



Working in partnership



**Barking &
Dagenham**

Outline Walking and Cycling Strategy for Barking and Dagenham

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August 2021 Update

1. Introduction

BACKGROUND

In January 2020, the Council declared a climate emergency and pledged to do all in its power to make the borough carbon neutral by 2030. At the time, the Cabinet Member for Regeneration and Social Housing noted that “this is about much more than the world being warmer; it is about how our residents will be affected... how their health and well-being may suffer”.

The same thinking applies to how the people of Barking and Dagenham travel, now and in the future. Enabling more people to walk and cycle more often is about their health and well-being in the here-and-now, not just about applying sustainable transport principles or meeting central government targets.

If more people find it safer, easier, and more attractive to walk or cycle than to go by car, especially for shorter trips, the benefits for them and everyone include:

- less pollution and improved air quality;
- better health through more active travel;
- fewer deaths and injuries in crashes;
- lower production of greenhouse gases (mitigating the effects of climate change);
- reduced social isolation; and
- less congestion for essential motor vehicle trips.

PURPOSE

As is shown by some of the information in section 2, levels of both walking and cycling in Barking and Dagenham are comparatively low, and the benefits listed above are not being achieved. This is, in part, due to poor conditions for walking and cycling in many parts of the borough, and lack of coherency in existing walking and cycling networks. Examples of current conditions are illustrated on the following page.

Section 2 also establishes some of the challenges that need to be overcome if the potential of walking and cycling to improve public health and to decarbonise transport is to be realised.

The over-arching purpose of this outline strategy is to help release that potential by setting out a ten-year programme of measures to create networks in the borough that are of sufficient quality to enable and encourage more people to walk and cycle more often, especially for short journeys.

Experience shows that most people won't change their travel habits in this way unless conditions for walking and cycling are made appreciably more attractive than at present. Both these forms of everyday transport therefore need to become – as well as seem – much safer, simpler, and easier than at present. This is the intended purpose of the walking and cycling strategy.

STRUCTURE

To this end, this strategy is structured as follows:

Section 2 sets out the supportive national and London policy and funding contexts and contains a range of relevant information specific to Barking and Dagenham.

Section 3 sets out the over-arching objectives of the strategy and establishes the specific requirements to provide facilities that are good enough to enable people to change their travel habits and to create coherent walking and cycling networks covering the whole borough.

Section 4 describes the categories of project through which these high-quality networks can be built in the period to 2030. It also proposes those categories, and the projects within each, that should be prioritised in the first years of the decade.

Section 5 outlines how the delivery of these projects could be programmed according to the Council's priorities, the timescales for major new developments, and likely available funding.

There is also an **appendix** containing worked examples describing the possible options for two of the highest priority cycle route projects.



These steps, near the Vicarage Field centre in Barking, are part of a formal shared use route.



This shared use path, by Barking Park, doesn't comply with the latest national cycling design guidance.



Advisory cycle lanes are often parked in, and this one also needs to be crossed to access the parking bay.



This subway and approaches, under the A13 at Alfred's Gardens, are unwelcoming, especially after dark.



This junction, on Renwick Road, prioritises turning motor vehicles, yet seems to invite cyclists to enter.



This shared use path, alongside the A13, gives a poor level of service for people both walking and cycling

2. The Context

THE NATIONAL PICTURE

Arising both from the climate emergency and of the COVID-19 crisis, this past year has seen a range of announcements from the government that have turned policy into calls for urgent and action and have transformed the funding environment for walking and cycling. The following is a selection of the most important government interventions which, together, represent a genuinely remarkable, consistent, and welcome change of direction.

- 26th March 2020 - *Decarbonising Transport: Setting the Challenge*. "Climate change is the most pressing environmental challenge of our time... and demands a step change in both the breadth and scale of ambition and we have a duty to act quickly and decisively to reduce emissions... Public transport and active travel will be the natural first choice for our daily activities. We will use our cars less..."
- 27th May 2020 - Letter from Department of Transport to local authorities. "We have a window of opportunity to act now to embed walking and cycling as part of new long-term commuting habits and reap the associated health, air quality and congestion benefits... Anything that does not meaningfully alter the status quo will not be funded..."
- 27th July 2020 - *Gear Change: A bold vision for cycling and walking*. "£2 billion will pay for first hundreds, then thousands of miles of protected bike lanes, so anyone can ride safely; low-traffic neighbourhoods to make it easier to walk and cycle... People often think that encouraging bikes and walking causes congestion - but it doesn't, if you do it properly..."
- 27th October 2020 - Government response to an online petition. "The more people that cycle and walk, the more road space is freed up for those who really need to drive. Encouraging more cycling and walking is key to the government's efforts to reduce harmful emissions from transport, as well as to help make people healthier..."
- 18th November 2020 - *The Ten Point Plan for a Green Industrial Revolution*. "Point 5: Green public transport, cycling and walking... we must increase the share of journeys taken by public transport, cycling and walking."

THE REGIONAL PICTURE (LONDON)

The London greenhouse gas emissions picture is similar to the national one, with road transport contributing around 21 per cent of all carbon dioxide emissions in 2017; and, while emissions from the domestic, industrial and commercial sectors were much lower in 2017 than in 2000, road transport emissions actually rose over the same period.

The London policy and funding context is largely set by the Mayor of London, through TfL. The key document in this regard is the *Mayor's Transport Strategy* (MTS, 2018), which sets out a target for Barking and Dagenham to increase the combined mode share of walking, cycling and public transport from 55 per cent to 72 per cent by 2041. The MTS embeds the 'Healthy Streets Approach' which "puts into practice the theory of reducing car dependency and increasing active, efficient and sustainable travel... it puts human health and experience at the heart of planning the city".

The MTS is clear that reducing car dependency is an essential component in realising the following benefits: helping people stay physically and mentally healthy; reducing harmful emissions; enhancing the city's resilience to climate change; making streets safer; strengthening communities; and increasing footfall to support existing businesses and attract new ones. Highlighting that a quarter of current car trips could potentially be walked, and two thirds potentially cycled, the MTS focuses strongly on:

- enabling active, inclusive and safe travel, by providing accessible, well-designed space for walking and cycling, the healthiest means of moving around London's streets;
- using street space more efficiently - reducing traffic levels through better-managed freight and fewer car trips and
- improving air quality and the environment, and ensuring London's transport system is resilient to the impacts of climate change.

In 2016 TfL published a London-wide *Analysis of Walking and Cycling Potential*, and in March 2017, TfL also published a *Strategic Cycling Analysis*, with one of the top potential connections identified being an Ilford-Barking Town Centre-Dagenham Dock route (see Figure 13).

THE LOCAL PICTURE

Figure 2 (below) shows how motor traffic levels in Barking and Dagenham have risen steadily in recent years. The Department for Transport estimate for the total distance travelled by cars and taxis in the borough in 2019 is almost 40 per cent greater than in 2008, and 19 per cent greater than in 2012. While this information helps describe the nature of the challenge that this outline strategy seeks to address, the data in Figure 1 help point towards the solutions.

The chart shows that 13 per cent of all car trips starting in the borough are under 1km long (no more than a 15-minute walk for most people), and 60 per cent of these car trips are under 5km long (no more than a 20-minute cycle ride at a leisurely pace).

If more people chose walking or cycling, instead of going by car, this would have a positive effect on improving air quality. This is why eight of the 47 actions in the Council's *Air Quality Action Plan* refer to the benefits of enabling active and sustainable travel. Action 44 is of direct relevance to this strategy:

“Provision of infrastructure to support walking and cycling. E.g. the development of key strategic cycle routes including Barking Station to Chadwell Heath Station, cycle route CFR10 Barking Riverside to Ilford (via Barking Town Centre) and Heathway to Becontree Heath. Potentially a ‘Liveable Neighbourhood’ for the Becontree Estates, subject to TfL funding.”

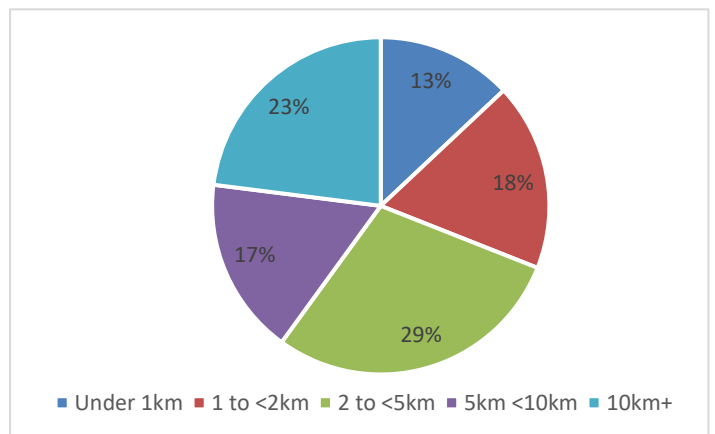


Figure 1. Car trips by trip distance: all trips originating in LBB; 3-year average 2017/18-2019/20

Annual traffic by vehicle type in Barking and Dagenham

Traffic in Great Britain from 1993 to 2019 by vehicle type in vehicle miles (millions)

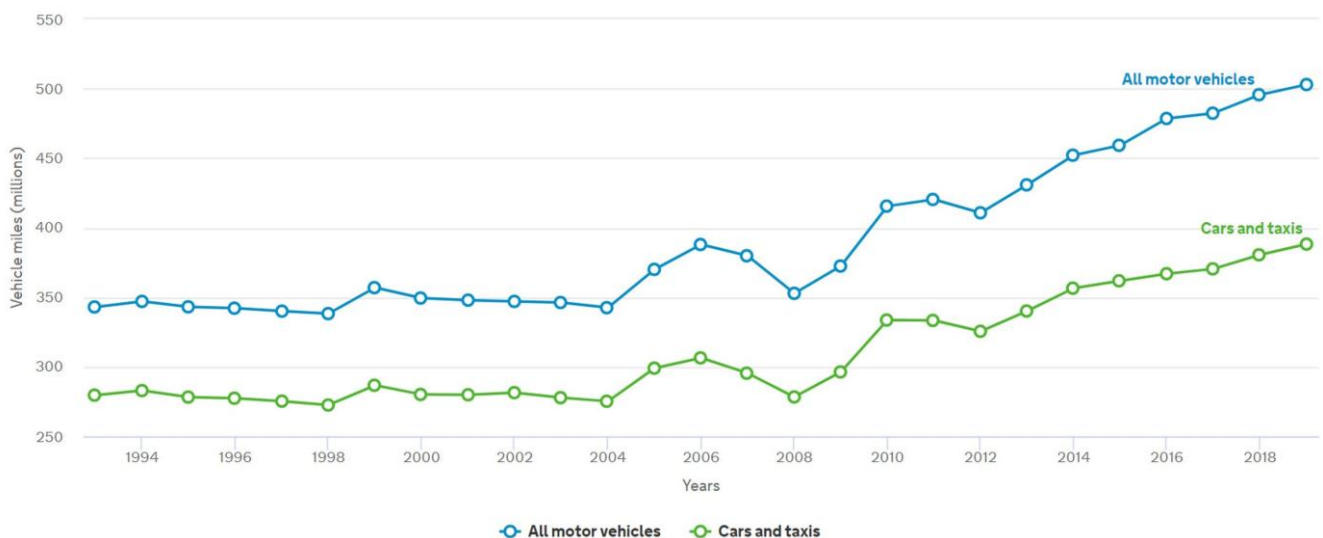


Figure 2. Department for Transport assessment of annual traffic mileage in Barking & Dagenham, 1993 to 2019

The Council's *Third Local Implementation Plan* (LIP3, January 2019) includes a target of a 5-10 per cent reduction in the volume of vehicular road traffic by 2041. It also reports that 44 per cent of all trips in the borough are made by car, with 27 per cent walked and only around 2 per cent cycled. If just one quarter of the 60 per cent of current car trips that are under 5km long (Figure 1) were walked or cycled instead, that would reduce the car figure from 44 per cent to 37 per cent.

