

Chapter 10: Consultation

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Introduction

- 10.1 The Local Implementation Plan (LIP) is a document that sets out proposals and policies to implement the Mayor of London's Transport Strategy as well as the Council's Community Priorities and its own transport agenda. The LIP covers the period 2006 – 2011, and sets out the funding that will be needed to implement the Council's proposals, and where this funding will be sought.
- 10.2 Under section 145 of the Greater London Authority (GLA) Act, the Council is required to consult on the LIP. In order to do this, the Council produced a Consultation Draft LIP (the Consultation Draft), which was agreed by the Council's Executive on the 22 March 2005. The Council carried out consultation on the LIP between May and September 2005. This chapter details the consultation strategy, process and outcome for the preparation of the London Borough of Barking and Dagenham (LBBD) LIP.

Consultation Strategy

- 10.3 Consultation is a key element in producing a LIP. It helps ensure the LIP content is relevant to local needs and aspirations, and fully reflects the needs of the whole community. Participation in LIP preparation will also result in 'ownership' of the LIP by others – in turn this will assist the implementation of LIP policies and schemes.
- 10.4 To this end a Consultation Strategy was devised that made use of existing partnership arrangements supplemented by other mechanisms. It is considered that this approach is the most likely to elicit a meaningful and comprehensive response commensurate with the availability and call on resources.
- 10.5 The Consultation Strategy recommended:
- Arranging meetings/presentations with local groups and/or using already established Borough groups/forums such as the Barking and Dagenham Partnership;
 - Consultation of Statutory consultees such as Transport for London (TfL), adjoining boroughs, Metropolitan Police and Disabled groups as well as pan London Agencies;
 - In house Council consultation – including the Public Transport Liaison Group (PTLG); seminars/workshops for senior officers, Directors and lead Members;
 - A short Questionnaire sent to all residents and a longer more detailed questionnaire sent to interested parties on request;
 - Display of consultation information – leaflet, boards;
 - Information to be placed on Council's website with the ability to download documents;
 - A process for feedback and analysis for each of these forms of consultation.

Consultation Process

The Barking and Dagenham Partnership

10.6 The Borough has in place a framework for consultation as part of the Barking and Dagenham Partnership. The framework includes key partners, statutory agencies and the community. Community representatives are elected through the Community Empowerment Network (CEN). As part of this framework there are a series of sub-groups that meet quarterly. The framework and the sub groups are shown in Table 10.1.

Table 10.1: Sub Groups

Sub Groups	Suggested Consultation Topics
Implementation Group	Strategic issues Financial/performance
Education and Learning for All	Safe routes to school Walking buses Environmental education Active citizenship Recycling
Health Housing and Social Care	Accidents Emissions/air quality Active lifestyles/use of parks Access to care services
Cleaner Greener Safer	Alternative transport Safety Recycling Policing SEA
Regenerating the Local Economy	Strategic policy Major infrastructure
Social Cohesion	Effects on local communities, people with a disability, other equalities target groups

Statutory Consultees and Other Groups

10.7 The statutory consultees that the Council was required to consult were the Metropolitan Police, TfL, adjoining boroughs and organisations representing disabled people. The Council decided to consult more widely than this and sent a full draft of the LIP to a number of other organisations with an interest in transport. These organisations are listed in Table 10.2.

Table 10.2: Organisations Consulted for the Consultation Draft

Disablement Association of Barking and Dagenham (DABD)	London Borough of Redbridge
Barking College	London Cycling Campaign
Barking – Gospel Oak Line Users Group	London Development Agency (LDA)
Barking and Dagenham (BAD) Youth Forum	London Fire Brigade
Barking and Dagenham Chamber of Commerce	London Thames Gateway Development Corporation
Barking and Dagenham Community Empowerment Network	London Transport Users Committee
British Motorcyclists Federation	Metropolitan Police
British Telecommunications Plc (BT)	Network Rail
Countryside Agency	NGT Transco
Cyclists' Touring Club	NTL South
Department for Transport (DfT)	Powergen Retail Ltd
Essex & Suffolk Water	Rambler's Association
EDF Energy	Strategic Rail Authority
Greater London Motorcycle Action Group	Telewest Communications
Highways Agency	Thames Gateway London Partnership (TGLP)
London Ambulance Service	Thames Water Property Services
London Borough of Bexley	Thames Water Utilities Ltd
London Borough of Greenwich	Transport for London (TfL)
London Borough of Havering	Workspace Group Ltd
London Borough of Newham	

10.8 The Thames Gateway London Partnership (TGLP) has members from all boroughs in the sub region. Thus their input provides a more strategic aspect to the policy content of the LIP.

In House London Borough of Barking and Dagenham (LBBD) Consultation

10.9 The LIP is a key corporate document, and as such comprehensive in house input from both Council Members and relevant officers is essential. Specifically, the views of the Borough Public Transport Liaison Group (PTLG) were sought on the LIP. The consultation period also allowed more detailed comment as to the specifics of the LIP to be raised by both members of the council and officers, particularly those individuals and parts of the Council not usually engaged with the subject matter of the LIP.

10.10 In this way the consultation process is as much an opportunity for detailed in house input as it is for external agencies and the community to comment. In all key stages of LIP preparation Member endorsement will be secured through reports as necessary to Regeneration Board and the Executive.

10.11 The LIP has been produced in electronic as well as 'hard' written format, giving the opportunity to put the 'consultation draft' on the Council's website.

As such people have been able to access it through this means and to comment should they wish.

Consulting Borough Residents

10.12 The Council also decided to consult the borough's residents and local community and voluntary sector organisations. To consult residents the Council did the following:

- Sent residents a consultation leaflet and questionnaire that they could return free of charge;
- Placed copies of the 'Consultation Draft' LIP in all of the borough's libraries;
- Placed electronic copies of the 'Consultation Draft' LIP and consultation leaflet and questionnaire on the Council's website;
- Organised two public exhibitions in the borough, one in Barking and one in Dagenham;
- Sent Officers to give a presentation to the Wellgate Community Forum (this could not be done for the other Community Forums due to agendas being already full); and
- Provided information stalls at two popular borough events, the Big Green Borough Day (11 June 2005) and the Dagenham Town Show (16-17 July 2005).

10.13 Feedback received in the form of a letter or email is summarised in Table 10.20. Feedback given at workshops and public events is summarised in Table 10.21.

Consulting Community and Voluntary Sector Organisations

10.14 In consulting local groups the Council aimed to capture the views of a wide cross-section of groups including 'hard to reach' groups. The Council sought the help and advice of the Barking and Dagenham Community Empowerment Network (CEN) to contact local organisations. The CEN is an umbrella organisation that brings together a range of community and voluntary sector organisations.

10.15 A good number of local groups expressed an interest in being consulted, however some did not have the resources in terms of people and time to take part in workshops or provide comments to the Council. The Council and the CEN organised two workshops for local community and voluntary sector organisations. Council Officers also gave a briefing to the CEN Forum in May 2005, at which a number of local organisations were present. The following organisations took part in the workshops:

Table 10.3: Organisations who participated in Workshops

African Legal Advisory Service	Groundwork East London
B&D Access Group	Independent Living Agency
B&D Racial Equality Council	International Christian Care Foundation
B&D Volunteer Bureau	Life of Independence for Everyone
Barking and Dagenham (CAB)	Lifeways
British Red Cross	Living Springs
Carers of Barking & Dagenham	London Community Participation Network
CIIL	Parsloes Community Forum Rep
DIAL	Parsloes, Becontree & Valence Community Forum
Disability Association of Barking & Dagenham	Reach Africa
Eastbrook Community Forum Rep	Rethink Befrienders
Eaves B&D Women's Aid	TESSA
EMO - UK	Victim Support
Empower 2 Excel	Village Community Forum Rep
Forum for the Elderly	Wellgate Community Forum Rep
Friends of Barking Hospital	+ 10 local residents

10.16 The Council also organised, with the help of the Barking and Dagenham Youth Forum, a workshop for young people. The feedback from these workshops is summarised in Table 10.21. The remainder of this Chapter presents the responses from all the various forms of consultation discussed above.

Short Questionnaire

Introduction

10.17 A total of 70,500 brochures and questionnaires were distributed around the Borough, of these 2511 (3.6%) were returned and analysed. The result of this analysis is set out below in this chapter. The summation of return questionnaires is set out in Table 10.4 below.

Table 10.4: Total Questionnaires Returned

Type	Total	Total Returned	%
Short	70,500	2511	3.6

Results

10.18 The Short Questionnaire covers 4 main questions on transport with the remaining 7 questions on personal information. The responses to each question are set out below.

Question 1: Transport – What needs most Improving in Barking and Dagenham?

10.19 Respondents were asked what their top transport priorities would be from ten possible transport issues. Each respondent was allowed to choose up to five priorities and the results of this are presented in Table 10.5.

Table 10.5: Top Five Priorities for Transportation

Priority	Percentage Of Respondents
Road/Pavement Repairs	71
Personal Safety when travelling	67
Reducing the number of killed and injured on the roads	59
Walking and Cycling	53
More reliable buses	47
Parking	44
Accessing Bus Stops and Stations	43
Reducing Traffic	30
Better Rail Stations	21
Better Bus Stops	19

10.20 The top three priorities given by the respondents are road and pavement repairs, personal safety when travelling and reducing the number of killed and injured on the roads, with 71 per cent, 67 per cent and 59 per cent of respondents respectively identifying these issues as a priority. This corroborates to an extent analysis of the comments, which also identified safety as a high priority. Lower priorities were better rail stations and bus stops.

Question 2: The Council's Vision for Transport

10.21 The respondents were then asked to state their views on the Council's Vision for Transport, namely:

'The Council wants a cleaner, greener, safer borough, where the transport needs of all member of the community can be met in an environmentally friendly way.'

The responses are set out in Table 10.6 below.

Table 10.6: Responses to the Council’s Vision for Transport

Response	Percentage Of Respondents
Strongly agree	64%
Agree	26%
Neutral	4%
Disapprove	1%
Strongly Disapprove	2%
Don't know	1%
No Answer	2%

10.22 Of all the responses received 90% agreed with the Council's Vision, this includes 64% who strongly agreed. With only 3% of respondents showing any sign of disapproval there is clearly overwhelming support for the Council's vision for transport.

Question 3: Major Transport Schemes Important to Barking and Dagenham

10.23 Respondents were asked their view on the Council's consideration that Major Transport Schemes such as the extension to Docklands Light Railway (DLR) will be needed to support planned growth in the Borough. The responses are illustrated in Table 10.7.

Table 10.7: Responses to the Need for Major Transport Schemes

Response	Percentage Of Respondents
Strongly Agree	44%
Agree	32%
Neutral	13%
Disapprove	2%
Strongly Disapprove	2%
Don't know	4%
No Answer	3%

10.24 Of all the responses received 76% supported the major schemes that are important to Barking and Dagenham. Only 4% showed any form of disapproval.

Question 4: Your views on the Council's Main Proposal

10.25 Respondents were asked to indicate in general whether or not they agreed with the Council's proposals for each of eight aspects of transport. The proposals were outlined for the respondents within the consultation leaflet that were summaries of the proposals detailed in Chapter 5 of the main LIP document. In particular, respondents strongly agreed on Road Safety proposals. The results of the assessment are set out in Table 10.8 below.

Tables 10.8: Responses to the Eight Aspects of Travel

	Strongly Agree	Agree	Neutral	Disapprove	Strongly Disapprove	Don't Know	No Answer
<i>Road Safety</i>	53.0	29.5	6.4	1.4	1.5	0.2	7.9
<i>Buses and Public Transport</i>	47.5	31.7	7.8	0.7	1.5	0.3	10.6
<i>Road Maintenance</i>	44.0	37.4	7.1	0.8	0.8	0.6	9.3
<i>Local Area Accessibility</i>	41.2	32.7	10.6	0.7	0.9	1.2	12.9
<i>Parking</i>	37.8	29.5	13.1	3.6	2.7	1.1	12.1
<i>School Travel Plans</i>	37.2	28.4	15.4	1.3	1.4	1.4	14.9
<i>Regeneration Area Schemes</i>	31.7	33.0	15.1	1.3	1.6	1.6	15.7
<i>Area Based Schemes</i>	23.4	31.9	20.7	1.6	1.6	2.4	18.4

10.26 What seems to be the most important proposal that the respondents agree on is the improvement on Road Safety followed by improvement on Buses and Public Transport. Area based Schemes is the least favourite according to the questionnaire responses.

Tables 10.9: Demographics

Sex (%)	Female	Male	No Answer				
	51	46	5				
Age (%)	Under 18	18-24	25-44	45-60	61-74	Over 75	No Answer
	1	4	30	28	21	14	2
Ethnicity (%)	White	Black	Asian	Mixed	Chinese	No Answer	
	82	9	3	2	1	3	
Disabled (%)	Yes	No	No Answer				
	21	71	8				

10.27 Broadly speaking the Demographic breakdown of the respondents does represent the actual population of the borough fairly well. The only figure that is unrepresentative is that for disabled of 22%, which is significantly above the actual situation in the borough.

Table 10.10: Residents Situation in the Borough

	Yes	%	No Answer	%
<i>Live</i>	2448	97.5	31	1.2
<i>Work</i>	525	20.9	308	12.3
<i>Education</i>	197	7.8	381	15.2

10.28 97% (2448) of the respondents live in the Borough, while 21% (525) and 8% (197) of respondents work and undertake education in the Borough respectively.

Analysis of Comments

10.29 Each of the first four questions on the Short Questionnaire gave the opportunity for respondents to provide additional comments or suggestions to the question in addition to a 'ticked preference' answer. All of these comments have been analysed. Questions 1&2 provided sufficient responses to be discussed in-depth, responses to Question 3 highlighted one area of debate not previously raised in Questions 1&2 while responses to Question 4 were limited in number and provided no additional opinion to that already mentioned. The findings of this analysis are provided below.

Question 1: Transport - What most needs improving in Barking and Dagenham?

10.30 This question provided 622 additional responses with answers varying widely across and within topic areas. Table 10.11 lists the different topic areas and the number of comments received within these areas. Further analysis of the main topics follows, accompanied by a sample of respondents' comments that supports the analysis.

Table 10.11: Number of Responses to Question One

Issue	Responses	Issue	Responses
Parking	104	Cycling	33
Safety	96	Traffic Calming	33
Buses	85	Cleaning	18
Maintenance	64	Congestion	11
Public Transport	41	Miscellaneous	105
Accessibility	33		

Parking

10.31 From the 102 comments on parking four main parking sub-issues were clearly of greatest concern to the respondents. These concerns are detailed below with example comments in italics.

- *Pavement Parking* – a significant proportion of responses would like to see policies in place to stop parking on the pavement. At its worst pushchairs and even pedestrians can not pass freely on the pavement and are forced to use the road.

“To stop cars parking on the pavements so people can walk on them and not in the road as is now happening”.

“Stop people parking completely on the pavement so that pushchairs cannot pass”.

- *Residents parking* – A major issue related to residents parking. Many respondents revealed displeasure at paying for residents parking and while a need for some control of parking was acknowledged the respondents were clear that they required a more lenient balance between what they saw as strict residential parking enforcement and no control whatsoever.

“I would like not to have to pay for parking outside my house”.

“Make it possible for local residents to park without getting parking tickets. Give residents free parking permits”

“Residential parking. Although a good idea unnecessary to impose parking restrictions from 08.30 to 17.30. When a 1 hour or 2 hour restriction would serve the same purpose and make it easier to patrol. All day restrictions unsociable and unfair on residents when family and friends wish to visit during the day”.

- *Parking enforcement* – Another significant issue was a request for greater parking enforcement around stations, bus stops and Dagenham Heathway.

“Stop motorists parking on Heathway Hill (approaching Heathway Station) causing chaos for buses every day this happens”.

“Some one should look into the amount of cars parked outside Chadwell Heath Station. All day and also evening rush hour”.

“Greater enforcement on parking on double yellow lines, especially around Barking Station area”.

- *Increased Parking Facilities* – The fourth significant issue relating to parking was a request for greater parking facilities at shopping centres and around stations.

“Here should be more parking spaces like the vicarage field in Barking”.

“More public parking is needed in places such as Faircross shops where it is nearly impossible to park legally!!!”

“Better parking facilities at Dagenham Heathway”

Safety

10.32 Ninety-Five respondents cited safety as their greatest concern, and these concerns can be split into three main sub-groups.

- *Personal Safety* – By far the overwhelming response is the sense of fear and low personal safety on the streets and public transport systems. Whether it is calls for improved street and subway lighting, more CCTV cameras or more patrolling policemen, the respondents called strongly for a greater sense of safety and higher levels of actual safety.

“More bobbies on the streets”

“Improve road lighting in residential areas”

“Remove crime and fear of crime when travelling on transport”

“Personal safety top priority more CCTV cameras”

“Personal safety is the main issue when travelling by London transport”

- *Vandalism* – Vandalism has been included in the category of safety because it can be argued that the sense of fear experienced in Barking and Dagenham is created, at least partially, by the same elements that vandalise bus shelters and bus interiors. Furthermore these acts of vandalism in themselves contribute to the reduced feeling of safety.

