

---

**Secretariat memorandum**

Author: Vincent Stops

Agenda item: 7

LTW602

Drafted: 28.03.19

---

**Transport issues in Barking**

**1 Purpose of report**

1.1. To provide background to members of some of the transport issues in Barking.

**2 Recommendation**

2.1. That members note the report.

**3 Barking Transport issues**

3.1. The briefing is appended.

**4 Equalities and inclusion implications**

4.1. The briefing is background information only.

**5 Legal powers**

5.1. The briefing is background information only.

**6 Financial implications**

6.1. The briefing is background information only.

## Appendix

### Transport issues in Barking

Barking's existing and planned transport links are best illustrated by the maps below taken from a Barking and Dagenham council regeneration prospectus (London's Growth Opportunity) and TfL publications. The north of the Borough is served at Chadwell Heath station by what is now TfL Rail's route out of Liverpool Street to Shenfield station. London Overground, District Line and c2cs services to Upminster run in the centre of the Borough, serving Barking station.

The major future rail highlights for the borough will be the arrival of the Elizabeth Line to the north at Chadwell Heath station, and the extension of the London Overground from Barking to the regeneration area known as Barking Riverside, illustrated on the second map as the red block.

Beam Park is a development on Ford's old Dagenham plant, and as part of this there is a commitment to build a new railway station on the c2c line between Dagenham Dock and Rainham. In addition, redevelopment of Dagenham town centre includes the possibility of reinstating a National Rail (c2c) station at Dagenham Port

Additionally, there has been substantial investment in the East London Transit service - bus-based, high priority, branded, part-segregated routes operated as part of the London bus network. There are currently three new routes (EL1 2 & 3) with a fourth planned for 2021. All serve Barking Riverside.

There has been discussion of a cut and cover project for the A13 to effectively free up land for development. It is unclear how likely this proposal is.

There is also a proposal for a new river crossing at Marsh Way, just over the borough border in Havering. This now seems unlikely in the medium term and may never happen.