As things stand, however, most people don't think that walking and cycling are viable alternatives to the car, even for short trips. In exploring the reasons for this, other than habituation to car use, LIP3 identified the fragmented nature of the borough's cycling and walking links as a key issue that needs to be addressed and cites the severance caused by main roads, rivers, and railway lines as a specific problem. While severance is a particular challenge in creating joined-up walking and cycling networks, the wider problem is that too many streets, footways and cycle paths simply don't provide the walking and cycling conditions that people think are good enough.

The *LBBB Infrastructure Delivery Plan* (September 2020) picks up on the issue of walking and cycling routes being fragmented, as well as on the opportunities that exist to link existing infrastructure to create cohesive networks. The IDP also provides a summary, for each of seven sub-areas in the borough, of all significant proposed investment in walking and cycling schemes (at the time the IDP was being prepared).



Also published in September 2020, the *LBBB Draft Local Plan 2037 (Regulation 19 Consultation Version)* states that "To support the levels of growth identified in this Local Plan and ensure it is sustainable, we will enable and encourage walking and cycling as primary modes of travel". This statement is supported by Strategic Policy SP8 (Planning for integrated and sustainable transport) and by Policy DMT1 (Making better connected neighbourhoods). Key extracts from the latter are reproduced below.

1. Strategic and major development proposals should be located where employment, housing and supporting facilities and services are within easy reach of each other and connected by high-quality, safe and attractive cycling and walking routes.
2. Active travel routes, which support walking and cycling, should connect to areas of Green Infrastructure around the borough. Walking routes must be suitable for wheelchairs, pushchairs and other users with limited mobility and must include places to stop and rest.
3. Cycle routes should, where possible, be segregated from road transport and pedestrian walkways, following the best current design guidance. Infrastructure proposals should also demonstrate how they meet the Mayor's Healthy Streets approach in line with TfL's guidance⁴¹.
4. Development proposals should reduce the dominance of vehicles on London's streets whether stationary or moving, in line with the Mayor's Transport Strategy.

Further evidence relevant to walking and cycling in the borough is provided on the following pages.

Figures 3-5, taken from the annual Healthy Streets Scorecard published by Transport for London show that Barking and Dagenham is at or near the bottom of the list of all 33 London boroughs in relation to the amount of walking, the amount of cycling and the number of people killed or seriously injured while walking or cycling (per walking or cycling trip). Figure 6, from TfL's 'Playbook' resource for London Councils, shows the areas of greatest pedestrian severance (with the A13 and railway corridor most evident).

More positively, Figures 7-8 (also from the playbook) show where there might be greatest potential in the short term for investing in measures to improve conditions for walking and cycling.

Adults walking 5 times per week: Inner/Outer London boroughs, 2020 Scorecard data

Proportion of adults that walk at least 5x per week in %, for London boroughs and London average, for 2020 Scorecard data (average of 2016/17 and 2017/18). [View all results](#)

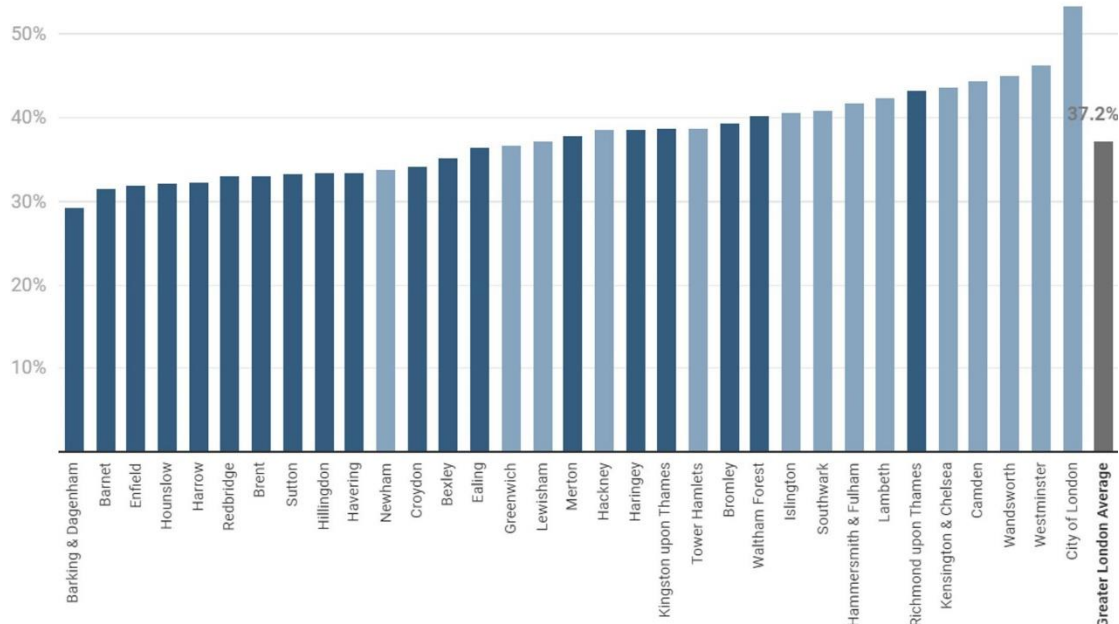


Figure 3. In terms of the amount of walking, Transport for London's latest 'Healthy Streets Scorecard' rates Barking and Dagenham as 33rd of all 33 London boroughs.

Adults cycling 5 times per week: Inner/Outer London boroughs, 2020 Scorecard data

Proportion of adults that cycle at least 5x per week in %, for London boroughs and London average, for 2020 Scorecard data (average of 2016/17 and 2017/18). [View all results](#)

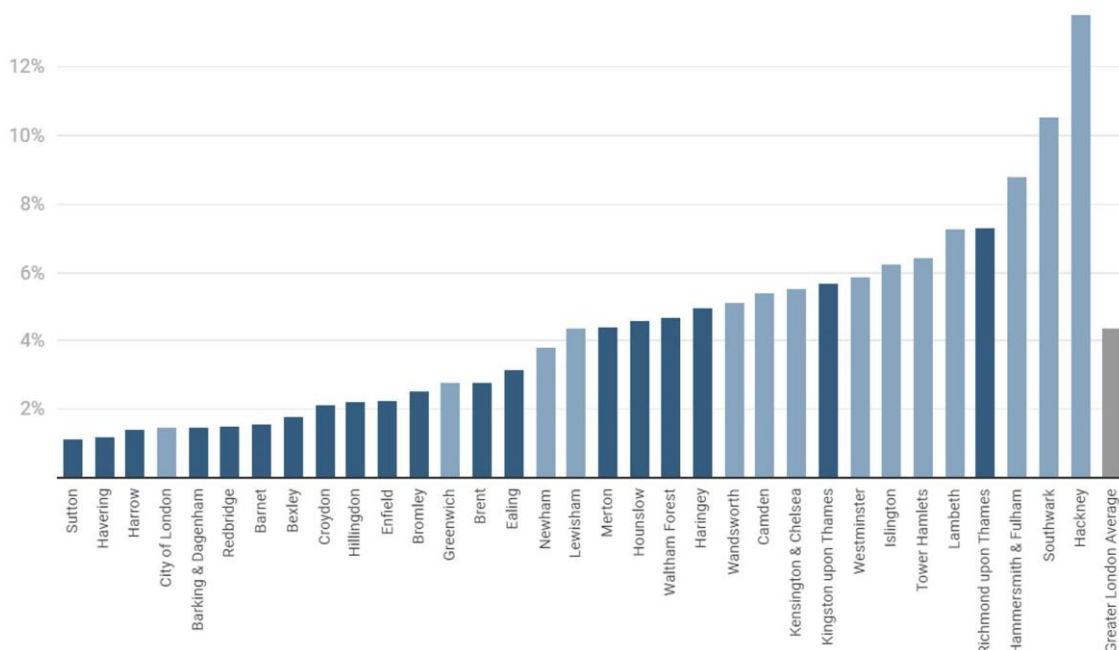


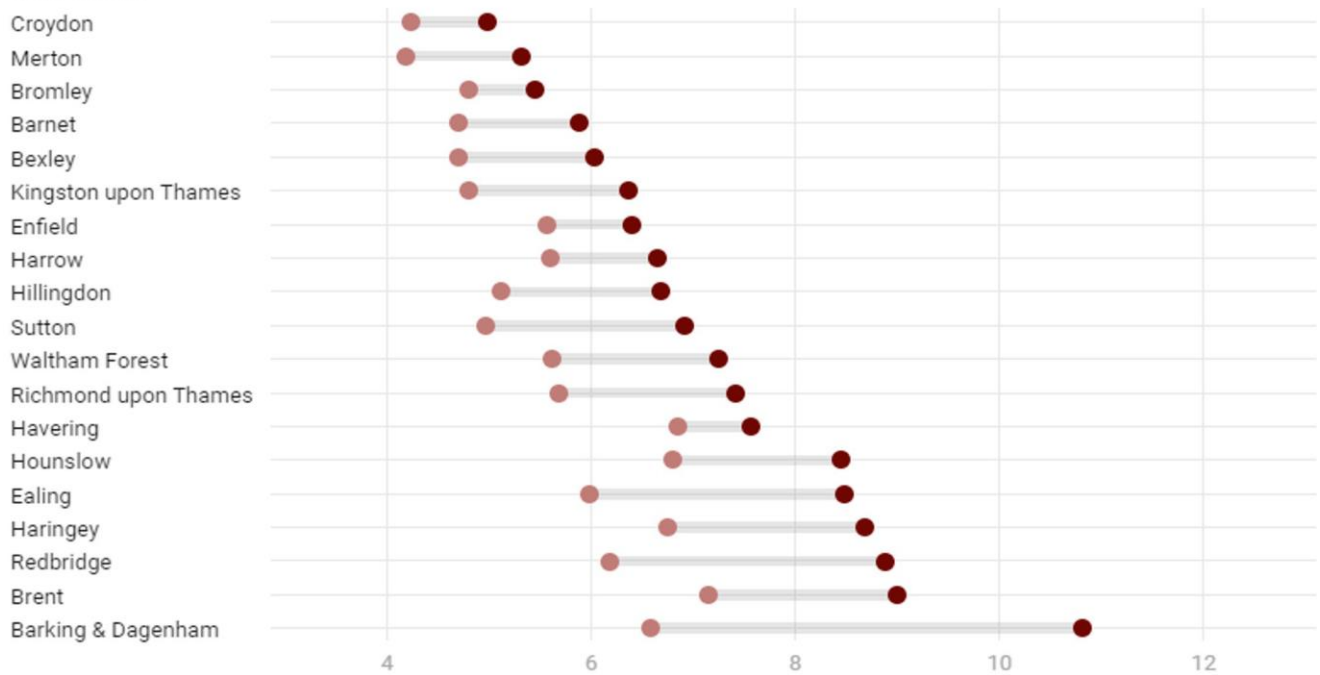
Figure 4. In terms of the amount of cycling, Transport for London's latest 'Healthy Streets Scorecard' rates Barking and Dagenham as 29th of all 33 London boroughs.

