



# Haverling

LONDON BOROUGH

## PLACE OVERVIEW & SCRUTINY SUB-COMMITTEE AGENDA

7.00 pm

Tuesday  
4 November 2025

Council Chamber -  
Town Hall

Members 9: Quorum 4

### COUNCILLORS:

#### Conservative Group (3)

David Taylor (Chairman)  
Ray Best  
Osman Dervish

#### Labour Group (1)

Matthew Stanton (Vice-Chair)

#### Haverling Residents' Group (4)

Philippa Crowder  
Laurance Garrard  
Robby Misir  
John Wood

#### East Haverling Residents Group (1)

Vacant

For information about the meeting please contact:  
Taiwo Adeoye - 01708 433079  
[taiwo.adeoye@onesource.co.uk](mailto:taiwo.adeoye@onesource.co.uk)

Please would all Members and officers attending ensure they sit in their allocated seats as this will enable correct identification of participants on the meeting webcast.

***Under the Committee Procedure Rules within the Council's Constitution the Chairman of the meeting may exercise the powers conferred upon the Mayor in relation to the conduct of full Council meetings. As such, should any member of the public interrupt proceedings, the Chairman will warn the person concerned. If they continue to interrupt, the Chairman will order their removal from the meeting room and may adjourn the meeting while this takes place.***

***Excessive noise and talking should also be kept to a minimum whilst the meeting is in progress in order that the scheduled business may proceed as planned.***

### **Protocol for members of the public wishing to report on meetings of the London Borough of Havering**

Members of the public are entitled to report on meetings of Council, Committees and Cabinet, except in circumstances where the public have been excluded as permitted by law.

Reporting means:-

- filming, photographing or making an audio recording of the proceedings of the meeting;
- using any other means for enabling persons not present to see or hear proceedings at a meeting as it takes place or later; or
- reporting or providing commentary on proceedings at a meeting, orally or in writing, so that the report or commentary is available as the meeting takes place or later if the person is not present.

Anyone present at a meeting as it takes place is not permitted to carry out an oral commentary or report. This is to prevent the business of the meeting being disrupted.

Anyone attending a meeting is asked to advise Democratic Services staff on 01708 433076 that they wish to report on the meeting and how they wish to do so. This is to enable employees to guide anyone choosing to report on proceedings to an appropriate place from which to be able to report effectively.

Members of the public are asked to remain seated throughout the meeting as standing up and walking around could distract from the business in hand.

## **What is Overview & Scrutiny?**

Each local authority is required by law to establish an overview and scrutiny function to support and scrutinise the Council's executive arrangements. Each overview and scrutiny sub-committee has its own remit as set out in the terms of reference but they each meet to consider issues of local importance.

The sub-committees have a number of key roles:

1. Providing a critical friend challenge to policy and decision makers.
2. Driving improvement in public services.
3. Holding key local partners to account.
4. Enabling the voice and concerns to the public.

The sub-committees consider issues by receiving information from, and questioning, Cabinet Members, officers and external partners to develop an understanding of proposals, policy and practices. They can then develop recommendations that they believe will improve performance, or as a response to public consultations. These are considered by the Overview and Scrutiny Board and if approved, submitted for a response to Council, Cabinet and other relevant bodies.

Sub-Committees will often establish Topic Groups to examine specific areas in much greater detail. These groups consist of a number of Members and the review period can last for anything from a few weeks to a year or more to allow the Members to comprehensively examine an issue through interviewing expert witnesses, conducting research or undertaking site visits. Once the topic group has finished its work it will send a report to the Sub-Committee that created it and will often suggest recommendations for the Overview and Scrutiny Board to pass to the Council's Executive.

## **Terms of Reference**

The areas scrutinised by the Committee are:

- Housing & Accommodation Services
- Land & Property Services
- Planning
- Building Control
- Business Services
- Inward Investment
- Asset Management
- Property Services
- Facilities Management
- Sports

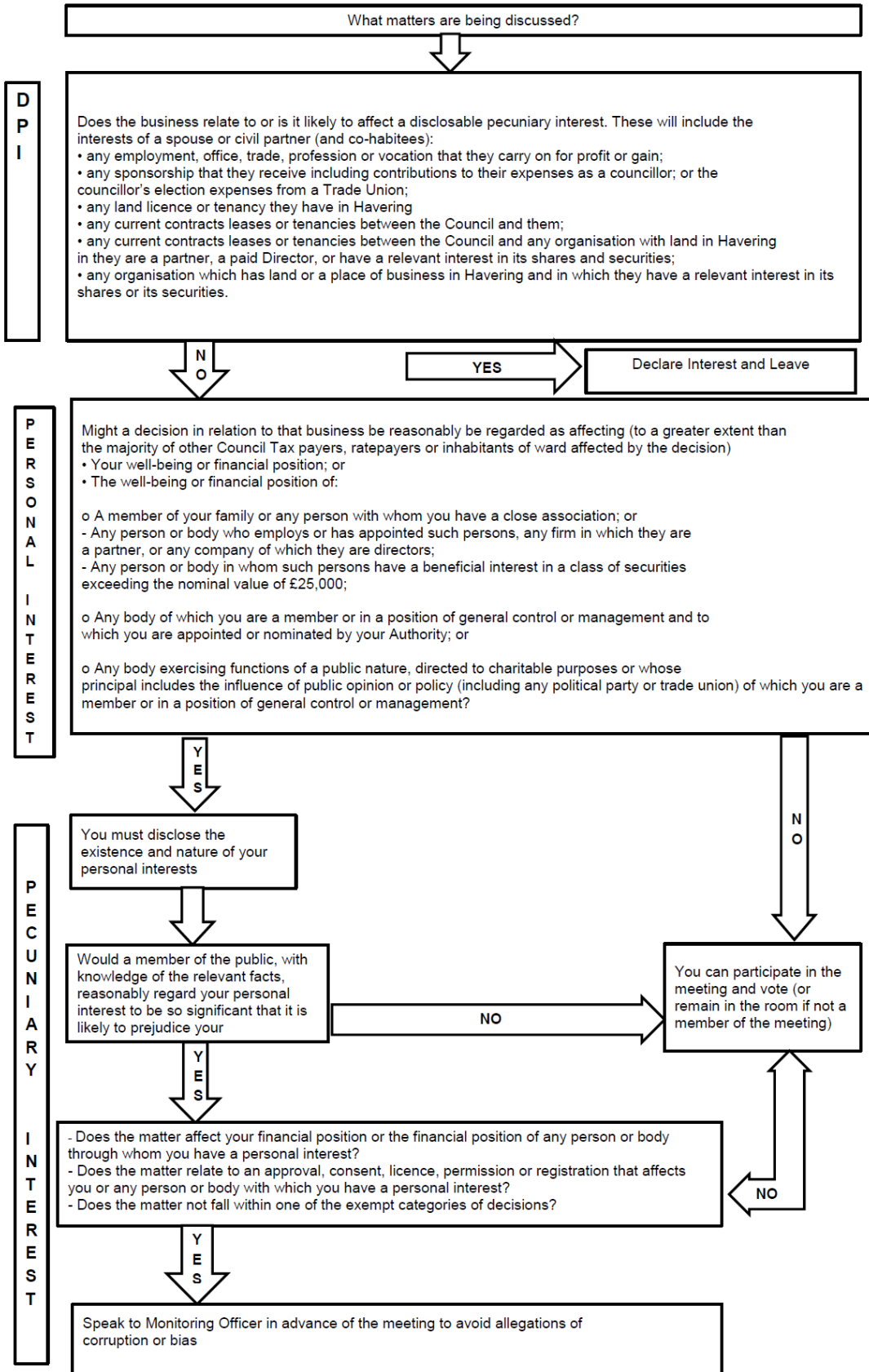
## **Place Overview & Scrutiny Sub Committee, 4 November 2025**

- Leisure
- Arts
- Music
- Libraries
- Heritage
- Parks & Open Space
- Highways
- Parking & Traffic
- Waste & Recycling
- Climate Change
- Transport & Infrastructure
- Public Protection & Licensing
- Emergency Planning
- Technical Services



**Place Overview & Scrutiny Sub Committee, 4 November 2025**

**DECLARING INTERESTS FLOWCHART – QUESTIONS TO ASK YOURSELF**



**Principles of conduct in public office**

In accordance with the provisions of the Localism Act 2011, when acting in the capacity of a Member, they are committed to behaving in a manner that is consistent with the following principles to achieve best value for the Borough's residents and to maintain public confidence in the Council.

**SELFLESSNESS:** Holders of public office should act solely in terms of the public interest. They should not do so in order to gain financial or other material benefits for themselves, their family, or their friends.

**INTEGRITY:** Holders of public office should not place themselves under any financial or other obligation to outside individuals or organisations that might seek to influence them in the performance of their official duties.

**OBJECTIVITY:** In carrying out public business, including making public appointments, awarding contracts, or recommending individuals for rewards and benefits, holders of public office should make choices on merit.

**ACCOUNTABILITY:** Holders of public office are accountable for their decisions and actions to the public and must submit themselves to whatever scrutiny is appropriate to their office.

**OPENNESS:** Holders of public office should be as open as possible about all the decisions and actions that they take. They should give reasons for their decisions and restrict information only when the wider public interest clearly demands.

**HONESTY:** Holders of public office have a duty to declare any private interests relating to their public duties and to take steps to resolve any conflicts arising in a way that protects the public interest.

**LEADERSHIP:** Holders of public office should promote and support these principles by leadership and example.

## **AGENDA ITEMS**

### **1 APOLOGIES FOR ABSENCE AND ANNOUNCEMENT OF SUBSTITUTE MEMBERS**

Receive (if any)

### **2 DISCLOSURE OF INTERESTS**

Members are invited to disclose any interests in any of the items on the agenda at this point of the meeting. Members may still declare an interest in an item at any time prior to the consideration of the matter.

### **3 CHAIRMAN'S ANNOUNCEMENTS**

The Chairman will announce details of the arrangements in case of fire or other events that might require the meeting room or building's evacuation.

### **4 MINUTES (Pages 9 - 12)**

To approve as a correct record the Minutes of the meetings of the Committee held on 9 September 2025 and authorise the Chairman to sign them

### **5 FOOD WASTE SERVICE UPDATE (Pages 13 - 22)**

Report attached.

### **6 ACTIVE TRAVEL STRATEGY CONSULTATION (Pages 23 - 112)**

Report attached

### **7 SCHOOL STREETS PROGRAMME REVIEW (Pages 113 - 136)**

Report attached.

### **8 HOMES IN MULTIPLE OCCUPANCY (HMOS) (Pages 137 - 140)**

Report attached.

**Zena Smith**  
**Head of Committee and**  
**Election Services**

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**MINUTES OF A MEETING OF THE  
PLACE OVERVIEW & SCRUTINY SUB COMMITTEE  
Council Chamber - Town Hall  
9 September 2025 (7.15 - 8.55 pm)**

**Present:**

**COUNCILLORS**

**Conservative Group** David Taylor (Chairman) and Ray Best

**Havering Residents' Group** Philippa Crowder, Laurance Garrard, Robby Misir and John Wood

**Labour Group** Matthew Stanton (Vice-Chair)

**85 APOLOGIES FOR ABSENCE AND ANNOUNCEMENT OF SUBSTITUTE MEMBERS**

There were no apologies for absence.

**86 DISCLOSURE OF INTERESTS**

There were no disclosures of interests.

**87 CHAIRMAN'S ANNOUNCEMENTS**

**88 MINUTES**

The minutes of the previous meeting were agreed as a correct record and were signed by the Chairman.