“We have a great fear of travelling by night on public transport. You will get nowhere if you can’t stop the vandals”

“Clampdown very harshly on those idiots who trash and vandalise the bus interiors through the courts as necessary or ASBO’s”

“Reduce temptation to vandalise and costs involved in repairing the damage. From Becontree down Heathway to Reede Road. I have personally witnessed in excess of 40 smashed glass bus shelter panels over last 18 months 2004/5”

10.33 In total approximately 85 percent of the responses in the safety category came under the personal safety or vandalism sub-issues.

- *Road Safety* – The third sub-issue in the safety category is road safety. Numerous respondents made requests for child road safety education and/or making the roads safer for children. There was also a desire for road accidents to be reduced.

“Teach school children the Highway Code”

Buses

10.34 Eighty-five respondents claimed an issue with buses as their primary concern. These can be sub-divided into four main issues.

- *Additional and improved bus services* – By far the most significant issue relating to buses is a desire to see more bus services serving the borough as well as better existing services. Services noted in particular were the 62, 86, 103, 174, 173 and 387. Better bus services to Heathway and from the Borough to Romford were also mentioned by a number of respondents.

“We need a better bus service”

“The number 86 is terrible, more reliable or better bus into Romford”

“A better bus service to Heathway could help to regenerate it. A 173 follows a 175 within seconds, then you wait ages for the next one”

“Better bus service to other locations from Heathway”

- *Better-trained bus drivers* – Another significant issue relating to buses is the standard of driving and service from bus drivers. Respondents noted that bus drivers do not wait for elderly passengers to sit down before driving off or will drive the bus at such speeds that passengers have difficulty holding on. Furthermore it was noted that drivers often pull away from bus stops even though a potential passenger may be banging on the doors and that some drivers just don't stop at bus stops with waiting passengers.

“When you going for a bus and the driver sees you but closes door just as you get there and wont open door for you, this should be stopped”

“A lot of bus drivers jolt & jerk and passengers have to hold on for dear life”

“Reducing speed of buses more advanced test for bus drivers/ more speed cameras”

“Eye tests for bus drivers- as often they do not seem to see you waiting at bus stops”

“Bus drivers should be taught to allow time for Elderly & H/cap to get to a seat”

- *Bus capacity and over-crowding* – The issue of bus capacity manifests from numerous causes. Commuters and school children create significant over-crowding on the buses at their specific times of travel, and the related issue of disruptive school children on the buses is of significant concern to many respondents. The other source of concern relating to bus capacity comes from mothers with pushchairs. The rules stating only one pushchair per bus affects many respondents and can create a certain degree of social exclusion on their ability to travel as they would like.

“Not to overcrowd bus in rush hour you feel like cattle.”

“Provide separate facilities for school children as its overcrowded and noisy travelling on buses to work from 8am onwards – its bliss when school holidays”

“Cater for more or larger buses when school children have to travel”

“More buses to help with people who have prams and pushchairs or double buggies”

Maintenance

10.35 Sixty-four respondents made additional comments on maintenance. Unlike other topic areas that contain numerous sub-issues, the responses for maintenance can on the whole be categorised as dissatisfaction with the state of repair of the pavements and roads, especially in side streets.

“Road repairs are a complete disgrace – Kingston Hill Avenue – full of potholes also majority of back roads in Barking!”

“One of the most important items is urgent repair to the road surfaces which are in a terrible state on back and side roads”

“In some place the pavements are very dangerous and are in need of repair”

“The roads & pavements in this borough area a disgrace”

“A lot of pot holes in my area”

Public Transport

10.36 Forty-one comments related specifically to public transport. The general thrust of these comments was for an improvement in public transport to be made. Be it by DLR extension, more train or tubes stations, more buses or introducing a tram service the respondents called overwhelmingly for better and more public transport provision. Furthermore a number of respondents made requests for reduced public transport fares.

“Would be good if you could improve mainline coverage – maybe rejoining mainline platform at Dagenham East”

“Reliability, frequently & speed of district line needs to be improved, plus passenger info system”

“A district line extension in South Dagenham or DLR extension”

“No good stopping traffic until rail and bus travel gets 100% better”

“Although not a local issue cost of public transport far too expensive”

Traffic Calming

10.37 Thirty-five respondents raised traffic calming issues as a major concern. The overwhelming sentiment from respondents in this category is to see better traffic calming measures and enforcement of road speeds but at the same time the removal of speed humps that are not seen to be effective in reducing traffic speeds.

“More schemes to slow down traffic in the back streets”

“No more speed bump’s try something different”

“Get rid of road humps. They are not uniform in size. Side roads a bumpy & bad enough now. Use the tarmac to smooth out side roads. Use community personnel to police speed give them hand held speed guns with cameras”

“20mph zones, are a great idea if people take notice I live in a 20 mph zone and very few take notice”

“Some ‘speed bumps’ are so high that not only wreck the car suspension but are very uncomfortable for elderly and disabled passengers”

Accessibility

10.38 Thirty-three Respondents cited accessibility as a major concern. The majority of these comments came from disabled and elderly respondents and parents with young children. The primary concern is a lack of accessibility provision at train and tube stations and on buses.

“If you want people to use public transport than all rail stations should be wheelchair & pushchair friendly”

“Its outrageous that disabled people cannot use Barking Stn because no escalators. It isn’t very disabled friendly”

“Disabled /pushchair access to all train stations”

“Better provision for disabled travellers on bus and tube”

“As an OAP I would like handles put back on the district line. I can’t get on train as too high from platform”

Cycling

10.39 Thirty-three respondents mentioned the issue of cycling as a major concern. However these responses fell into two distinct categories.

- *Cycling on pavements* – Approximately half of all the comments under cycling raised the issue of cycling on pavements. It is clear from these responses that cycling on pavements is a great nuisance to many and there is a desire to see initiatives in place to prevent this.

“Stop cyclists from cycling on pavements”

“Cyclist riding on pavements even on the High Road is very dangerous and should be stopped”

“And getting cyclist to use cycle lanes instead of pavements where they race past people”

- *Cycle Lanes* – The other prominent issue related to cycling was that of cycle lanes. Not only is a lack of adequate cycle lane provision a concern

but so too is the issue of cars parking in the cycle lane making them unusable by the cyclists

“The cycle lanes in the borough are useless because cars are parked on them and nothing is done to remove them”

“Cycle lanes are dangerous – too many other vehicles do not respect them – only answer is a kerb on each side”

“More cycle lanes on pavements where possible, so encouraging families with children to cycle safely. Where cycle lanes are on roads stop parking on these lanes, thus decrease the need to pull out into main stream traffic”

Cleaning

10.40 Eighteen respondents raised the issue of cleaning. From these few comments it is clear that clean streets, pavements and stations is a real concern for residents.

“Bring back street cleaners, at times I’m ashamed to admit I live in Dagenham because of the state the streets are in”

“Tidy & clean the road pavement and make Barking & Dagenham beautiful”

“To alert the public on keeping our Roads streets free of litter beer can, take-aways etc”

“The stations in Barking & Dagenham are filthy”

Congestion

10.41 Eleven respondents commented that congestion was a concern. Comments were made about the school run and also the general level of traffic on the roads.

“No more cars, car congestion, fumes, traffic, pollution”

“Too many parents going by car for short distances when taking children to school, then double parking. Children would be healthier for walking, roads would be less congested & safer especially in school areas”

“I do not think reducing traffic will be solved”

Miscellaneous

10.42 One hundred and seven of the respondents’ comments could not be grouped into large enough numbers to be placed in their own category. These comments cover numerous issues, such as regeneration, bus stops, and the car users perspective and a large number praised the work the Council is undertaking. Whilst it is not possible to present everything that has been said a selection of comments is presented as an illustration of the different arguments the respondents made.

“Council proposals seem to be anti – car. People need cars to get to work. Public transport is expensive & may not go to the work place. Council should make provision for all uses of transport including cars”

“Monies to be spent equally between Barking and Dagenham”

“Although buses should play an important role in the borough’s development, our outer London location requires us to maintain a dynamic balance between public transport and other modes of traffic”

“The council does a pretty good job”

“More grocery shops in the Heathway”

Question 2: The Council’s Vision for Transport

‘The Council wants a greener, safer borough, where the transport needs of all members of the community can be met in an environmentally friendly way.’

10.43 A similar analysis has been conducted for Question Two, which provided 482 additional responses. The table below lists the different topic areas and the number of comments received within these areas. Further analysis of the main topics follows, accompanied by a sample of respondents’ comments supporting the analysis.

Table 10.12: Number of Responses to Question Two

Issue	Responses	Issue	Responses
Cleaning/Rubbish enforcement	70	Traffic Calming	14
Safety	47	Cycling	14
Parking	26	Preserve green spaces	10
Cleaner fuel / vehicles	19	Miscellaneous	113
Public Transport	19	Agreed with statement	40
Pro Car	16		

Cleaning and Rubbish Enforcement

10.44 Seventy respondents commented on the cleanliness of the Boroughs streets or requested better rubbish enforcement. This issue was also raised in Question One but being a better-suited response for Question Two it is not surprising to find more responses here. However the high level of response does prove the seriousness of the issue within the borough.

“Higher penalties for litter louts & enforce the no spitting law & reintroduce signs to that effect on lamp posts”

“More waste bin in street”

"My friends who always visit Barking always comment on its dreadful litter problem"

"Instil rubbish awareness in schools & colleges"

"Dagenham needs cleaning, over the last year it has become very dirty and uncared for"

Safety

10.45 Forty-Seven respondents commented on the issue of safety. Given the nature of the question, again this is unsurprising, however it does reaffirm the importance of this issue in Barking and Dagenham. The sub-categories are the same as they are for Question One with the most prominent issue being the sense of fear and actual level of safety and a desire to tackle vandals. There were a great number of responses calling for more police on the streets and more CCTV cameras.

"Vandalism nullifies efforts by the council to improve the environment"

"Nowhere will be safe until you get rid of yobs"

"Need more police presence on streets"

"Cameras to catch the yobs destroying e.g. bus stops/phones"

"A stronger police presence would be a start with more powers to deal with hooligans"

Parking

10.46 Twenty-six respondents raised the issue of parking for Question Two. The responses again were very similar to those presented for Question One. Issues of residents parking and parking in the town for shopping are the primary concerns.

"Not enough parking (when working) to run in local shops to pick up items up very frustrating"

"I personally do as little shopping in Barking as possible, we go to Lakeside once a week and park free of charge"

"Give people 10 minutes when people call on families & friends in residency controlled parking not zero as it is as present"

"It would be better to be able to have decent parking in your street"

Cleaner Fuels and Vehicles

10.47 Nineteen respondents raised the issue of cleaner fuels and vehicles. Within these comments there were many calls for cleaner transport either powered by clean fuels or electricity; some saw trams being a solid argument to achieve these aims. Diesel was seen as a dirty fuel producing unwanted emissions especially from buses.

“Use electrical transport for council use”

“Tram’s are a perfect solution no diesel or petrol emissions from them”

“Again look at those cars whose exhaust fumes pour out black smoke. Also buses are equally guilty of this”

“Don’t use buses that use diesel consider – gas or electric vehicles”

Public Transport

10.48 Eighteen respondents raised the issue of public transport. Many of these respondents saw public transport as a solution to environmental and safety issues, in as much as better public transport would reduce car use that in turn would reduce pollution and accidents.

“As in the rest of Britain, the only way to a more environmentally friendly borough is a reduction in car travel and an improvement in public transport. This would then reduce road accidents increase personal safety and free up parking space”

“Better public transport would persuade people to not drive as often”

“Better public transport to encourage drivers to leave cars at home i.e. public transport clean and on time”

Pro-Car

10.49 Sixteen respondents raised the issue of car use and being pro-car. Many of these respondents felt victimised, believing that many current policies are completely anti-car. These respondents also called for acknowledgement that car use was an essential means of movement for many people.

“But not to penalise those drivers who have no other alternative but to drive to work”

“All you are doing is trying to hit the car user”

“Drivers should not feel abandoned, there should be adequate parking as well as reliable public transport”

“When will the planners realise that anti-car procedures don’t stop car use, it just gives drivers the hump!”

Traffic Calming

10.50 Fourteen respondents were concerned with the issue of traffic calming. For many of these respondents their belief is that current traffic calming measures actually increases pollution resulting from slower car speeds and lower gears. However numerous respondents were in favour of an increase of some form of traffic calming measures on some roads.

“Traffic calming and speed restrictions to 20mph will increase pollution due to vehicles travelling in lower gear and higher engine revolutions also increased damage to vehicles”

“Its about time you put a stop to speeders in Bastable Ave even the buses speed but you never ever see a bus getting stopped for speeding”

“One of my measures of environmental friendliness is removing road humps. Extremely slow speeds increases pollution”

Cycling

10.51 Fourteen respondents commented on the issue of cycling. The responses here were very similar to those in Question 1. The responses were split fairly evenly between the issue of cycling on pavements and the opinion that there is a lack of cycling facilities in the Borough.

“Get cycles off the pavements on to the road – pavements are for people”

“This would be fine if it meant cyclists were banned from pavements so they didn’t mow down pedestrians”

“More facilities for cycles, somewhere to leave them safely or a least cycle lanes”

“Encourage people to walk or cycle by providing safe and pleasant routes”

Preserve Green Spaces

10.52 Ten Respondents commented on the issue of preserving green spaces. The main concern for these respondents was the protection of the existing green areas in the borough.

“Don’t take any more parks or Green belt land for Building”

“How can you get a greener Borough if you persist in putting concrete over every bit, over every green bit?”

“Existing green spaces need to be protected as a valuable resource to the Borough”

Question 3: The Council considers that Major Transport Schemes such as the extension to Docklands Light Railway (DLR) will be needed to support planned growth in the borough. What is your view on this?

10.53 This question provided 335 additional responses. A quarter of these were in general agreement with the statement. Of the rest, only one additional area of debate not already raised in Question 1 or 2 was highlighted.

10.54 The issue raised was the concern of the general lack of investment in Dagenham as compared with Barking. It is clear that many members of the community are somewhat disgruntled at the money invested in Barking in recent years which has by-passed Dagenham.

‘It’s about time something was done for Dagenham. It has been neglected for years & is becoming a slum area – the council could not care less.’

'As long as some of this planned growth includes Dagenham and not just Barking.'

'I agree but only as long as the present trend to forget Dagenham is discontinued.'

'You are totally ignoring the people who live at Dagenham East – how are we meant to link up with these improvements to ELT and top DLR'

The Long Questionnaire

Introduction

10.55 As part of this consultation, it was decided to create a more detailed questionnaire to be made available for the more interested individuals and parties. Of the 150 that were sent out 24 (16%) were returned. The details of the results of the questionnaires are set out below in this section.

Transport Objectives and Major Schemes

10.56 The Transport Objectives have been lettered in Table 10.13 for ease of reference. There is clearly overwhelming support for all the Transport Objectives as all objectives received percentage of agreement. Objectives A, B, C F and K had overall agreement from all respondents, each of them receiving a total score of 22 or above. The lowest score, of 18, was achieved by the objective of improving integration between transport modes. What is clear from this assessment is that none of the respondents disapproved of any of the objectives and major schemes. The results are illustrated in Figure 10.1 below.

Table 10.13: Responses to Objectives of the LIP

Transport Objectives and Major Schemes	Strongly Agree (%)	Agree (%)	Neutral (%)	Disapprove (%)	Strongly Disapprove (%)	No Answer
A. To increase accessibility for all	63	33	0	0	0	4
B. To prioritise improvements for people with poor access to passenger transport	58	29	8	0	0	4
C. To ensure that transport schemes put forward by the Borough help to maintain and improve local, national and international transport links	58	38	4	0	0	0
D. To facilitate regeneration in the Borough and the Thames Gateway Area	50	33	13	0	4	0
E. To underpin the viability and vitality of the Borough's Town Centres	54	29	8	4	0	4
F. To ensure the need to travel by lorry and car is minimised by promoting sustainable and attractive alternatives	54	29	8	4	0	4
G. To improve the safety and security of the transport system	50	42	0	4	0	4
H. To ensure the movement of goods and people are met in the most efficient way that will supplement regeneration and growth in the Borough's economy without compromising environmental quality	46	42	4	4	0	4
I. To reduce pollution and nuisance created by traffic	42	38	13	4	0	4
J. To promote the integration of new development with transport and the need to travel	42	38	8	0	4	8
K. To support and promote passenger transport schemes (e.g. East London Transit)	42	50	4	0	0	4
L. To improve integration between transport modes (e.g. bus and rail) and services	42	33	17	4	0	4

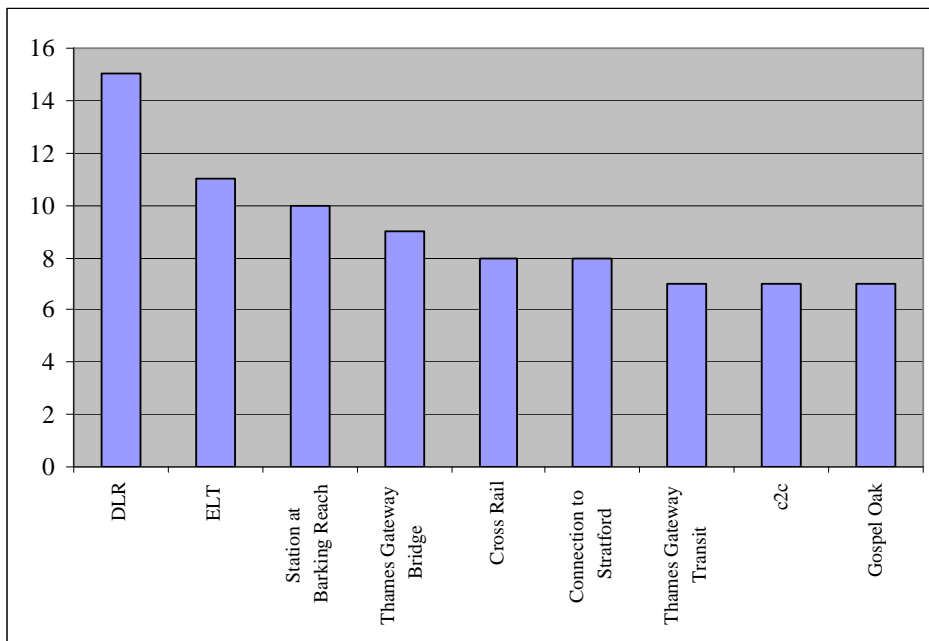
NB: The respondents were requested to state whether or not they agreed with the objectives of the LIP as listed in Table 10.13.