Road collision casualties: increase over 2019 Scorecard data, by London borough

Average annual pedestrian and cyclist serious and fatal casualties/100,000 daily walking and cycling stages for each borough and London average, comparing 2019 and 2020 Scorecard data. [View all results](#)

● 2019 ● 2020

Outer London



Inner London

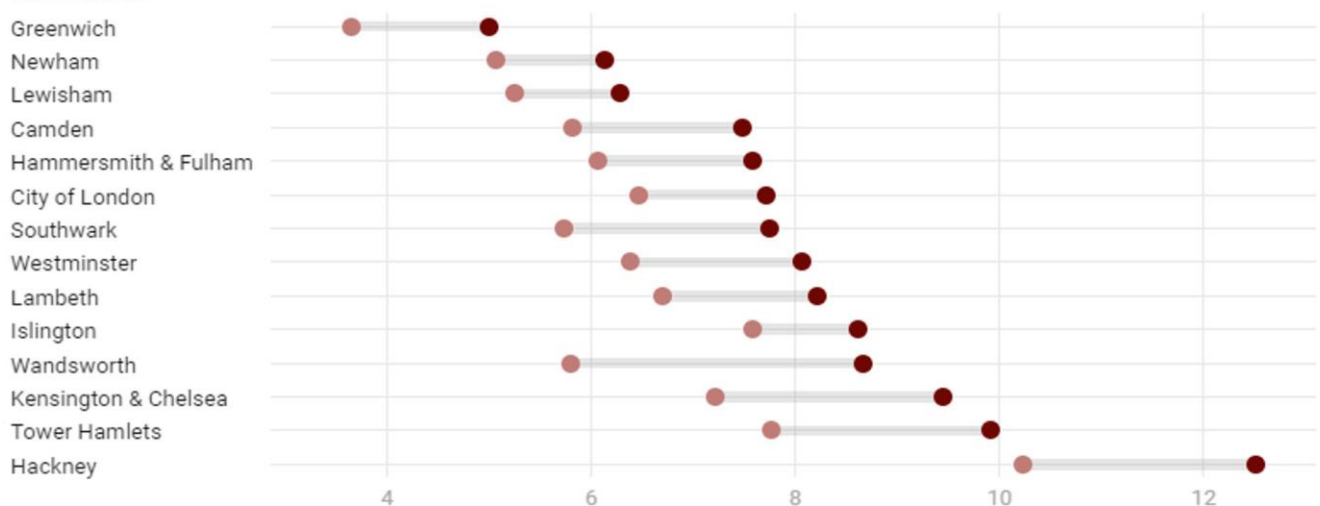


Figure 5. Transport for London's latest 'Healthy Streets Scorecard' data for serious and fatal injuries sustained by people walking and cycling has Barking and Dagenham with the highest rates in Outer London, and 32nd of 33 London boroughs overall.

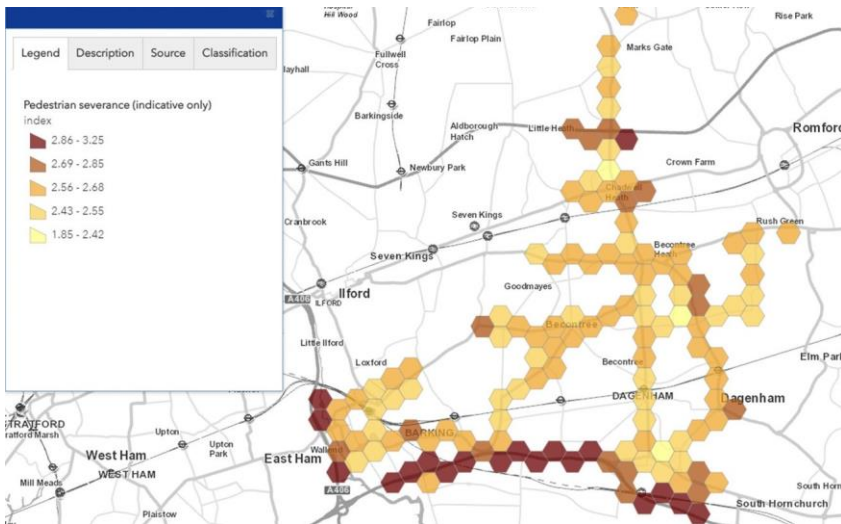


Figure 6. Locations in LBBID with greatest levels of pedestrian severance (source: TfL's 'Playbook')

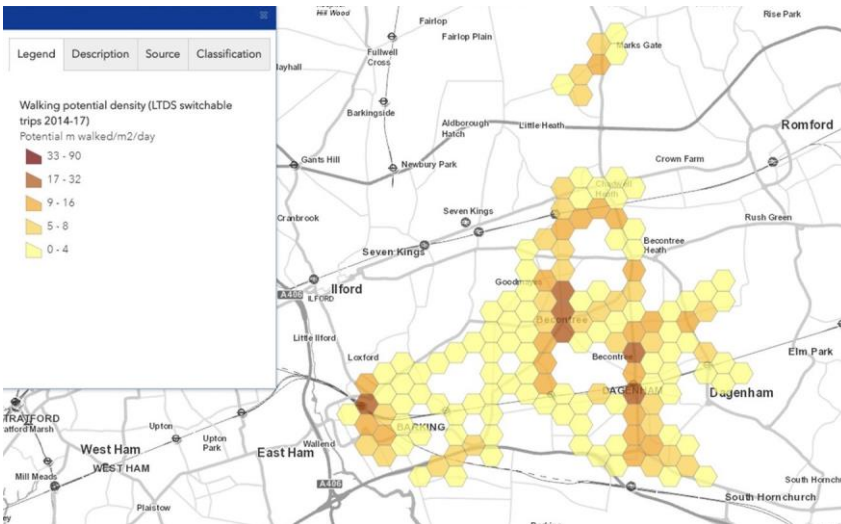


Figure 7. Areas in LBBID with greatest potential for increasing walking trips in the short term (source: TfL's 'Playbook')

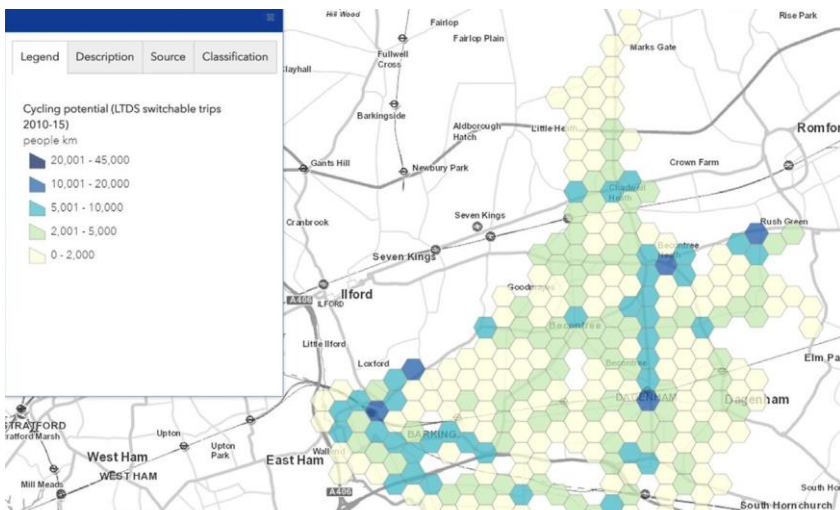


Figure 8. Areas in LBBID with greatest potential for increasing cycling trips in the short term (source: TfL's 'Playbook')

3. Objectives & Outcomes

The over-arching outcome sought by this strategy is that more people will choose walking and cycling more often, for more of their everyday journeys. But this is not an end in itself: more people travelling on foot and by cycle will help meet the following key Council objectives and ambitions:

- to do all in its power to make the borough carbon neutral by 2030;
- to reduce pollution, and exposure to pollution, and thereby to improve the health and quality of life of residents and visitors;
- to improve public health directly through enabling active travel;
- to reduce the number of people killed and injured while travelling generally, and while walking and cycling specifically;
- to enhance community cohesion and social inclusion; and
- to reduce the congestion and delays caused by using motor vehicles for trips that could be walked or cycled.

To these ends, this strategy sets out a prioritised programme of investment in a range of initiatives which, together, will enable and prompt people to choose to walk and cycle on trips for which they currently go by a car. These initiatives are as follows:

- Packages of measures to improve conditions for people walking (including wheelchair and mobility scooter users) in areas of greatest potential for walking and wheeling to replace short trips by car. These areas include the 1km catchments for all designated town centres in the borough, specific local centres, and other major trip attractors, such as stations.
- A cohesive network of safe cycling conditions on the streets and roads connecting major residential areas, town centres, local centres, other retail and employment areas, stations, schools and colleges, and other trip attractors.
- The creation of safe cycling conditions on the streets in residential areas bounded by busier roads, railway lines and rivers.

- Provision of secure on-street cycle parking facilities in residential areas where parking cycles within homes is made difficult by the lack of space and/or lift or stair access.
- Provision of public on-street cycle parking in areas of high demand, such as retail and employment areas, schools and colleges, and tube or rail stations.
- Growth of the Council's existing programme of cycling training courses and promotional activities, in schools and for adults; especially within communities with low existing cycling levels and low car ownership.

Investment will be guided by the emerging concept of the '15 Minute City' - the idea of adapting towns and cities so that everything needed for daily life is accessible within a 15-minute walk (around 1km) or cycle (4-5km) of where people live. While this concept requires changes both to current patterns of land use and to existing conditions for walking and cycling, meaningful progress with the latter can more readily be made in the short term.

Thoughtful prioritisation of investment is critical, because of the need to ensure that every measure implemented adds real value to every previous measure. This is so that, over time, coherent walking and cycling networks are built to a high enough quality that people will choose to use them.

QUALITY

There is a very large body of evidence - locally, across London, and nationally - which clearly demonstrates that 'just doing something' for walking and cycling is inadequate in terms of making them sufficiently more attractive to persuade people to change how they travel. It is therefore vital that investment delivers high quality facilities capable of making walking and cycling genuinely credible alternatives to car travel for a wide range of everyday trips. The following key quality criteria are well established and should be applied to all walking and cycling measures implemented on the borough's streets.

