

Executive Summary

Introduction and Overview

The London Borough of Barking and Dagenham is situated in east London and is located at the heart of the Thames Estuary Growth Corridor - a priority area for regeneration and economic development in London. A small, principally residential borough, its proximity to the main retail, leisure and employment centres of Docklands, Stratford and Romford; and good road, rail and Underground transport links to central London, means Barking and Dagenham has substantial opportunities for growth.

Despite this, Barking and Dagenham is one of the poorest and most deprived boroughs in London, characterised by unemployment levels above the London average and poor health and high levels of inactivity amongst residents. In addition, the borough has some of the busiest roads in the Capital and suffers from the problems traffic congestion causes. Furthermore, public transport connectivity is poor, particularly between certain parts of the borough and the key sub-regional hubs.

The London Borough of Barking and Dagenham draft third Local Implementation Plan (draft LIP3) outlines the Council's proposed strategy for improvements to the transport network and services in the borough and to support our Borough Manifesto ambitions for delivering inclusive, sustainable growth. It details the short and longer-term proposals and measures to address some of the key transport challenges we face and implement the Mayor of London's Transport Strategy (MTS) at the local level.

Barking and Dagenham's first and second LIPs succeeded in securing a good level of funding, delivering an extensive programme of transport and public realm improvements and meeting a range of environmental and safety targets. LIP3 aims to build on this record by implementing a range of measures and interventions which will help connect people and places; promote healthy, sustainable travel; improve safety and security; and create better streets and places – our overarching transport objectives.

The Wider Context for the Local Implementation Plan

The Mayor of London's Transport Strategy (MTS) and Barking and Dagenham's Borough Manifesto provide the broad framework and vision for our draft LIP, as set out in chapter 1. Similarly, the plan is consistent with a range of other plans and strategies, including the draft London Plan and Mayoral strategies on the environment and economic development; as well as the borough's emerging Local Plan and our Growth and Health and Wellbeing strategies.

Chapter 1 also summarises the wide-ranging consultation, participation and partnership working that have been central to the development of the draft LIP and highlights how ongoing engagement will continue to inform the planning and implementation of our transport schemes and programmes, with a strong emphasis on ensuring that decisions and delivery more closely reflect the needs of local people and that, ultimately, 'nobody is left behind'.

Borough Transport Issues and Objectives

Chapter 2 of the draft LIP provides an overview of the key transport problems facing the borough, and the principal opportunities to overcome them. It explains that despite good progress having been made in recent years, there are still considerable challenges to improve transport in Barking and Dagenham. These include:

- Poor public transport connectivity to and within parts of the borough and issues surrounding quality and frequency of some services;
- The cost and accessibility of public transport services and facilities in some parts of the borough – particularly for those on low incomes, the elderly and disabled;
- The fragmented nature of the borough's cycling and walking links;
- Worsening of the performance of the road network;
- Poor air quality and traffic noise adjacent to some sections of the highway network;
- Road safety concerns;
- Crime and fear of crime on the local transport network;
- Poor-quality street scene.

Chapter 2 also presents the objectives of the draft LIP. The objectives have been formulated based on the various challenges and opportunities and to ensure consistency with the MTS and the vision for Barking and Dagenham as set out in the Borough Manifesto. Wide-ranging consultation and engagement have ensured that the views of the borough's residents, businesses, community groups and other organisations, as well as a range of other stakeholders, have been taken into account in drawing up the objectives. The eight objectives - grouped under four priority themes – are:

- A. Enhancing public transport connectivity to enable growth;
- B. Improving accessibility for all to key services and facilities;
- C. Encouraging active travel to improve health and wellbeing;
- D. Facilitating green travel to improve air quality and reduce the impact on the environment;
- E. Reducing the number of casualties on our roads;
- F. Improving safety and security across the transport network;
- G. Managing our road space more efficiently to tackle congestion;
- H. Transforming the public realm to create healthy, inclusive places.

LIP Delivery Plan and Programme of Investment

Chapter 3 sets out the overarching Delivery Plan and three-year Programme of Investment for the draft LIP - the combination of measures focused on addressing the problems and opportunities and achieving the objectives set out in chapter 2. It also provides details of the Council's Annual Spending Submission (ASS) to TfL for 2019/20.

The driving principles behind the Delivery Plan are regeneration, community, health and wellbeing, crime and safety and the environment. These reflect the Mayor's vision to create a future London that is home to more people and a better place for people to live in; and the overarching aim for 80% of all journeys to be made on foot, by cycle or by public transport by 2041. They also reflect our Borough Manifesto vision to build on the borough's position as London's growth opportunity and ensure this change benefits every resident.

The Delivery Plan is focused principally on those small to medium sized schemes and initiatives that can be delivered by the Council and its partners in the short-medium term. However, there are a number of more significant interventions which will be required to deliver Mayoral and borough priorities in the longer-term. These include:

- The relocation of a 1.3km stretch of the A13 at Castle Green into a tunnel to improve traffic flow and air quality and reduce severance in the area; along with the provision of a station on the recently approved London Overground Extension. Both schemes would support the delivery of up to 15,000 new homes and 7,000 new jobs in the area;
- The provision of a new HS1 interchange station at Barking Station and/or Dagenham Dock to provide improved links between east London and central London, SE England and Europe and maximise the growth potential of Barking Town Centre/London Riverside;
- Two new bus/transit river crossings over the River Roding - one linking Barking Riverside with Beckton in Newham and to act as a catalyst for the regeneration of existing industrial areas around Creekmouth/River Road; and one linking Abbey Road and Quay Road/Freshwater Road to improve accessibility and support the development of new homes/jobs in Barking Town Centre;
- A new C2C mainline rail stop at Dagenham East station to bolster the ambitious plans for Londoneast-uk including the planned development of film studios;
- A north-south transit system connecting Marks Gate/Chadwell Heath to Barking Riverside/Dagenham Dock to address severance, particularly in areas north of the A12 and south of the A13 and to support modal shift to public transport.

The Council expects to receive around £4.5 million of funding from TfL over the next three years and this will be directed to schemes which will lead to the development of a more joined-up, sustainable transport network in the borough. Proposed interventions include delivering improvements to Barking

Station to improve accessibility and relieve overcrowding; undertaking road safety improvements on the Heathway and Valence Avenue to reduce road user conflicts and increase levels of walking and cycling; and continuing our work with the borough schools, businesses and residents to promote healthy, sustainable travel practices. Table 3.8 in chapter 3 sets out our high level Programme of Investment for the three-year period to 2021/22, whilst Annex F provides details of our Annual Spending Submission to TfL in 2019/20.

Performance Management and Monitoring

Chapter 4 of the draft LIP sets out the performance management and monitoring arrangements for the plan. This is an essential element of the LIP process and will contribute to understanding progress in delivering the LIP objectives and, ultimately, the MTS and Borough Manifesto outcomes.

The chapter provides information on the LIP outcome indicators for which targets have been set by TfL. It includes details of the target value and date by which each target is to be reached, along with a summary of the actions needed and risks to achieve the targets. Key targets the borough is required to work towards include:

- Increasing walking, cycling and public transport mode share from 55% to 72% by 2041;
- Increasing the percentage of people doing at least 20 minutes of active travel a day from 18% to 70% by 2041;
- Ensuring zero killed and seriously injured (KSI) casualties from road collisions by 2041;
- Achieving a 5-10% reduction in the volume of traffic on our roads by 2041;
- Reducing CO₂, NO_x, and particulate emissions significantly by 2041;
- Increasing average bus speeds by between 5% and 15% by 2041;
- Doubling the number of daily trips made by public transport by 2041.