10.57 The respondents were asked which of the following major schemes they saw as a top priority for Barking and Dagenham, namely:

- Crossrail;
- DLR Extension;
- East London Transit;
- Thames Gateway Bridge;
- Thames Gateway Transit;
- Improvements to London to Tilbury (c2c) rail service;
- Improvements to Barking to Gospel Oak rail service;
- Regular direct rail service between Barking and Stratford;
- New rail station serving Barking Reach.

The results of the assessment are illustrated below in Figure 10.1:

Figure 10.1: Major Transport Schemes



10.58 There is over all agreement on the prioritisation of the DLR and ELT, closely followed by a new station at Barking Reach and Thames Gateway Bridge.

Equality Impact Assessment

10.59 As recommended by the Mayor of London, the Council has assessed the effects of policies and programmes contained in the LIP. The respondents were asked to assess the impact the LIP would have on equality in the Borough. These are illustrated in Table 10.14.

Table 10.14: Equity Impact of LIP on LBBD

	Positive	Neutral	Negative	No Answer
Equality Impact (%)	50	42	4	4

10.60 What is clear from this assessment, only five per cent (one respondent) thought that there would be a negative impact on equality. Of the remainder, 12 (50 per cent) and 10 (42 per cent) believed that there would be a positive or neutral impact respectively.

The Council's Transport Programme

10.61 The Council has derived 16 transport priorities that reflect the local need as well as the Mayor of London's Transport Strategy. The respondents were asked to rank the priorities and the ranking is set out below in Table 10.15.

Table 10.15: Council's Transport Programme – Ranking of Priorities

Ranking	Transport Priorities
1	Making streets safe for all road users
2	Keeping roads in a good state of repair
3	Reducing the number of road accident casualties
4	Improving bus transport and access to bus stops
5	Making town centres better places for walking, cycling and using public transport
6	Reducing the number of car journeys to school
7	Safer, cleaner, more attractive streets
8	Making streets more accessible to all, by removing barriers and obstructions
9	Improving or creating new walking and cycling routes
10	Support regeneration in the Borough through transport schemes
11	Encouraging alternatives to travelling by car
12	Making it easier and safer to access rail stations
13	Improving personal security in the Borough
14	Improving parking and loading arrangements
15	Strengthening Bridges
16	Introduce more parking controls so that residents can park more easily

10.62 From this assessment, safety, maintenance, passenger transport and improving town centres all were high priorities, while parking controls were given least priority.

Road Safety Plan

10.63 The respondents were then asked which of the strategies would improve safety in the Borough. What is clear from the assessment is that all strategies, apart from engineering measures, received most agreement, but in particular

Education, Safe Routes to School and School Travel Plans. The results are set out in Table 10.16

Table 10.16: Road Safety Plan

	Strongly Agree	Agree	Neutral	Disapprove	Strongly Disapprove	No Answer
Road Safety Education	50.0	8.3	8.3	0.0	12.5	20.8
Safe Routes to School	50.0	25.0	4.2	4.2	0.0	16.7
School Travel Plan	50.0	20.8	12.5	4.2	0.0	12.5
Enforcement	45.8	16.7	20.8	0.0	0.0	16.7
Engineering Measures	20.8	12.5	16.7	16.7	0.0	33.3

Parking Enforcement Plan

10.64 The Council are in the process of preparing a Parking Enforcement Plan and has devised a series of parking strategies. The respondents were then asked whether or not they agreed with the strategies.

10.65 From this assessment, the respondents agreed with all policies, though Management of the current level of parking to meet short-term shoppers and visitor needs and the annual review of charges received less agreement. The results are set out in Table 10.17.

Table 10.17: Parking Enforcement Plan

	Strongly Agree	Agree	Neutral	Disapprove	Strongly Disapprove	No Answer
Local Disabled residents parking	45.8	16.7	12.5	0.0	4.2	20.8
Secure storage for cycles and m/c	41.7	12.5	8.3	8.3	4.2	25.0
Discourage LT Commuter Parking	33.3	12.5	20.8	8.3	8.3	16.7
Review quality and safety of car parks	33.3	25.0	8.3	8.3	8.3	16.7
Encouraging cleaner greener vehicles	29.2	25.0	16.7	0.0	8.3	20.8
Management	20.8	16.7	29.2	4.2	4.2	25.0
Annual review of charges	20.8	33.3	12.5	4.2	4.2	25.0

School Travel Plan

10.66 The Council has set out broad aims for its school travel plans either through the promotion of alternatives to the car or a reduction in the number of cars on the road, especially round schools. The respondents were then asked whether or not they agreed with the Council's broad aims. The results are set out in Table 10.18.

Table 10.18: School Travel Plan

	Strongly Agree	Agree	Neutral	Disapprove	Strongly Disapprove	No Answer
Promote healthy alternatives to car	75.0	8.3	0.0	4.2	8.3	4.2
Reduce number of cars	50.0	12.5	0.0	4.2	8.3	25.0

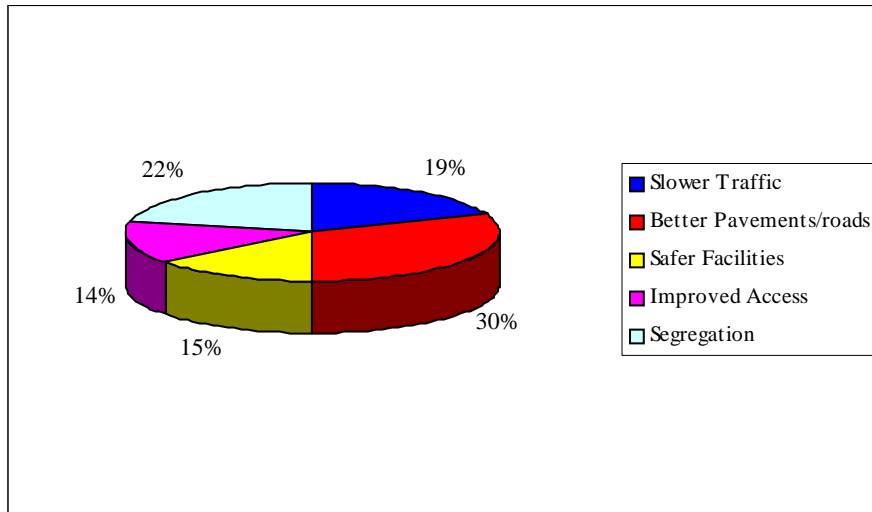
10.67 What is clear from the assessment is that the promotion of alternatives to travelling by car received the most agreement, though reducing the number of cars closely followed this. There was broad support for School Travel Plans and a mixture of both of the aims would assist in delivering safe routes to school.

Personal Travel

10.68 The next two questions are concerned with what would encourage respondents to walk/cycle and use passenger transport.

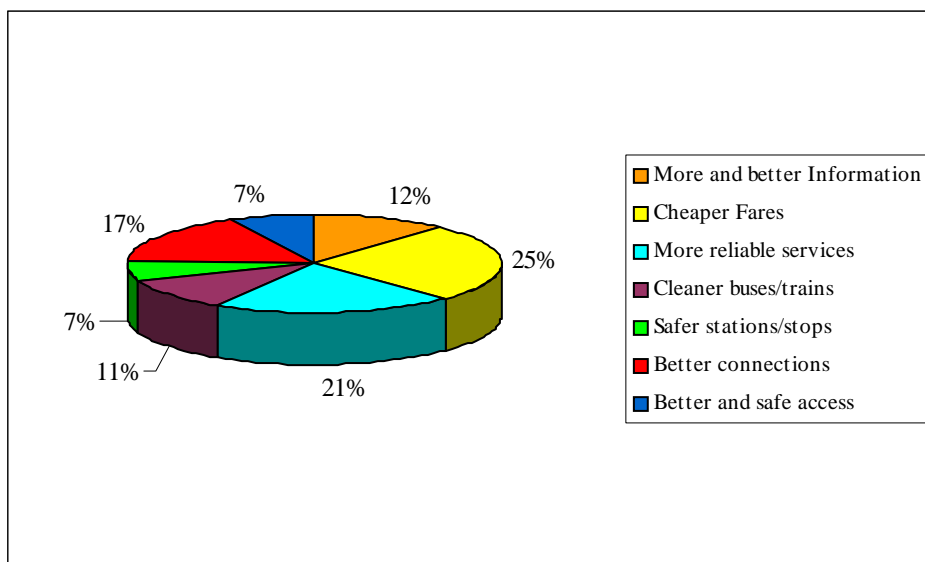
10.69 According to the respondents, of the factors that would encourage them to walk and cycle more, better pavements/roads provided the highest level of response. Segregation and slower traffic received approximately one fifth of responses each. These factors are illustrated in Figure 10.2.

Figure 10.2: Factors Affecting the Encouragement of Walking and Cycling



10.70 Regarding more use of passenger transport, the respondents agreed that cheaper fares, more reliable services and better connections would encourage increased use of passenger transport. These figures are depicted in Figure 10.3.

Figure 10.3: Factors Affecting the Encouragement of Public Transport



Personal Information

10.71 This section presents the results of the personal information provided by the respondents. The first set of results concentrates on whether the respondents live, work or are educated in the Borough. From the assessment 17 (71 per cent) of the respondents live in the Borough, compared to 12 (50 per cent) who work and 5 (21 per cent) who are educated in the Borough.

10.72 The results carried out on the age of the respondents are set out in Figure 5.14 below. The majority of respondents, 9 (38 per cent) were between 18 and 44, with 6 (25 per cent) being under 18. This implies that 15 (63 per cent) of all respondents were under the age of 44.

Table 10.19: Demographics

Sex	Female (%)	Male (%)				
	36	64				
Age	Under 18 (%)	18-24 (%)	25-44 (%)	45-60 (%)	61-74 (%)	Above 75 (%)
	25	0	38	33	0	4
Ethnicity	White (%)	Black (%)	Asian (%)	Mixed (%)	Chinese (%)	Other (%)
	80	4	4	12	0	0
Disability	Yes (%)	No (%)				
	22	78				

Summary of Organisations Written Comments

TfL Comments

- 10.73 The Mayor of London assigned to TfL the task of assessing on his behalf the LIPs produced by London Boroughs. Barking and Dagenham submitted its 'Consultation Draft' LIP to TfL in June 2005.
- 10.74 In December 2005 TfL sent to Barking and Dagenham its consultation response, which consisted of both general comments and an extensive list of detailed comments requesting clarification or additional information. TfL held in March 2006 a meeting with Council Officers to discuss TfL's comments on the LIP and any issues surrounding these.
- 10.75 So as to keep the Consultation Report to a reasonable size and to focus on significant comments, it was decided that this report would only provide a summary of the key comments made by TfL. These are comments that require significant changes to the LIP. TfL's key comments have been summarised in a table alongside the Council's response.

Table 10.20: Consultation Comments

Respondent	Comments	Officer Response
<p>Transport for London</p>	<p>Personal Safety</p> <p>The LIP needs to include:</p> <ul style="list-style-type: none"> • Proposals to reduce transport related crime and the fear of crime and how the proposals and their outcomes will be monitored; • Proposals to improve personal safety and security, especially for women and vulnerable groups, particularly at night (reference to Mayor’s ‘Safer at Night’ initiatives); • Proposals to improve the sense of security felt by rail passengers at rail stations. 	<p>Personal Safety</p> <p>The LIP will set out proposals aimed at reducing transport related crime and fear of crime on the transport network. These will include working with the bodies responsible for security inside stations.</p>
<p>Transport for London</p>	<p>Consultation with the Public</p> <p>The LIP needs to include:</p> <ul style="list-style-type: none"> • Information on how the Council consults local voluntary and community organisations on transport issues; • Information on local mobility forums. 	<p>Consultation with the Public</p> <p>The LIP will provide information on how the Council consults on transport issues and proposals for the future. The LIP will refer to the activities of the Barking and Dagenham Access Group, which brings together representatives from different voluntary groups for disabled people and Council Officers.</p>

Respondent	Comments	Officer Response
Transport for London	<p>Air Quality, Noise, Environment</p> <p>The LIP needs to include:</p> <ul style="list-style-type: none"> • Proposals to support the Mayor’s Air Quality Strategy; • A policy response to the Mayor’s proposal for a Low Emission Zone; • Policies and proposals to address transport related noise; • Policies and proposals on the movement of waste by rail or water; • A strategy for uptake of cleaner fuelled vehicles within the borough’s own transport fleet and the freight fleets of contracted services. 	<p>Air Quality, Noise, Environment</p> <p>The LIP will include proposals to address transport related air pollution and noise, including support in principle for a proposed London Low Emission Zone. The LIP will include a policy encouraging the movement of waste by rail or water. The Council will explore opportunities to use rail or water to move waste, through a Joint Waste DPD to be prepared with 3 other ELWA boroughs. The LIP will set out proposals for the uptake of cleaner fuelled vehicles.</p>
Transport for London	<p>Rail</p> <p>The LIP needs to include:</p> <ul style="list-style-type: none"> • Policies in support of the London Metro concept including OrbiRail; • Proposals for development of a freight interchange and freight distribution centres; • A clear programme of proposals to improve the accessibility of rail stations in the borough. 	<p>Rail</p> <p>The LIP will provide a clearer statement of support for the London Metro concept.</p> <p>The LIP will state that opportunities for freight interchange and freight distribution centres need to be looked at in the wider context of the South East, and not just the borough. External funding will be needed to carry out any studies, and the LIP will set out the funding requirements.</p> <p>The LIP will include proposals to improve accessibility to Rail/Underground stations, and in particular the need for a comprehensive upgrade of Barking Station/interchange in partnership with TfL and other agencies.</p>

Respondent	Comments	Officer Response
<p>Transport for London</p>	<p>Buses</p> <p>The LIP needs to include:</p> <ul style="list-style-type: none"> • Proposals to achieve journey time savings for buses; • A commitment to provide bus standing and garage facilities to support extra bus services; • Proposals in relation to bus priority; • Proposals in relation to improve the accessibility of bus stops. 	<p>Buses</p> <p>The Council has been making improvements to bus priority and bus stops for several years, and the LIP will set out the Council's programme for future years.</p> <p>The Council will actively consider proposals from TfL for new bus standing and garage facilities, and will state this in the LIP. The Council will continue to lobby for improvements to bus services including new north/south bus routes and will seek to develop with TfL a comprehensive bus service strategy.</p>
<p>Transport for London</p>	<p>Traffic Management</p> <p>The LIP needs to include:</p> <ul style="list-style-type: none"> • Information on the review of parking and loading controls along bus routes and in other key locations in the borough; • Proposals in relation to use of cameras and other measures to enforce bus routes; • Proposals in relation to the implementation of 'Parallel Initiatives' on 'A' roads and busy bus routes; • Proposals in relation to the reallocation of road space to more essential traffic, i.e. public transport, pedestrians and cyclists; • A clearer indication of how the borough's policies and proposals will contribute to meeting the traffic reduction targets set by the Mayor of London; • Proposals for the review of the worst congestion bottlenecks and measures to address these; • Information on how the Council will meet its statutory duties under the Traffic Management Act 2004; • Information on the provision of information to the London 	<p>Traffic Management</p> <p>The LIP will set out the need for a review of parking and loading controls along busy bus routes and in other key locations, and associated funding requirements. External funding will be required. Any review will need to take into consideration the views of businesses and residents particularly disabled people. The LIP will provide more information on bus lane enforcement and set out funding requirements.</p> <p>The LIP will include proposals in relation to 'Parallel Initiatives'. The LIP will provide more information and proposals in relation to bus lanes, cycle lanes and public realm schemes.</p> <p>The LIP will set out how the Council's walking, cycling schemes and planning policies will contribute to traffic reduction targets, and how this will be monitored. The LIP will include expected public transport improvements that will also contribute to achieving such targets.</p> <p>The LIP will set out how the Council will meet its statutory duties under the Traffic Management Act 2004.</p>