Further details can be found in both the *London Cycling Design Standards* (TfL, 2014) and the *Planning for Walking Toolkit* (TfL, 2020).

1 Safety. This is usually far less to do with statistical evidence about the actual chances of being injured while walking or cycling (objective safety) than it is to do with how safe people feel when they or the people within them (e.g. their children) are walking or cycling (subjective safety). Accordingly, key considerations in terms of creating safer conditions for walking and cycling include:

- separating people from heavy flows of faster-moving motor traffic;
- reducing traffic volumes and speeds on non-strategic roads;
- appropriately frequent crossings that prioritise walking and cycling over motor traffic;
- improving street lighting; and,
- improving sight-lines.

2 Comfort. This covers a range of factors, including: the state of repair of the urban realm, exposure to the elements, physical obstacles, noise, and pollution from motor vehicles running alongside, the risk of being splashed, the lack of resting places, actual or perceived distance, etc. Providing more seating is especially important for enabling elderly people to walk. Widening footways can also make a major contribution to reducing crowding (see *TfL Pedestrian Comfort Guidance*, 2019).

3 Directness. This is a vital consideration in making walking and cycling a more convenient mode of travel. Relatively meandering 'quietway'-style routes on lightly trafficked streets do have their place in walking and cycling networks. However, they should be considered as addition to, not substitutes for, creating better conditions on more direct and often busier streets. This is especially the case in respect of convincing people to walk or cycle instead of going by car, where they are generally used to clear, direct A-to-B routes.

4 Connectedness. Related to both convenience and safety, this is about ensuring that different links join up effectively to create cohesive networks. The old adage that a chain is only as strong as its weakest link could almost have been coined for walking and cycling routes, and it is vital that they don't give up at places like challenging junctions and crossings of major severance features.

5 Legibility. Walking and cycling routes are more attractive when they're easy to follow. The basis for this is ensuring that routes are as direct and connected as possible. But even the best routes will benefit from signage, and perhaps branding, to let people know they're still heading in the right direction. Good, consistent signing is especially important at complex junctions and other places where different walking and cycling routes intersect. TfL's Legible London scheme provides a high and consistent standard of directional and other information to people walking, and it could be adopted as the standard for LBBD.

6 Inclusivity. The quality of walking and cycling routes needs to be good enough for everyone who might reasonably want to use them. This is part of fulfilling the Council's Public Sector Equality Duty under the 2010 Equality Act, and part of enabling as many people as possible to believe they don't need to drive. In this regard, it's especially helpful to think of the needs of people with sight loss and of wheelchair users, and also to avoid thinking only of 'bicycles' - there are many other types of cycle out there.

More generally, all proposals for new walking and cycling measures should be developed with an explicit understanding of how they promote use by women, children, elderly people, families, people from different ethnic backgrounds, and other people with protected characteristics as set out in the Equality Act.

NETWORK BUILDING

The building of high-quality walking and cycling networks, with as fine a mesh as possible, in as short a time as practicable, is the core output sought by this strategy.

These networks need to connect the places where people live and the places they want to get to. In this regard, Figure 9 shows a range of priority locations and areas where attention on improving walking and cycling conditions should be focused, including: town and local centres, stations, key development areas, and areas of future housing growth.

In terms of the basis for the cycling network, Figure 10 (from LIP3) shows the more extensive network of designated cycle routes, a large of part of which is not currently of the necessary quality in terms of the criteria listed above.

Figure 11 shows the cycling links in LBBd that were identified in TfL's 2017 Strategic Cycling Assessment as having the highest potential to grow cycling.

Based on Figures 8-11, Figure 12 sets out the proposed future core cycle route network for the borough. This comprises existing routes that need no major improvement, existing routes that need to be upgraded (often substantially) to the required quality, and new routes. Improving conditions for walking on the core cycling routes should be part of the overall scheme design. Within the areas bounded by the core cycling routes, measures to keep traffic flows low and slow will also enable more cycling and walking.

In terms of building **the walking network**, a generic challenge is that this already exists - or seems to. Because footways are seemingly ubiquitous, a plan of 'the walking network' would be so dense as to be impossible to decipher. As walkable distances are shorter than cyclable distances, it's less easy to focus on and promote high-profile 'key routes' between important destinations.

Yet development work is essential, because the simple existence of walking infrastructure (essentially footways and crossings) is by no means the same as having a network of sufficient quality to make walking a more attractive mode for short journeys. Although improvements in respect to all six quality factors listed opposite are needed, perhaps the greatest failure of the current walking network is in its connectedness. In this regard, it can be easy to focus on major severance features, like railway and river corridors or the biggest roads. However, the more pervasive issue is often the 'death by a thousand cuts' caused by the numerous, repeated fractures of excessively wide crossings over minor side streets, the lack of formal (or even informal) crossings over main roads on natural walking desire lines, and the long waits imposed at signalised crossings.

Walking network development work should be prioritised in areas where there is greatest potential for more walking to take place. Figures 7 and 9 are of relevance here, as is the idea of the '15 Minute City' - creating places where almost everything needed for daily life (including schools and workplaces) is accessible within a 15-minute walk or cycle ride.

To this end, the initial focus in building high quality walking networks is proposed as being the 15-minute walking catchments of the borough's town and district centres (see Figure 13). Work on the walking catchments for other key trip attractors - like schools, rail and tube stations, and local centres - should also be prioritised.

The package of measures required within each priority walking zone will comprise many relatively small interventions, adapted to the specific issues encountered. Each measure should improve the actual and perceived quality of the walking and wheeling environment, addressing such matters as the lack of crossings, long waits to cross, obstructions (such as footway parking), poor physical conditions, and any safety concerns.