**89 ADOPTION OF CONSERVATION AREA APPRAISALS AND MANAGEMENT PLANS FOR ROMFORD, RAINHAM AND GIDEA PARK**

The committee were presented with a report on the adoption of conservation area appraisals

Officers provided updates for Romford, Rainham, and Gidea Park, with members noting that Romford would undergo the most extensive changes. Rainham was to include the entire garden, and Gidea Park was to include shops to the south. It was noted that the last review had taken place in 2008 and the plan would be to update all eleven conservation areas, however, the service could only start with the initial three due to resource pressures. Consultation events had been held for each area and twenty-one formal responses had been received. Historic England had expressed support for the proposed changes.

Members raised concerns regarding the consultation process as they felt that the National Trust and Rainham Hall residents had not been adequately consulted. Officers explained that efforts had been made through communications and emails but building occupiers had not been directly informed. It was noted that there was no statutory requirement to notify occupiers unless they would be part of a new boundary.

The committee discussed what challenges the Council would face with enforcement challenges, particularly regarding neglected buildings. Officers expressed that limited resources hindered proactive enforcement and intervention powers were made more difficult due to costs and ownership issues with priority was generally given to listed buildings and those in severe disrepair.

Officers agreed to update the Sub-Committee outside of the meeting on an issue relating to 23-25 High Street not being listed as 'for improvement' and an issue relating to shop frontages and street lighting, in consultation with the environment team.

The Sub-Committee agreed the following recommendation to Cabinet:

- That any home owner whose property will be moved into a conservation area should be communicated with to explain how the change will affect them and any requirements they have to comply with.

## **90 COMMUNITY INFRASTRUCTURE LEVY - CIL UPDATE**

The committee received a report on the Community Infrastructure Levy (CIL).

CIL was introduced in Havering in 2019 and since then had raised £9.98 million, with £7.71 million having been allocated to various borough-wide projects. It was noted that the infrastructure planning team managed the collection, bidding, and allocation of any CIL funds, including the transfer of Mayoral CIL to the Greater London Authority (GLA).

Members were updated on the CIL bidding process which began with officer submissions, followed by Cabinet member sponsorship, Council leadership review, and final Cabinet approval. Previously meetings were held on an ad hoc basis, however, the process had moved to twice-yearly meetings to align with capital spending cycles.

Members raised concerns regarding missed CIL contributions from significant developments in Zone B. It was explained by officers that although charges increased with inflation, only three main rates applied, and any new rates would require viability assessments. Unspent funds were tracked and could be returned to the main CIL pot if not they were not committed to any project.

The Sub-Committee discussed the need for greater transparency and involvement of Ward Councillors in CIL spending decisions. While a “ward allowance” from unallocated CIL was considered, members raised concerns about how it would be fairly split across the Borough and whether the total amount would be diluted too much per ward as to make the final allocation ineffective. It was confirmed that 15% of CIL funds constituted neighbourhood CIL, while 80% was restricted to physical infrastructure.

Officers agreed to provide the infrastructure funding statement up to March 2025 with a report to be brought back to a future meeting in line with the budget setting process and to provide a comparison to other Boroughs on their CIL rates and any other relevant information relating to CIL

The Sub-Committee agreed the following recommendations to Cabinet:

- That a review and benchmarking exercise should be undertaken with regards to the Charging Schedule upon completion of the IDP, and to include statistical neighbours within the benchmarking
- A briefing note be placed in the Calendar Brief every 6 months to improve transparency and awareness for Ward Councillors on CIL decisions
- Any CIL allocation should be stated within the financial implications for an ED or Cabinet report
- A yearly review of the viability of agreed CIL funded projects with the first review to be completed by January 2026
- Each future agreed project should have a suitable and variable ‘Spend-By’ date from the date the CIL is allocated
- Ward Councillors should have a more pro-active role within the decision making process for CIL allocations

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**Chairman**

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## PLACE OVERVIEW AND SCRUTINY SUB-COMMITTEE

**4 NOVEMBER 2025**

**Subject Heading:**

**Food Waste Service Update**

**ELT Lead:**

**Imran Kazalbash  
Director of Environment**

**Report Author and contact details:**

**Jacki Ager, 01708 433363,  
jacki.ager@havering.gov.uk**

**Policy context:**

Supporting the service's role in delivering Havering's Climate Change Action Plan 2024-2027, reducing waste and increasing recycling, by introducing a service re-design to incorporate food waste collections for households in Havering's waste collection service provision.

### SUMMARY

1. The Environment Act 2021 requires local authorities to provide a weekly separate collection of food waste to all households by 31<sup>st</sup> March 2026. As a change in law, this is eligible for funding through the New Burdens Doctrine. Havering has received capital funding of £1.89m to contribute towards the purchase of vehicles and containers. This funding already represents a gap of £1.3m against the £3.2m estimated true cost of the capital purchases, and this will be made up through capital borrowing, as agreed by Cabinet on 22<sup>nd</sup> January 2025, whilst the Council continues to lobby for this shortfall to be made up from central Government.
  - 1.1. Havering's food waste collection vehicles are due to delivered in September-October 2026. Lead times in the industry have been lengthened considerably due to demand as many boroughs seek to roll out their services in 2026. Officers are in the process of procuring food waste caddies and liners via a procurement framework to ensure that these can be distributed to coincide with the vehicle arrivals, ready for service commencement from October 2026.

## Place Overview & Scrutiny Sub-Committee

- 1.2. The Council has in its budget £4.0m annually to cover the service costs from year 1 (2026/27) onwards, however there is an expectation that DEFRA will fund approximately £1.5m annually. This will cover the year 1 costs (part year service), but will require use of some of the annual £4.0m set aside in subsequent years.
- 1.3. Havering's Communications Team will continue to play a role in ensuring that the public is kept updated on the service rollout, to ensure residents are well informed and enable a good take-up of the service.

### RECOMMENDATIONS

2. It is recommended that the Committee note the contents of this report.

### REPORT DETAIL

#### 3. Background

- 3.1. Along with previously provided capital funding, DEFRA's first round of non-ring-fenced "Resource Transitional" funding has been received, with a further round confirmed for this year. The funding is anticipated to be placed in an earmarked reserve to support the service implementation. DEFRA has stated that this funding covers the following items to support the rollout of a borough-wide food weekly domestic food waste collection:

24-25			25-26		Total
Container delivery	Project management		Procurement	Communications	
£293,519.08	£72,000		£2,000	£163,831.90	£531,350.98

- 3.2. The expectation is revenue funding from DEFRA for the ongoing service collection costs will be provided for 2026/27 onwards. So far, the amount of revenue funding to be provided is unknown. However this has been estimated at approximately £1.5m per year, based on other elements of the funding already received.
- 3.3. DEFRA have confirmed £0.072m project management costs for 2024/25, which have been moved into 2025/26, however there is no funding available for project management in 2026/27. There are also no project support costs, for example

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around surveying of flats, of which Havering has costed approximately £0.020m to undertake. This will therefore be funded from the existing revenue budget.

3.4. Havering's estimated capital outlay is provided below, shown against the DEFRA capital offer.

### 3.5. Estimated Initial Capital Outlay

	No	Total £m	DEFRA Offer £m	Difference £m
5L caddie	109,000	0.171	0.227	0.056
23L caddie	90,000	0.426	0.432	0.006
Flats food bins	1,473	0.884	0.11	-0.774
Vehicles*	15	1.568	1.125	-0.443
Depot Cost	1	0.150	0.000	-0.150
		<b>3.199</b>	<b>1.894</b>	<b>-1.305</b>

*\* 8-year depreciation period if borrowing.*

### 3.6. Food waste revenue costs:

3.7. In the Council's previous budget setting cycle, it allocated £2.1m 2025/26 and £4.0m per year thereafter to deliver an ongoing food waste collection, all funded from Council resources. This was due to no confirmation of any New Burdens funding at that time. It is now confirmed that New Burdens funding will support the rollout but the amount has yet to be confirmed from DEFRA. The original internal allocation of £2.1m for an early rollout in 2025/26 will not be spent, with the service set to commence in October 2026. It is expected that due to year 1 only incurring part-year costs (October 2026 to March 2027), revenue funding from DEFRA will likely cover this whole cost, without the internal budget allocation needing to be spent, however this is yet to be confirmed by DEFRA. Further on-costs and funding expectations are provided in section 6, under Financial Implications and Risks, with spends expected to fall within the existing budget envelope, supported by DEFRA.

## 4. Caddy liners

4.1. DEFRA's position is that the available evidence it has around the benefit of providing liners to increase participation is inconclusive, and it has written to Councils stating that no funding will be provided.

4.2. Havering officers have carried out some independent research to obtain an understanding of the impact of liner provision on participation rates and material

capture. A 30% higher tonnage capture of food waste through the provision of liners and targeted communications has been assumed, taking a rough average of capture rates observed in other boroughs. This includes:<sup>1</sup>

<b>Council</b>	<b>Food waste yield</b>	<b>Action</b>
Derbyshire	+50%	Free liners, leaflets and bin stickers
Norwich	+40%	Free liners and bin stickers
Eastleigh	+37%	Free liners and bin stickers
Bromley	+25%	Free liners
Guildford	+22%	Free liners
Caerphilly	+19%	Free liners (trial)
Tendring	+10%	Free liners (one-off)

- 4.3. With Havering’s estimated yield of food waste being approximately 7,500 tonnes without liners, a 30% increase would see this yield being around 9,750 tonnes.
- 4.4. At the same time, some overall waste reduction is likely to be seen, as customers change their behaviours over time. This could be up to 2,000 tonnes in a full year.
- 4.5. Under the new ELWA contract from 2028 the potential exists for savings, as Anaerobic Digestion (food waste) is significantly lower cost than Energy from Waste (expected treatment route for residual waste under the next contract). Therefore, there is a strong financial incentive to move food waste out of the residual waste stream, and reducing that stream as much as possible.
- 4.6. The annual provision of liners borough wide would cost £0.194m in year 1. Further distribution will be decided at a later date, with alternatives being for customers to purchase their own, wrap food waste in newspaper, or simply not provide any sort of lining at all. Regardless of whether the service continues with liners from year 2 onwards, their initial provision is expected to facilitate take-up of the service.
- 4.7. Future savings may be seen if the ELWA Levy experiences material changes post-2027 when ELWA’s existing waste disposal contract expires.

## **5. Options**

- 5.1. The timing of the service rollout is largely dependent on manufacturing markets at present, particularly vehicles. Havering’s waste contractor, FCC, obtained quotes from a number of well-regarded manufacturers in the industry, seeking to ensure a balance between value for money and reasonable lead times. At the time the decision was made on the manufacturer, Faun Zoller, they provided both the cheapest quote and the shortest lead time. The order has been placed with the

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<sup>1</sup> [Maximising food waste collections: Case studies | WRAP - The Waste and Resources Action Programme](#)

## Place Overview & Scrutiny Sub-Committee

manufacture, with the fleet delivery date being in September / October 2026. The timeline so far is as follows:

22nd Jan 2025	Cabinet sign-off. ED delegating authority to purchase.
Jan-Mar	FCC requested updated quotes from manufacturers.
27th March	All requested manufacturers provided quotes.
11th April	Draft ED shared with Business Partners for comment.
12th April	Legal team provided advice on purchasing through existing FCC contract.
8th May	Business partner sign-off.
9th May	ED signed by Director.
15th May	Decision published. Vehicle order raised by FCC.

5.2. Given the above, and the Resource Transitional funding confirmation (£0.531m), three options were considered, with Option 2 being chosen as the preferred option based on the practicalities around service roll-out and vehicle lead time:

5.3. **Option 1: Full roll-out from Autumn 2026.**

5.4. This would enable the service to commence upon the delivery of vehicles, however carries risk around implementing a go-live in the space of one week, with no room for manoeuvre if any operational issues arise.

5.5. **Option 2: Phased implementation by ward / round from Autumn 2026.**

5.6. This is the recommended option, FCC having previously implemented food waste collections in a similar way in other nearby boroughs. A phased approach over 8 weeks would facilitate a smoother rollout, although this will require sufficient comms support. Flats would still be addressed following the rollout to all kerbside properties, to ensure adequate attention is paid to facilitate appropriate installations.

