops, leisure and recreation facilities. The larger centres also make important contributions to civic life where they accommodate administrative functions for the adjoining communities.

Additionally, there are certain parts of Havering, such as Harold Hill, Emerson Park and Gidea Park which have special and distinct characteristics which add to their sense of place, community ownership and provide them with a unique offer. These can include such features as well-established and recognisable neighbourhoods and forms of development as well as clear linkages to the past through their historic buildings and conservation areas. Often these characteristics may generate tourism and associated economic benefits.

Planning policies should continue to be directed towards preserving and enhancing the special and spacious character of these areas and reinforcing town centres as this will better enable them to make full contributions to quality of life and, through this, yield economic success.

14. What improvements would you like to see in the quality of the public realm, e.g. open space quality and provision? How will these bear on the economic objectives of the Commission?

The public realm should be safe, attractive, accessible, durable, inclusive and well maintained. Within town centres it should be lively and complement and support the vitality and viability of the centre.

High quality town centres help to foster civic pride and instil a sense of confidence amongst the community and investors. Town centre improvements, such as streetscape upgrades in Romford town centre and Hornchurch as well as additional open space within new development will improve both the quality and quantity of the public realm. Public realm improvements can also encompass measures to make it easier for people to get around on foot with benefits for the individual and the environment. The Romford Area Action Plan has a specific policy which seeks to ensure the provision of new public spaces in key town centre redevelopment sites. It is important that new development in town centres is of the highest quality in terms of architecture and urban design if they are to attract new investment. Mayoral planning, economic, and transport strategies should increase their support for improvement programmes of this kind.

In recent years, Romford has enjoyed a spectacular revival against recent developments in out of town locations such as Lakeside and Bluewater. It has benefited from significant private investment including the Brewery site, the refurbishment of the Liberty, the extension of the Mall and extensive new housing schemes in the town centre. Romford's well established regeneration programme has been confirmed as 'best practice' with national recognition by BURA in 2007 with 'Best Practice in Regeneration' and 'Partnership in Regeneration' awards and a 'beacon' status award in 2009 for managing the night time economy.

Away from town centres, one of the major assets of Havering is the amount and quality of public open space in the Borough – particularly green space – with more than half of the Borough being Green Belt land. Additionally, the borough has a well developed network of public footpaths, green chains and bridleways.

Havering has almost 130 publicly owned open spaces. Initiatives such as the Thames Chase Community Forest (which covers some 70% of the Green Belt in Havering and includes more than 400ha of tree cover), the Green Grid and proposals such as the London Riverside Conservation Park (covering more than 500ha besides the Thames) will require continuing support and deliver significant environmental gains as well as increase both the amount and quality of green space in the Borough. This is particularly important for the London Riverside corridor where the greatest level of new residential development in Havering will occur.

(C) Transport

(15) How would you make the super-hubs you have indicated more generally accessible to residents and workers from across London and outside? What is an acceptable balance between public transport and provision for cars? Will this vary in different parts of Outer London, eg in the Thames Gateway relative to West London?

(16) What approach should be taken to traffic management including car parking, congestion and pollution and the bearing these have on climate change? How could this bear specifically on superhubs, and more generally across Outer London if employment growth rose above historic trends and travel patterns changed as Outer London became a more attractive place to work?

Transport, traffic management and parking policy for the Outer London area (consistent with the declared aims of Havering's own LDF Core Strategy and Local Implementation Plan) must strike a balance between seeking to reduce the need to travel overall, and continuing to give people a choice of transport modes that are convenient, sustainable and reliable, as well as continuing to ensure economic prosperity. Outer London boroughs are recognised by the Mayor as being more dependent on the reasonable use of the private car and improvements in transport public infrastructure such as improved and extended routes and services must be complemented by initiatives aimed at smoothing traffic flows particularly around key destinations such as town centres.

Existing geographical coverage of the current bus service network should be retained and, wherever possible, enhanced. There is a very strong case for improvements to certain bus services (or the provision of new, high quality rapid transit links or express bus services) between the major town centres and/or rail stations, emerging further/higher education/emerging “learning village” locations, key residential regeneration areas and high value employment sites.

