

## Transport and Works Act 1992

### Transport and Works (Applications and Objections Procedure) (England and Wales) Rules 2006 — Rule 10(2)(c)

#### London Overground (Barking Riverside Extension) Order

### CONCISE STATEMENT OF THE AIMS OF THE PROPOSALS

#### 1. Introduction

- 1.1 Transport for London is applying for an order under the Transport and Works Act 1992 for powers to construct, operate and maintain an extension of the London Overground (Gospel Oak to Barking line) to Barking Riverside. The proposed scheme is to be referred to as the Barking Riverside Extension (BRE). It is supported by the Mayor of London and the London Borough of Barking and Dagenham.
- 1.2 This document is a concise statement of the aims of the BRE and has been produced as one of the documents required to be submitted with the application under Rule 10(2)(c) of the Transport and Works (Applications and Objections Procedure) (England and Wales) Rules 2006.

#### 2. Primary Aim of the BRE

- 2.1 The primary aim of the BRE is to:  
  
**Support economic development and population growth** by unlocking the full residential development potential of the Barking Riverside area through the provision of new sustainable transport infrastructure. This will enable the sustainable delivery of 10,800 homes and will thereby support the wider regeneration of the London Riverside Opportunity Area.
- 2.2 The primary aim of the BRE is consistent with the National Planning Policy Framework (2012), the London Plan (2015), the London Riverside Opportunity Area Planning Framework (2015), the Mayor's Transport Strategy (MTS) (2010), the London Housing Strategy (2014) and the London Borough of Barking and Dagenham's planning policies.
- 2.3 Barking Riverside is a key development area within the London Riverside Opportunity Area and BRE will act as a catalyst for its development in helping to deliver 26,500 new homes and 16,000 new jobs.
- 2.4 The Barking Riverside development is London's single largest housing development opportunity with outline planning permission for 10,800 homes and 65,600 sq. m of commercial, retail and community facilities. This level of development cannot happen sustainably without the provision of appropriate transport infrastructure.

- 2.5 The BRE will provide a new station at the heart of the Barking Riverside development providing access to the rail network in an area which currently has limited access to public transport. The BRE will be the principal component of a transport strategy for the Barking Riverside area which includes bus network enhancements, road junction improvements and walking and cycling facilities.
- 2.6 The BRE will enable the sustainable delivery of 10,800 homes in Barking Riverside. It is the most deliverable and affordable option and provides a direct link to Barking town centre from the heart of the Barking Riverside development.

### 3. Further Aims of the BRE

- 3.1 The BRE is also intended to meet other goals set out in the MTS and further aims were developed that align with these goals.
- 3.2 **Improve transport connectivity:** Improve transport connectivity within the London Borough of Barking and Dagenham, particularly to Barking Town Centre, and with the major employment locations of central London, Isle of Dogs and Stratford.
- 3.3 The BRE will achieve this further aim by directly connecting the Barking Riverside area to Barking Town Centre and through interchange at Barking station enabling onward journeys to destinations such as central London, the Isle of Dogs and Stratford.
- 3.4 **Enhance quality of life:** Provide a high quality journey experience and minimise adverse environmental impacts. Integrate the new transport infrastructure with the Barking Riverside development by being at the heart of a new District Centre and with high quality public realm. Encourage active travel to access the new transport infrastructure by providing good interchange with walking and cycling routes and other transport services.
- 3.5 The BRE will achieve this further aim by providing a high quality journey experience by means of means of new trains and rail infrastructure and being part of London Overground which has high customer satisfaction standards. The BRE will be an electrified railway and offers a sustainable alternative to car travel. It will contribute to a high quality public realm station square at the heart of a new District Centre. There will be good interchange with walking, cycling and bus routes.
- 3.5 **Improve safety and security:** Ensure that the new transport infrastructure is designed to help reduce crime and fear of crime and provide a safe and secure public transport service to users within the Barking Riverside area.
- 3.6 The BRE will achieve this further aim by designing in safety and security features such as lighting, CCTV and fencing. The new station will be staffed at all times while services are operating.
- 3.7 **Improve transport opportunities:** Improve the physical accessibility of the transport system by providing step free access, improve access to services between the

Barking Riverside area and locations of key local and regional service activity, in particular Barking Town Centre.

- 3.8 The BRE will achieve this further aim by providing a new station with step free access and a high quality and accessible interchange with buses. It will improve existing and new communities' access to services in locations like Barking Town Centre and Stratford.
- 3.9 **Reduce transport's contribution to climate change and improve its resilience:** Construct to the most up to date construction, design and environmental standards and ensure infrastructure is adaptive to a changing climate. As part of a package of transport measures provide a sustainable transport alternative to car travel to and from the Barking Riverside area.
- 3.10 The BRE will achieve this further aim by adopting the CEEQUAL sustainability rating scheme. The BRE will be an electrified railway and offers a sustainable alternative to car travel.
- 3.11 **Implement legacy from the 2012 Olympic & Paralympic Games:** Contribute towards achieving the 2012 Olympic legacy for the London Borough of Barking and Dagenham by: supporting regeneration and convergence of social and economic outcomes between the borough and the rest of London; and as part of a package of transport measures encourage walking, cycling and public transport use. The London Borough of Barking and Dagenham was one of the six Olympic boroughs now known as growth boroughs.
- 3.12 The BRE will achieve this further aim by supporting the regeneration of Barking Riverside and the wider London Riverside Opportunity Area. It will encourage public transport use, walking and cycling through the provision of integrated walking and cycling routes and facilities to/from and at the new Barking Riverside station.