5.7. There would be a financial benefit to delivering the rollout in this way, as the full collection costs would not commence from day 1, instead increasing over a period of 8 weeks (or more if decided). Havering will work with FCC to extract best value whilst ensuring a high level of customer understanding and satisfaction, where phasing in is concerned.

5.8. **Option 3: Implement a partial roll-out based on funding received (subject to vehicle delivery lead times).**

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- 5.9. This approach is being adopted by some boroughs, to demonstrate that the funding gap needs to be filled by DEFRA to enable a full roll-out. In Havering, whilst the DEFRA capital funding would enable borough-wide provision of both indoor and outdoor food caddies, it would only provide:
- 9 of the 13 vehicles required (servicing approximately 69% of the borough), -
  - 13% of blocks of flats with appropriate bin housings
- 5.10. This would represent a saving in terms of Havering's own previously allocated financial input. However, this approach brings with it both operational difficulties and reputational risk due to the need to omit some properties from the service, and was therefore not recommended. It should be noted that without an estimate of the ongoing revenue funding to be provided, it is not yet known if full ongoing revenue costs will be covered by DEFRA from 1<sup>st</sup> April 2026.
- 5.11. Overall, there are an undisclosed number of local authorities that will be delivering their food waste services post-31<sup>st</sup> March deadline, mainly due to a combination of governance timescales and vehicle delivery times. Within the ELWA region, it is unlikely that any one borough will be operating a full food waste service by the deadline date, and there is no suggestion at the moment that government will take action against authorities that can demonstrate they are clearly working towards delivering a full service roll-out. Havering will continue to monitor the situation and update DEFRA as required, whilst ensuring public communications remain ongoing.

### **IMPLICATIONS AND RISKS**

#### **6. Financial implications and risks:**

- 6.1. The service is expected to stay within the Council's budget over the first three years, with DEFRA funding likely to cover all costs in year 1 and contribute in later years. The budget allows for some financial flexibility, though future DEFRA funding is not yet confirmed. The £1.3m capital shortfall will be covered through approved borrowing, and early procurement has helped reduce delivery risks. Initial costs for liners and flat surveys will be met from existing budgets, with any further pressures to be reviewed as the rollout progresses.
- 6.2. The table below indicates that the service remains within the Council's allocated budget envelope across the first three years.

	Recommended Option 2		
	PY	FY	FY
<b>Food Waste Service Implementation</b>	<b>2026/27</b>	<b>2027/28</b>	<b>2028/29</b>
	<b>£m</b>	<b>£m</b>	<b>£m</b>
Running Costs	1.290	3.103	3.305
*Bin Liners/Caddies (inc. delivery)	0.194	-	-
Replacement Caddies	0.008	0.026	0.026
<b>Total Cost of Service</b>	<b>1.492</b>	<b>3.129</b>	<b>3.330</b>
**DEFRA Funding (est)	(1.492)	(1.551)	(1.652)
Shortfall in DEFRA funding (est)	0.000	1.577	1.678
Current Budget	4.000	4.000	4.000
Savings on Current Budget	(4.000)	(2.423)	(2.322)
Year on Year difference		1.577	0.101

**7. Legal implications and risks:**

- 7.1. The Council has a general power of competence under section 1 of the Localism Act 2011 to do anything an individual may generally do subject to any statutory limitations. The arrangements now sought are in accordance with these powers.
- 7.2. Furthermore, section 45 of the Environmental Protection Act 1990 sets out the duty placed upon a Waste Collection Authority, to arrange for the collection of household waste in its area and section 45A of the Environmental Protection Act 1990 (as amended by Section 57 of the Environment Act 2021) requires, with effect from 1 April 2026, all recyclable household waste to be collected separately from other household waste, for recycling or composting at least once a week.
- 7.3. Capital funding has been partially provided by way of a Section 31 grant, under the New Burdens doctrine. A separate Executive Decision report notes acceptance of this grant.
- 7.4. It should be noted that failure to provide 100% food waste collection after 31 March 2026 will be a breach of the Environment Act 2021.
- 7.5. The Office of Environmental Protection (OEP) has the powers under section 33 of the Environment Act 2021 to investigate any complaint received that a public authority has failed to comply with environmental law. Under Section 35 of the Environment Act 2021, Information Notices can be served setting out why the OEP considers the alleged failure if occurred, is serious and to provide further information. The recipient must respond in writing and as far as practicable, provide the requested information. If the OEP consider on the balance of probabilities that the authority has failed to comply with environmental law, and

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considers that the failure is serious, under Section 36 Decision Notices may be served, including steps for remedy, mitigation and/or prevention. Prior to any enforcement it is very likely a written warning will be issued to an authority.

- 7.6. As well as such possible regulatory consequences relating to non-compliance, the failure may render the Council susceptible to Judicial Review.
- 7.7. This report states that the food waste collection service will commence on a phased implementation over 8 weeks, from October 2026 covering all kerbside properties. Following this, a further rollout of food waste collections for communal properties will be implemented in early 2027.

### **8. Human Resources implications and risks:**

- 8.1. Havering contracts out its household waste and recycling collection service to FCC, who will be responsible for the provision of the separate food waste collection service through this contract, with costs provided for anticipated service changes at the time of tender. There are temporary implications on Havering staff resourcing as follows:
- 8.2. **Project Manager:** a 2-year fixed term post, ending June 2026 has been filled, to provide management of this large-scale project.
- 8.3. **Project oversight:** Programme Board and Project Working Group comprising of existing staff within relevant service areas, including Environment, Finance, Procurement and Transformation is in place.
- 8.4. **Project Implementation:** Existing staff are currently being utilised on the project, from with the Waste Team and Business Support Teams. Staff resourcing continues to be reviewed, and discussed at Programme level.

### **9. Equalities implications and risks:**

- 9.1. The Public Sector Equality Duty (PSED) under section 149 of the Equality Act 2010 requires the Council, when exercising its functions, to have due regard to:
- 9.2. the need to eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Equality Act 2010;  
the need to advance equality of opportunity between persons who share protected characteristics and those who do not, and;  
foster good relations between those who have protected characteristics and those who do not.
- 9.3. Note: 'Protected characteristics' are: age, sex, race, disability, sexual orientation, marriage and civil partnerships, religion or belief, pregnancy and maternity and gender reassignment.



- 9.4. The Council is committed to all of the above in the provision, procurement and commissioning of its services, and the employment of its workforce. In addition, the Council is also committed to improving the quality of life and wellbeing for all Havering residents in respect of socio-economics and health determinants.
- 9.5. An Equalities and Health Impact Assessment was previously drafted, and can be found accompanying the Cabinet Report from 22<sup>nd</sup> January 2025, along with the outcomes of a public survey.

## **10. ENVIRONMENTAL AND CLIMATE CHANGE IMPLICATIONS AND RISKS**

- 10.1. Havering Council is compelled by the Environment Act 2021 to introduce food waste collections for all households in the borough by 1<sup>st</sup> April 2026.
- 10.2. The compulsory introduction of separate food waste collections is a proven way to reduce overall household waste. With residents recognising the amount of food waste they produce, many will look to reduce this in a bid to be less wasteful, either for financial, environmental or ethical reasons.
- 10.3. The provision of this service may increase Havering's recycling rate by up to nine percentage points, based on up to 9,000 tonnes of food waste being collected for recycling, against a total of approximately 103,000 tonnes of household waste. This would see Havering's recycling rate increase from 38%, up to potentially 47%. A more conservative estimate of 6,000 tonnes would still see Havering's recycling rate increase to 44%.
- 10.4. Whilst food waste is a large contributor towards carbon emissions throughout the world, due to the existing Mechanical Biological Treatment provided for Havering's waste, no household food waste currently goes to landfill. The environmental benefits are therefore via the food being reprocessed into useful materials – compost and digestate – which will be used for agricultural purposes.
- 10.5. The risks with regards introducing this service will be around the additional carbon outputs emanating from 15 new vehicles required to operate the collections. Havering and FCC will continue to review fuel options, with an option to switch to biofuel should this become more economically viable. In the meantime, FCC have committed to reducing fuel consumption throughout the life of their contract with Havering, via telematics and driver training, and report back to Havering on monthly fuel use. FCC have also committed to carbon offsetting via an ISO accredited tool and offsetting programme.

## **Place Overview & Scrutiny Sub-Committee**

***There is a statutory obligation to list papers relied on in the preparation of the report, unless:***

- 1 It is an exempt report***
- 2 Papers relied upon are already in the public domain as “published papers”. This can include: books, magazines and newspapers; Government publications; Council publications (including previous reports and minutes of meetings)***

***If in doubt, please seek advice from Committee Administration***

# Place Overview & Scrutiny Sub- Committee

4 November 2025

**Subject Heading:**

Active Travel Strategy Consultation

**ELT Lead:**

Imran Kazalbash,  
Director of Environment

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**Policy context:**

Local Implementation Plan 2019  
Policy 23 Transport Connections  
Havering Local Plan

**Financial summary:**

## REPORT

**The subject matter of this report deals with the following Council Objectives**

People - Things that matter for residents X

Place - A great place to live, work and enjoy X

Resources - A well run Council that delivers for People and Place X

### SUMMARY

The Sub-Committee is to receive information on the Active Travel Strategy Consultation document and Active Travel Summary Document. Officers also will present some slides at the meeting on the subject.

## RECOMMENDATION

That the Sub-Committee scrutinises the report and provide comments as part of the consultation.

## REPORT DETAIL

- 1.1 The Place Overview and Scrutiny Sub-Committee has requested to scrutinise the Active Travel Plan Cabinet Report under the pre-decision arrangement.
- 1.2 As the Cabinet report is yet to be completed, and as part of the process the sub-committee is to receiving the Active Travel Strategy Consultation document and Active Travel Summary Document.
- 1.3 Officers will also present some slides at the meeting on this item. The intention is to give the Members an opportunity to review the document

**Financial implications and risks:** None of this covering report.

**Legal implications and risks:** None of this covering report.

**Human Resources implications and risks:** None of this covering report.

**Equalities implications and risks:** None of this covering report.

**Environmental and Climate Change Implications and Risks:** None of this covering report.

## **Active Travel Strategy Executive Summary**

The Havering Active Travel Strategy outlines a comprehensive approach to enhancing streets, paths, and spaces for walking, wheeling, and cycling in the borough. This strategy aims to provide viable alternatives to car, van, and truck use, ensuring residents and workers are not compelled to rely on motor vehicles due to a lack of suitable options.

The strategy offers guidelines for the planning, delivery, and maintenance of active travel schemes, ensuring a coordinated and cohesive outcome as individual projects are initiated at different times or by various stakeholders. It seeks to improve social, environmental, and economic conditions in the borough by making active travel, particularly to and from urban centres, more accessible.

This document presents our vision for active travel in Havering over the next decade, including comprehensive goals, current initiatives, thematic areas of action, and our delivery approach. To achieve our vision by 2041, we have identified measures in three key areas:

- Physical measures: Creating an active travel network, mobility hubs, and upgraded travel information.
- Supporting measures: Traffic management, data collection, and policy and design guidance.
- Soft measures: Encouraging behaviour change, engagement, and facilitating access to cycles and micro-mobility.

The Havering Active Travel Strategy has been developed collaborating with key internal and external stakeholders. Workshops have given the Council a greater understanding of stakeholder needs and priorities which has helped identify emerging plans across the borough.

This strategy aligns with the latest regional and national objectives and has been tailored to Havering's unique context.

### **Havering Context**

Geographically, Havering possesses numerous strengths that make it an ideal environment for active travel. The borough features a relatively flat terrain, with most settlements accessible from a station within a 20-minute cycling trip. It also boasts many quiet residential streets and green paths, alongside a road hierarchy that offers potential for reallocating road space to other users in specific areas.