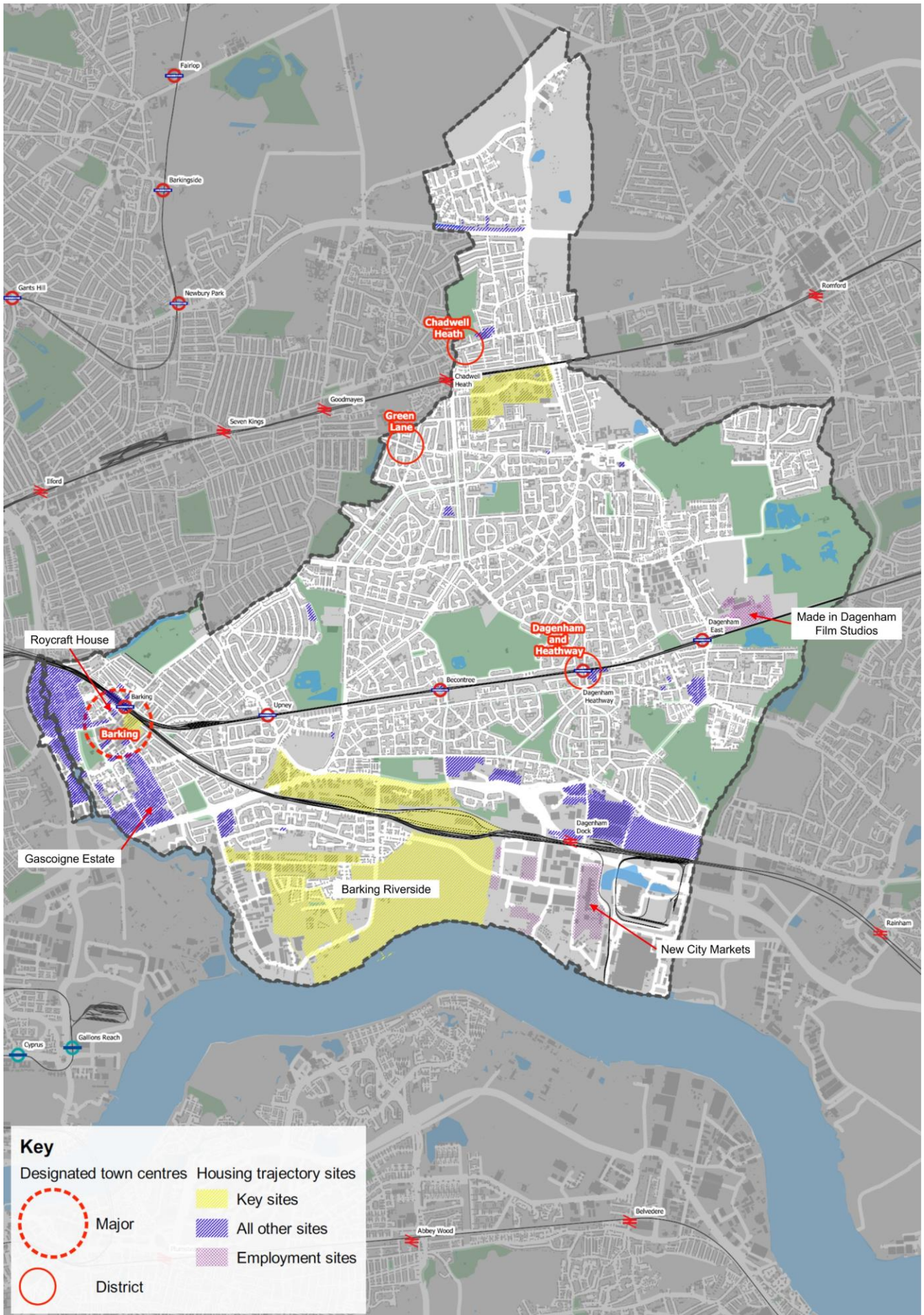


Figure 9. Principal Walking and Cycling Trip Generators: Existing and Planned

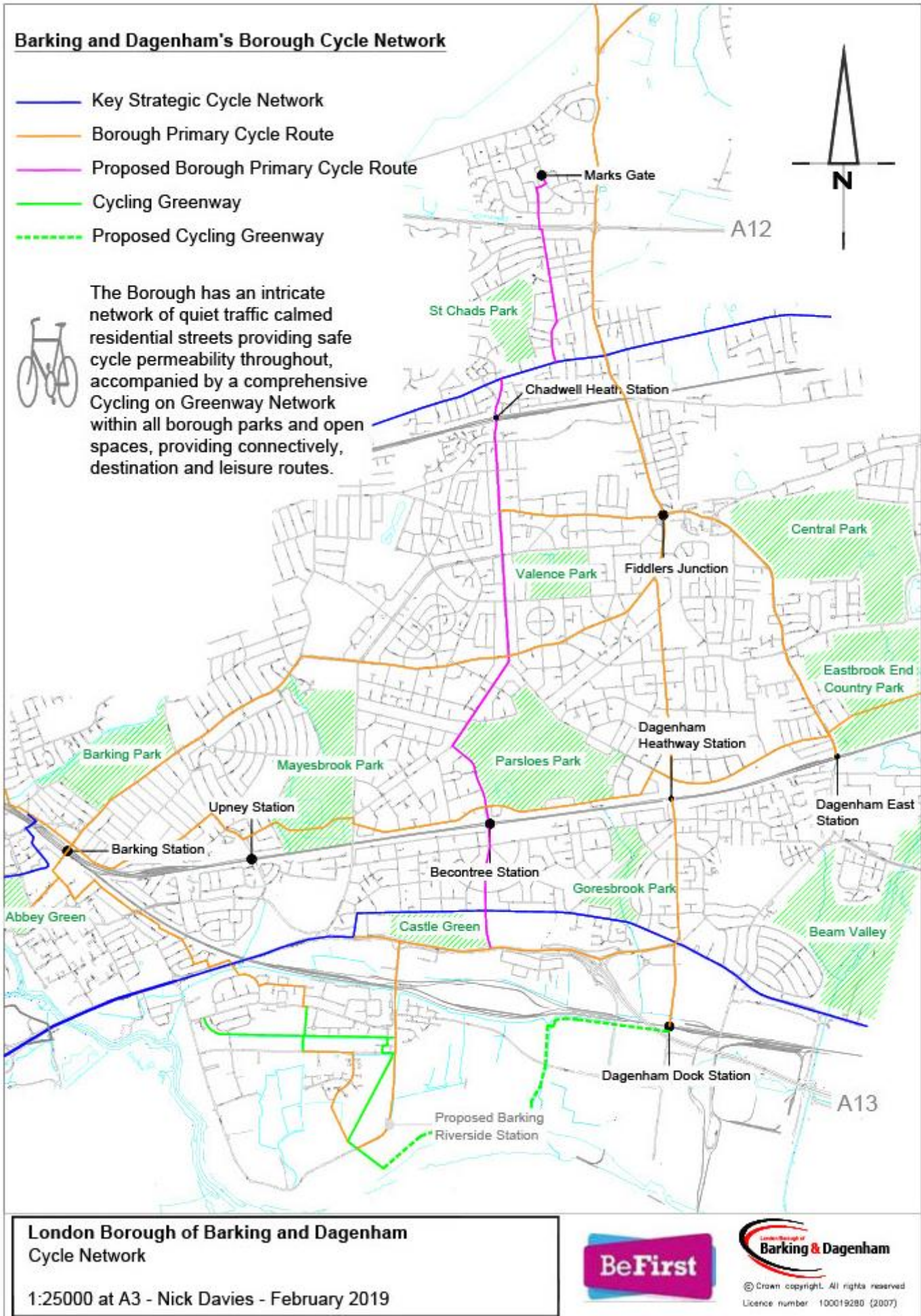


Figure 10. Designated Cycle Routes (LIP3)

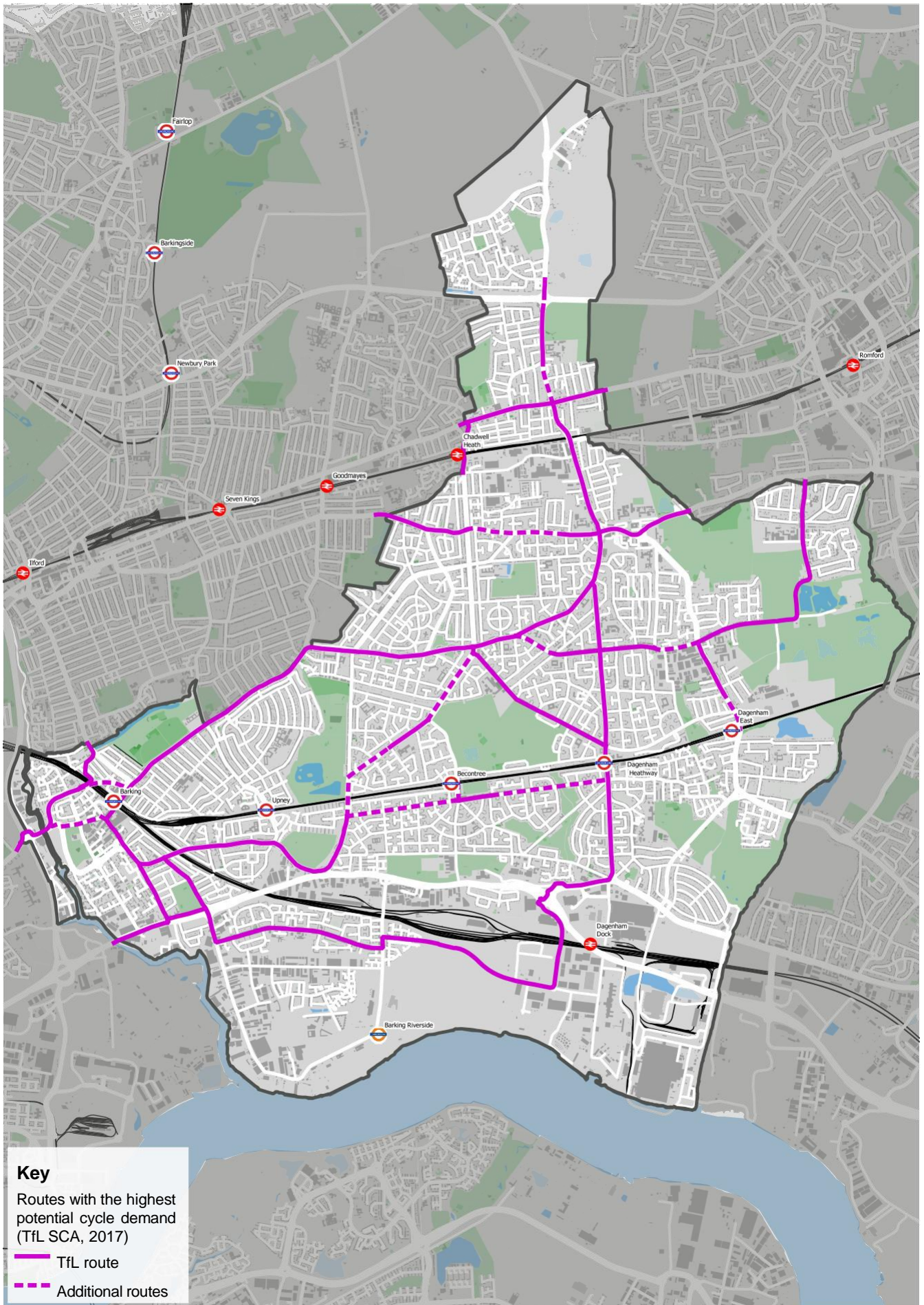


Figure 11. Cycle Routes with the Highest Potential Cycle Demand (TfL Strategic Cycling Assessment, 2017)

4. Projects and Priorities

PROJECTS

To build these high-quality walking and cycling networks, this strategy embraces several different project categories, as follows.

Key Walking Catchment Packages

The walking catchments shown in Figure 13 reflect the 'Fifteen Minute City' concept, with 1km being the distance covered at an average walking speed of 4km/hour. The proposed priority areas for implementation are:

- Barking Town Centre and Station Parade
- Dagenham Heathway district centre
- Chadwell Heath district centre
- Green Lane district centre
- Barking Riverside district centre

Within these catchments, a package of measures will cover footway renewals and de-cluttering, local footway widening, introduction of new dropped kerbs, new and improved formal crossings (on desire lines), 20 mph speed limits, and traffic calming measures.

For each package, the first step should be an audit of existing conditions - focusing on walking, but also including provision for cycling. A schedule of improvement works should then be developed for key routes, and, separately, for the sub-areas defined by these routes.

Local Walking Catchment and Residential Neighbourhood Packages

Improvements to local conditions are an essential part of making walking and cycling more attractive for everyday journeys. In this regard, there are two broad types of project: **local walking catchment packages** in areas defined by a 10- or 12-minute (800m) walk from trip attractors like stations, schools and local centres; and **residential neighbourhood packages** in areas bounded by the core cycling routes (Figure 12). Residential neighbourhoods are places where a large proportion of the shortest trips take place - from within the areas themselves, and to and from facilities on the surrounding roads. The measures required for both these types of packages will be similar to those identified for the key walking catchment packages (see above).

Protected Cycle Tracks on Main Roads

Figure 14 shows the proposed core network of high-quality cycles routes in the borough to be built by 2040. This will connect the places people live to all the main trip attractors in the borough.

Existing routes that need upgrading are:

- Green Lane District Centre to Dagenham Civic Centre via Green Lane-Wood Lane
- Dagenham Civic Centre to Dagenham East Station via Rainham Road North & South
- Barking Riverside Station to Gale Street via River Road-Renwick Road- Goresbrook Road
- Choats Road
- Crossness Road, Galleons Drive and Mallards Road, Barking Riverside
 - A1306 to Dagenham East Station via BallardsRoad and Rainham Road South
 - Lodge Avenue and Porters Avenue, from the A13 to Wood Lane
 - Dagenham Rd, from Rainham Rd to Rush Green
 - Fielders Crescent (West)

Proposed new cycling routes are:

- Valence Avenue and Station Road from Wood Lane to Chadwell Heath
- Gale Street and Porters Avenue from the A13 to Wood Lane
- Chequers Lane from Choats Road to Dagenham Dock Station
- Barking Town Centre to Barking Riverside Station via King Edward's Road-A13-River Road
- River Road to Crossness Road via Bastable Ave-Curzon Cres-Radford Way-Thames Road
- Galleons Drive (East), Marine Drive and Thames Road (East), Barking Riverside
- Bastable Avenue, from Curzon Crescent to Renwick Road, Barking Riverside
- Dagenham Civic Centre to Rush Green via Wood Lane (LBBB) & Rush Green Rd (Havering)
- Beverley Road and Oxlow Lane, from Wood Lane to Rainham Road North/South
- Parsloes Avenue, from Wood Lane to Heathway
- Ripple Road, from King Edward's Road to the A13 via Eastbury Manor
- Woodward Road and Hedgeman's Road, from Lodge Avenue to Heathway

Quietways, Parks and Leisure Routes

The residential neighbourhood packages will provide 'Quietway'-style conditions for cycling within the areas in question. How the quiet routes in one area might link to those in other areas, as well as to the core cycle routes, should be the subject of further study. This wider, fine-mesh network of cycle routes should also include routes through parks and in other traffic-free locations, such as riverside paths.

Quiet and completely traffic-free routes are especially attractive to people making shorter journeys, leisure trips, or who prefer not to cycle next to the danger, noise and pollution associated with main road traffic.

Supporting Initiatives

Cycle hubs

These are facilities that, in addition to providing secure cycle storage, also provide other facilities that may include cycle tool stations, workshop facilities, lockers, showers, or changing facilities. They can be available for use by the public (usually through membership) or designated for use by occupants of specific buildings or businesses.

There is already one cycle hub located in the borough, which opened in 2017 at the Rivergate Centre in Barking Riverside. Priority locations for additional cycle hubs are:

- Barking Town Centre
- Dagenham East Station
- Dagenham Dock
- Station Dagenham
- Heathway Station

Secure cycle parking

Lack of cycle storage facilities at home or work is one of the major barriers to choosing cycling.

Installing secure on-street cycle parking facilities in residential areas, town and local centres, and trip attractors such as tube and railway stations will encourage a greater uptake of cycling.