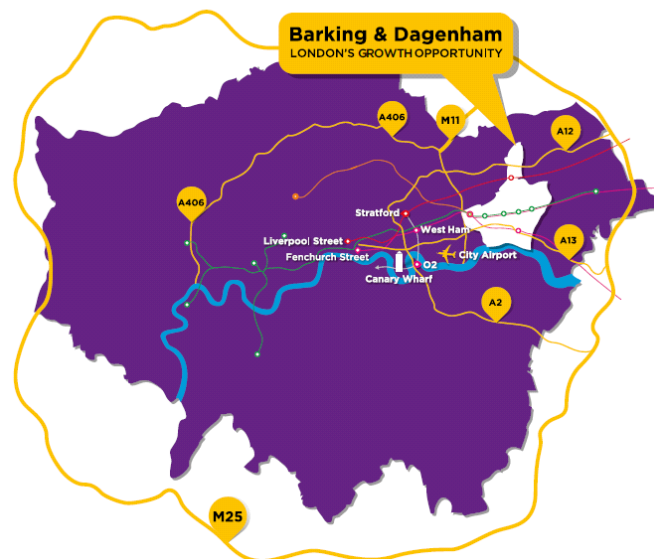


Figure 1 Barking and Dagenham in context

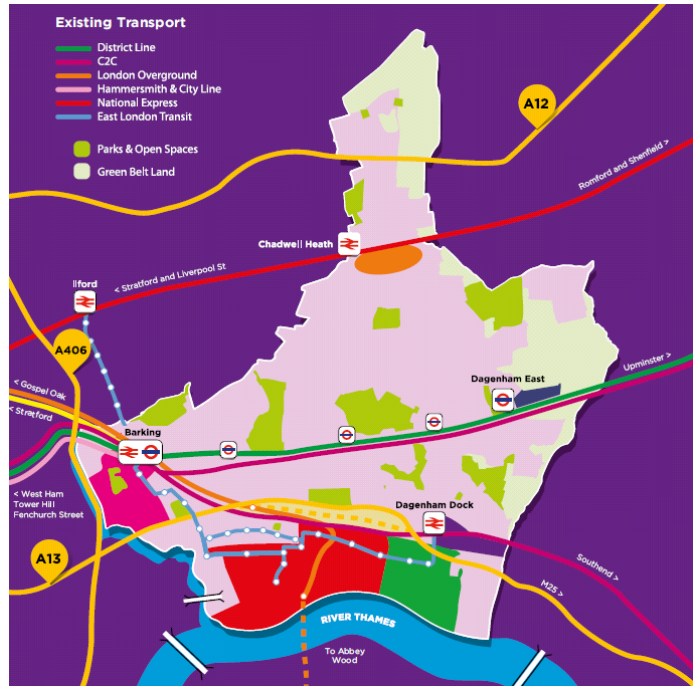


Figure 2 barking and Dagenham, existing and planned transport

The Barking Riverside extension uses c2c lines east of Barking station and then south to the river on completely new tracks.

**Proposed Barking Riverside Extension**

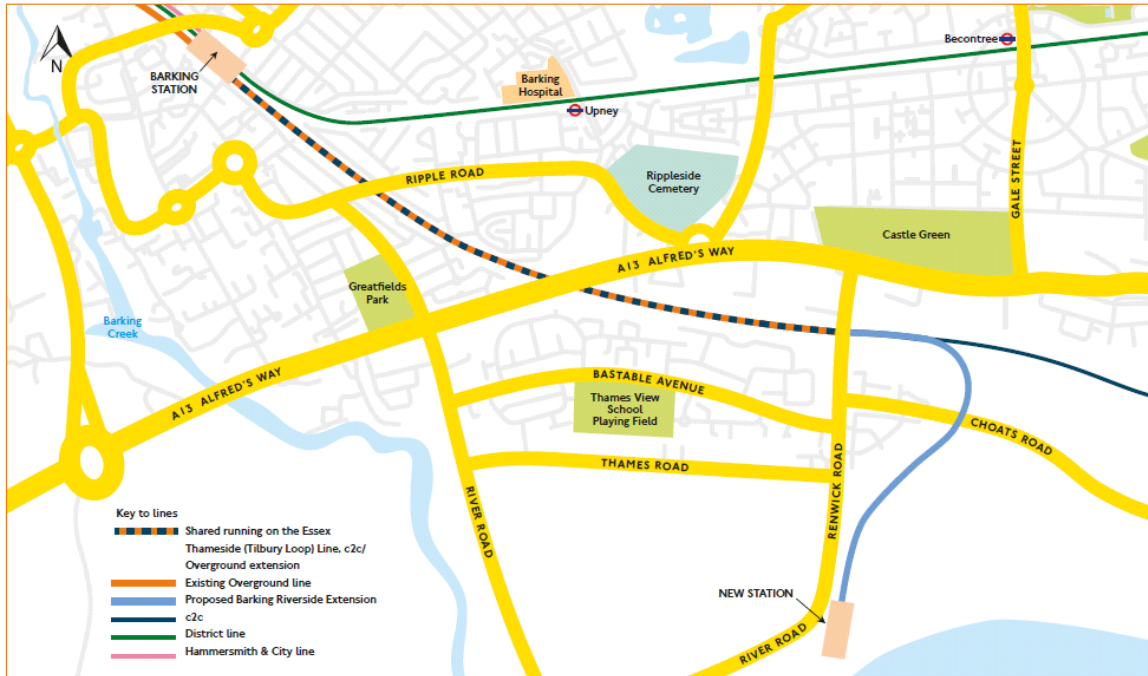


Figure 3 Barking Riverside extension

These new transport links to Barking Riverside will support and are supported by the delivery of over 10,000 homes. This is a substantial part of Barking and Dagenham's London Plan housing target of 26,000 new homes by 2028/29. Barking has taken a very positive stance to new development in its borough.

### **Gospel Oak to Barking rail line**

After substantial difficulties, the electrification of this line has been completed. However, the new trains intended for it have yet to enter passenger service, and as a result a reduced service is currently in force. The user group will address the Board on this issue.