The majority of Havering's urban centres are within 3km of each other, with the largest distances being 5km between Rainham and Hornchurch, 3.5km between Elm Park and Upminster, and 6km between other key locations. This proximity provides significant opportunities for active travel along strategic routes connecting these destinations.

Despite high car ownership and low levels of active travel compared to other London boroughs, Havering has substantial potential for modal shift. The high number of short trips within the borough, particularly those to schools, sets a precedent for switching to active modes of transport. With 11% of work commute journeys under 2km, up to 200 million car trips annually could potentially switch to walking or wheeling, especially given the relatively comparable travel times to business centres.

## Policy

There is strong national, regional, and local policy support for active travel.

- Nationally, Active Travel England leads the policy, aiming to make walking and cycling the primary choices for short journeys by 2030, with a target of 50% of trips to be walked, wheeled, or cycled. This initiative is guided by the government's Gear Change strategy, which supports infrastructure development and maintenance standards to achieve broader transport, environmental, and public health goals.
- Regionally, the Mayor of London's Transport Strategy aims to reduce car dependency and increase the use of active, efficient, and sustainable travel modes. The goal is for 80% of all trips in London to be made by walking, cycling, or public transport by 2041.
- Locally, the Council is obligated under the 1999 Greater London Authority Act to implement the Mayor's Transport Strategy at a local level, promoting sustainable, active, responsible, and safe travel. This is primarily achieved through the Local Implementation Plan (LIP), adopted in May 2019. Havering has set its own modal shift target within the LIP, aiming for 65% of residential trips to be made by walking, cycling, or using public transport by 2041.

The promotion of active and sustainable travel is a priority featured in a number of Havering policy documents, including the Local Plan, Climate Change Action Plan and Healthy Weight Strategy. These documents collectively promote sustainable and active modes of transportation, aligning with the overarching goals of the Active Travel Strategy.

## Current work

The London Borough of Havering is actively promoting healthier and more environmentally friendly travel options, with a particular focus on walking, cycling, and wheeling. Ongoing efforts are directed towards encouraging these modes of transport among residents, schools, and workplaces. These efforts play a pivotal role in fostering a culture of active commuting, thereby contributing to a greener and healthier community.

## Ambition

Our vision for active travel is for it to be a viable and attractive option for all residents, businesses and visitors to move around the borough.

The vision statement aims at inspiring and motivating everyone around a positive image for the future. It gives a direction about where we want to be in 15 years' time and reflects the borough's culture and core values.

'By 2041, Havering's diverse communities, businesses and organisations will be less dependent on motor vehicle use and will be able to choose active travel more often for their everyday journeys. Improved active travel facilities and related projects will have had a clear positive impact on the borough's climate resilience, economic health, community wellbeing and local character.'

The strategy intends to achieve the following goals which are directly related to transport, sustainable travel, less traffic and Vision Zero. Indirectly, it also hopes to benefit multiple other areas such as people’s wellbeing, social equality, climate resilience, economy recovery and housing growth.

Direct transport-related goals	Sustainable travel	More trips made on foot, by bicycle or public transport, especially shorter trips of under 5 miles, such as trips to schools, shops, and stations
		More work-related trips made active travel modes
	Less traffic	Decrease in distance travelled by motorised vehicles per year
		Reduced need for car ownership and parking space
		Decrease of through traffic in town centres and neighbourhoods
	Vision Zero	Zero deaths & serious injuries on Havering’s transport system
		Speed Reduction
Reduction of HGVs and large vehicles driving through the borough		
Indirect desired outcomes	Health and Wellbeing	More people active for at least 20-min/day
		Reduction of adult and childhood obesity
		Extra healthy and independent years of life
		Reduction of harm from noise and air pollution
	Social Equality	Better access to affordable means of transport
		More people living within 400m of the local active travel and London Cycle Networks
		More cycle trips made by women, children, older and disabled people
	Sense of Community	More social interactions in public spaces, and decrease of loneliness
		More natural surveillance and less crime
		More street space available for community uses, and increased sense of belonging
	Climate Response	Reduction of CO2 emissions, especially related to transport
		More schemes involving low-planting, trees, biodiversity, and sustainable drainage and increase of tree canopy
	Vibrant Economy	Increase of footfall and spend in local and town centres with zero vacant shops
		More street space for events, markets, outdoor sitting and stalls
		Savings for all on transport-related energy
	Sustainable Growth	More space available to build homes with new developments being low-traffic or car-free and including smart waste management systems
		Increase of active travel-related jobs, including cycle shops, carbon free deliveries and cycle taxi.

### Active Travel Themes & Action Plan

To achieve this vision, the borough and its partners will be planning and implementing several measures that, together, will form a welcoming environment for active travel. The measures fall under seven themes as shown below.

Infrastructure, physical routes and network development	Improving the active travel network by creating new or enhancing existing routes, that are well connected, safe, comfortable and legible. Providing inclusive cycle parking facilities throughout the borough and creating interchange mobility hubs that offer integrated transport options for personal and commercial use, including cycle hubs at stations and last mile delivery hubs.
Collaboration, engagement, behaviour change and outreach	Encouraging behavior change by promoting active travel through campaigns, grants, challenges and rewards, leading by example by infusing active travel in the Council’s services, and providing travel advice and training for schools, workplaces, organisations and individuals.
Funding	To deliver and improve the active travel offer, recognition and awards for flagship projects will be sought. Identifying the potential demand for active travel infrastructure will also demonstrate the case for new and additional funding.

Policy, design guidance and data	Ensuring that the borough existing and new strategies and design guidance in the sectors of transport, highways, public realm, environment, housing, economy, health, social care and community are considering and supporting active travel. Collating an active travel database and development of evidence, active travel interventions and measures can be better targeted.
Traffic management, road safety and road operations	Managing motor traffic type, volumes, speeds and emissions is essential to create a suitable and safe environment for active travel, thanks to measures such as Quietways, school streets, 20mph zones, home zones and bus lanes alongside parking, freight, public transport strategies.
Travel information	Increased promotion of travel information and visibility of active travel initiatives and schemes in Havering. Improvements in wayfinding and signage across the borough to improve navigation and visualise active mode travel times.
Micromobility & access to cycles	Providing valid alternatives to private motor vehicles by offering safe and affordable solutions accessible to all, including short-term hire, long-term rental, help to buy, maintenance schemes of cycles, micromobility vehicles and mobility aids, for individuals, organisations, businesses and public services.

The active travel action plan is presented by each of the seven themes, along with the expected timeframe and wider policy alignment. This timeframe could be subject to change depending upon the availability of funding throughout the lifespan of the strategy.

### **Budget**

For schemes identified within the action plan, funding will be sought through a variety of mechanisms including, where appropriate, existing funding resources (such as TfL LIP) or through seeking other external funding sources. Schemes will only be delivered where funding is available.

- Central government – Department for Transport funds schemes associated with the Cycling and Walking Investment Strategy. Other funding programmes help deliver active travel as part of comprehensive schemes (Levelling Up, Air Quality Grants, Future High Streets Fund, Towns Fund, Wider Highway & Transport funds, Access for All Initiative.)
- Regional funding – Transport for London is responsible for distributing active travel governmental funding – through the Local Implementation Plan programme. Other programmes can help develop active travel-related projects (Mayor’s Air Quality Fund, London Recovery Grant, London Crowdfunding, Good Growth Fund, Grow Back Greener,)
- Local funding - Local contributions include borough funding for LIP3, developer contributions (Section 106, Carbon Offsetting, CIL), BID levies, PCNs from CPZs, School Streets, Liveable Neighbourhoods, street trading licenses, sponsorships, Thames Water SWMP, Thames Freeport funds, Active Travel Fund, lottery funding, Neighbourly, and Tesco/B&Q Community Grants.

### **Leadership**

Havering’s Transport Planning Team will be responsible for the monitoring and overarching delivery of the strategy and will collaborate with all relevant services across the Council to see that the Actions contained within it, are delivered. borough. A new active travel officer post will be created specifically to deliver this strategy.

Progress on the Active Travel Strategy will be reported regularly to the Active Travel Forum, which will meet quarterly, and an annual report will be published on the Havering website.

### **Monitoring**

This Active Travel Strategy presents estimated timescales for the delivery of each action. Measurable targets will be shown in each of the three-year Healthy Streets Delivery Plans (former Local



Implementation Plans) to come and will include metrics regarding both inputs and outcomes. Alongside this, a strategic review of this strategy will take place every 3 years to assess alignment to any changes in administration, council policies and wider council priorities and as well as other relevant policy changes for London boroughs. The action plan will specifically be reviewed on a yearly basis to monitor progress and an end of year progress report will be published annually and reported to the Active Travel Board

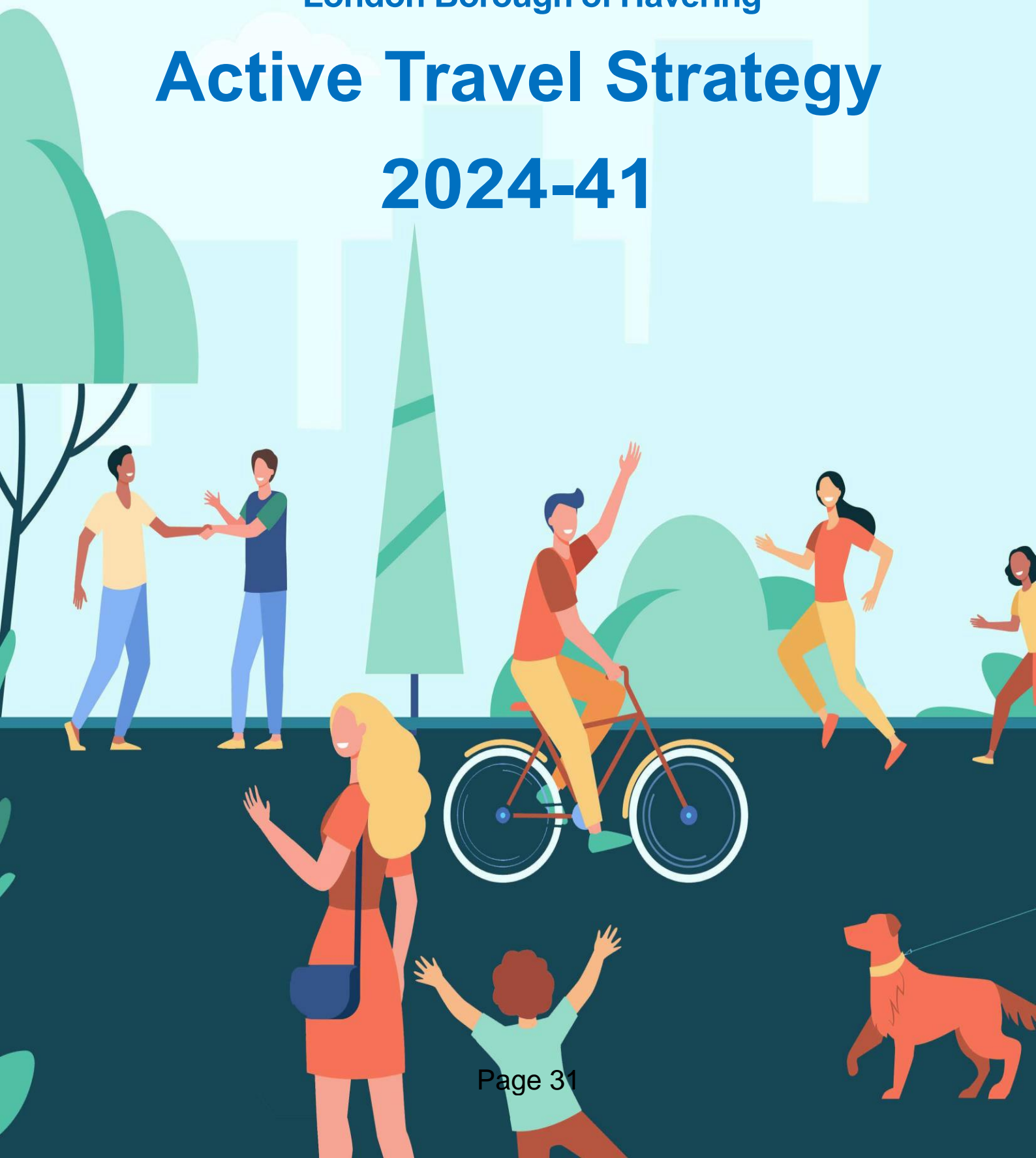
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**Havering**  
LONDON BOROUGH

London Borough of Havering

# Active Travel Strategy 2024-41



## Foreword

I am delighted to present the Active Travel Strategy for the London Borough of Havering, which sets out a bold vision and comprehensive action plan for the next 15 years. This strategy is aligned with the ambitious National Gear Change Vision and Mayor's Transport Strategy for London, which aims to transform the way we travel in the UK and London and has been developed in consultation with local stakeholders.