The attractiveness of Romford as an office sector location will be significantly boosted by the enhanced access offered by Crossrail services and Havering wants to see a major public transport interchange adjoining Romford Station taking advantage of the location in the heart of Romford, its proximity to the railway and the large number of bus-routes (20 plus) here. Development of high quality integrated bus station facilities (as set out in the adopted Romford Area Action Plan of the Local Development Framework)) to offer a step change in rail/bus and bus/bus interchange (the “Romford Gateway” project) will underpin and significantly enhance the public transport offer in Havering.

The take-up of new jobs in the growth corridors focussed on central Romford and London Riverside would be increased by enhanced public transport services from the borough's other regeneration priority areas of Harold Hill, Rainham and South Hornchurch with prioritised access in town centre areas and at key highway junctions as far as practicable. The former should be developed in tandem with urban design enhancements to improve the public realm in line with the Mayor's approach to revising his transport strategy and supporting his transport programmes through the Local Implementation Plan funding allocation process for 2010 / 11 onwards.

However, recognition is needed that given that public transport will never fully adequately provide direct links between the widely distributed Outer London population and the multiplicity of employment locations for its residents. With the continuing necessity for car use, road user charging of any description will not be appropriate in Outer London.

The role that a handful of Outer London town centres (and Romford is certainly a major example) have of being a metropolitan shopping centre, that also draws in high volumes of car-borne visits by shoppers from outside the London boundary, which are of crucial importance to the local economy, must also be suitably acknowledged. Restrictive town centre car parking policies would simply further divert these customers to the competing major retail centres beyond the M25, where there is plentiful parking available. The Mayor's commitment to establishing a parking regime that balances environmental desirability of reducing car use with the need to provide attractive viable development in town centres should be supported by the Commission.

Q17. Where traffic demand exceeds capacity in Outer London, what tools would be most effective for smoothing traffic around town centres (and managing crowding) in addition to or where there is scope for infrastructure improvements?

Havering only suffers from traffic demand that exceeds capacity for quite short periods during both the morning and evening peaks apart from around Romford town centre during, and in the run-up to, the Christmas shopping period. Measures being pursued arising from a TfL-funded Romford Movement Study may help to address these difficulties.

The wider installation of UTC (Urban Traffic Control) facilities may be most effective in smoothing traffic flow. Radical interventions such as congestion charging schemes or workplace parking charges are unlikely to be successful in Outer London because of the proximity and relative attractiveness of competing business centres just outside the London boundary which would likely be free of such mechanisms, and due to the relatively low proportion of private workplace car park spaces in Outer London town centres.

Making best use of the highway network that already exists is essential. Variable Message Sign facilities to inform drivers of network information and public car park space availability is already helpful, and such features (alongside installation of strategically-placed additional signs) will enable greater network management efficiency if there was much greater flexibility permitted by the Department for Transport in the way that local authorities can use and manage the detailed text of messages that are displayed.

It is recognised that measures for effective travel demand must be put in place in addition to infrastructure improvements. This should include the provision of safe and convenient walking and cycling facilities, public realm improvements and travel awareness initiatives.

Q18. Extensive radial public transport networks already exist to town centres and some super-hubs, what needs to change to make them the modes of choice?

Havering town centres such as Romford and Hornchurch are served by extensive multi-directional bus service linkages. While in some instances, bus service frequency and reliability improvements may be reasonable, in general it is considered that in this part of outer London at least, other potential alterations such as improved bus vehicle quality and further bus priority facilities would respectively make enough difference to make buses the mode of choice or, at many locations not be justified by increases in rider-ship. The exception to this would be the opportunities afforded by extension of the East London Transit project, see below.

Greater modal shift would most be facilitated by cheaper fares, supported by security (surveillance) improvements at all bus stops, more integrated and customer-friendly interchange arrangements at key locations (eg development of a high quality covered bus station facility at Romford Gateway alongside Romford Station) and full roll-out of the Countdown bus stop real-time service information facility to increase user confidence in service availability and reliability.