Respondent	Comments	Officer Response
	Traffic Control Centre.	The LIP will set out how the Council will provide information to the London Traffic Control Centre.
Transport for London	<p>Parking</p> <p>The LIP needs to include:</p> <ul style="list-style-type: none"> • Proposals for motorcycle parking, in particular in areas of high demand; • Proposals for the review and implementation of parking and loading controls on 'A' roads and busy bus routes; • A Parking and Enforcement Plan, which should include a policy to limit the amount of parking provided through public off-street car parks; • A charging policy for off-street public car parks; • Proposals in relation to Park & Ride sites and information on the mechanisms used to assess potential sites; • Proposals for identification, review and implementation of potential new CPZs; • Proposals to provide more parking for disabled persons; • Information on how the Council will contribute to a robust and reputable Blue Badge scheme. 	<p>Parking</p> <p>The Council will prepare a Parking and Enforcement Plan, which will cover the issues of motorcycle parking, parking and loading controls, off-street car parks, and CPZs.</p> <p>The LIP will state the need to investigate opportunities for Park & Ride within the context of the wider Thames Gateway area. External funding will be required should a study be recommended.</p> <p>The Council intends to carry out a survey on parking for disabled persons, which will inform any proposals on parking for disabled persons.</p> <p>The LIP will set out how the Council will contribute to a robust and reputable Blue Badge scheme.</p>
Transport for London	<p>Streets</p> <p>The LIP needs to include:</p> <ul style="list-style-type: none"> • Plans for a review of signing and lining within the borough; • A programme for the preparation of a five year Highway Asset Management Plan; • Proposals to implement 'Streets for People' schemes. 	<p>Streets</p> <p>The LIP will include a programme for the preparation of a five year Highway Asset Management Plan. A review of signing and lining will be looked at as part of the Plan.</p> <p>The LIP will set out proposals for 'Streets for People' schemes.</p>

Respondent	Comments	Officer Response
Transport for London	<p>Walking and Cycling</p> <p>The LIP needs to include:</p> <ul style="list-style-type: none"> • Proposals to improve conditions for walking and to support the London Walking Plan; • Proposals for the review of traffic signal junctions and implementation of pedestrian phases; • Proposals in relation to footway improvements; • Information on how the Council intends to consult with user groups; • Proposals for cycle parking at stations and on streets, 'Green Corridors', cyclist training and promotional events; • A commitment to include cyclist's needs in all highway schemes; • Details of the Council's cycle audit procedures; • A programme for the review of key cyclist accidents locations. 	<p>Walking and Cycling</p> <p>The LIP will set out the need for a Walking Strategy to look at borough wide improvements to streets and the pedestrian environment. TfL's comments will inform the Walking Strategy.</p> <p>The LIP will include proposals for cycle parking at stations and on streets, 'Green Corridors', cyclist training and promotional events. The LIP will also include a statement on including cyclist's needs in non-cycling schemes, details of the Council's cycle audit procedures, and a programme for the review of key cyclist locations.</p>
Transport for London	<p>Freight</p> <p>The LIP needs to include:</p> <ul style="list-style-type: none"> • Proposals for the development of a Freight Quality Partnership; • A commitment to engage with the London Lorry Control Scheme consultation process. 	<p>Freight</p> <p>The LIP will include proposals for a Thames Gateway Sub-Regional Freight Quality Partnership. The LIP will state that the Council will engage in the London Lorry Control Scheme consultation process.</p>

Respondent	Comments	Officer Response
Transport for London	<p>Accessibility</p> <p>The LIP needs to include:</p> <ul style="list-style-type: none"> • Proposals in relation to the delivery of door-to-door transport services for disabled people, including through the Taxicard scheme and use of Public Hire Vehicles; • Information on how the Council considers the need for suitable pick-up/setting down areas for use by taxis and other door-to-door services; • Proposals to support an increase in the provision of powered wheelchairs and other mobility aids; • Proposals to provide parking for disabled persons at key locations and information on how disabled persons will be consulted. 	<p>Accessibility</p> <p>The LIP will set out the need to carry out a survey of the parking needs of disabled persons in the borough. This survey will inform proposals on parking for disabled persons.</p> <p>The LIP will set out proposals in relation to delivery of door-to-door transport services for disabled people and the provision of mobility aids.</p>
Transport for London	<p>Land use Planning</p> <p>The LIP needs to include details of the mechanisms used to assess where high trip generating uses are allowed.</p>	<p>Land use Planning</p> <p>Policies on the location of development are under review as part of the LDF process, and will be provided in the LDF.</p>
Transport for London	<p>Water</p> <p>The LIP needs to refer to safeguarded wharves in the borough.</p>	<p>Water</p> <p>The LIP policies will be amended to include a reference to the borough's safeguarded wharves, subject to further review of the issue in the context of the LDF.</p>
Transport for London	<p>Olympics</p> <p>The LIP needs to identify proposals associated with the 2012 Olympics.</p>	<p>Olympics</p> <p>The Council is looking into how it can promote the 2012 Olympics within the borough, and how it can improve transport links between the borough and the Olympic sites, including walking and cycling links. The LIP includes proposals for the Roding Valley Way, City to</p>

Respondent	Comments	Officer Response
		Sea and TGLP North East pedestrian and cycle routes.
Thames Gateway London Partnership (TGLP)	<p>General Comments</p> <p>1. In relation to the Partnership's Transport Agenda that has informed significant elements of the London Plan, TfL's Five Year Investment Programme and the London Thames Gateway Development and Investment Framework (LTG-DIF), TGLP would expect boroughs to reflect this wider sub-regional policy context within their LIPs, both in terms of recognising the wider spatial dimension of existing and future transport problems and identifying practical solutions in partnership with their neighbouring authorities and stakeholders.</p> <p>2. TGLP suggest that it is particularly important that LIPs recognise the fundamental transport dilemma in East London of supporting substantial housing and employment growth whilst avoiding and mitigating unsustainable levels of traffic growth, congestion and pollution.</p> <p>3. TGLP would wish to see boroughs referring directly to the London Thames Gateway Transport Agenda, and the role of project delivery through the Regional Spending Plan and Partnership funding, as key elements supporting the objectives and priorities set out in the LIP. This would include the A1306 Environmental Improvement Package, Barking Interchange improvements and Travel Awareness scheme have been of direct benefit to Barking & Dagenham. Additionally TGLP would wish to see more emphasis to current TGLP initiatives, where these are being developed on behalf of all, or a number of boroughs, such as Barking Town Centre and Dagenham Dock. These references would ideally include:</p>	<p>General Comments</p> <p>1. The LIP will be amended to better acknowledge TGLP's Transport Agenda.</p> <p>2. The LIP will be amended to underline this issue.</p> <p>3. The LIP will be amended to include references and information on past and current TGLP initiatives and the employment of two travel plan co-ordinators. Form 1s will be provided in relation to a number of initiatives.</p>

Respondent	Comments	Officer Response
	<ul style="list-style-type: none"> • The employment of two travel plan co-ordinators; • The publication of a London Thames Gateway Cycling Strategy and Action Plan; • The TGLP “Cycling Linkages” initiative; • TGLP’s work, with Bexley Council, in piloting local Freight Quality Partnerships for town centres and industrial areas. • The TGLP Station Access Scheme Development initiative, mentioned in 5.87 of the LIP. TGLP note the references to Station Access schemes from 5.76 of the LIP, however they state that F1 Forms are required to complement the main texts (Barking Station and Dagenham Dock) and the funding implications should be included in the financial totals. <p>4. TGLP note that each scheme bid in the TGLP Regional Spending Plan has an Agree lead borough for the purposes of channelling BSP funding from TfL. It is essential that these RSP bids are fully cross-referenced to specific borough LIPs so that TfL are able to fully link them to a statutory planning document and also account for their cost in future years.</p> <p>5. TGLP recommend that Barking and Dagenham refer to the Draft East London Sub-Regional Development Framework (EL-SRDF) which sets out policies and proposals for delivery of the London Plan within the sub-region in a number of key areas, including transport.</p> <p>6. TGLP suggest that Barking Town Centre and key development areas, which are mentioned in the first three chapters of the Draft LIP, could also be mentioned further in the wider sub regional context of London Riverside. TGLP are fully supportive of the London Riverside Action Group’s objectives of promoting better transport to support the development of the area.</p>	<p>4. Barking and Dagenham is one of the lead boroughs for Travel Awareness and the employment of two travel plan co-ordinators. The LIP will include Form 1s for both programmes.</p> <p>5. A reference to the Draft EL-SRDF will be included in the LIP.</p> <p>6. The LIP will include a stronger reference to London Riverside.</p>

Respondent	Comments	Officer Response
	7. TGLP suggest including a statement on the economic regeneration benefits that the various key infrastructure projects – East London Transit, Crossrail Line 1, Thames Gateway Bridge and DLR extensions – would bring to the Borough.	7. The LIP will include a statement on the economic regeneration benefits of key infrastructure projects.
Thames Gateway London Partnership (TGLP)	<p>Targets</p> <p>8. TGLP suggests it would be useful to see a target for traffic growth in Barking town centre in the Final LIP. Additionally they would like to see a specific walking target set for the borough.</p>	<p>Targets</p> <p>8. Further work, data and consultation, including with neighbouring boroughs, is needed in order to set a realistic target for traffic growth. It is recommended that a target be set in the first Annual LIP Monitoring Report. Further work, data and consultation are also needed to set a realistic walking target. It is recommended that a walking target be set as part of the Council's future Walking Strategy.</p>
Thames Gateway London Partnership (TGLP)	<p>Core Capacity Statement</p> <p>9. TGLP suggest that this section could refer to the additional capacity, in terms of strategic advice, scheme support and programme management provided by TGLP for member boroughs. Furthermore it should also be referenced that Barking & Dagenham provide an active role in the TGLP Integrated Transport Working Party (Vice-Chair - David Higham) and the TGLP Transport Task Group.</p>	<p>Core Capacity Statement</p> <p>9. Noted. The Core Capacity Statement will also be changed to reflect the recent Council re-structure.</p>

Respondent	Comments	Officer Response
Thames Gateway London Partnership (TGLP)	<p>Funding Implications</p> <p>10. TGLP suggest that the LIP could reflect the potential for future TGLP Regional Spending Plan bids, beyond Barking town Centre and Dagenham Dock, to support key projects in Barking & Dagenham as partnership bids. Furthermore, B&D may also wish to consider whether future rounds of the Community Infrastructure Fund (CIF), if provided by Government beyond 2008, may enable further support for schemes, which can be demonstrated to support additional housing development within the borough and further a field.</p>	<p>Funding Implications</p> <p>10. The LIP will identify proposals for which partnership bids could be made. Dagenham Dock Interchange, public transits, freight, walking, cycling and traffic demand management are areas/projects where partnership bids are likely to be most appropriate.</p>
Thames Gateway London Partnership (TGLP)	<p>Additional Comments from TGLP</p> <p>11. Chapters 1 and 2 of the Draft LIP could place greater emphasis on sub-regional issues and problems where these are common to those experienced by Barking and Dagenham. Specific references to the Draft EL-SRDF should be set out.</p> <p>12. Sections 2.31 – 2.37 (Cycling) and 5.42 – 5.47 should refer to the London Thames Gateway Cycling Strategy and Action Plan and TGLP Cycling Linkages (NCR13) project cited above. This linkage should also be made in F1 Forms in the final LIP.</p> <p>13. F1 forms should be provided for the Barking Town Centre and Dagenham Dock schemes.</p>	<p>Additional Comments from TGLP</p> <p>11. Noted.</p> <p>12. The LIP will include the suggested references and linkages.</p> <p>13. The LIP will include F1 forms for Barking Town Centre and Dagenham Dock.</p>

Respondent	Comments	Officer Response
	<p>14. An F1 Form needs to be completed for the Sub-Regional Travel Plan Co-ordinator and Travel Awareness budgets, as Barking & Dagenham is currently co-leading on behalf of TGLP (with Havering). This currently projects £70,000 per year for 2005-2010 for the Travel Plan Co-ordinators (Darren Little [LBBD] and Ida Bergman [Havering]) and the Travel Awareness schemes £50,000 per year for 2005 - 2010. The scheme also needs to be mentioned within the contexts of paragraphs 5.89 & 5.90 in your final LIP.</p> <p>15. The Travel Plan Co-ordinator post needs to be included into chapter 5 as a LIP proposal and also mentioned possibly in paras 5.17 & 12.4 of the executive summary stating that there is a TGLP travel plan co-ordinator based in LBBD.</p> <p>16. Paragraph 5.93 needs to link freight proposals with the TGLP proposal for the development of a sub-regional Freight Quality Partnership and also reflect this in F1 Forms as appropriate.</p>	<p>14. The LIP will include F1 forms for the Sub-Regional Travel Plan Co-ordinators and for the Sub-Regional Travel Awareness programme.</p> <p>15. The LIP will include a Form 1 for the Travel Plan Co-ordinator post.</p> <p>16. The LIP will include a Form 1 for the TGLP Freight Quality Partnership.</p>
<p>London Transport Users Committee</p>	<p>1. We would like to have read more of actual schemes and projects.</p>	<p>1. Detailed information on schemes and projects was not ready in time for publication of the Consultation Draft LIP. This information will be included in the LIP.</p>

Respondent	Comments	Officer Response
<p>London Transport Users Committee</p>	<p>Streets for People</p> <p>2. We would like to see this as an overarching agenda – our streets are not just places to travel through and park cars, but the space where we, our children, walk, play, rest and do business. We welcome the approach that has been taken for the Barking Town Centre Strategy and hope that the themes in this study are extended to all Barking and Dagenham's streets projects.</p>	<p>Streets for People</p> <p>2. The LIP will set out the need for a Walking Strategy to look at borough wide improvements to streets and the pedestrian environment. These comments will inform the strategy. The Walking Strategy will complement the Council's Urban Design Framework Plan.</p>
<p>London Transport Users Committee</p>	<p>One-way systems and Roads</p> <p>3. Are considered problematic to bus passengers, cyclists and walkers. LTUC are against one-way systems and roads, and wish to see a policy supporting their removal and proposals to tackle them.</p>	<p>One-way systems and Roads</p> <p>3. The issue of one-way streets has also been raised by the general public. Whilst one-way systems facilitate a smoother flow of traffic, it is recognised that they are not user friendly to pedestrians, cyclists and bus users. Motorists can also be inconvenienced by having to use a longer route. A statement will be inserted in the LIP saying that there is a need to identify where they may be problems in relation to one-way systems/streets, and to identify what can be done to rectify the problems (e.g. contra-flow cycle lanes). A balanced approach and consideration of all transport users' needs will inform any proposals for one-way streets.</p>
<p>London Transport Users Committee</p>	<p>Better Bus Services</p> <p>4. Consider the bus to be the most important form of public transport for boroughs. Wish to see all bus stops / clearways up to LBI standard. Also wish to see a programme of filling in/removing bus lay-bys in Barking and Dagenham, as not of benefit to bus passengers.</p>	<p>Better Bus Services</p> <p>4. The Council supports the LBI programme. The LIP will set out the Council's programme with respect to bus stop works.</p>

Respondent	Comments	Officer Response
London Transport Users Committee	Managing Demand 5. LTUC considers that contradictory statements exist in the LIP regarding demand management. The LIP should recognise the need to manage demand both via the planning process, road user charging and the management of on and off street parking.	Managing Demand 5. Noted. These comments will inform the Parking and Enforcement Plan.
London Transport Users Committee	Rail Station Access 6. The policy support for improving access to rail stations is welcomed, but no schemes proposed. The Committee would like to see all Barking and Dagenham's stations identified and assessed with a view to implementing access for the sustainable modes and by the disabled.	Rail Station Access 6. The LIP will set out a programme of station access improvements. Access to platforms is not within the Council's remit, however it will lobby for all stations in the borough to be made fully accessible.
London Transport Users Committee	Supporting Town Centres 7. As mentioned above the Barking study is welcomed. However, we want to see the LIP identify all of Barking and Dagenham's district and local centres and markets with a view to implementing improved access for the sustainable and by the disabled.	Supporting Town Centres 7. The LIP will set out the need to review access to all of Barking and Dagenham's district and local centres, and to develop proposals to improve access by walking, cycling and for disabled persons.
London Transport Users Committee	Other 8. We would like to see a chapter describing the transport issues for different sections of the population and the links between health and transport.	Other 8. The LIP will not contain any additional chapters. However the Council has carried out consultation with different sections of the population, the results of which will inform proposals and be used to add information to various chapters. The links between health and transport will be emphasised in the LIP.