Cycle Training and Promotional Activities

Access to cycle training for those who live and work in the borough is vital in improving the perceived and actual safety for cyclists on borough roads. To address some of the barriers that prevent a greater uptake of cycling, the following short- and long-term training incentives are currently offered:

Schools. Courses such as the bikeability and bike clubs which set out the training and skills essential for making cycling trips on today's roads.

Youth race team. Children from a school bike club programme that demonstrate a talent for cycling can join a competitive racing team.

Cycle training for adults. Cycle training is delivered by qualified instructors and can range from improving basic skills and building confidence in urban areas, to developing advanced cycling skills in difficult conditions (such as in heavy traffic or in low visibility).

Bike share scheme

The Council is currently seeking to develop a borough-wide scheme, in partnership with a third-party provider, that will enable anyone to hire a cycle from a designated location for journey within and across the borough, for a small charge. Such a scheme would allow people who don't own a bicycle to use one as needed, and for those who do to use another when their own isn't to hand. Both pedal-powered and e-assisted cycles are under consideration.

E-cargo bikes

E-cargo bikes have huge potential to enable 'last mile' deliveries, reduce congestion and pollution, and reduce the need for delivery vans to drive through urban centres. This will involve working with local businesses and third-party service providers to develop shared services that reduce the need for larger and fossil-fuelled goods vehicles. E-cargo bikes would also benefit if supported by local transport hubs or micro-hubs, allowing e-cargo bikes to make multiple deliveries per day.

PRIORITIES

Prioritising new investment across and within these project categories is not an exact science and decisions need to be based on evidence and judgement in relation to a number of criteria. The following factors have guided the list of **priority projects** for early investment (see opposite):

Data

Evidence of challenges and opportunities derived from TfL's Healthy Streets Scorecard and 'Playbook' resources. These include information on propensity to walk and cycle and on key severance features (see samples in section 2).

Reducing Severance

As highlighted in LIP3, and informed by the data, there is a specific need to create high-quality links across key severance features. In this regard, the Walking and Cycling Strategy prioritises measures that will help overcome the physical and perceptual barriers between areas north and south of the A13 and railway corridor.

Connecting Key Trip Attractors

Investment in walking and cycling is usually best focused where it has the greatest potential to enable more people to walk and cycle instead of travel by car. In this regard, it makes sense to focus on linking the places people live to where they travel to most - like shopping, employment and education centres, and new growth areas.

Enabling Everyday Local Trips

Building effective walking and cycling networks isn't just about the big moves. It's also about enabling people to feel they can happily walk or cycle to their local shops, schools, and neighbourhoods, even if they have small children with them or a couple of bags of shopping.

Barking Riverside Growth Area

A particular opportunity, and need, exists to build walking and cycling networks in Barking Riverside where new developments can each contribute to creating a high-quality walking and cycling environment where comparatively little currently exists. It is vital that good facilities are built-in from the outset, so that walking and cycling are the natural choice for the majority of local trips from 'day 1' of when people move in.

Other Spatial Priorities

Conventional propensity to walk and cycle analysis tends to ignore areas where relatively low potential to grow walking and cycling in the short term needs to be offset by other considerations, such as levels of deprivation and broader considerations of geographical equity.

PRIORITY PROJECTS

Arising from consideration of these priorities, it has been determined that the focus of investment in walking and cycling during the first years of the present decade should be on building the network of protected cycles tracks on main roads, and in town and local centre packages. Within these categories, the proposed priority projects are as follows:

Key Walking Catchment Packages

The priority centres are those shown in Figure 13:

- Barking Major Town Centre
- Dagenham Heathway District Centre
- Chadwell Heath District Centre
- Green Lane District Centre
- Barking Riverside District Centre

Protected Cycle Tracks on Main Roads

Shown on Figure 14 below, these are:

- Heathway (entire route)
- Barking to the Heathway/Wood Lane junction
- Whalebone Lane North & South
- Gale Street and Porters Avenue
- Valence Avenue and Station Road
- Barking Town Centre to Barking Riverside Station via River Road
- Barking Riverside Station to Gale Street
- Choats Road
- Other local connections in Barking Riverside

Supporting Initiatives

New cycle hubs at:

- Barking Town Centre
- Dagenham East Station
- Dagenham Dock Station
- Dagenham Heathway Station

