

**London Cycling Campaign response to TfL (in Barking & Dagenham) Ilford to Barking
Riverside Cycleway**

31 July 2019

<https://consultations.tfl.gov.uk/cycling/barking-riverside/>

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 Cycleway delivers marginal improvements to an existing set of roads. It will not enable many more people to cycle or walk here as currently configured.
- It is of concern if this scheme meets TfL's Quality Criteria, as that would strongly suggest the criteria are failing to adequately ensure an appropriate level of quality.
- The scheme also features numerous points where nothing beyond wayfinding appears to be proposed. Several of these locations will be, as currently designed, unsuitable for all ages and abilities of rider.
- The route features areas which are currently socially isolated and feel rundown. More work will be required at these locations to enable more people to even perceive this scheme as a coherent route.
- Similarly, by avoiding any main road alignments, this scheme will limit the ability to fulfil its identified potential (according to TfL's Strategic Cycling Analysis) as it will barely be even visible to most current drivers who represent the potential for mode shift.
- The scheme is not opposed. It provides relatively minor improvements to a route that already effectively exists. And as such, should prove to be a cheap scheme to fulfil. And the scheme does have the potential, with further improvements, to offer a good quality scheme overall, on a much-needed cycle route. That said, the lack of ambition along this Cycleway should be a cause for concern for TfL, the Mayor and Barking & Dagenham Council. And this scheme should be delivered ensuring it remains good value-for-money.

Specific points about this scheme:

- There appear to be no interventions detailed for numerous sections that clearly require interventions for, at minimum, speed of motor traffic and driver aggression, to ensure they are comfortable for a wider range of people to cycle on. These include Marine Drive (and further into the new Barking Riverside developments); Thames Road (currently unsuitable for cycling); the area around the “Ripple Greenway”; Endeavour Way, Maybury Road, Charlton Crescent, Alfred’s Gardens, Saxham Road, Felton Road, Sparsholt Road, Gordon Road, Wedderburn Road, Eldred Road, St Awdry’s Road and Sunningdale Avenue (all of these feature clearly high car ownership levels, antisocial car parking, narrow, straight sections and/or tight bends with low visibility without any physical speed control measures); Sutton Gardens (as before, but also a roundabout).
- Section 1: It is likely without strict parking enforcement, that any dropped kerbs at Sutton Gardens will be parked on routinely.
- Section 2: The underpass of the A123 Ripple Road at Wedderburn Road feels isolated and more work on the design is needed here to ensure cycling through this part of the scheme feels far more comfortable and safe to cycle on for a wider range of ages and abilities.
- Section 3: Provision for Ripple Road appears to comprise of shared use footway outside shops, and a pedestrian crossing, followed by a significant stretch of on-road provision without any proposed changes, prior to reaching the “pedestrian zone” (which includes double decker buses). This is far from appropriate for a wide range of people to cycle here, or perceive cycling as something that can be done here, given the design of the road at this point. Further design work here is required to ensure cycling here is comfortable up to the “pedestrian zone”, and work on the zone, due to follow this consultation, should be advanced rapidly too to ensure the route is coherent and continuous.
- Section 3: Wakering Road is used by a significant number of taxis, private hire vehicles and large goods lorries, and suffers from significant levels of illegal parking. The segregated cycle track is very welcome, but there is not sufficient quality of provision for those cycling southeast along the road. Further speed controls at a minimum, plus strict parking enforcement, are required here.
- The level of improvements in this scheme are highlighted clearly by the Healthy Streets Check score uplifts, that are marginal.

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 and enable all ages and abilities to cycle, 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.