Respondent	Comments	Officer Response
Barking and Dagenham Chamber of Commerce	<p>General Comments</p> <p>1. The integration of all forms of transport is vital. There should be as seamless as possible a transition from one to another. That includes cars!</p> <p>2. The inadequacy of the relief road system around the Town Centre needs to be addressed, as do a number of other congestion hot spots.</p> <p>3. The proposed Thames crossing should be given high priority so that B&D can genuinely say that it is at the crossroads of East London!</p> <p>4. Parking in the Borough is an issue. Cost and perceived availability need to be addressed.</p> <p>5. Consultation with the Chamber of Commerce as soon as there are plans, which can be shown pictorially so that a business view can be fed into the process, should be automatic.</p> <p>6. Parking facilities should encourage people to come into the Borough to shop or to do business. That means that we need good, safe, well-signed and cheap parking that is convenient to the destination of those using the facility. It also needs to be perceived as such by potential users. The Chamber of</p>	<p>General Comments</p> <p>1. Noted.</p> <p>2. Agree there is a need to tackle congestion. Include in the LIP a programme for the review of the worst congestion bottlenecks in the borough, and a programme to monitor traffic levels in the borough. This has also been requested by TfL. Any schemes in relation to congestion will recognise the needs of all road users in a balanced way. There is also a need to recognise that as a rule in London it is not possible to address the congestion issue by merely building additional highway capacity for general traffic.</p> <p>3. The LIP lists the Thames Gateway Bridge (TGB) as one of the major infrastructure projects that it is supporting, and states the Council's desire for the bridge to include a dedicated roadway for public transport.</p> <p>4. Agree that parking is an issue. Review cost and perceived availability of parking as part of the Parking and Enforcement Plan, which will be included as part of the LIP.</p> <p>5. Noted. The Council has agreed to hold regular meetings with the Chamber of Commerce to discuss transport issues.</p> <p>6. These comments will inform the preparation of the Parking and Enforcement Plan. Well-located, well-signed and safe short-stay parking is seen as important to supporting businesses and services in town centres and district centres in the borough. However the supply of parking must also be managed to help reduce congestion, noise</p>

Respondent	Comments	Officer Response
	<p>Commerce favours a review of short-term parking in the Borough. The idea behind this, which has been touched on previously in passing during meetings with officers and councillors, is to seek to enable small and quick purchases to be made easily, for example buying papers from a newsagent or dropping clothes in to the cleaners, etc.</p>	<p>and air pollution, and encourage less reliance on the car.</p>
<p>Barking and Dagenham Chamber of Commerce</p>	<p>Comments made in relation to Consultation Questionnaire</p> <p>7. Accessibility for everyone should be increased, but not at the expense of those who already have good transport access, i.e. the whole standard must be driven up.</p> <p>8. To prioritise improvements for people with poor access to public transport, provided that this is not used as a licence to create difficulties or restrictions for those who use private transport.</p> <p>9. The choice of car or lorry for transport of people or goods is preserved and that encouragement is given by the incentive of a good public transport alternative, which is perceived as cheap, convenient and comfortable.</p> <p>10. Environmental impact should be minimised so far as reasonably practicable, without unduly limiting economic growth.</p>	<p>Comments made in relation to Consultation Questionnaire</p> <p>7. Accessibility to jobs, services and leisure should be increased but in a sustainable manner. This will require high quality public transport, good walking and cycling facilities, and better land use planning.</p> <p>8. The Council will consider the needs of all road users when developing improvements to the transport network.</p> <p>9. Agree that getting people to rely less on the car will require the incentive of good public transport that is perceived as cheap, convenient and comfortable. Regarding lorries, the LIP will encourage the long distance transport of goods by rail and water and a reduction of local lorry movements, which could be achieved through measures including freight quality partnerships and 'consolidation centres' like the one created for Heathrow.</p> <p>10. Agree that environmental impact should be minimised. Impacts on all aspects of the environment including people and the local economy should be considered when assessing the environmental impacts of a proposal.</p>

Respondent	Comments	Officer Response
	<p>11. Pollution and nuisance created by traffic should be reduced where practical, provided that this is done in a manner which relies on increasing efficiencies and providing incentives and does not simply rely on restriction, regulation and control. Public transport, particularly in the form of buses, can be a significant contributor to pollution and nuisance both to residents and to those whose business or leisure activity brings them into the Borough.</p> <p>12. Passenger transport schemes such as e.g. East London Transit should be supported provided that this is not undertaken at the expense of road space for private transport.</p> <p>13. Links between different forms of transport modes (for example bus and train and services) should be improved provided that this is a genuinely comprehensive policy and includes private cars, commercial vehicles and air traffic.</p> <p>14. Extreme care should be exercised when considering adding restrictions to traffic flow. Humps, chicanes, extra road furniture, ill placed traffic islands and high curbs can all introduce new dangers of their own to all road users. Even too many and inappropriate road signs can be a hazard. Road safety is best achieved by education and well laid out crossing and access arrangements.</p>	<p>11. Agree that increased fuel efficiencies and incentives to use less polluting vehicles can play a large role in reducing traffic pollution and nuisance. Agree that public transport can be a significant contributor to pollution, which is why the Council supports the use of less polluting and quieter vehicles, as well as measures to ensure that public transport is not held up by congestion.</p> <p>12. The Council has safeguarded land in Barking Riverside so that ELT can run on its own roadway. Giving priority to ELT where it will not have its own roadway is justified by ELT's potential to move large numbers of people without the congestion associated to cars. The Council wishes ELT to be a high quality transit scheme, so that it will attract car users.</p> <p>13. Agree that links between all transport modes should be improved.</p> <p>14. The Council' set up a Traffic Calming Scrutiny Panel, which carried out a review of traffic calming in 2002/03. The Scrutiny Panel's recommendations included: improving the consultation process; removing speed tables and cushions from bus routes and replace them with alternative measures; survey all road humps, speed tables and cushions in the borough to ensure that they have a height of 75mm and no more; improve monitoring of contractors to ensure traffic calming measures are installed consistently and to the correct specifications. Traffic calming measures have helped reduce the number and severity of road accident casualties in the borough, as well as the problem of 'rat-running'. Road safety is a high priority for the Council and it is required to meet casualty reduction targets.</p>

Respondent	Comments	Officer Response
	<p>15. Commuters are not automatically bad news! They may, for example, in the future be some of the upwardly mobile people we hope are going to stay in the Borough as they improve their lot. We should cater for commuter parking, perhaps a park and ride facility might serve a dual purpose in this respect.</p> <p>16. Disabled people already enjoy a high priority. Indeed some think that there seems to be a disproportionate amount of space reserved for them in some locations which is relatively little used, resulting in poor use of road or parking space. Local disabled people need to be properly provided for, but a balance needs to be struck between giving them priority and creating inconvenience for the balance of the population.</p>	<p>15. The Council will look at what options there are of increasing the amount of parking at stations, so that people use public transport for the greater part of their commute. The Council will work with TGLP to investigate the possibility of creating park and ride sites serving the London Thames Gateway Area.</p> <p>16. Access issues may be preventing fuller use of parking bays for disabled persons. The Council intends to consult disabled persons on their parking needs.</p>
<p>The Countryside Agency</p>	<p><i>The Countryside Agency provided generic advice to London Boroughs in relation to their LIPs. Relevant comments have been summarised below.</i></p> <p>Pedestrians and cyclists</p> <p>1. The CA strongly endorses extensive policies setting out how the rights of way in the borough can be improved for pedestrians and cyclists. Additionally the CA believe Barking and Dagenham should offer a good walking and cycling network which encourages people to make full use of them. In particular, the Thames Path National Trail should be protected and promoted.</p>	<p>Pedestrians and cyclists</p> <p>1. The Council will prepare a Rights of Way Improvement Plan (RoWIP) and a Walking Strategy. The LIP sets out the Council's cycling programme that includes contributing to the LCN+, Roding Valley Way and North East Cycle Route/Footpath, and providing local cycle links including links through parks and green spaces. The Thames Path National Trail uses the south side of the Thames. However the Council supports the idea of a path on the north side, which the Thames Estuary Partnership is promoting under the name 'Thames Path City to Sea'.</p>

Respondent	Comments	Officer Response
The Countryside Agency	<p>Access to the Countryside and green space in and around London</p> <p>2. The CA recommend that boroughs adopts a policy to create and improve pedestrian and cyclist routes to the rural/urban fringe for recreation and to encourage public transport providers to identify, create and promote affordable and sustainable means for Londoners to get to the countryside in and around the borough and to other green spaces in the Borough.</p>	<p>Access to the Countryside and green space in and around London</p> <p>2. Access by bicycle and foot to green spaces in around the borough will be improved through the LCN+, Roding Valley Way, North East Cycle Route/Footpath, and new cycleways through parks and green spaces. Access to green space will also be promoted through the Council's Draft Urban Design Framework Plan and the Thames Gateway Green Grid. It is recommended that the LIP include a policy to create and improve pedestrian and cyclist routes to the rural/urban fringe for recreation, in particular to the 'Dagenham Corridor' and to the River Thames.</p>
Highways Agency	<p>The Agency would be concerned about any policy or proposal that would adversely impact on the M25 and M11 in terms of additional traffic. However, the Highways Agency cannot see anything in the current version of the LIP that would do so. The Highway Agency fully supports Transport Policies P3 and P4.</p>	<p>Noted.</p>
The British Motorcyclists Federation	<p>1. There has been a substantial increase in the numbers of people using Powered Two Wheelers (PTWs) as a transport mode in recent years. It is important to take into account this rise in use when considering accident figures. It is also important to take into account blame for accidents, as usually around 66 per cent of accidents involving a PTW are the fault of another road user.</p> <p>2. The BMF encourages transport interchanges to provide sufficient parking for PTWs. This can encourage modal shift and can assist with reducing car journeys.</p>	<p>1. Noted.</p> <p>2. Noted.</p>

Respondent	Comments	Officer Response
	<p>3. The council should provide for more PTW parking. This too can reduce car journeys. Around six PTWs can fit into a car-sized bay, and on the road they do not contribute to congestion significantly.</p> <p>4. PTWs can be very socially inclusive due to their relatively low cost and for the smaller bikes, their low running costs. In addition they are viewed by many women as being a safe mode of door-to-door transport (in comparison with late night bus or train travel). Those working shifts are also finding PTWs an inclusive and safe mode.</p> <p>5. The BMF is urging boroughs to consider an experiment allowing access to Advanced Stop Lines (ASLs) for PTWs so that more data can be added to that already collected by Newham's ASL experiment. Again, legal access to ASLs can provide significant safety benefits for PTWs and Newham's experiment has shown little conflict between riders of PTWs and of pedal cycles.</p> <p>6. The BMF welcomes initiatives to educate all road users and also encourages the borough to assist with making riders aware of further training and riding assessments such as those on offer from BikeSafe.</p> <p>7. The BMF is aware that reduction targets for KSIs for PTWs are not being met, however, there has been an increase in use and in many areas, in spite of the targets not being met; there is still a reduction in the accident rate.</p>	<p>3. It is recommended that the Parking and Enforcement Plan review the supply of parking for PTWs in the borough.</p> <p>4. Noted.</p> <p>5. The LIP will state that the Council will consider an experiment allowing access to ASLs for PTWs.</p> <p>6. Noted. The Council is working with TfL on road safety initiatives for PTW riders.</p> <p>7. Noted.</p>

Respondent	Comments	Officer Response
	<p>8. In line with the Mayor's decision to exempt PTWs from the London Congestion Charge, the BMF believes that there should be no fiscal measures to reduce the use of PTWs.</p> <p>9. The BMF is encouraging Barking and Dagenham to consider at least 1 experiment to allow PTWs into bus lanes. This is being trialled by TfL on 3 major A roads including the A13, however, the segment of the road network being used is tiny and the BMF believes that it will be necessary to gather more data and data from local roads to assist with decisions about bus lanes use by PTWs.</p> <p>10. Street defects such as potholes and uneven road surfaces can prove extremely hazardous not only to PTW riders, but to cyclists and pedestrians.</p> <p>The BMF recognises that some locations can be particularly hazardous for riders and once again would like to suggest that the new IHIE guidelines might offer assistance with engineering methods to improve safety.</p> <p>Traffic calming features need to take into account the needs of PTW riders. Many calming features pose real hazards to riders – especially at night or in the rain, as they are difficult to see. There is assistance on this matter in the new IHIE guidelines. Endangering one category of vulnerable road user in order to protect another would be counterproductive.</p>	<p>8. Noted.</p> <p>9. The LIP will state that the Council will consider with TfL an experiment allowing access to bus lanes for PTWs.</p> <p>10. Noted.</p>

Respondent	Comments	Officer Response
	<p>11. It is the BMF's understanding (from discussions at TfL LMWG) that calculations of the number of miles travelled by the motorcycling community have been proven to be underestimates. In the light of this, it is likely that previous studies based on mileage and comparisons of accident rates with other road users may be overestimates. More data regarding accidents involving PTWs needs to be collected, and the analyses of any such data need to include data about which party is to blame. For some times figures have shown that in around 66% of accidents involving a PTW another road user is to blame</p> <p>The BMF welcome Barking and Dagenham's commitment to meet the 40 per cent reduction of PTW KSIs by 2010, however, this may be difficult to achieve in the light of the rise in PTW use.</p> <p>12. The BMF encourages boroughs to produce Motorcycling plans or strategies to assist with motorcycling issues.</p> <p>13. Improving parking facilities for PTWs and ensuring that they are secure could connect the areas of the borough with poor transport links to Barking Station. Parked PTWs are lower than cars and therefore do not obstruct the vision and so bays can be put into areas that would be unsuitable for car parking. In addition a large number of PTWs can fit into a comparatively small space (around 6 PTWs to a car space).</p> <p>14. The BMF welcomes the initiative to pool resources with other boroughs (funds and ideas). It may be necessary to involve rider groups in any such initiatives and the BMF would welcome any approaches to be involved.</p>	<p>11. The LIP notes the rise in PTW use. The LIP will state that boroughs and TfL will need to jointly consider further measures to reduce PTW KSIs.</p> <p>12. Noted. It is recommended that the LIP refer to Motorcycling plans as an issue to explore, in particular in relation to road safety.</p> <p>13. It is recommended that the Parking and Enforcement Plan review the supply of parking for PTWs in the borough.</p> <p>14. Noted.</p>

Respondent	Comments	Officer Response
	<p>15. The BMF welcomes the review of the provision of parking for PTWs and would like to encourage Barking and Dagenham to consider security measures to help prevent PTW theft.</p> <p>16. The BMF also urges Barking & Dagenham to take the new Government's Motorcycling Strategy into account in its LIP as well as produce it's own PTW strategy.</p> <p>17. With respect to Parking, BMF suggest that B&D investigate whether it can benefit from the funds TfL has earmarked to assist with provision of new motorcycle bays as well as investigating whether there is any possibility to increase provision at stations and transport interchanges, which would encourage multimodal journeys.</p>	<p>15. It is recommended that the Parking and Enforcement Plan consider security measures in relation to parking, including PTW parking.</p> <p>16. It is recommended that the LIP contain a reference to the Government's Motorcycling Strategy.</p> <p>17. Noted. The Council will review the provision of motorcycle parking in areas of high demand.</p>
<p>Motorcycle Action Group</p>	<p>The Motorcycle Action Group commented on omissions in the MTS and flaws in the Mayor's guidance. Whilst these comments have been noted, they are beyond the remit of the LIP. They could however be submitted to the Mayor of London when the MTS is updated. There were also comments that were non-specific to Barking and Dagenham. Issues that are relevant to Barking and Dagenham have been extracted from these.</p> <p>General Comments</p> <p>1. MAG advocates PTW in Bus lanes.</p> <p>2. MAG advocates the extension of trials of shared use of advance stop lines by PTW.</p>	<p>General Comments</p> <p>1. Refer to response to BMF comment 8.</p> <p>2. Refer to response to BMF comment 4.</p>

Respondent	Comments	Officer Response
	<p>3. MAG urges that a commitment be made in the LIP to increase motorcycle parking provision, especially in areas of high demand and for the provision to be secure.</p> <p>4. MAG is of the opinion that PTWs can assist in delivering social inclusion.</p>	<p>3. The Council will review the provision of motorcycle parking in areas of high demand.</p> <p>4. Agree.</p>
<p>Motorcycle Action Group</p>	<p>Specific Comments to Barking and Dagenham</p> <p>5. MAG urges the Council to monitor the casualty rate as expressed per passenger kilometre.</p> <p>6. MAG is willing to work with Barking & Dagenham to reduce road casualties.</p> <p>7. MAG draw attention to the Institute of Highway Incorporated Engineers' "Guidelines for Motorcycling" which will assist engineers in designing traffic schemes with the needs of motorcyclists in mind.</p> <p>8. MAG would welcome an invitation to join a Barking and Dagenham Road User Forum.</p> <p>9. MAG is somewhat concerned that no mention, other than briefly in appendix 7.1, is made of motorcycle parking. MG considers that Appendix 7.1 does not adequately address the issue of motorcycle parking provision and they would like to see a commitment from B&D to ensure that adequate and secure motorcycle parking provision is made.</p>	<p>Specific Comments to Barking and Dagenham</p> <p>5. It is recommended that the Council include the casualty rate per passenger kilometre as an additional indicator used to measure PTW casualties.</p> <p>6. Noted. It is recommended that the Road Safety Plan refer to the Pan London Road Safety Forum.</p> <p>7. Noted.</p> <p>8. It is recommended that the LIP refer to the idea of setting up a Road User Forum.</p> <p>9. It is recommended that the Parking and Enforcement Plan review the supply of parking for PTWs in the borough.</p>