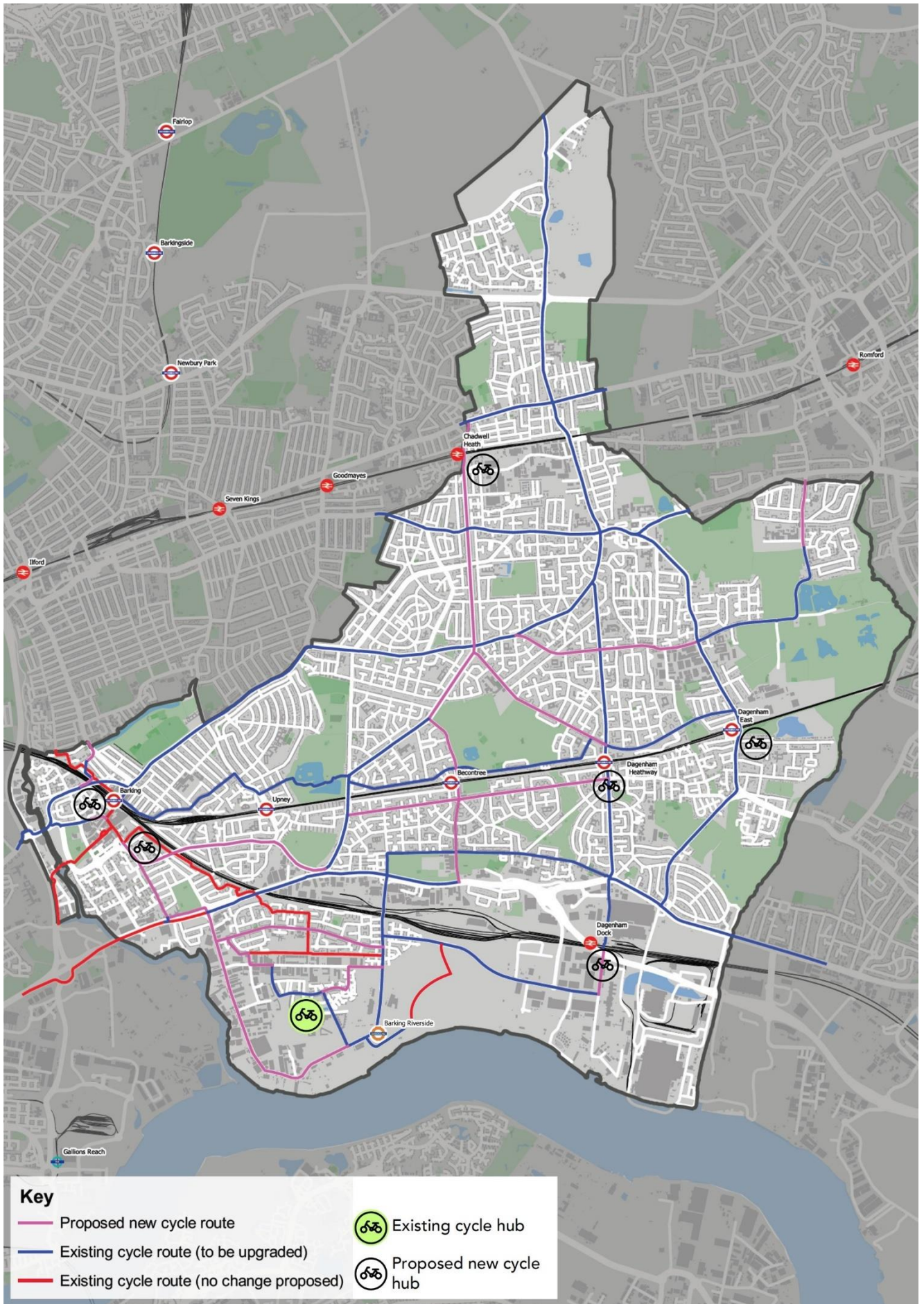


Figure 12. Proposed Future Barking & Dagenham Core Cycle Route Network

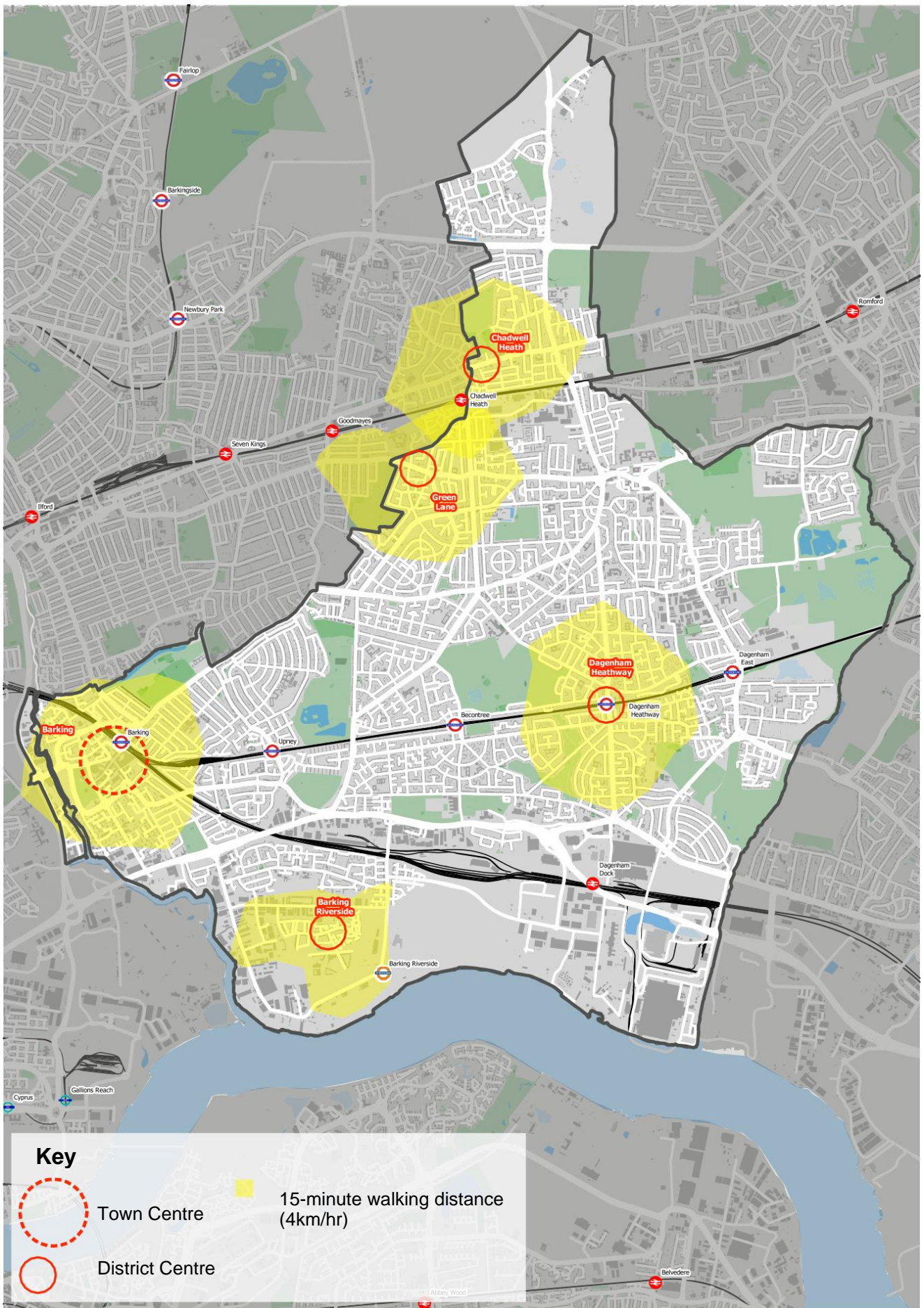


Figure 13. 15 Minute Walking Catchments for Five Key Centres

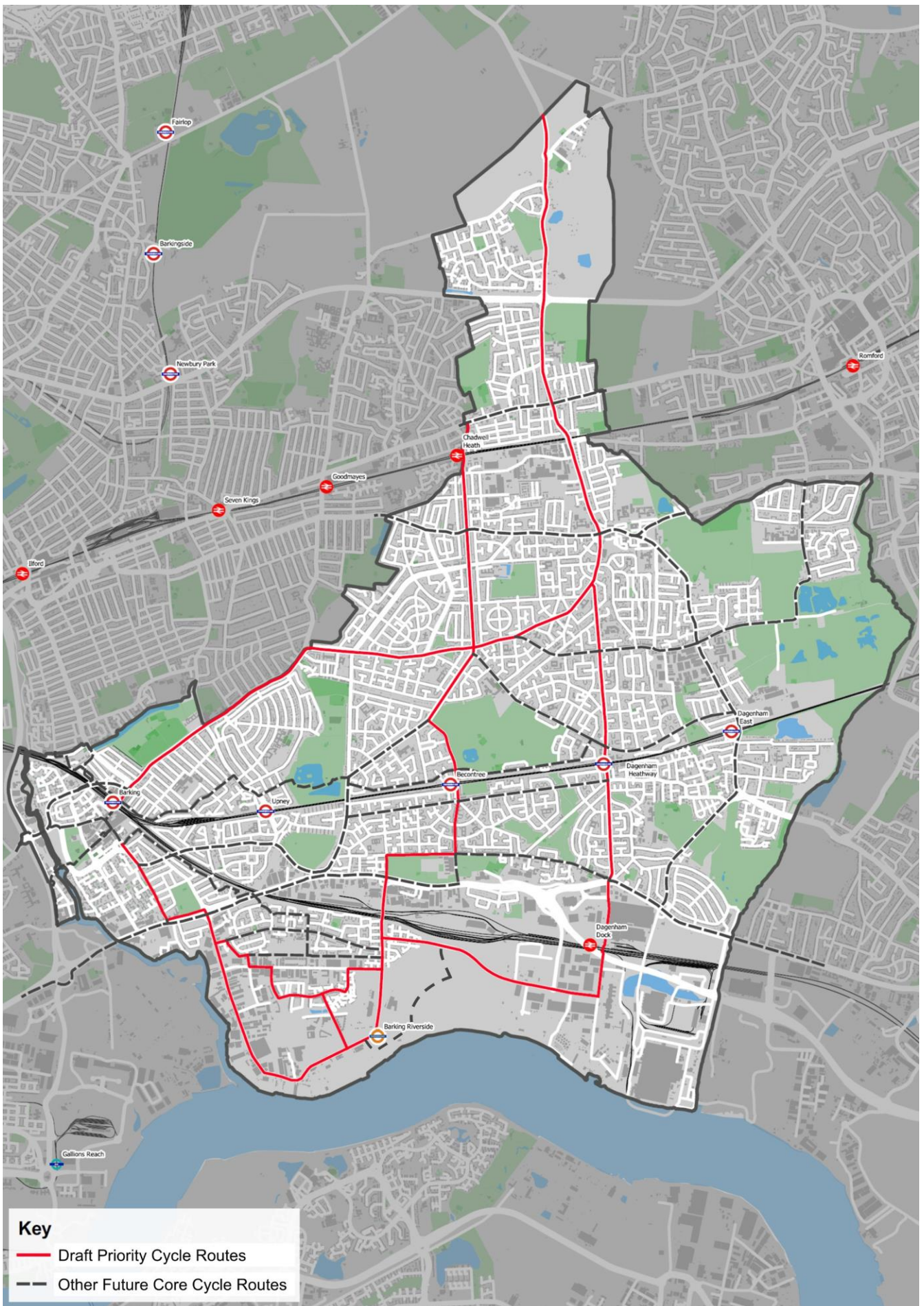


Figure 14. Proposed Priority Cycle Routes

5. Programme

The programme of investment in walking and cycling infrastructure and supporting initiatives needs to respond to the Council's priorities, the availability of funding, and opportunities that arise in connection with new development. It must also consider the time needed for design and development, public and stakeholder engagement, and construction.

This means that the programme, and the order of schemes within it, should remain flexible, allowing the Council to bring schemes forward relative to others if that would enhance the chance of delivery.

The outline programme in the table below is based on current priorities, with the cycling schemes identified for development in 2021 and 2022 already having funding identified or bid for from Transport for London.

The table shows key walking catchment packages, upgraded existing cycle routes, new protected cycle routes, and cycle hubs. Figure 15 illustrates the cycle routes identified for development over the next decade.

The additional supporting measures as listed on page 22 will be less costly individually and can be progressed through existing capital programmes and new partnerships.

In addition to TfL and central government funding, the Council is considering reinvesting revenue from Penalty Charge Notices (PCNs) collected from Controlled Parking Zones (CPZs), School Streets, and Liveable Neighbourhood schemes to fund road safety initiatives and walking and cycling infrastructure improvements across the borough.

SCHEMES FOR DEVELOPMENT IN 2021 & 2022

Key	Description	Funding	Status
Key Walking Catchment Packages			
	Barking Town Centre and Station Parade	Development fund (TfL)	In development
	Dagenham Heathway District Centre	Development fund (TfL)	
Upgrading Existing Cycle Routes			
U1	Barking Riverside Station to Gale Street via River Road-Renwick Road-Goresbrook Road	Cycle Network Development fund (TfL)	Awaiting funding confirmation
U2	Choats Road	Cycle Network Development fund (TfL)	Awaiting funding confirmation
U3	Heathway, from Dagenham Dock Station to the Fiddlers	Cycle Network Development fund (TfL)	Awaiting funding confirmation
New Protected Cycle Routes			
N1	Barking Town Centre to Barking Riverside Station via King Edward's Road-A13-River Road	Cycle Network Development fund (TfL)	Awaiting funding confirmation
N2	Chequers Lane from Choats Road to Dagenham Dock Station	Cycle Network Development fund (TfL)	Awaiting funding confirmation
N3	Gale Street and Porters Avenue from the A13 to Wood Lane	Cycle Network Development fund (TfL)	Awaiting funding confirmation
N4	Valence Avenue and Station Road from Wood Lane to Chadwell Heath	TfL Healthy Streets	In development
Supporting Initiatives			
	Barking Town Centre Cycle Hub	Levelling Up fund	
	Barking Riverside Station Cycle Hub (relocated from the Rivergate Centre)		

SCHEMES FOR DEVELOPMENT IN 2023 & 2024

Key Walking Catchment Packages

Barking Riverside District Centre
Chadwell Heath District Centre

Upgrading Existing Cycle Routes

U4 Barking to the Heathway/Wood Lane junction via Longbridge Road and Wood Lane
U5 Crossness Road, Galleons Drive and Mallards Road, Barking Riverside
U6 Whalebone Lane from the Fiddlers to Mark's Gate via Chadwell Heath

New Protected Cycle Routes

N5 Galleons Drive (East), Marine Drive and Thames Road (East), Barking Riverside
N6 River Road to Crossness Road via Bastable Ave-Curzon Cres-Radford Way-Thames Road

Supporting Initiatives

Dagenham Dock Cycle Hub
Dagenham East Cycle Hub

SCHEMES FOR DEVELOPMENT IN 2025 ONWARDS

Key Walking Catchment Packages

Green Lane District Centre

Upgrading Existing Cycle Routes

U7 Chadwell Heath High Road
U8 Green Lane District Centre to Dagenham Civic Centre via Green Lane-Wood Lane
U9 'Five Stations Route': Barking-Upney-Becontree-Dagenham Heathway-Dagenham East
U10 National Cycle Route 13, on/parallel to the A13
U11 Lodge Avenue and Porters Avenue, from the A13 to Wood Lane
U12 London Road to A124
U13 Dagenham Road, from Rainham Road North/South to Rush Green
U14 A1306 to Dagenham East Station via Ballards Road and Rainham Road South
U15 Dagenham Civic Centre to Rush Green via Wood Lane (LBBD) & Rush Green Road (Havering)
U16 Dagenham Civic Centre to Dagenham East Station via Rainham Road North & South
U17 Gale Street to Marsh Way via Goresbrook Road
U18 A124 to Longbridge Road

New Protected Cycle Routes

N7 Ripple Road, from King Edward's Road to the A13 via Eastbury Manor
N8 Woodward Road and Hedgeman's Road, from Lodge Avenue to Heathway
N9 Parsloes Avenue, from Wood Lane to Heathway
N10 Dagenham College to Rush Green via Dagenham Road
N11 Bastable Avenue, from Curzon Crescent to Renwick Road, Barking Riverside
N12 Beverley Road and Oxlow Lane, from Wood Lane to Rainham Road North/South

