
Secretariat's Memorandum

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East London Transit Consultation – Ilford to Dagenham Dock

1 Purpose of report

- 1.1 Members are asked to note the response made on behalf of London TravelWatch to the public consultation on the Ilford to Dagenham Dock section of the East London Transit project, which was sent on 13 April 2006.

2 London TravelWatch consultation response

- 2.1 London TravelWatch submitted the following comments on the East London Transit (ELT) project:
- 2.2 “We are aware that there has been a great deal of local opposition to the project, due to suspicion on the part of residents and many small traders, especially in the London Borough of Redbridge along Ilford Lane between Ilford and Loxford Lane where parking, legal and illegal is rife, that they will be seriously disadvantaged. However, London TravelWatch would like to pledge its support for the project in principle, though hoping that discussions with the borough and local people will continue with the aim of resolving issues and devising a scheme acceptable to all.
- 2.3 “On the subject of Ilford Lane, we are unsure whether the articulated ‘bendy’ buses, which were one of the vehicles proposed, are entirely suitable here, unless significant bus priority measures are installed and strictly enforced. Our members considered that a better service would come from the proposed higher frequency double-decker vehicles, and intensified bus priority measures. Of course, London TravelWatch’s main concern is to have the best possible public transport facilities available and tough but fair parking restrictions will have to be in place whichever vehicle is chosen. Given the poor reputation of the articulated vehicles on route 25 in the borough, we believe that the double-deck vehicles do represent a more acceptable option, and more acceptable to passengers as well. Also, London TravelWatch is a great admirer of the new double-deck vehicles, and we would hope that the new ‘iBus’ facilities will be available throughout the ELT scheme.
- 2.4 “The Ilford – Barking section currently has about 20 buses on three services (the 169, 179 & 369), although regrettably, they do not inter-work to give a 3-minute timetable! The ELT would absorb the 369, leaving the 179 cut back to Ilford. This would leave the question of the level of passenger ‘carry-over’ movement at Ilford on the 179. How many passengers will be inconvenienced? We believe it to be quite high and cannot be lightly ignored. Are we right to assume that that the ELT and the remaining 169 would use the same bus stops between Ilford and Barking?
- 2.5 “One significant problem with the ELT plan is the proposed Ilford Hill terminal. This would not properly serve Ilford town centre, which really lies to the east of Ilford Hill, and under the borough’s regeneration ideas (Unity Square), seems to be moving further east. Furthermore, we

think there is insufficient space in Ilford Hill to accommodate the new bus stand and the two existing bus stops there, especially if the articulated bus option is to be chosen. Eventually there may be a new bus/rail interchange in Ilford Hill, but this is many years away. It is therefore suggested that the ELT should serve Ilford Hill then continue left toward Cranbrook Road; right to Station Road; Havelock Street; right to Hainault Street; right to the High Road etc. then back to Ilford Lane. A bus stand should be able to be located somewhere in the Havelock Street area.”

- 2.6 “Some of our members were concerned that in Barking, buses were to be operated through part of the pedestrianised area, though members believed we should support this as part of ELT and other local bus services, we would need further assurance that the number of buses operating would maintain a safe area for pedestrians.”
- 2.7 “With regard to the ticket machines; we would like to stress that these machines should have the facility to sell travelcards. It is imperative that with the ‘pay before you board’ policy, that there is every opportunity for passengers to purchase travel tickets beforehand. There should also be high quality maps and information about the local network as well as the individual routes. The design of the bus stands was noted and commented on as being an attractive design. I understand that these are the new ‘Voyager’ bus stands, and we have been offered the chance to view these and will comment separately. I understand that they are designed this way in an attempt to discourage anti-social behaviour. However, we would like to ask whether the sides are wide enough to protect passengers from harsh weather?”
- 2.8 “We would also like to know how TfL intends to protect the bus ways from unauthorised use, both accidentally and intentionally. What provision will be made for cyclists? Will they have access to the bus ways?”

3 Recommendation

- 3.1 Members are asked to note this response.