Respondent	Comments	Officer Response
Rambler's Association Havering & East London Group	<p>1. The fact that walking is part of most journeys whatever means are used for the remainder of the journey is important. Travelling to school, shops, the bus stop, to work or leisure activities - indeed few journeys unless in an ambulance, will not involve a walk, and it is now becoming more understood that the lack of exercise is a serious health matter.</p> <p>2. There are very few footpaths shown on the Boroughs Definitive Map and this is a concern. The publication of The Big Green Map is a welcome start - but incomplete as major routes linking the green spaces are not indicated. It would be useful to be able to refer to a Street Register that has as an appendix a list of all non-vehicular paths. The Rights of Way Improvement Plan (RoWIP) must look at the overall network and how gaps might be closed.</p> <p>3. A new DLR line to Barking Reach from Gallions Reach Station via Creekmouth and on to Dagenham East should be considered.</p> <p>4. A pedestrian and cycle crossing of Barking Creek near its mouth should be considered. These might be at the same location that would be suitable for the Thames Path (City to Sea vision of Thames Estuary Partnership).</p> <p>5. Although a bridge crossing the River Thames is contentious there is however a need for a crossing, preferably in a tunnel. A light rail connection with Thamesmead should also be a goal.</p>	<p>1. Agree. The LIP will set out the need for the preparation of a Walking Strategy for the borough.</p> <p>2. Mapping of routes and a street register are not within the remit of the LIP. However the proposed Walking Strategy would involve the production of a Walking and Cycling map. The comments on the gaps in the network will inform the preparation of the RoWIP.</p> <p>3. The Council supports an eastwards extension of DLR to Dagenham Dock, via Barking Riverside. The Council has safeguarded land for DLR in Barking Riverside.</p> <p>4. The LIP will state support for a pedestrian and cycle crossing near the mouth of Barking Creek.</p> <p>5. The LIP states that the Council supports the idea of a dedicated roadway on the Thames Gateway Bridge, to connect Greenwich Waterfront Transit with East London Transit.</p>

Respondent	Comments	Officer Response
	<p>6. If the Fords ferry could be reinstated to serve the public perhaps from the existing (ex power station) jetty another multi user facility would be available for development as appropriate and when needed for leisure trips as well as a major transport link (river bus service) across the River and into central London.</p> <p>7. A local car club might be started using small electric vehicles.</p>	<p>6. The LIP states that “The Council will support the provision of river bus passenger services on the Thames and Roding.” A statement will be added in the LIP stating support for a review of potential demand for river bus services and facilities (jetties etc.).</p> <p>7. The LIP will state that the Council will investigate measures to support the creation of car clubs, including planning policies and S106 agreements.</p>
<p>CTC and London Cycling Campaign</p>	<p>1. Throughout the LIP there are numerous references to cycling, and the attitude is fairly positive.</p> <p>2. Table 1.1. The interpretation is wrong as the table only has 12 LAs in it – B&D being 6th of them. Two of the boroughs are not in London, but even if this were not so, the average given is the average of the table, surely – it doesn’t say London average.</p> <p>3. Table 1.2 is missing.</p> <p>4. (2.1) Land use planning. The reference to “vehicles” should say “motor vehicles”. Cycles are vehicles too. I suspect there are other incidences of this error in the LIP.</p> <p>5. (2.2) Traffic Calming. Mention of Southwark doesn’t seem relevant.</p>	<p>1. Noted</p> <p>2. Table 1.1 will be modified.</p> <p>3. Table 1.2 will be included in the Cycling Action Plan. The table presents data from annual cycling counts carried out in the borough between 1992 and 2002.</p> <p>4. Agree that “more vehicles” should be changed to “more motor vehicles”.</p> <p>5. This will be corrected.</p>

Respondent	Comments	Officer Response
	<p>6. Enforcement. Uncertainty as to what is meant by “the Lodge Avenue Rail Bridge. If this means the bridge that carries Lodge Avenue over the railway then it is surprising that it has “high footfall”.</p> <p>7. (4.1) Promotion. The Description of the CCE as “the organisation responsible for promoting cycling in the capital” is misleading as several organisations do this. “On behalf of the Mayor of London” or something similar needs to be added as CCE is part of TfL which is the Mayor’s transport agency.</p> <p>8. National Bike Week promotes cycling nationally as its name suggests.</p> <p>9. The last para of (4.1) says that “the council organise Bike Week”. I don’t think so!</p> <p>10. “Dr Bike” is not really an organisation – it’s just a “brand” for people (usually volunteers) doing cycle health checks, usually for free.</p> <p>11. (7.2). The caption should be “East London Transport Strategy” not “East London Transit”.</p> <p>12. (6.1) In SMART targets the T is for “Time bound” not “Targeted”. (In SMART objectives the T is for targeted. The London Cycling Plan may refer to SMART targets / objectives, but the idea does not originally come from that plan.</p>	<p>6. This should be the Ripple Road Rail Bridge and will be changed in the LIP.</p> <p>7. Agree. “On behalf of the Mayor of London” will be added.</p> <p>8. ‘Bike Week’ will be changed to ‘National Bike Week’.</p> <p>9. Accepted. This will be changed to “the Council participates in National Bike Week”.</p> <p>10. Agree. The reference to ‘Dr Bike’ will be modified to make it clear that it is a brand rather than an organisation.</p> <p>11. This section is referring to the proposed East London Transit scheme. The content of this section will be modified to provide a better description of the scheme.</p> <p>12. Agree. The reference to SMART targets will be modified.</p>

Respondent	Comments	Officer Response
	<p>(i) Cost of owning a bicycle</p> <p>13. The LIP says this can be prohibitive, but</p> <p>a) Many people already own a bike (and the reason they're not using it is nothing to do with cost).</p> <p>b) Some owned bikes aren't used because they need repairing. The council needs to work with partners to ensure that people have access to maintenance for their bike / training in how to do it themselves.</p> <p>c) There are a growing number of bike re-cycling schemes. These are to be encouraged as they provide a training opportunity and a source of cheap bikes – cheap because they aren't new, rather than “cheap and nasty”.</p> <p>d) There are two schemes to get tax relief and spread the purchase cost - - www.boost.uk.com [the three o's is correct] and www.cyclescheme.co.uk. The council should promote these amongst local companies.</p> <p>e) The cost of owning children's cycling equipment could be mitigated by selling the equipment on when a child grows out of it. The council needs to work with partners to ensure that such a “clearing house” is available.</p> <p>f) Related to this, schools could operate a scheme where bikes are loaned or leased, or providing a clearing house for bikes to be sold on when grown out of.</p>	<p>13 (a) Agree.</p> <p>13 (b) Agree. It is recommended that the Cycling Action Plan refer to initiatives that could facilitate bike maintenance, such as training.</p> <p>13 (c) Noted. The LIP will include a reference to bike re-cycling schemes.</p> <p>13 (d) Noted. The LIP will include a reference to tax relief schemes.</p> <p>13 (e) Noted. The LIP will include a reference to a 'clearing house' for cycling equipment.</p> <p>13 (f) Noted.</p>
<p>London Thames Gateway Development Corporation Comments made at</p>	<p>1. Para.1.27 on page 11 needs to be updated given the areas south of the Thames have been excluded from the UDC and for planning purposes 5 Boroughs are involved.</p> <p>2. The second sentence of Para.1.29 on page 12 needs amending. The UDC will be seeking to assist the regeneration of all the major sites in LBD within the UDC area not just Barking</p>	<p>1. The section on the London Thames Gateway Development Corporation will be updated.</p> <p>2. This sentence will be changed to clarify the Corporation's role.</p>

Respondent	Comments	Officer Response
<p>Officer level</p>	<p>Riverside and does not have an ability to “deliver” development in the way that sentence suggests. Suggested wording after “partners” is “to help bring forward the regeneration of major sites in those parts of the Borough for which it is the planning authority”.</p> <p>3. Paras.12.15-17 on Page 138. This section needs changing. The Corporation’s funding regime is such that it will not be able to significantly directly fund infrastructure as this section suggests. It will be responsible for deciding what goes into S106 agreements and might also be able to assist projects using its CPO powers. Other than that it will be one of several ‘lobbying’ bodies where priorities are identified, seeking money from the main funders such as Central Government/TfL.</p> <p>4. Full support is given for the importance of the DLR extension and also ELT being provided as priorities to ensure high quality development is provided on key sites in the Borough and that the funding implications need to be fully appreciated.</p> <p>5. Good north/south and east/west links are needed to support economic development.</p> <p>6. Need for interim bus services to Dagenham Dock ahead of ELT to serve growing employment area and avoid ingrained patterns of car use. Dagenham Dock is the borough’s key growth site for employment opportunities and there is no public transport, bar Dagenham Dock station, following removal of bus service and ferry crossing.</p> <p>7. Considerable work has been done by the Economic Development Team on developing and implementing a</p>	<p>3. This section will be changed to clarify the Corporation’s role.</p> <p>4. The Council has made it clear to TfL that both the DLR extension and ELT are crucial to creating high quality sustainable development in the borough.</p> <p>5. The Council supports improvements to the public transport network, especially north/south links that are deficient. The LIP sets out the need to review the bus network and propose new bus routes.</p> <p>6. Agree. The LIP will include a proposal for an interim bus service to Dagenham Dock. The LIP will also set out the need for bus services between Dagenham Dock and Dagenham Heathway.</p> <p>7. Noted. The LIP will incorporate the work carried out on the borough’s Industrial estates.</p>

Respondent	Comments	Officer Response
	<p>programme for the borough's Industrial estates.</p> <p>8. The LIP doesn't really mention travel to work patterns and the implications of new development on these.</p> <p>9. The term London Riverside should be used when referring to the stretch of land including Barking Riverside, Dagenham Dock, South Dagenham and Barking Town Centre. This is the area covered by the LTGDC.</p> <p>10. The LIP should mention the Regeneration Strategy and Economic Development Strategy, as well as the draft SREDIP. It should also mention job opportunities outside the borough.</p> <p>11. Barking and Dagenham contains well over half of London's safeguarded wharves identified by the Mayor of London.</p> <p>12. Under proposed road improvements, add Creekmouth Road Improvements including Loop Road.</p> <p>13. More thought needs to be given to how to separate residential and freight traffic, especially north of the borough where there is substantial industry.</p> <p>14. Dagenham East station – complaints about security and access to the station by local employers on behalf of their staff.</p>	<p>8. The LIP and future monitoring will consider future travel to work patterns and what impacts any changes may have on the transport network.</p> <p>9. Noted. This term will be used.</p> <p>10. Agree. The LIP will refer to these documents as well as job opportunities outside the borough.</p> <p>11. Noted. The LIP will emphasise the important role that Barking and Dagenham's wharves play and opportunities to increase their use.</p> <p>12. The Creekmouth Road Improvements will be added to the LIP.</p> <p>13. Agree. The LIP will state that there is a need to take a borough-wide look at traffic related to servicing and deliveries.</p> <p>14. The Council is currently developing a scheme to improve access to the station, and will lobby London Underground to make the station step free as part of its plans to upgrade stations by 2020.</p>
Transport 2000	<p><i>Transport 2000 provided a checklist of broad principles against which they invited London boroughs to compare their Draft LIP. These principles will inform the writing of the Final Draft LIP.</i></p>	

Respondent	Comments	Officer Response
<p>Barking – Gospel Oak Line User Group</p>	<p>1. Contrary to what the LIP implies, there is considerable scope for councils to enter into partnership schemes with operators to improve stations.</p> <p>2. The Barking – Gospel Oak Line User Group hopes that B&D will do all it can to get capacity improvements on the Barking – Gospel Oak line, to enable longer and more frequent trains to be run.</p>	<p>1. The LIP states “The Council is keen to work in partnership with the rail industry to improve both the internal and external travel environment of stations in the borough.”</p> <p>2. The Council will lobby for longer trains and more frequent services on the Barking – Gospel Oak line. The Council will also lobby for station improvements, electrification of the line, and extension of services to Rainham. Barking and Dagenham is part of the North Orbital Rail Partnership, formed to consider improvements/issues etc. in respect of the Silverlink Metro network - which includes Barking/Gospel Oak line. Barking and Dagenham has also given evidence to the GLA on improvements needed for the line.</p>
<p>Urban Design Team, LBBD</p>	<p>1. There is little reference to design as being an important aspect of contributing to and ensuring better usage of alternative means of transport, better connectivity, quality, local distinctiveness, popularity and use.</p> <p>2. No reference to TfL Streetscape design guidance.</p> <p>3. Para 3.8. first bullet point. Bearing in mind the focus on ELT and DLR extensions, should there not be a reference to ‘new and strengthened’ public transport routes?</p> <p>4. Need for clarification of what is meant by “good sub regional networks”.</p> <p>5. Stronger or specific reference to design should be made in Policies and justifications for, P1, P3, P5, P8, P11, P12, P13, P14, P18, P19, P28.</p>	<p>1. The LIP will include a reference to the impact and importance of design.</p> <p>2. The LIP will refer to the TfL Streetscape design guidance. This is important as many of the proposals in the LIP will require TfL funding.</p> <p>3. Agree. The LIP will include a reference to ‘new and strengthened’ public transport routes.</p> <p>4. The LIP will clarify this point.</p> <p>5. These policies will be reviewed.</p>

Respondent	Comments	Officer Response
	<p>6. The LIP suggests almost a 'blanket' approach to introducing pedestrian priority, which will not be applicable, acceptable or practical in some areas, including Barking Town Centre.</p> <p>7. P56, para 3.43. Reference is made to incorporating features to reduce the risk of crime and promote maximum safety and security. Could this reference also include after this, 'and improve the overall townscape and urban design quality'.</p> <p>8. P62, para 3.76. Reference could also be made here to the objectives in all schemes to raise the quality of design.</p> <p>9. References and inferences regarding design quality in Chapter 5 could be stronger, in particular in connection with the overall regeneration objectives.</p> <p>10. Para 5.105 refers to a Borough's Design Statement, which Barking and Dagenham does not have.</p>	<p>6. The reference to pedestrian priority areas will be modified.</p> <p>7. The sentence will be changed to include 'and improve the overall townscape and urban design quality'.</p> <p>8. Agree. This will be added.</p> <p>9. Chapter 5 will make stronger references to design quality.</p> <p>10. This reference will be deleted and replaced with a reference to the Council's draft Urban Design Framework Plan and Public Realm Strategy, which will set out guiding principles in relation to urban design.</p>
<p>Residents</p>	<p>Public Transport</p> <p>1. Bus Driver's need to take more care of their elderly passengers, ensuring they are sat down before moving off.</p> <p>2. Conflict between number of buggies and other bus users.</p>	<p>Public Transport</p> <p>1. This comment will be passed on to London Buses who are responsible for bus services.</p> <p>2. The issue of buggies taking up space on buses has been raised by the general public. This comment will be passed on to London Buses who are responsible for bus services. The LIP will state the need to investigate whether demand responsive services or Community.</p>

Respondent	Comments	Officer Response
	<p>3. Frequency of buses (287 and 173) needs to be really improved.</p> <p>4. Bus stops don't provide shelter from the cold.</p> <p>5. Bus lanes need to be enforced.</p> <p>6. Lack of sufficient space on buses for wheelchairs.</p> <p>7. Entry/exit ramp too narrow on the new buses.</p> <p>8. On mobility routes all buses need to be accessible.</p> <p>9. Poor access at underground stations for mobility disadvantaged passengers.</p> <p>10. No ramps at stations.</p> <p>11. No or poor assistance at stations.</p> <p>12. There should be special little buses for people with buggies.</p> <p>13. There needs to be two double length shelters to cater for the number of passengers waiting outside Barking station.</p>	<p>3. This comment will be passed on to London Buses who are responsible for bus services.</p> <p>4. The Council has raised with TfL the issue of bus stops and protection from the elements and will continue to do so.</p> <p>5. The LIP will set out proposals to improve enforcement of bus lanes.</p> <p>6. This comment will be passed on to London Buses who are responsible for bus services.</p> <p>7. This comment will be passed on to London Buses who are responsible for bus services.</p> <p>8. Agree. TfL are rolling out low floor buses on all routes.</p> <p>9. The Council will lobby for all stations in the borough to be fully accessible.</p> <p>10. The Council will lobby for all stations in the borough to be fully accessible.</p> <p>11. The Council will raise this issue with transport providers.</p> <p>12. This comment will be passed on to London Buses who are responsible for bus services.</p> <p>13. This comment will be passed on to London Buses and will inform future proposals to improve Barking station.</p>

Respondent	Comments	Officer Response
	<p>14. Bus stops at supermarkets are placed out of the way.</p> <p>15. Can LBBD bring pressure to bear on London Buses if residents request a bus stop or a bus stop or bus route to be diverted?</p> <p>16. There is no direct bus service to Oldchurch hospital.</p> <p>17. Bendy buses are difficult to sit in if you are an older person and offer an ideal opportunity for pick pockets.</p> <p>18. Thames Gateway Bridge – More road traffic and pollution. Why not a tunnel under the Thames linking Silverlink's Stratford – North Woolwich trains to Thamesmead and a semi fast Dartford – Stratford – Stansted Airport service?</p>	<p>14. This comment will be passed on to London Buses. Where practicable bus stops should be located close to the entry/exit of major facilities they serve. These comments will inform the Council's LDF.</p> <p>15. The Council raises issues relating to buses with London Buses at meetings of the borough's Public Transport Liaison Group.</p> <p>16. This comment will be passed on to London Buses who are responsible for bus services. The LIP will set out the need for a bus strategy that will look into improvements to the bus network.</p> <p>17. This comment will be passed on to London Buses who are responsible for bus services. It is understood that the Mayor of London is still considering the merits of bendy buses.</p> <p>18. A public enquiry is currently considering the issue of traffic related to the bridge. The idea of a Stratford – Stansted service may be pursued by TGLP.</p>
<p>Residents</p>	<p>Parking</p> <p>25. Parked cars on pavements are a problem for mobility scooters.</p> <p>26. Issue of disabled parking outside homes.</p>	<p>Parking</p> <p>25. The LIP will address the issue of parking enforcement. The LIP will state that alternatives to footway parking such as parking bays should be explored and implemented where practicable.</p> <p>26. Disabled persons can request from the Council a reserved parking space outside their house. It is recognised that some people may not know about this service and that more should be done to make it known.</p>