Councillor Barry  
Mugglestone  
Cabinet Member for  
Environment

Havering is a diverse borough with a rich history, beautiful parks, and vibrant communities. However, like many parts of London it faces significant challenges in terms of traffic congestion, air pollution, and inactivity-related health issues, including overweight and obesity. The COVID-19 pandemic has also highlighted the need for more space for people to walk, cycle and enjoy outdoor activities safely.

Our goal is to create a borough where walking, cycling and public transport are the transport modes of choice, making Havering a healthier, cleaner, and more sustainable place to live, work and visit. By prioritising active travel, we can improve air quality, reduce congestion, improve public health, boost the local economy, decrease social inequalities, reallocate road space for community uses and improve sense of belonging.

We recognise that changing travel habits can be challenging, but we are committed to working with our residents, businesses and partners to make active travel a realistic and attractive choice for most people. We want to encourage more people to walk, wheel or cycle to school, work, shops and other facilities, to enjoy our green spaces, and to explore the borough's many attractions.

The strategy sets out a range of measures to achieve our vision, including investing in high-quality walking and cycling infrastructure, improving public transport links, creating healthier and green neighbourhoods, introducing new parking facilities and promoting active travel through education and engagement, and working with developers to ensure new developments prioritise sustainable travel.

This strategy will help to create a healthier, more connected, and more sustainable borough. By working together, we can make Havering a shining example of how active travel can transform our communities for the better.



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# Chapter 1 - Introduction

## Why an Active Travel Strategy?

The Havering Active Travel Strategy sets out an overarching approach for improving streets, paths and spaces for walking, wheeling and cycling in the borough, so that people do not feel forced into their cars, vans or trucks because there are no suitable alternatives for them.

The strategy provides guidelines for the planning, delivery and maintenance of active travel related schemes to ensure a coordinated outcome as single projects come forward at different times, or through different initiators to support a coherent, well-designed and legible environment.

This strategy aims at improving social, environmental and economic conditions in the borough through making active travel (particularly into and out of urban centres) easier for people who live or work in the borough. This will be achieved by:

Providing fairer, healthier and safer streets for all	Addressing climate change and offering sustainable alternatives	Boosting the local economy and sense of community
<p>Street space is currently dominated by vehicles and street furniture, leaving limited room for pedestrians and cyclists. However, reconfiguring this space to support walking and cycling can benefit everyone, not just those without cars or those seeking healthier, environmentally friendly travel options.</p> <p>A shift from driving to walking and cycling reduces pollution, noise and road danger, leading to fewer cars on the road, decreased congestion costs<sup>1</sup> and positive health and wellbeing impacts. This transformation can create a more inclusive and sustainable urban environment.</p> 	<p>Without a reduction in greenhouse gases like CO<sub>2</sub>, global temperatures and severe weather events are expected to increase. In Havering, much like the rest of the UK, the transport sector is the largest emitter of CO<sub>2</sub>, with road traffic being the main source of air pollution<sup>2</sup>.</p> <p>Active travel methods can help reverse this trend. Walking and cycling schemes often incorporate features that enhance biodiversity, manage water sustainably, and improve public transport access, making streets more climate resilient.</p> 	<p>In urban areas, a significant proportion of journeys are under 2 miles<sup>3</sup>, making them ideal for walking or cycling with proper infrastructure. By shifting mode of transport, this can boost local businesses, as non-motorists spend 40% more in neighbourhood shops<sup>4</sup>. Efficient cycle facilities and the use of cargo-bikes also speed up deliveries by 60% compared to vans<sup>5</sup>.</p> <p>Increased walking and cycling enhance social interactions, community feel and safety. Fewer cars also free up kerbside space for community activities like vehicle sharing, seating, playing, gardening or art displays.</p> 

<sup>1</sup> [How does walking and cycling help to protect the environment? - Sustrans.org.uk](https://www.sustrans.org.uk/news/how-does-walking-and-cycling-help-to-protect-the-environment/)

<sup>2</sup> [HCCAP 2024-27 DRAFT \(havering.gov.uk\)](https://www.havering.gov.uk/hccap-2024-27-draft/)

<sup>3</sup> National Travel Survey 2020

<sup>4</sup> [Getting more people walking and cycling could help save our high streets - Transport for London \(tfl.gov.uk\)](https://www.tfl.gov.uk/news/2020/04/getting-more-people-walking-and-cycling-could-help-save-our-high-streets/)

<sup>5</sup> [Large-tired and tested: how Europe's cargo bike roll-out is delivering | Rapid Transition Alliance](https://www.rapidtransitionalliance.com/news/2022/09/large-tired-and-tested-how-europes-cargo-bike-roll-out-is-delivering/)

## What does the strategy include?

This strategy presents the ambition we have for active travel in Havering in the next 15 years, including a vision, comprehensive goals, our current work, areas of action by active travel theme and our delivery approach.

For each area of action, we have listed measures that we aim to introduce to achieve our vision by 2041. Areas of action include:

- Physical measures such as creating an active travel network, mobility hubs and upgraded travel information
- Supporting measures such as traffic management, data collection and policy and design guidance
- Soft measures such as encouraging behaviour change, engagement and facilitating access to cycles and micro-mobility.

The detailed **Active Travel Action Plan** can be found in **Chapter 4**.

## Who is the strategy for?

This strategy is directed to all stakeholders who are involved in the funding, planning, design, approval, delivery, adoption, maintenance and use of active travel related projects in Havering.

- Public bodies such as Councillors, Council Officers from the Havering transport team, urban design, environment, economy, highway and planning teams, public health and emergency services
- Interest and user groups such as cycling and walking groups, disability groups, resident groups, campaign groups, business groups, universities and schools
- Delivery partners including consultant, public and private transport providers, private developers and housing associations, large landowners, land occupiers, and managers.

## How has the strategy been developed?

Havering Active Travel Strategy has been developed by a project team made of Havering transport officers and supported by traffic and urban design consultants from Project Centre Limited.

The project team follows the methods set in the Local Cycling and Walking Infrastructure Plans (LCWIP) Guidance for Local Authorities, which involves working together with stakeholders listed above and setting up an Active Travel Board.

Workshops were held with Council officers and external stakeholders to help understand the current needs and emerging plans across the borough. Overall, participants want to see:

- A coherent network with routes for both short and longer trips which link all destinations.
- A network which works in coherence with Havering and neighbouring authorities plans.
- Route proposals considered from previous Havering plans, former London Cycling Network and local cyclists.
- Routes being improved where fatalities and serious injuries involving cyclists and pedestrians occurred.
- A strategy which is inclusive and works for a wide range of users.

- The strategy comprising attractive routes through open spaces and providing quality footways, adequate street lighting and safe cycle parking at destinations.
- Proposals which combine with behaviour change and free active travel related activities.
- Collaboration with landowners, businesses, schools, organisations and communities.
- Creative sources of funding solutions to be sought to deliver schemes.

This strategy is aligned with the latest regional and national objectives and has been adapted to Havering's context. The study area includes the whole borough and a 4km wide perimeter around it, corresponding to a 20-minute cycling journey from the borough boundary.

## Havering Context

This section presents details of Havering borough's travel dynamics. It presents data on journeys undertaken within the borough, shedding light on the prevalent travel patterns. The chapter further explores the borough's transport infrastructure, providing a detailed overview of the existing facilities. It also examines the wider demographic context for Havering, highlighting its unique characteristics and their implications on travel behaviour. This forms the foundation for the development of the Active Travel Strategy, ensuring it is rooted in a deep understanding of Havering's specific needs and circumstances. This is further expanded upon in Appendix 3 – Havering Context.

## Havering Geography



Figure 1-1 Havering Geography

Havering is located on the north-eastern boundary of Greater London and is the third largest London Borough (43 square miles). Most of Havering is within the M25 with part of the east of the borough outside the M25.

Havering is bordered to the north and east by the Essex countryside, to the south by a three-mile River Thames frontage, and to the west by the neighbouring London boroughs of Redbridge and Barking & Dagenham.



Havering is one of London's greenest boroughs with extensive open spaces and more than half of the borough designated as Metropolitan Green Belt. Romford is Havering's principal town and is identified as a Metropolitan Centre in the London Plan. Romford is identified as an Opportunity Area in the London Plan (2021).

### Transport Infrastructure

Geographically, Havering has got many strengths to become a great environment for active travel. It has a relatively flat level surface, has most of its settlements accessible from a station within a 20-minute cycling trip, has many quiet residential streets and green paths, and a road hierarchy with potential to reallocate road space to other road users in certain areas.

As the crow flies, the majority of Havering's urban centres are within 3km of each other, with the largest distance between Rainham and Hornchurch, Elm Park and Upminster, which are 5km, 3.5km and 6km respectively. This provides significant opportunity for active travel along strategic routes connecting these key destination locations.

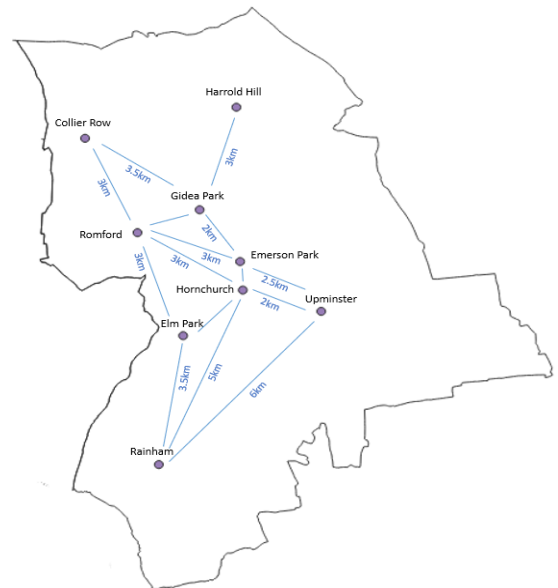


Figure 1-2 Havering Cycle Distances Between Centres

Havering Borough has:

- **51km** of principal 'A' road, 24km rural and urban 'B' road, **541km** of urban 'C' road and unclassified road<sup>6</sup>, **1070km** of footways and an extensive network of Public Rights of Way<sup>7</sup>.
- **2.8km** of protected cycle track, equivalent to **1.4%** of road length being protected cycle track. There are some advisory cycle lanes and other sign posted cycle lanes on main roads. These are fragmented and inconsistent<sup>8</sup>.
- **0%** of residents living within 400m of the London-wide strategic cycle network<sup>9</sup>.
- **645** cycle parking stands, installed near community, health, leisure facilities, stations, and residential estates<sup>10</sup>.
- Historic filtered mobility schemes covering **7%** of the Borough's suitable area<sup>11</sup>.
- **13** School Streets covering **16** of the Borough's 67 primary schools.<sup>12</sup>
- **10%** of roads having 20mph speed limits and **12%** covered by Controlled Parking Zones<sup>13</sup>.
- **870** bus stops, **36-day** bus routes and **2** bus garages<sup>14</sup>.
- **2** Mainline Rail stations – Great Eastern Mainline and Essex Thameside line
- **Elizabeth Line** serving Romford Gidea Park and Harold Wood
- **London Overground** Push-n-Pull serving Romford, Emerson Park and Upminster
- **District Line** services stopping at Elm Park, Hornchurch, Upminster Bridge and Upminster

