



BARKING AND DAGENHAM CYCLING CAMPAIGN: CLIMATE SAFE STREETS

We're calling on the next leader of Barking and Dagenham Council to make an urgent commitment to deliver #ClimateSafeStreets.

The 2022 council elections are a fundamental point on London's zero-carbon journey. Road transport emissions are the largest and most stubborn source of London's emissions and borough councils control 95% of the city's roads. We need a strong commitment from all our borough councils now – that's why we're calling on Barking and Dagenham Council to play a full and fair part in cutting road transport emissions and ensuring London becomes a zero-carbon city by 2030.

BARKING AND DAGENHAM AND THE CLIMATE

Barking and Dagenham has an ambitious aim to become the "Green Capital of the Capital", to be a carbon neutral council by 2030 and a carbon neutral borough by 2050. There is a focus on improving the borough's air quality which "must include a reduction of car use," particularly around schools, taking into account the Mayor's Transportation Strategy and its Local Implementation Plan. It is taking steps to make cycling in the borough much easier by introducing cycle hire, micromobility schemes and Controlled Parking Zones. [You can read a summary of their plans here.](#)

In light of Barking and Dagenham Council's current approach towards addressing the climate crisis, we're requesting the following asks of the council's next leader to ensure that their roads are decarbonised by 2030.

BARKING AND DAGENHAM CYCLING CAMPAIGN'S ASKS

- 1. 20mph limit and controlled parking zones borough-wide: to increase safety of non-drivers. Target: 2024**
 - A 20mph speed limit improves safety for cycling and walking
 - It also helps to create a more inclusive environment
 - It also reduces pollution, fuel consumption, and congestion (better flow through).
 - It does not increase journey times.

2. Develop a long-term behaviour change strategy of physical change to enable behaviour change, including creating protected cycle lanes on strategic routes and zones for local traffic only. Target: Protected cycle facilities/reliable safe streets along two corridors by 2025; 6 local traffic zones by 2026.

- Ensure that cycle users can get around B&D safely, on short local trips or longer cross-borough journeys by building protected infrastructure to current high standard guidelines, including at junctions. Cycling routes must achieve 70+ Cycling Level of Service (CLoS), no critical fails, no 'red' Junction Assessment Tool outcomes) and consider nonstandard bikes (e.g. cargo)
- Improve existing routes where the road surface is poor, and maintain all routes to a high standard. This will improve useability and inclusion – non-standard cycles such as trikes are even harder to handle than standard two-wheelers on bumpy and broken roads
- Commit to creating 15-minute walkable/cycleable zones across the borough, within which residents can find everything they need for daily life.
- Drivers making longer journeys should use only roads with the essential infrastructure for higher volumes of traffic, ie signalised junctions that enable all road users to progress safely and in a managed fashion.
- High volumes of motor traffic on streets without the infrastructure to support it raises danger considerably for pedestrians and cycles; removing through traffic has twice as much positive impact on safety for cyclists as reducing the speed limit to 20mph. Instead of traffic calming measures that have limited effect, a much better result for residents, especially school-age people, Disabled and elderly non-drivers, is to restrict longer distance routes to main roads.
- We believe that School Streets play an important part in this behaviour change, but they cannot achieve behaviour change on their own without other supporting measures.

3. Increase high-quality, secure and accessible cycle parking in residential areas, especially high-density zones, and in retail/social hubs and centres, and roll out a borough-wide cycle share scheme including e-cycles and e-cargo cycles. Target: cycle parking: 2025; cycle share: begin 2024, and increase year on year afterwards

- Lack of safe, secure storage stops some people using a cycle.
- One study found that one in four people who had their bikes stolen stopped cycling.
- Some people can't store their cycles indoors because they don't have a conveniently accessible store.
- Maintaining a cycle is also an issue – when cycles wear out or break, some people just stop using them rather than getting them mended, if they're not sure where to go or they are worried about the cost.
- Higher security on-street storage and cycle share schemes are therefore solutions to the same issues of basic access to a usable cycle

- People who don't own their own cycle find share schemes convenient for everyday use because security and maintenance are taken care of.
- 4. Rapidly roll out shared mobility points and cut freight motor vehicle movements by at least 10% on council managed roads.**
- Shared mobility points are on-street hubs where local people can hire an e-car, e-van, e-bike, e-cargo bike, or e-scooter. This can help households to reduce the number of cars they own. It's much more efficient than private ownership, as most cars spend around 95% of their lifetime parked; and it reduces the financial burden of car ownership and storage on individuals.
 - Reducing car ownership frees up space on streets for trees and other carbon capture, pedestrian-supporting features.
 - Impact of 'shared schemes' increases incrementally with wider coverage and greater saturation. We suggest a target of all homes and workplaces being less than 600m from the nearest e-cycle/e-scooter access point by 2026.
 - Work with commercial partners to reduce both the number of vans and lorries on our roads and the distance they are driven, to increase safety and improve the environment on B&D's kerbsides for walking and sociability
 - We recognise that the A12, A13 and A406 trunk roads are managed by TfL and the so council doesn't have much influence over them.
- 5. Safeguard land for active travel, and the infrastructure required to support active travel, including mobility hubs, rest areas, delivery/pick up points and last mile delivery centres**
- In the same way that a lane is safeguarded for utilities and other essentials, it needs safeguarding for sustainable travel.
 - BDBC will draw up a maps of strategic and local cycle routes in consultation with stakeholders and submit them to TfL in 2022/3
 - [*Read more from Transport for London about land safeguarding*](#)

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