Respondent	Comments	Officer Response
	<p>27. Outside Barking Station there are no areas for drop off for disabled persons or those with luggage.</p> <p>28. People are confused about the rule of one dropped kerb per household.</p> <p>29. There are too few wardens enforcing double yellow lines around stations.</p> <p>30. Cars parked along Longbridge Road at all times of the day.</p> <p>31. If the rail car parks were priced more reasonably, people would not need to park in the streets.</p> <p>32. People from the college and parents from Rush Green School park in Lincoln, Laurel, Gorseway and Rose Glen.</p> <p>33. Putting a cycle lane between parking bays and traffic is a good idea as cars have somewhere to park and the cycle lane stays free. This is what has been done on a section of Porters Avenue.</p>	<p>27. The LIP will make proposals in relation to 'kiss & ride' bays; drop off/pick up points and parking spaces for disabled persons.</p> <p>28. This rule aims to strike a balance between providing access to properties and leaving space for vehicles to park. The LIP will state that alternatives to footway parking such as parking bays should be explored and implemented where practicable.</p> <p>29. These comments will be passed on to the appropriate Council department. Note to Council for action.</p> <p>30. The Council is aware of this situation. The LIP will state that solutions to stop cars parking illegally on footways and in cycle lanes will be explored.</p> <p>31. Pricing of Council car parks will be reviewed as part of the Parking and Enforcement Plan.</p> <p>32. These comments will be passed on to the appropriate Council department. Note to Council for action.</p> <p>33. This design has benefits for both motorists and cyclists, however there are a number of obstacles to using this design across the borough, including the cost. The LIP will state that this design will be used more widely where possible and where finances permit.</p>

Respondent	Comments	Officer Response
Residents	<p>Walking</p> <p>34. It is not safe to walk around Barking Town Centre during the hours of darkness or on market day's closing and opening.</p> <p>35. Barking Town Centre is overcrowded, full of obstacles and filthy, making it unpleasant to walk.</p>	<p>Walking</p> <p>34. The Council took into account the issues of personal safety and security when developing the Barking Town Centre Movement Strategy, to be implemented over the coming years. The LIP will set out proposals on safety and personal security. The LIP will also look at the issue of safety on streets.</p> <p>35. The Council has taken into account these issues when developing the Barking Town Centre Movement Strategy, to be implemented over the coming years. These issues will also be looked at as part of the Council's Walking Strategy.</p>
Residents	<p>Other</p> <p>36. Taxis cause major delays to buses especially when they stop to set down/pick up passengers. Taxis cause congestion and often carry few passengers; which makes them environmentally unfriendly.</p> <p>37. The Mayor's proposals, on occasions, need questioning whereas the Borough seems to accept Mayor infallibility.</p> <p>38. Schemes should be advertised in the Citizen for public comment.</p> <p>39. Cyclists should be segregated from pedestrians and prosecuted for riding on footpaths.</p>	<p>Other</p> <p>36. Taxis help people with mobility difficulties get around. They also help people without access to a car to carry out activities that are easier to do by car, such as bulk shopping, or to access destinations poorly served by public transport. They also fill the gap when bus or trains don't run, for example late at night. They also save car journeys.</p> <p>37. The Council is required by law to implement via the LIP the Mayor of London's Transport Strategy, and to meet a certain number of statutory targets.</p> <p>38. Noted. The Council already consults stakeholders and residents on its schemes, however use of the Citizen could help better publicise consultation. This comment will be passed on to Engineering Services.</p> <p>39. The Police are responsible for enforcing cycling bans on footways. The LIP will set out the need to look into the issue of</p>

Respondent	Comments	Officer Response
	<p>40. Why can't local tax payers vote (at election time) on the Council's / Mayor's expenditure proposals such as the Thames Gateway Bridge (as is done in the USA) before their money is committed.</p> <p>41. [Bridge Strengthening] Surely the cheapest solution is to reduce weight limits.</p> <p>42. Need to limit disruption caused to traffic by maintenance works.</p> <p>43. Need to protect people living by railway lines from noise.</p> <p>44. Dagenham and Rush Green are left out when it comes to improvements.</p> <p>45. Lincoln, Laurel, Gorseway or Rose Glen need a mini-roundabout, the junction with Dagenham Road is dangerous.</p> <p>46. Motorists endure too many restrictions and penalties. The Council needs to change its attitude to the motorist.</p> <p>47. Residents do not want cul-de-sacs to be replaced by through</p>	<p>cycling on footways.</p> <p>40. This issue is beyond the remit of the LIP. However consultation on the LIP and separate consultation on other projects including the Thames Gateway Bridge have give citizens the opportunity to express their views on projects and plans.</p> <p>41. The Council is required by law to strengthen bridges so that they can carry 40 tonne lorries.</p> <p>42. The LIP will set out how the Council intends to limit disruption caused by roadworks and works carried out by utility companies, and will refer to the Council's new duties under the Traffic Management Act 2004.</p> <p>43. The LIP will set out proposals in relation to transport related noise. Rail noise, however, is beyond the Council's remit.</p> <p>44. Noted. The LIP includes proposals to significantly improve the Heathway in Dagenham.</p> <p>45. Comment to be passed to appropriate Council department. Note to Council for action.</p> <p>46. Noted. The comment did not give examples of restrictions or penalties so it is difficult to determine what is meant exactly. Restrictions such as one-way streets or banned turns are not made without reason and can be reviewed. The management of parking and traffic on the borough's roads needs to take in many factors and conflicting interests, and requires that choices be made.</p> <p>47. Comment to be passed to appropriate Council department. These</p>

Respondent	Comments	Officer Response
	<p>roads in the Gascoigne Estate.</p> <p>48. More money should be spent on making the borough 'cleaner, greener and safer'.</p>	<p>comments will inform any future proposals for the area.</p> <p>48. "Cleaner, Greener, Safer" is an overarching objective for the Council and the LIP is part of many Council wide initiatives. The LIP will build a case for attracting more funding towards making the borough a more environmentally conscious place. The LIP's remit does not cover street cleansing however the LIP will stress that street cleansing needs to be a continued priority for the Council. The LIP will also refer to the Clean Neighbourhoods and Environment Act, which will give the Council new enforcement powers.</p>

Workshop and Event Comments and Letters Received

- 10.76 To prepare the way for consultation on the LIP and the Strategic Environmental Assessment (SEA) accompanying it, the Council organised a number of briefings and workshops before publication of the 'Consultation Draft' LIP. This ensured that key stakeholders as well as Councillors and Council Officers knew what the LIP was about before the consultation period started. Briefings and workshops were also held for Councillors and Council Officers as part of the formal consultation process. A full draft of the LIP was sent to all Councillors and Chief Officers, inviting them to comment.
- 10.77 To inform the public about the consultation on the LIP, the Council placed an advertisement in the Citizen magazine. The Citizen is the borough's community magazine, produced monthly by the Council. The Council also made a press release in the local press.
- 10.78 Comments of workshop and meeting comments and recommendations have been summarised in Table 10.21

Table 10.21: Summary of Comments on the LIP

Workshop/ meeting	Issue	Summary of Comments
Presentation to CEN Groups – 15th July 2005-08-03	Buses	<ul style="list-style-type: none"> • There are insufficient buses going to the ASDA in Dagenham, making it difficult for older people to do their shopping. • There are many places in the borough that are difficult to get to. • B&D doesn't have transport hubs. It needs several hubs.
	Accessibility	<ul style="list-style-type: none"> • There is a need for lifts at Dagenham Heathway, Becontree. • Accessibility and inclusion is an issue. Allowing only one pushchair allowed per bus creates difficulties for parents travelling with young children on public transport. This situation is compounded if disabled persons wish to travel as well. • Problem of the height of the District Line trains relative to the platform. It's difficult for some people to get on and off the trains. • Issue of access to community facilities.

	School Travel	<ul style="list-style-type: none"> • Problem of parking around schools, particularly in the morning and evening.
	Cycling/Walking	<ul style="list-style-type: none"> • Encouraging people to walk and cycle. • Where will people leave their bikes? Problem of bikes being stolen.
	Safety	<ul style="list-style-type: none"> • People's fear of gangs around bus stops. • Street lighting. • Community Policing. • Problem of safety on buses. • CCTV cameras need to work.
	Olympics	<ul style="list-style-type: none"> • The LIP goes up to 2011. Have you looked into the Olympics? • We should be doing something to attract the business related to the Olympics?
	Other modes	<ul style="list-style-type: none"> • What about a river bus?
	Community Transport	<ul style="list-style-type: none"> • Community Transport, will there be money to put community transport onto roads where London buses can't go and don't go.
Notes from attendees of Transport Meeting 26th July 2005	Taxicard / Dial-a-ride	<ul style="list-style-type: none"> • Mismatching of taxi to users needs as part of the taxi card system • Needs a more exact time for pick up by Dial a Ride • Dial-a-ride needs to be more flexible • The Taxi card system needs to be extended, with more concessions <p><i>NB: There is currently a study being undertaken investigating the possibility of a central coordination call centre to integrate Dial-a-ride, Taxicard, and Capital Call together. The expectations are that the service given will be the most appropriate based on demand and supply at the time of the call.</i></p>
	Disabled Access	<ul style="list-style-type: none"> • Disabled residents request disabled parking bays outside house even if they don't have a driving licence so that they can access vehicles.

	Buses	<ul style="list-style-type: none"> • Poor service from bus, even with ramp. • Transport system should be more in line with European countries. All buses are accessible and all the ramps work. • Poor access to some bus stops.
Pre Assembly Briefing – 17 June 2006	General	<ul style="list-style-type: none"> • There are too many speed humps
Education Sub Group Meeting – 17 May 2005		<ul style="list-style-type: none"> • Are we making sure that our policies and strategies are cohesive with those of neighbouring Boroughs? • Are we going to provide greater incentives to encourage pupils to use public transport.
DRE Briefing – 1 June 2005		<ul style="list-style-type: none"> • The issue of disruption to north-south traffic in the borough, caused by narrow bridges with ‘S’ bends. North-south traffic is held up for considerable time when, for instance, large vehicles make turns in the road. • The issue of the difficulty for parents of finding places close to schools where they can drop their children off safely was raised.
DABD & CIIL Users Group Meeting – 26th July 2005	Car Drivers	<ul style="list-style-type: none"> • What is the council going to do to ensure that car drivers are not disadvantaged?
	Buses	<ul style="list-style-type: none"> • There is an issue of congestion on the buses during peak travel times. When school children use the buses, there is no room for other people on the bus, who take up the seats for disabled people. • Bus stops should be made smaller, and there should be strict enforcement of parking restrictions. • Pushchairs take a lot of space on buses. • With conductors on buses you would have less of a problem with jobs. • Bendy buses are not safe. They should bring back double decker buses. • Driver training is needed so you can get to your seat before the bus driver moves off.
	Dial-a-ride / Taxicard	<ul style="list-style-type: none"> • Dial-a-ride – they don’t come at certain times. Dial-a-ride doesn’t cater for people who need to go to meetings, college, etc. • Dial-a-ride service is not arranged around people’s needs. • What power or remit do you have on dial-a-ride and black cabs? I would like to use local taxi firms but dial-a-ride only allows you to use black cabs.

	Accessibility	<ul style="list-style-type: none"> • Some bus drivers don't lower the bus ramps. • Free bus passes – you can't get on the buses before 9am. You are like second-class citizens. • Lots of people can't access black cabs. • Why can't we have a bus just for wheelchair users?
	Parking	<ul style="list-style-type: none"> • Axe street car park has a 4-hour limit on disabled parking. • Problem of road humps. • There is double parking on a blind spot. With parked cars, it's dangerous to cross. • In some areas residents don't use all the spaces reserved for them. These controlled parking zones should not be extended.
	Safety	<ul style="list-style-type: none"> • Vandalism at bus stops and elsewhere is a major issue.
	Cycling	<ul style="list-style-type: none"> • Cycling on the pavement is a problem.
CEN at River Village & Goresbrook Event 24 May by Residents of River Ward	Parking	<ul style="list-style-type: none"> • Parking problems. New houses will need off street parking, otherwise congestion will be worse. There is not much land left so it is unlikely that there will be adequate parking. The council needs to look at the whole picture. • Problem of parking on pavements.
	Maintenance	<ul style="list-style-type: none"> • Why has council gone ahead with building without first having upgraded roads?
Wellgate Community Forum. Warren Junior School, Chadwell Heath. June 20, 2005	Maintenance	<ul style="list-style-type: none"> • Too much attention is paid to maintenance of the main roads in the Borough, at the expense of the smaller, less important roads. • Pavements are neglected. The quality of their maintenance is poor.
	Cycling	<ul style="list-style-type: none"> • Cycle lanes need to be free from obstructions to encourage more people to use them.
	Public Transport	<ul style="list-style-type: none"> • Public transport link to the new clinic?
	Parking	<ul style="list-style-type: none"> • Parking and dropping off at stations is a problem, people just pull in and block the road.

		<ul style="list-style-type: none"> • Bus stops are not indented into pavements enough. On busy routes, when buses stop, queues build up behind the buses.
Young People's feedback from borough Transport LIP consultation discussion	How can we make it safer to travel in the borough?	<ul style="list-style-type: none"> • Have covert cameras on the buses and at bus stops. • Community bus officers – getting on and off buses. • More streetlights. • More night buses that run more frequently.
	How can we get people to walk, cycle and use more public transport more?	<ul style="list-style-type: none"> • Have buses go to more destinations. • Bus stops closer together on some routes. • Educate children and young people about pollution, the environment and choices they have. • More cycle lanes that interconnect and are wider. • Safer places to store bikes. • More buses at peak times.
	What would you do to make transport better in the borough?	<ul style="list-style-type: none"> • Frequent buses. • Countdown times at bus stops. • More integration between different types of public transport. • Buses should be more accessible to shoppers. • More rigorous enforcement of bus lanes. • More bus lanes and possibly a barrier to divide the road – bus lane/car lane. • Trams?
	What are the key environmental issues facing the borough?	<ul style="list-style-type: none"> • Pollution, air pollution and smell. • The A13. • Noise. • The River, toxicity, sewage, water quality, and smell. • Waste, litter, new tip and landfills. • How to get people in the borough to recycle. • Not enough trees. • Schools.

	How can transport affect the borough?	<ul style="list-style-type: none"> • Car usage causes air pollution. • Noise and smell from diesel powered vehicles i.e. Lorries using the A13, buses and cars that use leaded petrol. • Abandoned cars. • Safety.
	How can we reduce the negative effects on the environment from transport?	<ul style="list-style-type: none"> • Lower the price of bus fares and other types of public transport. • School buses to take children and young people to school so there would be fewer cars on the road at peak times. • Decent cycle lanes that interconnect and are wide enough to use properly. • Time display @ bus stops so people are aware of how long they have to wait. • Put petrol prices up. • Create and use different more environmentally friendly transport like trams.
Dagenham Heathway Public Exhibition	Road Maintenance and Bridges	<ul style="list-style-type: none"> • Pavements and cycle ways need improving. • Need to improve local roads and pavements. • Local Roads in need of repair.
	Road Safety	<ul style="list-style-type: none"> • There needs to m be more traffic calming to improve safety. • Improved lighting to improve safety. • Introduce better traffic calming than previously. • Pedestrian crossings on exits from roundabouts are dangerous.
	Walking and Cycling	<ul style="list-style-type: none"> • More emphasis on getting people to cycle. • Improve safety to encourage more walking. • Provide improved cycle ways to provide a safe alternative to the bus and car. • Need more cycle storage in retail areas. • Improve pedestrian crossings. • Provide more off road cycle ways e.g. through parks.
	Traffic Signals	<ul style="list-style-type: none"> • Improve safety of pedestrians at crossings.

Bus Stop Accessibility	<ul style="list-style-type: none"> • Feeling of lack of safety at bus stops. • CCTV used as a mean of improving safety at bus stops.
Bus Priority	<ul style="list-style-type: none"> • Need to ensure buses run on time. • Make better use of road space to reduce congestion. • ELT will improve north south movements. • Conflicts between buses and cars and merges.
Area Based Schemes	<ul style="list-style-type: none"> • Town centres should be car free zones.
School Travel Plans and Travel Awareness	<ul style="list-style-type: none"> • School buses.
Accessibility	<ul style="list-style-type: none"> • Hospitals difficult to access using buses. • Can the public be allowed to see improvements to the local LT station.
General Comments	<ul style="list-style-type: none"> • Need to provide better shopping in Dagenham Heathway. • Problems of crime with bricks being thrown on rail lines. • More police on streets. • Need to address vandalism on buses and tube.
Bus Routes	<ul style="list-style-type: none"> • Buses should stick to their timetables. • Inequality of bus fares. • Expensive fares discourage bus use. • All buses should stop when requested. • Poor bus frequency. • Bring back 2 man operated buses. • Buses should be allowed to carry more prams.