<sup>6</sup> Road length statistics (RDL) - GOV.UK ([www.gov.uk](http://www.gov.uk))

<sup>7</sup> DRAFT - Highways Resurfacing Policy ([havering.gov.uk](http://havering.gov.uk))

<sup>8</sup> [London Boroughs Healthy Streets Scorecard July 2019.pdf](https://www.healthystreetsscorecard.london/havering-an-in-depth-look-at-their-healthy-streets-performance/)

<sup>9</sup> Mayor's Transport Strategy Data Pack (2023)

<sup>10</sup> Havering Cycle Parking Audit (2024)

<sup>11</sup> <https://www.healthystreetsscorecard.london/havering-an-in-depth-look-at-their-healthy-streets-performance/>

<sup>12</sup> [https://www.havering.gov.uk/info/20004/parking/121/parking\\_tickets\\_and\\_traffic\\_fines/5](https://www.havering.gov.uk/info/20004/parking/121/parking_tickets_and_traffic_fines/5)

<sup>13</sup> <https://www.healthystreetsscorecard.london/havering-an-in-depth-look-at-their-healthy-streets-performance/>

<sup>14</sup> <https://tfl.gov.uk/info-for/boroughs-and-communities/havering>

## Journeys taken in the Borough

Havering, with high car ownership compared with other London boroughs and low levels of active travel, has the potential for modal shift given the high number of short trips in the borough. Schools set a precedent for short trips to switch to active modes. With 11% of work commute journeys under 2km, up to 200 million car trips annually could switch to walking or wheeling, particularly given the relatively comparable travel time to business centres as with cars. This shift can be supported by behaviour change initiatives, education and improved infrastructure. The knock-on effect will be a reduction in congestion and improvement in air quality.

- **1%** modal share walking, **22%** cycling and **23%** public transport for journeys to work<sup>15</sup>
- **1,777 million** annual car trips in 2023<sup>16</sup>
- **5707** daily cycle trips starting in Havering between 2015-2018<sup>17</sup>
- **11%** of journeys to work were under 2km<sup>18</sup>
- **102** cars per 100 households (compared with 67 per 100 average for Greater London )<sup>19</sup>.
- Takes **8.6** minutes average travel time to nearest employment centre with 500-4999 jobs available by cycle, compared to **7.4** minutes by car and **10** minutes by public transport<sup>20</sup>.
- **28%** of adults walk at least 5 times per week, **3.2%** of residents cycle at least once per week<sup>21</sup>
- Havering is one of the highest performing boroughs for TfL school Travel for Life behaviour change accreditation<sup>22</sup> - **55** TfL accredited schools within the Borough with the pupils in these schools travelling by – **41%** walk to school, **5%** cycle, **11%** scooter, **14%** park and walk, **10%** public bus, **1%** school bus, **16%** car, **2%** car share<sup>23</sup>.

Transport for London (TfL) monitors walking and cycling across their network, with 18 sites within Havering Borough<sup>24</sup>. The data available from June and July 2023 show:

- Only **3** of these sites provide shared path facilities for cycling (all within the Borough's parks), **1** has cycling within the bus lane and the remaining are on-carriageway cycling, utilising the road, without any designated cycle infrastructure.
- **0** cargo-bikes were used at any site on the day of the survey.
- E-scooters, although not legalised, were observed in all except **5** monitoring locations, with the highest prevalence along Hildene Avenue and Gubbins Lane.
- Highest total active travel trips observed across the 24hr survey period along Gubbins Lane (4,008), Raphael Park (2,521) and Wennington Road (2,390).
- Lowest total active travel trips observed across the 24hr survey period along Upminster Road North (34), Ockendon Road (52), Thames Path Rainham (78), and Dagnam Park (172).

<sup>15</sup> <https://www.healthystreetsscorecard.london/havering-an-in-depth-look-at-their-healthy-streets-performance/>

<sup>16</sup> Mayor's Transport Strategy Data Pack (2023)

<sup>17</sup> Mayor's Transport Strategy Data Pack (2023)

<sup>18</sup> Census 2011 – Journey to Work

<sup>19</sup> [https://www.healthystreetsscorecard.london/results/results\\_indicator\\_charts/](https://www.healthystreetsscorecard.london/results/results_indicator_charts/)

<sup>20</sup> <https://explore-local-statistics.beta.ons.gov.uk/areas/E09000016-havering/indicators#connectivity>

<sup>21</sup> [https://www.healthystreetsscorecard.london/results/results\\_indicator\\_charts/](https://www.healthystreetsscorecard.london/results/results_indicator_charts/)

<sup>22</sup> [https://www.healthystreetsscorecard.london/results/results\\_input\\_indicators/#ResultsSchool](https://www.healthystreetsscorecard.london/results/results_input_indicators/#ResultsSchool)

<sup>23</sup> Havering School Travel Planning Team

<sup>24</sup> [cycling.data.tfl.gov.uk](https://cycling.data.tfl.gov.uk)

- Highest proportion of cycling counts in relation to walking counts observed across the 24hr survey period was along Upminster Road North (59%), Ockendon Road (58%), London Road (42%), Dagenham Road (38%), New Road (33%), and Thames Path Rainham (23%).
- Highest proportion of walking counts in relation to cycling counts observed across the 24hr survey period was along Carter Drive (98%), Mowbrays Road (97%), Camborne Avenue (97%), Raphael Park (97%), and Park End Road (97%).

## Havering Demographics

Havering's population is **262,000**<sup>25</sup>, which is a **10.4%** increase since 2011, and projected to be **303,000** by 2033<sup>26</sup>.

- **20%** aged 15 and under, **19.7%** increase in children under 15 years since 2011<sup>27</sup>
- **62.4%** aged 16-64 years, **8.5%** increase in people 16-64 since 2011<sup>28</sup>
- **17.6%** aged 65 and over, **9.3%** increase in people over 65 years since 2011<sup>29</sup>

The population is predominantly white (**75.3%**) with **10.7%** Asian, Asian British, Asian Welsh, **8.2%** Black, Black British, Black Welsh, Caribbean or African, **3.7%** mixed or multiple ethnic groups, and **2%** other ethnic groups<sup>30</sup>.

The latest health and wellbeing data for children is for the 2022/23 school year which shows that for Havering:

- 22.2% of children aged 4 – 5 years old (school year reception) were overweight or obese. Havering is similar to the London and England averages (which are high)<sup>31</sup>.
- 40.1% of children aged 10-11 (school year 6), were overweight or obese. Havering is similar to the high London average and above the England average.<sup>32</sup>

Obesity rates in Havering for children aged 10 – 11 (school year 6) have increased by 20% over the last 15 years from 32.9% to 40.1%.

The most recent data for adults is from the 2021/22 Active Lives Adult Survey which shows that for Havering:

- 60.3% of adults aged 18 – 64 years old are estimated to be overweight or obese. Trend data shows that Havering consistently has one of the highest proportions of adults overweight and obese in London and is above the high England average<sup>33</sup>.
- 24.9% of adults aged 18 – 64 years old are estimated to be obese. Trend data shows Havering is consistently above the London average and is following the rising England average.<sup>34</sup>

Younger individuals (aged 3 - 34) in Havering are more active, especially males<sup>35</sup>.

Interventions could reinforce this behaviour and embed it into daily lives, especially given the

<sup>25</sup> Census 2021 - Population

<sup>26</sup> <https://www.ons.gov.uk/visualisations/censuspopulationchange/E09000016/>

<sup>27</sup> <https://www.ons.gov.uk/census/maps/choropleth/population/age/resident-age-3a/aged-15-years-and-under?lad=E09000016>

<sup>28</sup> <https://www.ons.gov.uk/census/maps/choropleth/population/age/resident-age-3a/aged-15-years-and-under?lad=E09000016>

<sup>29</sup> <https://www.ons.gov.uk/census/maps/choropleth/population/age/resident-age-3a/aged-15-years-and-under?lad=E09000016>

<sup>30</sup> <https://www.ons.gov.uk/census/maps/choropleth/identity/ethnic-group/ethnic-group-tb-6a/asian-asian-british-or-asian-welsh?lad=E09000016>

<sup>31</sup> OHID. 2023. Public Health Profiles. Reception prevalence of overweight (including obesity) (4-5yrs)

<sup>32</sup> OHID. 2023. Public Health Profiles. Year 6 prevalence of overweight (including obesity) (10-11yrs)

<sup>33</sup> OHID. 2023. Public Health Profiles. Percentage of adults (aged 18 plus) classified as overweight or obese

<sup>34</sup> OHID. 2023. Public Health Profiles. Percentage of adults (aged 18 plus) classified as obese

<sup>35</sup> [https://sportengland-production-files.s3.eu-west-2.amazonaws.com/s3fs-public/2024-04/Active%20Lives%20Adult%20Survey%20November%202022-23%20Report.pdf?VersionId=veYJTP\\_2n55UdOmX3PAXH7dJr1GA24vs](https://sportengland-production-files.s3.eu-west-2.amazonaws.com/s3fs-public/2024-04/Active%20Lives%20Adult%20Survey%20November%202022-23%20Report.pdf?VersionId=veYJTP_2n55UdOmX3PAXH7dJr1GA24vs)

[https://sportengland-production-files.s3.eu-west-2.amazonaws.com/s3fs-public/2024-04/Active%20Lives%20Adult%20Survey%20November%202022-23%20Report.pdf?VersionId=veYJTP\\_2n55UdOmX3PAXH7dJr1GA24vs](https://sportengland-production-files.s3.eu-west-2.amazonaws.com/s3fs-public/2024-04/Active%20Lives%20Adult%20Survey%20November%202022-23%20Report.pdf?VersionId=veYJTP_2n55UdOmX3PAXH7dJr1GA24vs)

growing younger population across the borough. Those in mid-life between the ages of 35 - 65 who provide transport to the younger generation could be targeted for behaviour change, to support the embedding of sustainable behaviours in both age ranges. With an increasing population over 65 and a **20%** activity drop at 75 years<sup>36</sup>, there is the potential to promote active travel among seniors to boost their health.

The 2021/22 Active Lives Adult Survey reveals lower levels of activity among Black, Asian, Chinese and Other ethnic groups compared to Mixed and White groups. As these groups constitute about **20%** of Havering’s population, active travel activities could be focused on encouraging more walking, wheeling and cycling trips.

Active travel offers significant opportunities to enhance mental health and happiness. It encourages physical activity, reduces stress, and fosters a sense of community. There is a positive association between activity levels and mental wellbeing, social and community development and individual development. In regard to mental wellbeing in Havering, national surveys found Havering scores in line with the national average on feelings of anxiety, worthiness, happiness, and life satisfaction in the community. ONS local indicators for Havering<sup>37</sup> asked people to score their feelings, Havering scored **3.2** out of 10 for anxiety showing low levels of anxiousness, **8.0** out of 10 for feelings that life is worthwhile, **7.5** out of 10 for happiness and life satisfaction showing positive feelings in the community. With the associated mental health benefits of active travel and physical activity, there is an opportunity to use active travel and physical activity as a means of improving mental wellbeing in the borough.

## Policy Context

There is national, regional and local policy support for active travel which is further expanded on in Appendix 3 – Policy Context. National policy on active travel is led by Active Travel England, who aim to make walking and cycling the primary choice for short journeys by 2030, with 50% of trips to be walked, wheeled or cycled<sup>38</sup>. They draw upon the government’s Gear Change<sup>39</sup> strategy document and aim to support infrastructure development and maintenance of standards which support broader transport, environment, and public health goals.