Q19. The development of super-hubs is likely to require public transport improvements to make them more accessible. That in turn is likely to need residential densities to be optimised around and within the super-hubs to justify the necessary transport investment. Is this trade-off acceptable to secure better public transport access and employment growth and is there a particular, economically viable, balance to be struck between residential intensification, transport investment and employment growth?

Optimising residential densities in and around the major outer London centres, such as Romford, to justify necessary transport investment is a reasonable scenario. It must be recognised, though, that to meet overall life quality aspirations, this way forward strengthens the importance of providing adequate walking and cycling routes (or specific “greenways routes”) to link these locations of increased population to green spaces to provide recreation, leisure, health and life quality improvements.

Q20. Do super-hubs need to evolve into “hub and spoke” networks serving the neighbouring areas to make the most of opportunities for local residents? How could a hub and spoke network service the more geographically extensive labour markets required to support super-hubs (and provide accessible opportunities to more workers within and outside London)? If these networks are road based systems, should options for further demand management be considered?

Certainly, hub and spoke networks are appropriate for all major town centres, whether or not they are deemed to be super-hubs. For individual out-of-centre strategic employment growth areas, such as those in the London Riverside Corridor, a tailored package of improved public transport investment is appropriate. Here, for example, the combination of bus rapid transit (involving in particular funding being sourced to extend the East London Transit project from Dagenham Dock towards Rainham and Romford via key development areas), plus provision of a new rail station on the c2c Tilbury Loop line at Beam Park offering sustainable inward commuting facilities from further afield and boosting the inward investment prospects for this part of the Thames Gateway area, would help stimulate the local and sub-regional economy.

Q21 More generally, what are the key destinations/services which people in Outer London want access to?

From the Havering perspective, the City, West End, Isle of Dogs, Heathrow, City and Stansted Airports, the M25 all represent key destinations or facilities outside the Borough to which Havering residents and business need to connect, while outside these

destinations, journeys to Ilford, Dagenham and Brentwood areas are important for more local employment purposes.

Q22. How important is the provision of local transport infrastructure to the quality of living in outer London? How does this bear on the economy of outer London?

The extent and maintenance of local transport infrastructure is fundamental to ensuring economically efficient access to jobs, given the more dispersed population of outer London compared to more inner "public transport saturated" areas of the capital and its increased consequential reliance on car movements, in particular to access employment locations across Greater London and outside the M25 ring. These often involve "reverse flow commuting" and journeys of an orbital rather than radial nature.

In order for outer London's potential and attractiveness to be fully exploited both by its own residents, and by the population of inner London areas, whose access to large recreational areas is limited, it is particularly important that high standard sustainable transport routes are provided to link to the substantial green-space and leisure opportunities that exist in those locations that are genuinely on the periphery of the capital for the benefit of all London residents.

With its more widely distributed population across numerous district centres and substantial housing estates remote from the principal town centres and rail stations and major employment locations, it is essential that road-based public transport and cycle route linkages to a high standard are provided in Outer London to ensure that the transport network is suitably socially inclusive and that access to economic activity is maximised. In Havering, for example, it is essential that direct and reliable sustainable facilities are put in place to link Harold Hill and Mardyke Estate regeneration areas with the jobs, training and cultural facilities available in the Romford and Hornchurch centres and the London Riverside development area. Making it easier to make journeys by non-car modes will encourage people to make choices that will be better for the environment as well as better for them. They will also reflect the Mayor's current priorities towards a more active community where walking is an essential part of life.

In order to maximise the full potential of a high quality of life in outer London (and particularly in Havering, where the Council's Twenty Year Vision seeks to secure the highest quality of life in London for its residents), and to make the most of existing and future job opportunities, especially in London Riverside, recognition of the role of, and investment in, local transport infrastructure will remain of fundamental importance.

LB Havering
28 May 2009