The Mall, Dagenham Heathway 9th June 2005	Safety / Crime	<ul style="list-style-type: none"> • Travelling on buses is likely to result in youth/ teenagers attacking you for no reason. It is not safe. • Crime problems with brick being thrown on train lines. • To improve walking you need to improve safety and also provide better shopping in local areas. • More police on streets would improve safety and security. • Need to address vandalism at bus stops and on buses and underground and trains. • Do not feel safe walking after dark.
	Buses	<ul style="list-style-type: none"> • Buses difficult with prams and children. • Conductors make buses safer to travel on. • Buses should allow two buggies on the bus as long as there are no wheelchairs. • Often buses are not on time. • Buses are overcrowded with school children. Should have separate buses for school children.
	Bus fares	<ul style="list-style-type: none"> • Problem of bus fares, you have to pay £1.20 now instead of 70 pence. Also you pay the same fare to go a few stops as you do to go far. • Bus fares (daily) and weekly tickets are too expensive – this discourages people from using public transport. Same fare for short journey or long journey.
	Cycling	<ul style="list-style-type: none"> • Need to provide improved cycle ways to provide a safe alternative to car/public transport. • Need more bike storage areas at retail employment areas. • Cyclists – routes through parks.
	Maintenance	<ul style="list-style-type: none"> • Local roads are in a bad state of repair- need to look at programme for replacement/improvement not just patchwork repairs.
	Disabled	<ul style="list-style-type: none"> • What is the council doing about disabled parking? They've taken away 2/3 of disabled parking spaces in Barking.
	Other modes	<ul style="list-style-type: none"> • There should be more emphasis on electric buses and getting people to cycle. • ELT would be very useful in opening up N/S travel through the borough.
	Congestion	<ul style="list-style-type: none"> • Need to reduce number of cars on roads. • The changes and works on the A13 have cause traffic congestion and problems on other roads.

	Miscellaneous	<ul style="list-style-type: none"> • Inequality in investment and money spent in Barking compared to Dagenham Heathway. • Transport to the hospitals not adequate, need to change buses. • Barclay's corner cars coming off Heathway to Dagenham Road are turning when the pedestrian sign is on, leaving very little time for toddlers, elderly etc to cross. • Street cleaning – need to be improved – particularly after Saturdays in Town Centre. • Provision of white lined zebra crossing. • Need more grocery stores, too far to travel to shop for elderly who live in the area/building.
Big Green Borough Day 11 June 2005	Buses	<ul style="list-style-type: none"> • Bus priority need to be improved people travelling from Dagenham to Barking need to get two buses – bus stops inconveniently located to far to walk... takes the same amount of time to drive as to get the bus. • Should have local buses travelling between council offices, services and facilities- poor public transport links. • Cost of public transport is too expensive. • Should have more night buses. • More frequent buses – buses on time.
	Cycling	<ul style="list-style-type: none"> • Need to improve maintenance of cycle routes and increase cycle education. • Need to improve the continuity of cycle routes/paths access boroughs. • Safety issues for cycle routes on roads – conflict of users, issues with motor vehicles, not having aware of cyclists. • Conflicts with cars in cycle lanes. Provide more off road cycle lanes. Provide more cycle parking. • Cyclists using foot path not cycle lanes need more enforcement.
	Safety	<ul style="list-style-type: none"> • Town centre – safety concerns for walking. Need to keep town centres and train platforms clean. • Pubs and clubs causing security and safety concerns all night. • Safety for pedestrians – flyover, walking to school and through parks often dark.

	Miscellaneous	<ul style="list-style-type: none"> • Parking is a problem in the borough, for instance if you need to travel as part of your work (visits etc). • Problem of parents parking in front of schools. • The borough needs more accessible transports for example smaller buses running between council buildings. A bus service for council employees would be a good idea. Instead of giving people cars, it would be better to improve public transport. • Speed bumps are a problem for buses and bus drivers: • health and safety issues as it affects drivers back; • need to look at design.
Vicarage Field Exhibition 19th May 2005	Road Safety	<ul style="list-style-type: none"> • Barking station needs more of a visual police presence. • Feeling of insecurity in Barking for shoppers. • Traffic calming measures used as Racetrack in Thames View Estate. • Diesel spill from buses on road poses a very serious risk to motorcyclists. • Tackling crime should be a central feature of the plan. • The transport plan needs to address anti social behaviour. • A lot of 'Home zones' and 'One way' streets that restrict rat running can reduce the capacity of road space. It can increase car journey times and congestion.
	Walking and Cycling	<ul style="list-style-type: none"> • No pedestrian crossing in Westbury Avenue. • One-way streets are not cyclist friendly. Problem of cycle route mentality: cyclists meant to use cycleways but what about areas around. • More safer cycle route through the Borough, esp. along segregated routes through parks away from the traffic.
	Traffic Signals	<ul style="list-style-type: none"> • Traffic light phasing on the northern relief road can be confusing. • Pedestrian crossings immediately after signalised junctions could lead to accidents.
	Bus Stop Accessibility	<ul style="list-style-type: none"> • Improving bus stop accessibility for all users.
	Bus Priority	<ul style="list-style-type: none"> • Buses don't have sufficient capacity. Double-decker buses are needed on some routes. • If bus lanes are too close to traffic lights and you need to turn left you have to use the bus lane and face a possible fine or try or have to get across traffic in the bus lane.

Area Based Schemes	<ul style="list-style-type: none"> • In Dagenham Heathway there is no where to safely park a scooter.
Freight	<ul style="list-style-type: none"> • Heavy goods vehicles use a shortcut via Upney lane and Long bridge road, A406 Ilford via Ilford Lane and Fanshawe and the A406 & A13. • Congestion/pollution/stopping over night on side roads having an impact on the local community. • Weight restrictions for B- Roads/side roads. (signs/bollards to reduce width of road). Keep Class 1 HGV's on the major A Roads away from Borough roads.
Regeneration Area Schemes	<ul style="list-style-type: none"> • New private homes are expected to have off-street parking facilities to encourage more homeowners into the Borough. • A lot of public housing has off street parking, why are we building more and more car free private developments. • Barking doesn't build enough homes for the elderly (e.g. bungalows). New homes in Barking Reach should be for local people and the elderly.
Controlled Parking Zones	<ul style="list-style-type: none"> • There are too many traffic wardens. • Parking in Barking Town Centre is difficult. • CPZ are being abused. Local residents do not have enough space to park. Some residents allow relatives, friends from elsewhere to use their permit, which takes up space.
Accessibility	<ul style="list-style-type: none"> • Congestion at Barking Station – Number of passengers, lack of pavement capacity and number of buses stopping can lead to congestion in this area. • No escalators at Barking tube station elderly had difficulty with stairs. • More park & ride schemes for town centres to restrict car use in these areas. • Bus lanes should be able to be used by motorcycles. • Accessibility for disabled people is not good, e.g. Kerbs are too high. Places where disabled people live do not have ramps etc. • Metropolitan, District, Hammersmith & City Lines very unreliable. Very difficult to get east to North West Connections.
Design Statement	<ul style="list-style-type: none"> • Designs of streets, footways etc. need to reflect permeability principle stated in the LIP.

	General Comments	<ul style="list-style-type: none"> • Heathway Shopping Centre in Dagenham has limited shops/services many of the main brand high street stores e.g. WH Smith are closing down! • Need to travel from Dagenham via bus to go to ASDA to shop. • There needs to be a major supermarket in Dagenham. • Lack of facilities for the elderly, there is only the day-centre for one day a week. More Community involvement needed. • Borough has gone down hill due to crime and levels of dirt/rubbish. • Parks need visible uniformed wardens. • Anti-social behaviour problematic in certain estates it means the local schools have bullying and parents want their Children to visit alternative schools. • The Council needs to find space for big stores, and give them incentives. • All the proposed improvements will fail if the Council does not tackle anti-social behaviour. Anti-social behaviour affects walking, cycling, parking etc.
	Bus Routes	<ul style="list-style-type: none"> • Buses have irregular times, long waiting times up to 30 minutes, in addition to dirty and broken interiors • Buses are very adequate and really assist in transporting residents around the borough. • Weekly bus tickets can imply that short bus trips can cost the same as a long journey. • Elderly found that when the public transport was free it was a good service. • Bus passes very good and welcomed. • Buses will not get better if traffic isn't improved. The streets are dirty; residents and businesses don't look after their rubbish. • Buses don't have sufficient capacity. Double-decker buses are needed on some routes.
Summarised comments from letters received	1	<ul style="list-style-type: none"> • Dagenham Heathway is run down and would support improvement.
	2	<ul style="list-style-type: none"> • Use resources to improve Dagenham and Rush Green rather than only Barking Town Centre.
	3	<ul style="list-style-type: none"> • Bus Driver's need to take more care of their elderly passengers, ensuring they are sat down before moving off. • More police on the beat would improve safety. • Need better enforcement of parking especially for those parking preventing easy access to and from pavements.

	4	<ul style="list-style-type: none"> • Improvement of pedestrian facilities to encourage more walking. Improving street lighting would improve the feeling of safety.
	5	<ul style="list-style-type: none"> • Conflict between number of buggies and other bus users. • Frequency of buses (287 and 173) need improvement. • Improving bus shelters to provide more shelter from the cold.
	6	<ul style="list-style-type: none"> • Better arrangement for disabled parking for residents close to their house.
	7	<ul style="list-style-type: none"> • Reassess the Bus pass arrangements for disabled residents with a parking badge. Also the parking arrangements for disabled at Barking station.
	8	<ul style="list-style-type: none"> • Agree with the community priority of being cleaner, greener and safer however more money needs to be spent on this. • Better facilities for pedestrians.
	9	<ul style="list-style-type: none"> • Disagrees with the Council statement of meeting the need of local people in relation to parking. Requires improved parking arrangements for property.
	10	<ul style="list-style-type: none"> • Mentions DLR. Crossrail, Thames Gateway Bridge and East London Transit, the rest of the content seems to be philosophies. • Supports roads free of other people's cars. • Enforcing illegal parking. • Ensuring segregation of cyclists and pedestrians. • Ensuring that bus only links are enforced. Improved bus facilities. Improved access for buses.
	11	<ul style="list-style-type: none"> • Too many restrictions and penalties heaped on motorists. More should be done to prevent alienation.
	12	<ul style="list-style-type: none"> • Ensuring that there is access for disabled, and better enforcement of cars parking illegally on pavement.
	13	<ul style="list-style-type: none"> • No provision of through routes through housing estates.

	14	<ul style="list-style-type: none"> • Poor access at underground stations for mobility disadvantaged passengers. Also problems of accessing buses with wheelchairs.
	15	<ul style="list-style-type: none"> • No ramps at stations. • No or poor assistance at stations.
	16	<ul style="list-style-type: none"> • Lack of sufficient space on buses for wheelchairs. • Entry/exit ramp too narrow on the new buses. • On mobility routes all buses need to be accessible.
	17	<ul style="list-style-type: none"> • The Council's ruling of one drop kerb per house is causing great concern and making lives very very difficult.
	18	<ul style="list-style-type: none"> • The public should be made more aware when they cross the roads a car just cant suddenly stop not at even 30 mph. There should be more publicity about the dangers of not using pedestrian crossings to cross the road, especially with school children.

Table 10.22: Calendar of Events

DATE	EVENT	GROUP/ORGANISATION
08/12/2004	Briefing	Barking and Dagenham Partnership Cleaner, Greener, Safer Sub Group
15/12/2004	Briefing	Borough Public Transport Liaison Group
21/12/2004	Briefing	Department of Regeneration and Environment (DRE) – Senior Officer Briefing
24/01/2005	Briefing	Barking and Dagenham Partnership Regenerating the Local Economy Sub Group
25/01/2005	Committee meeting	Council Regeneration Board
09/02/2005	Departmental Briefing	Councillors
02/03/2005	Briefing	Barking and Dagenham Partnership Implementation Group
02/03/2005	Briefing	LBBD Public Transport Liaison Group
09/03/2005	Departmental Briefing	Councillors
22/03/2005	Committee meeting	Council's Executive
13/04/2005	Presentation	Barking and Dagenham Full Partnership
18/04/2005	Presentation	Barking and Dagenham Partnership Regenerating the Local Economy Sub Group
04/05/2005	Presentation	Borough Public Transport Liaison Group
11/05/2005	Workshop	Barking and Dagenham Youth Forum (Environment Sub Group)
12/05/2005	Presentation	Barking and Dagenham Community Empowerment Network (CEN) Forum
17/05/2005	Presentation	Barking and Dagenham Partnership Better Education Sub Group
19/05/2005	Public Exhibition – Vicarage Field, Barking	General Public
01/06/2005	Departmental Briefing	Councillors
08/06/2005	Breakfast briefing	Chamber of Commerce and local businesses
08/06/2005	Pre-Assembly Briefing	Councillors
09/06/2005	Public Exhibition – The Mall, Dagenham Heathway	General Public
11/06/2005	Big Green Borough Day	General Public
17/06/2005	Presentation	Council Chief Officers
20/06/2005	Wellgate Community Forum	Residents from Chadwell Heath and Whalebone wards
04/07/2005	Briefing	Borough Public Transport Liaison Group
16/07/2005 – 17/07/2005	Manned stall, Dagenham Town Show	General Public
Presentation to CEN Groups: 15th July 2005, Barking Town Hall, Barking	Community Empowerment Network Workshop	Local community and voluntary sector organisations
26/07/2005	Community Empowerment Network workshop	Local disabled persons and their representatives

Conclusion

- 10.79 This Consultation report demonstrates the commitment of the Council to engage with the community at all levels to assist in informing its LIP policies and proposals. The officers' responses to written comments received from consultees (residents, Council Officers, organisations including TfL) highlight this commitment and show how consultation comments have been taken into account.
- 10.80 For this report it was decided that it would not be feasible to provide an officer response to the comments made at consultation events (public exhibitions etc.) or via the consultation questionnaire, due to the very large number of comments made. However these comments have been considered alongside the written comments from letters and emails in the preparation of the 'Final Draft' LIP. The comments made on the LIP will be kept for future reference and will be used to inform the Council's LDF and other future Council documents or proposals that relate to transport.
- 10.81 The processes the Council put in place to consult on the LIP went far beyond the minimum requirements stipulated by TfL in the LIP Guidance 2004. The level of response was far higher than anticipated and shows the importance that people attach to transport.
- 10.82 The responses given in the questionnaires sent out by the Council have provided an indication as to the views and opinions of the local community on the LIP policies and proposals. The Short Questionnaire shows the main concerns of the community with regards to transportation. An analysis of the responses shows a high level of concern over the safety and condition of the roads in Barking and Dagenham, with particular concern over the levels of KSI incidents. Parking was also singled out as a key concern. The Short Questionnaire shows strong support for the Council's transport vision, with 90 per cent agreeing to the proposals set out, such as improvements to road safety and road maintenance.
- 10.83 The Long Questionnaire was aimed at creating a greater understanding of the views of the local residents and employees. Analysis of responses shows strong support for the new transport infrastructure that the LIP promotes; the DLR line was strongly endorsed, as was the East London Transport Scheme. Responses also show that the LIP is seen as likely to improve equality in the borough. The Long Questionnaire supported the findings of the Short Questionnaire, with respondents rating making roads safer, keeping roads in good repair and reducing the number of KSI as their top three concerns respectively. Results also show that respondents believe that road safety can be most successfully improved not by engineering works but school safety plans and creating safe routes to schools. Part of the School Travel Plan is to promote healthier alternatives of transport from the car, which was supported by 83.3 per cent of respondents. Better pavements and roads were singled out as the most necessary improvement to encourage walking as an alternative to the car, followed by segregation. Cheaper fares and more reliable services were seen as the main factors in encouraging the use of public transport over cars.
- 10.84 The suggestions made by the organisations consulted were also influential, and were taken into account in the preparation of the 'Final Draft' LIP. Conclusions drawn from the organisations comments were that Dagenham

Heathway and Barking Town Centre both need redevelopment and regeneration. These include:

- Improvements to pedestrian pathways and safety;
- Improvements to and an increased number of cycle lanes;
- Better school education as to the dangers of the road;
- Improvements to public buses, namely increased and more direct bus routes;
- Greater parking facilities for the elderly and disabled, as well as for parents with small children and buggies;
- The DLR and ELT lines are strongly supported, but must have improved standards of accessibility and lower fares;
- Residents are concerned about the high level of PTW accidents in the borough.

10.85 Many of the comments or suggestions made by those who responded to the questionnaire or by those who attended the workshops relate to aspects of transport that are beyond the remit of the Council. These include, amongst other issues:

- The problems of overcrowding on buses;
- The attitude of bus drivers;
- Insufficient space for wheelchairs and buggies;
- Bus frequency;
- Safety on buses;
- Design of bus shelters;
- Access to platforms and trains;
- The number of traffic wardens;
- Increase in police patrols.

10.86 The Council will raise these issues with relevant bodies such as London Buses, London Underground and Metropolitan Police, and will lobby for improvements such as new bus services.

10.87 The recommendations and suggestions collected by the questionnaires, meetings with sub-groups and local organisations have helped to build an image of what local residents and employees feel is important to their community. Overall, the consultation showed a high level of support for the LIP and the work it proposed. However certain issues, such as the improvement of bus services, needed to be addressed further by the LIP. These suggestions and concerns have been taken into account during the creation of the 'Final Draft'.