At a regional level, the Mayor of London’s Transport Strategy<sup>40</sup> aims to reduce car dependency and increase active travel, efficient, and sustainable travel modes. The goal is for 80% of all trips in London to be made by walking, cycling or public transport by 2041<sup>41</sup>.

<sup>36</sup> [https://sportengland-production-files.s3.eu-west-2.amazonaws.com/s3fs-public/2024-04/Active%20Lives%20Adult%20Survey%20November%202022-23%20Report.pdf?VersionId=veYJTP\\_2n55UdOmX3PAXH7dJr1GA24vs](https://sportengland-production-files.s3.eu-west-2.amazonaws.com/s3fs-public/2024-04/Active%20Lives%20Adult%20Survey%20November%202022-23%20Report.pdf?VersionId=veYJTP_2n55UdOmX3PAXH7dJr1GA24vs)

<sup>37</sup> <https://explore-local-statistics.beta.ons.gov.uk/areas/E09000016-havering/indicators#health-and-wellbeing>

<sup>38</sup> [About us - Active Travel England - GOV.UK \(www.gov.uk\)](https://www.gov.uk/about-us/active-travel-england)

<sup>39</sup> <https://assets.publishing.service.gov.uk/media/5f1f59458fa8f53d39c0def9/gear-change-a-bold-vision-for-cycling-and-walking.pdf>

<sup>40</sup> <https://tfl.gov.uk/corporate/about-tfl/the-mayors-transport-strategy>

<sup>41</sup> <https://tfl.gov.uk/corporate/about-tfl/the-mayors-transport-strategy>

Funding for active travel infrastructure and supported greening projects is available via Transport for London (TfL) and the Greater London Authority (GLA).



**Mayor's Transport Strategy**



**Walking Action Plan**



**Healthy Streets for London**



**Cycling Action Plan 2**



**Cargo Bike Action Plan**



**Planning for Walking Toolkit**



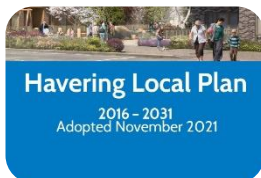
**Leisure Walking Plan**



**Cycle Parking Implementation Plan**

Locally, the Council has an obligation under the 1999 Greater London Authority Act<sup>42</sup> to deliver the Mayor's Transport Strategy at a local level, promoting sustainable, active, responsible, and safe travel. This is primarily done through the Local Implementation Plan (LIP) which was adopted in May 2019<sup>43</sup>. Havering has its own modal shift target within the LIP to get 65% of trips to be walking, cycling, or using public transport by 2041.

In recent years, the Council has adopted several key strategy documents that contribute directly or indirectly to promoting sustainable and active travel.



**Havering Local Plan**



**Havering Local Implementation Plan 3**



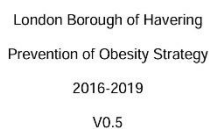
**Havering Air Quality Action Plan**



**Havering Climate Change Action Plan**



**Havering Healthy Weight Strategy**



**Havering Prevention of Obesity Strategy**



**Havering Emerging EV Strategy**



**Havering Emerging Active Travel Strategy**

The vast majority of these local strategy and policy documents explicitly mention actions and objectives that support the Active Travel Strategy's development. These documents collectively contribute to promoting sustainable and active modes of transportation, reflecting their alignment with the overarching active travel strategy. This alignment will be presented

<sup>42</sup> <https://www.legislation.gov.uk/ukpga/1999/29/contents>

<sup>43</sup> [https://www.havering.gov.uk/downloads/download/728/havering\\_local\\_implementation\\_plan\\_transport\\_strategy](https://www.havering.gov.uk/downloads/download/728/havering_local_implementation_plan_transport_strategy)



within the Action Plan in Chapter 4 and the table below references key actions within each local strategy.

<p><b>Mayor's Transport Strategy - 2018 (MTS)</b></p>	<ul style="list-style-type: none"> <li>• 'London's streets will be healthy, and more Londoners will travel actively'</li> <li>• 'London's streets will be safe and secure'</li> <li>• 'London's streets will be clean and green'</li> <li>• 'Active, efficient, and sustainable travel will be the best option in new developments'</li> </ul>
<p><b>London Borough of Havering Local Plan - 2021 (HLP)</b></p>	<ul style="list-style-type: none"> <li>• 'To improve north-south connectivity in Havering through provision of alternative travel choices to the private vehicle'</li> <li>• To ensure sustainable access to Havering's employment areas including the Romford, Rainham and Beam Park strategic development areas'</li> <li>• Enable healthier lifestyles through the provision of active and sustainable travel choices to residents and visitors in Havering and to make Havering a better place to walk and cycle around'</li> <li>• 'Ensure that the needs of the less mobile are prioritized when delivering public realm improvements and Healthy Streets'</li> <li>• 'To reduce the fear of crime and antisocial behaviour and improve perception of personal safety and security to encourage residents to travel actively'</li> </ul>
<p><b>London Borough of Havering Local Implementation Plan - 2019 (LIP3)</b></p>	<ul style="list-style-type: none"> <li>• 'Enable healthier lifestyles through the provision of Active and sustainable travel choices to residents and visitors in Havering and to make Havering a better place to walk or cycle around'</li> <li>• 'Ensure the needs of the less mobile are prioritized when delivering public realm improvements and 'Healthy Streets''</li> <li>• 'To reduce the fear of crime and antisocial behaviour and improve perception of personal safety and security to encourage residents to travel actively'</li> <li>• 'Through the 'Healthy Streets' agenda, enhance and maintain the quality of public realm in our major, minor and district centres to create high quality safe neighbourhoods that people want to live and travel within'</li> </ul>
<p><b>London Borough of Havering Air Quality Action Plan - 2018 (AQAP)</b></p>	<ul style="list-style-type: none"> <li>• 'Promote walking and cycling'</li> <li>• 'Engage with over 50's forum to form a walking club and organised led rides'</li> <li>• 'Continue to promote TfL Stars accredited travel planning programme with schools to reduce car use on school run'</li> <li>• 'Support the LIP cycle training budget to promote Bikeability in schools and to adults and families'</li> <li>• 'Offer workplace grants to businesses for infrastructure that will encourage staff to walk, cycle and use public transport'</li> </ul>
<p><b>London Borough of Havering Climate Change Action Plan - 2024 (CCAP)</b></p>	<ul style="list-style-type: none"> <li>• 'Awareness campaign to promote sustainable travel to our staff and contractors'</li> <li>• 'Deliver a cycling and walking strategy for Havering'</li> <li>• 'Delivery of Walking Zone maps in two schools across the borough.'</li> <li>• 'Promote and lead an active travel conference for schools. Each school to develop an active travel plan'</li> <li>• 'Integrate need to reduce car use in Local Plan through restrictive car parking, extensive walking and cycling routes etc.'</li> </ul>

**London Borough of Havering Healthy Weight Strategy - 2024 (HWS)**

- 'Work with and advise the Local NHS partners on their Active Travel Plans and monitor and report effectiveness'
- 'Making active travel easier and safer for both children and adults, introducing walking, and cycling infrastructure such as school streets'
- 'Developing transport connections between residential areas and physical activity hubs and healthy food options'

With direct reference to the air quality and climate change policies, Havering Borough was formally declared an Air Quality Management Area (AQMA)<sup>44</sup> in September 2006 for both Nitrogen (NO<sub>2</sub>) and Particulate Matter (PM<sub>10</sub>), both of which derive from fossil fuel powered vehicles. In addition to these policies, Havering has declared a Climate Emergency<sup>45</sup> recognising the need to reduce carbon emissions.



In addition to these policies, Havering has declared a Climate Emergency<sup>45</sup> recognising the need to reduce carbon emissions.

As stated in the Havering Air Quality Action Plan<sup>46</sup>, the borough does now meet current legal objectives, but it remains a pollutant of concern.

Havering is in alignment with The Mayor of London's target for London to be NetZero emissions by 2030. It is also a signatory to the London Councils' Transport & Environment Committee joint statement on Climate Change and has committed to halve road journeys made by petrol and diesel vehicles by 2030<sup>47</sup>.

Figure 1-3: Hierarchy of preferred transport modes for reducing emissions

To meet these commitments to reduce emissions from transport, there needs to be

much greater use of walking, cycling and public transport for short journeys. The image in Figure 1-3 shows a preferred hierarchy of transport modes based on their emissions.

This Active Travel Strategy focuses on the second and third levels of this hierarchy (Figure 1-3) aimed at encouraging and supporting walking and wheeling, and cycling, which have the lowest level of emissions compared to other modes of travel. It also outlines a tangible action plan to improve active travel infrastructure and interventions which contribute to the halving of road journeys as stated above.

<sup>44</sup> [https://uk-air.defra.gov.uk/aqma/details?aqma\\_ref=464](https://uk-air.defra.gov.uk/aqma/details?aqma_ref=464)

<sup>45</sup> [https://www.havering.gov.uk/news/article/1216/havering\\_declares\\_climate\\_emergency](https://www.havering.gov.uk/news/article/1216/havering_declares_climate_emergency)

<sup>46</sup> [https://www.havering.gov.uk/download/downloads/id/5786/air\\_quality\\_action\\_plan\\_2018.pdf](https://www.havering.gov.uk/download/downloads/id/5786/air_quality_action_plan_2018.pdf)

<sup>47</sup> <https://www.londoncouncils.gov.uk/node/36794#:~:text=The%20joint%20statement%20shows%20that,petrol%20and%20diesel%20road%20journeys>

## Chapter 2 – Current Work

The London Borough of Havering is already actively promoting healthier and more environmentally friendly travel options, with a particular focus on walking, cycling, and wheeling. This chapter spotlights the ongoing efforts in promoting walking and cycling to residents, schools and workplaces and the pivotal role these institutions have in fostering a culture of active commuting and contributing to a greener and healthier community.

### Walking

For walking the borough has initiated the **Havering Wellbeing Walks**<sup>48</sup>, which started in 2003, run by volunteers and supported by the council. There are now over 20 trained walk leaders and 19 walk venues across the borough, with walks taking place 6 days per week throughout the year. This encourages people to exercise for its health benefits.

The borough also promotes the **London Outer Orbital Path (LOOP)**<sup>49</sup>, which is a 150-mile route which circles Greater London.

Havering has an extensive network of **Public Rights of Way (PRoW)** with over 50% of the borough designated a 'greenspace'<sup>50</sup>. A key section of the London Loop goes through Havering from Havering-atte-Bower to Rainham. The London Loop includes the Rainham to Purfleet Path (section 24). This section is a hardened pathway (approximately 5km) which is suitable for walking, pushchairs, wheelchairs, and cycles. It also provides access to the RSPB visitors centre at Purfleet.

### Cycling

Havering is a borough with an extensive network of cycle paths and scenic routes. The borough hosts part of the **National Cycle Network (routes 136<sup>51</sup> and 13<sup>52</sup>)**, which utilizes some of the borough's quiet routes and open spaces, ensuring safe and attractive travel. The NCN 136 route Ingrebourne Valley Way, routes 12 miles within Havering, through a continuous traffic free route which is majority hardened path suitable for wheeling, with limited barriers<sup>53</sup>.

Free cycle lessons are offered through **Bikeability**<sup>54</sup> and **Cycle Confident**<sup>55</sup> programmes, catering to various training needs.