Supporting Initiatives

Dagenham Heathway Cycle Hub

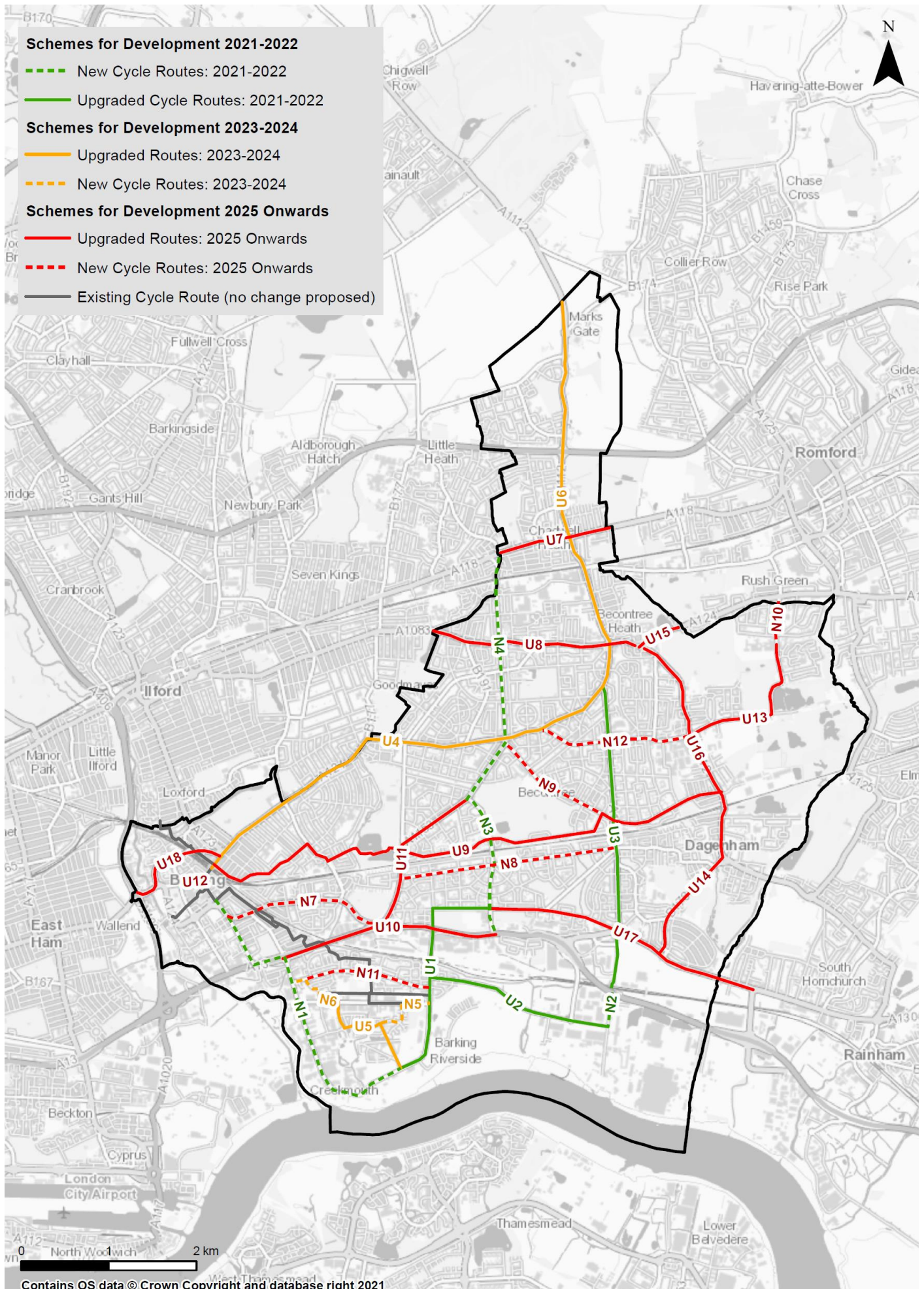


Figure 15. LBD Programme of cycle routes for development

Appendix

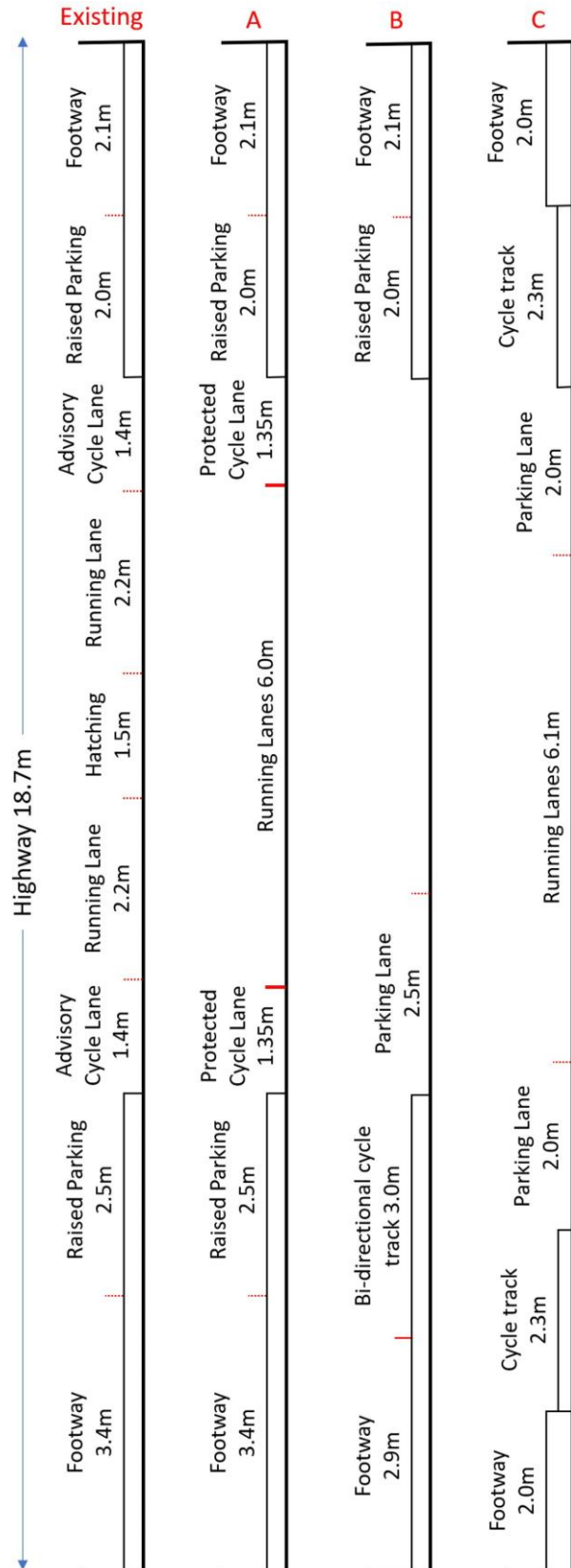
Sample Cycle Route Project Options

Heathway north of Ford Road

Existing arrangement (from Google Street View).



Cross-section dimensions: existing and options.



Existing Arrangement

A single carriageway with advisory cycle lanes on both sides and a hatched central strip. The 'footways' are quite wide, but parking is permitted on them. There are trees, telegraph poles and lamp columns in the parking strips.

Option A

This option is very straightforward and involves reallocating the space currently used for central hatching to create wider general traffic lanes and enable the protection of the cycle lanes using intermittent features such as flexible wands.

Pros:

- The simplest and cheapest option implement

Cons:

- Cycle lanes are very narrow
- Access for parking across the cycle lanes compromises their protection

Option B

This option also leaves the existing kerb lines unaltered and uses the wide footway on the west side to create a bi-directional cycle track that is kerb-protected from the carriageway and at the same level as the adjoining footway.

Pros:

- No reconstruction required in this location



Cons:

- Maintaining a 3m track on one side will require reconstruction in other parts of corridor
- Footway and cycle lanes at same level not recommended by LTN 1/20
- Trees, lamp columns, telegraph poles etc. will need to be relocated out of cycle track
- Bi-directional track not very intuitive & may not be used by southbound cyclists
- Somewhat reduced footway width on west side

Option C

This option involves reconstructing the footway and carriageway to create cycle tracks on both sides that are kerb-separated from both the carriageway and footway.

Pros:

- Greater clarity of provision for all users
- Reasonable (though not generous) footway and cycle track widths. Also carriageway widths
- Opportunity for complete public realm enhancement/renewal – additional benefits

Cons:

- Comprehensive reconstruction – very costly

To meet the requirement for a high standard of provision, likely to grow the numbers of people walking and cycling, **Option C** would be recommended.



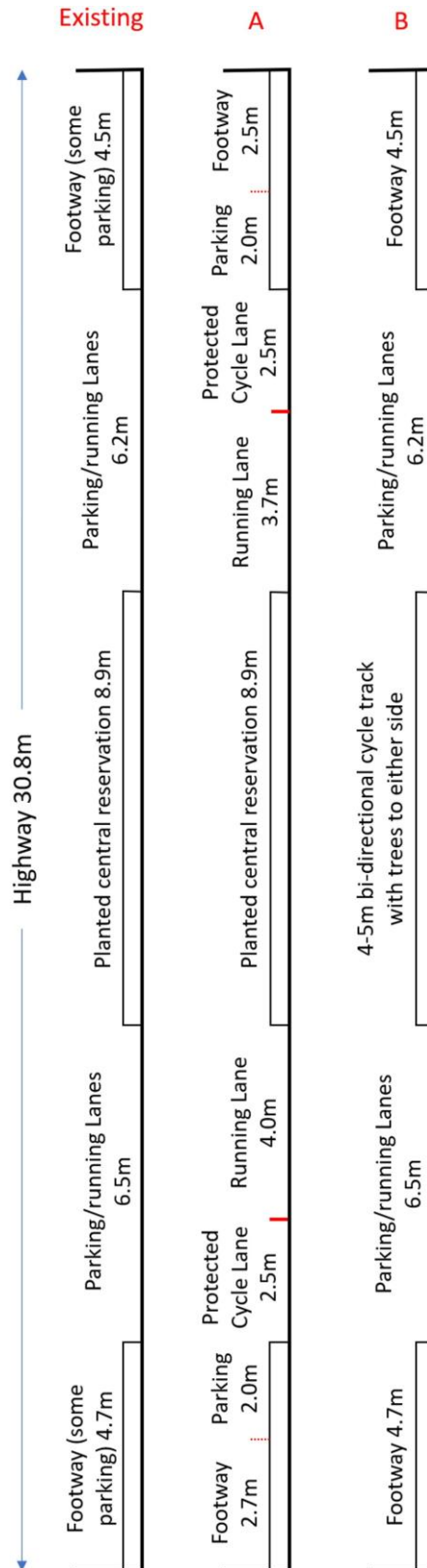
Option C precedents: Old Shoreham Road, Brighton & Hove (L); Lea Bridge Road, Waltham Forest (R)

Valence Avenue between Wood Lane & Lindisfarne Road

Existing arrangement (from Google Street View).



Cross-section dimensions: existing and options.



Existing Arrangement

A dual carriageway with two traffic lanes either side of a wide verge with grass and trees. Parking is generally in the nearside lane but also sometimes (illegally) on the wide footways, where there are occasional trees and lamp columns.

Option A

This option involves reallocating most of the nearside (parking) lane on both sides to create 2.5m-wide cycle lanes protected using intermittent features such as flexible wands. The remaining general traffic lane is widened and parking is permitted on both footways.

Pros:

- Simple, cheap and intuitive

Cons:

- Footways are narrowed by the permitted parking (though still 2.5m or more wide)
- Access for parking across the cycle lanes compromises their protection

Option B

This option uses the central reservation to create a wide bi-directional cycle track. More ecologically rich planting alongside is also assumed. The footway and use of the carriageway remain as are, though enforcement is assumed to prevent parking on the footway.



Pros:

- Makes active use of a currently under-utilised space, encouraging local residents and others to enjoy it on foot or cycle, and perhaps to sit
- Excellent actual and perceived protection for cycling from motor traffic

Cons:

- Access to the cycle track is less intuitive and comparatively awkward
- Arrangements at junctions relatively complex
- More costly than option A
- Loss of existing grass (and possibly trees), but opportunity to introduce a richer planting scheme
- There will be a need to move some statutory undertakers' plant

To meet the requirement for a high standard of provision, which will increase the numbers of people walking and cycling, as well as to make better use of the central reservation, **Option B** would be recommended.



Option B precedents. Barcelona: bi-directional cycle tracks in central median.