

TfL (in Barking & Dagenham and Redbridge) Ilford to Barking Riverside new cycle route

28 March 2019

<https://tfl.gov.uk/modes/cycling/routes-and-maps/new-cycle-routes>

About the London Cycling Campaign

London Cycling Campaign (LCC) is a charity with more than 20,000 supporters of whom over 11,000 are fully paid-up members. We speak up on behalf of everyone who cycles or wants to cycle in Greater London; and we speak up for a greener, healthier, happier and better-connected capital.

This response was developed with input from LCC's borough groups.

General comments on this scheme:

This route connects Ilford town centre and its Crossrail station to Barking town centre and on to the new housing development area of Barking Riverside is supported for potentially providing safe and high quality cycling facilities along a line of clearly high cycling potential.

Combined with the successful Liveable Neighbourhood bid for Redbridge, this is a real opportunity to improve Ilford Town centre and create high quality links to the Crossrail station in all directions.

Specific comments on this scheme:

- Busier junctions and sections of road in Barking & Dagenham will need to feel safe and comfortable with protected cycle tracks.
- Some of the more isolated tunnels and underpasses will need work to make them more attractive for walking and cycling.
- Barking Riverside has already provided some cycle tracks, but so far these have not been of high quality– Riverside developers, the council and TfL are encouraged to avoid a repeat of the failings of the Olympic Park here.

In Redbridge:

- The Liveable Neighbourhood funding secured for Ilford Town Centre means there's a real opportunity to sort out the one-way system for those walking and cycling, create a cycle link to the Crossrail station, provide large amounts of cycle (including secure) parking to enable multi-modal commuting. This is also the opportunity to start to deliver planned TfL cycle routes west to Stratford (a very high priority), east to Romford, and north to Gants Hill.
- Riverdeen Road and Lowbrook Roads already works well as low-traffic neighbourhoods, but these sections need updating to current standards.
- There is an opportunity to do more work with local schools to improve driver behaviour and to enable more kids to walk, cycle and scoot to school.

In Barking & Dagenham:

- Busy road sections, such as around Barking Station and on Thames Road and Renwick Road, will either need protected cycle tracks or traffic reduction. Side streets should see below 200 motor vehicle movements in their busiest hour. Junctions and links across the really busy roads need to feel safe and comfortable.
- There are significant sections of the route that currently feel isolated, poorly lit, or narrow. These will need more work – particularly the tunnels and underpasses but also the section around the Greenway – to ensure that they feel safe and comfortable for all users.
- Future Barking Riverside infrastructure needs to be of a higher standard than that built to date in order to ensure new residents choose active travel modes and don't just default to car ownership.

General points about infrastructure schemes:

- The Mayor's Transport Strategy relies on a growth in cycle trips to keep London moving. This means infrastructure schemes must be designed to accommodate growth in cycling. Providing space for cycling is a more efficient use of road space than providing space for driving private motor vehicles, particularly for journeys of 5km or less. In terms of providing maximum efficiency for space and energy use, walking, cycling, then public transport are key.
- As demonstrated by the success of recent Cycle Superhighways and mini-Holland projects etc., people cycle when they feel safe. For cycling to become mainstream, a network of high-quality, direct routes separate from high volumes and/or speeds of motor vehicle traffic is required to/from all key destinations and residential areas in an area. Schemes should be planned, designed and implemented to maximise potential to increase journeys – with links to nearby amenities, residential centres, transport hubs considered from the outset.
- Spending money on cycling infrastructure has been shown to dramatically boost health outcomes in an area. Spending on cycling schemes outranks all other transport modes for return on investment according to a DfT study. Schemes which promote cycling meet TfL's "Healthy Streets" checklist. A healthy street is one where people choose to cycle.
- All schemes should be designed to enable people of all ages and abilities to cycle, including disabled people.
- Evidence from TfL and from many schemes in London, the UK and worldwide shows the economic benefits, including to businesses, to be found from enabling a wider range of people to cycle more. Further evidence shows how cycling schemes also benefit air quality and reduce climate changing emissions, as well as improving resident health outcomes and reducing inactivity, as mentioned above.
- LCC wants, as a condition of funding, all highway development designed to London Cycling Design Standards (LCDS), with a Cycling Level of Service (CLOS) rating of 70 or above, with all "critical issues" eliminated. Above 2,000 Passenger Car Unit (PCUs)

motor vehicle movements per day, or 20mph motor traffic speeds, cycling should be physically separated from motor traffic.