### **Barking town centre**

The Borough is in the process of a substantial redevelopment of Barking town centre, including improvements to bus priority for the East London Transit routes that pass through.

### **Barking station**

The station is managed by c2c, but is also served by London Underground and Overground. It was built in the late 1950s for the electrification of the c2c route to Southend. However, the station is now in need of rebuilding and expansion to cope with the increased numbers of passengers expected to use it both for the town centre and as an interchange for the Barking Riverside development. c2c have been asked to speak on this.

### **Buses**

Access to hospital services was a major issue in recent times, but diversion of bus route 5 via Romford General hospital has made it much easier to reach.

MAP A2: A Vision for the East London Transit Network

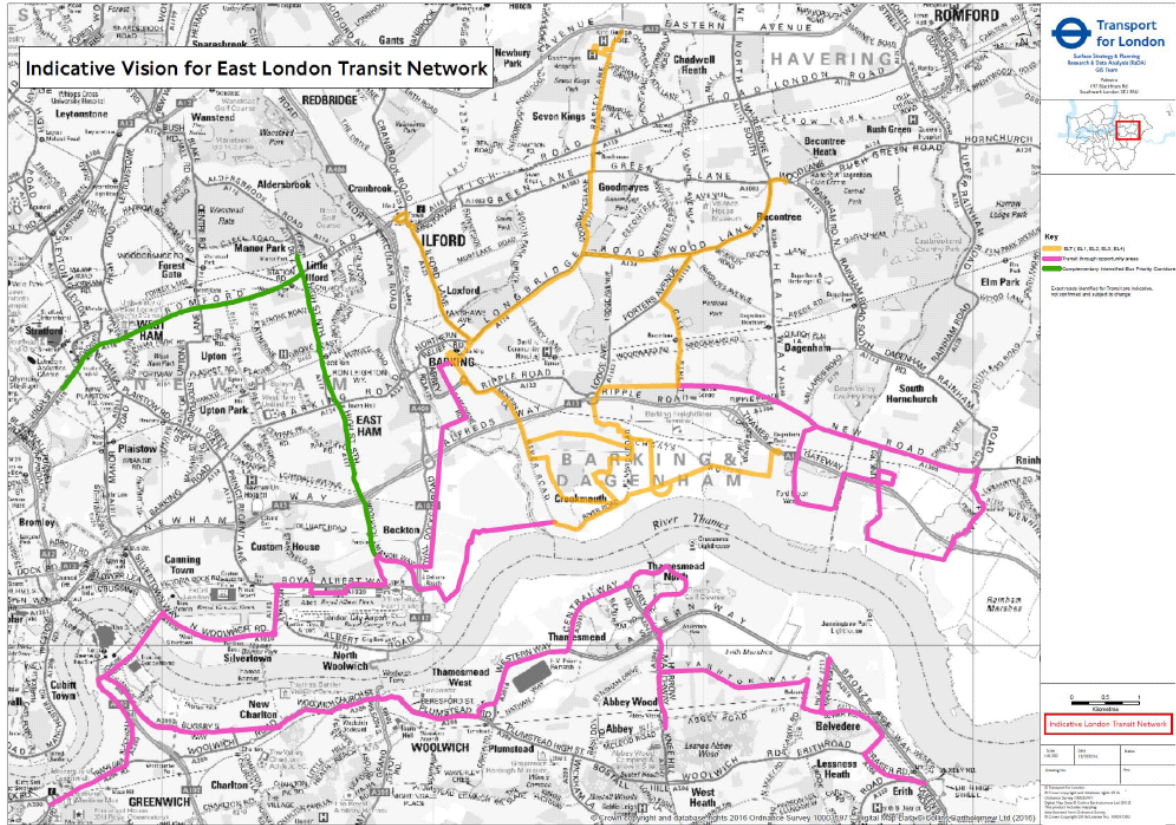


Figure 4 An indicative map of the East London Transport network