<sup>48</sup> <https://www.ramblers.org.uk/go-walking/wellbeing-walks-groups/ramblers-wellbeing-walks-havering>

<sup>49</sup> <https://tfl.gov.uk/modes/walking/loop-walk>

<sup>50</sup> [https://www.havering.gov.uk/downloads/download/728/havering\\_local\\_implementation\\_plan\\_transport\\_strategy](https://www.havering.gov.uk/downloads/download/728/havering_local_implementation_plan_transport_strategy)

<sup>51</sup> <https://www.sustrans.org.uk/find-a-route-on-the-national-cycle-network/the-ingreborne-valley-way>

<sup>52</sup> <https://www.sustrans.org.uk/find-a-route-on-the-national-cycle-network/route-13>

<sup>53</sup> [The Ingreborne Valley way - Sustrans.org.uk](https://www.sustrans.org.uk/the-ingreborne-valley-way)

<sup>54</sup> <https://www.bikeability.org.uk/>

<sup>55</sup> <https://www.cycleconfident.com/sponsors/havering/>



The **Try-Before-You-Bike**<sup>56</sup> scheme allows residents to rent and potentially own a bike at a preferential rate. The **Dr Bike**<sup>57</sup> programme provides free bike maintenance reviews, ensuring roadworthiness and safety.

The council also supports inclusivity with the **Cycling For All**<sup>58</sup> initiative, offering specially adapted bikes and trikes for all ages and abilities at the Thames Chase Forest Centre.

Currently there are 645 cycle storage spaces maintained by the council, with plans for more. A rolling programme delivers residential cycle parking on the borough's estates, enhancing accessibility and convenience for cyclists and an option for those who do not own a car.



## Schools

The Council works with local schools to provide on-site scooter and cycle parking facilities and support sustainable travel initiatives and resource development. Some of these are discussed in the following sections.

### School Streets

Havering has implemented a Schools Streets programme in three phases, initially introducing three streets to support social distancing during the Covid-19 pandemic and adding seven more in Autumn 2022 and a further 3 in Autumn 2023. This covers 17 schools with 13 active School Streets.

To inform future stages of the council's aspiration for a rolling programme of School Streets, the council is reviewing the programme's impact on the areas outside the schools and the surrounding network.

### TfL Schemes

The TfL Travel for Life programme<sup>59</sup> (previously the TfL STARS programme) accredits schools based upon their engagement with initiatives related to road safety, health, wellbeing and congestion reduction. Currently 60 schools are involved with 55 schools accredited to some level.

A yearly travel survey monitors student's travel habits, showing a decrease in car use from 39% in 2010 when the scheme began to 16% in 2023/24. Mode share for schools accredited within the borough is outlined in Chapter 1 - Havering Context.

### Road Safety Education

Havering has a dedicated Schools Road Safety officer who works with 23 schools involved with the TfL Explorer<sup>60</sup> scheme, which is aimed at Year 5 Pupils (2 from each year 5 class) to be Ambassadors, promoting safer, sustainable travel and being safe on the roads and other forms of transport. They do this by holding competitions, doing assemblies and PowerPoint presentations, and helping the School Champion with any tasks associated with the School Travel Plan. At present there are 113 ambassadors who can pass the messages on to 10,563 children in their schools.

<sup>56</sup> [https://www.havering.gov.uk/info/20027/travel/124/cycling\\_and\\_walking/5](https://www.havering.gov.uk/info/20027/travel/124/cycling_and_walking/5)

<sup>57</sup> <https://www.cycleconfident.com/courses/dr-bike/>

<sup>58</sup> <https://www.thameschase.org.uk/visitor-centres/the-forest-centre/cycle-hire>

<sup>59</sup> <https://tfl.gov.uk/info-for/schools-and-young-people/travel-for-life>

<sup>60</sup> <https://tfl.gov.uk/info-for/schools-and-young-people/tfl-explorers>

Additional road safety schemes and initiatives running in the borough include:

- High Vis jackets road safety resource for walking and public transport trips – in operation in 58 schools, with 27 benefiting in the 2023/24 academic year.
- Road Safety Week<sup>61</sup> - Each year approximately 20 schools take part
- Be Bright Be Seen Campaigns<sup>62</sup> - Each year 15 to 20 schools take part
- Junior Citizens Event<sup>63</sup> delivered to 2,200 year 6 pupils contributes towards the TfL for Life Programme

### Walking Schemes

There are several walking reward schemes and challenges which operate across schools in Havering. These offer different incentives to encourage walking commutes to education and hopefully a knock-on-effect to wider leisure trips.

- Living Streets WOW Walk to school challenge and Walk to School Week. In the academic year 2023/24 28 schools and 18 schools signed up to the respective scheme
- Elmer walking rewards scheme focuses on younger years to encourage walking. In 2023/24 22 schools enrolled to the scheme
- Next challenge for secondary schools focuses on behaviour change of 11–16-year-olds, with 2 schools enrolled for the 2023/24 academic year
- Walking buses are school led and encourage students and parents to meet in a designated location along a route to school to walk to the school gates rather than drive. There are 2 existing walking buses to schools in the borough, with a further 6 being developed in 2024/25 following DEFRA funding.
- Sustrans Big Walk and Wheel event inspires pupils to make active journeys to school – in 2023/24 academic year, 17 schools have provided data associated with this scheme.

### Walking Maps

Several walking maps have been developed for schools in the local area. These maps set out the recommended safe and low polluted routes to schools and include key pedestrian infrastructure such as crossing points and walking journey time isochrones. Between 2021 and 2024, 5 school maps were funded through TfL's LIP programme. Currently under development in 2024 are a further 11 school walking maps funded through DEFRA's air quality grant as well as GLA funding supporting the Rainham Superzone walking maps which covers 4 schools.

### Cycling Schemes

There are a number of programmes and initiatives which are run in schools across the borough to encourage cycling.

- Scooter training expanded from a pilot in one school in 2021/22 to 21 schools in 2022/23 and 17 schools in 2023/24.
- The Cycle and Scooter Parking Programme saw funding for 13 schools in 2022/23 and 19 schools in 2023/24
- Bike to School Week sees participation from 5-8 schools annually
- DEFRA has funded 5 cycling buses to schools in 2024/25 academic year

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<sup>61</sup> <https://www.brake.org.uk/get-involved/take-action/schools-and-families>

<sup>62</sup> <https://www.think.gov.uk/education-resources/>

<sup>63</sup> <https://tfl.gov.uk/info-for/schools-and-young-people/tfl-citizens?intcmp=5611>

- Four secondary schools received 6 pool bikes each in 2023/24. There are 4 primary schools and 3 secondary schools which use smoothie bikes to educate the amount of energy bikes can generate when in use
- Dr Bike sessions were held in 5 schools in 2021/22 and 2 schools in the following two years.
- Bike Polo, which is a team sport like traditional polo but on bicycles, was introduced in 3 schools in 2021/22

## Businesses

The transport planning team within the Council works closely with workplaces, business improvement districts and stakeholders within employment growth areas to support travel planning and active travel infrastructure as well as messaging to employees.

The Council offers grants to businesses in the borough. Businesses can apply for up to £3k of funding to deliver initiatives that encourage employees to travel actively to and from their place of work. This can range from shower facilities for people to use after cycling to work, to pool bikes for staff.

In recent years, the Council launched business packs<sup>64</sup>. These packs provide businesses with a variety of information around the sustainable travel opportunities that are open to businesses.

## Cycle to Work

Havering Council promotes the salary sacrifice Cycle to Work scheme offering employees tax and National Insurance savings of up to 47% on the cost of a new bike or accessories.

The council also promotes the TfL Cycling Workplaces Scheme which groups together several initiatives to promote cycling to businesses with five employees or more<sup>65</sup>.

## Queens Hospital

The Council undertakes regular engagement with Barking Havering Redbridge University Hospital NHS Trust (BHURT) to support improving active travel opportunities at Queens Hospital. Most recently the Council supported the Trust by producing a Staff Travel Plan.

- The council supported the provision of cycle parking and cycle pumps across the site.
- Pool bikes (shared and operated from the hospital) have been funded by Havering for staff to use to get to and from work.

<sup>64</sup> <https://www.londonriversidebid.co.uk/news-and-events/sustainable-travel-advice-for-havering-s-business-community>

<sup>65</sup> [https://www.havering.gov.uk/download/downloads/id/49/business\\_travel\\_advice\\_-\\_cycling\\_workplaces.pdf](https://www.havering.gov.uk/download/downloads/id/49/business_travel_advice_-_cycling_workplaces.pdf)

## Chapter 3 – Ambition

### Vision

Our vision for active travel is for it to be a viable and attractive option for all residents, businesses and visitors to move around the borough.

The vision statement below aims at inspiring and motivating everyone around a positive image for the future. It gives a direction about where we want to be in 15 years' time and reflects the borough's culture and core values.

'By 2041, Havering's diverse communities, businesses and organisations will be less dependent on motor vehicle use and will be able to choose active travel more often for their everyday journeys. Improved active travel facilities and related projects will have had a clear positive impact on the borough's climate resilience, economic health, community wellbeing and local character.'

### Goals and Outcomes

The strategy intends to achieve the following goals which are directly related to transport, sustainable travel, less traffic and Vision Zero. Indirectly, it also hopes to benefit multiple other areas such as people's wellbeing, social equality, climate resilience, economy recovery and housing growth. Measurable objectives are detailed in Chapter 4 - the delivery part of the strategy.

#### Direct transport-related goals

1. Sustainable Travel	2. Less Traffic	3. Vision Zero
<ul style="list-style-type: none"> <li>• More trips made on foot, by bicycle or public transport, especially shorter trips of under 5 miles, such as trips to schools, shops, and stations</li> </ul> <p><i>LBH Target – 65% of trips by Active and Public transport by 2041</i></p> <ul style="list-style-type: none"> <li>• More work-related trips made active travel modes</li> </ul>	<ul style="list-style-type: none"> <li>• Decrease in distance travelled by motorised vehicles per year</li> </ul> <p><i>LBH Target – Reduce annual vehicle kilometres by 8% from 2022 to 2041</i></p> <ul style="list-style-type: none"> <li>• Reduced need for car ownership and parking space</li> </ul> <p><i>LBH Target – Reduce car ownership by 22% from 2022 to 2041</i></p> <ul style="list-style-type: none"> <li>• Decrease of through traffic in town centres and neighborhoods</li> </ul> <p><i>MTS Target - Reduce total London traffic by 10-15 per cent by 2041</i></p>	<ul style="list-style-type: none"> <li>• Zero deaths &amp; serious injuries on Havering's transport system</li> </ul> <p><i>MTS and LBH Target - no one to be killed in or by a London bus by 2030, and for deaths and serious injuries from all road collisions to be eliminated from the streets by 2041</i></p> <ul style="list-style-type: none"> <li>• Speed reduction</li> <li>• Reduction of HGVs and large vehicles driving through the borough</li> </ul>

## Indirect desired outcomes

1. Health and Wellbeing	2. Social Equality	3. Sense of Community
<ul style="list-style-type: none"> <li>• More people active for at least 20-min/day</li> </ul> <p><i>MTS and LBH Target – 42% of residents doing at least two x10 minutes of active travel a day by 2041</i></p> <ul style="list-style-type: none"> <li>• Reduction of childhood and adulthood obesity</li> </ul> <p><i>Havering Healthy Weight Strategy – target childhood obesity to be eradicated in 20 years</i></p> <ul style="list-style-type: none"> <li>• Extra healthy and independent years of life</li> <li>• Reduction of harm from noise and air pollution</li> </ul>	<ul style="list-style-type: none"> <li>• Better access to affordable means of transport</li> <li>• More people living within 400m of the local active travel and London Cycle Networks</li> </ul> <p><i>MTS and LBH Target – 42% of residents within 400m of strategic cycle network by 2041</i></p> <ul style="list-style-type: none"> <li>• More cycle trips made by women, children, older and disabled people</li> </ul>	<ul style="list-style-type: none"> <li>• More social interactions in public spaces, and decrease of loneliness</li> <li>• More natural surveillance and less crime</li> <li>• More street space available for community uses, and increased sense of belonging</li> </ul>
4. Climate Response	5. Vibrant Economy	6. Sustainable Growth
<ul style="list-style-type: none"> <li>• Reduction of CO2 emissions, especially related to transport</li> </ul> <p><i>LBH Target- 50% reduction in road transport emissions in the borough from 2021 to 2041</i></p> <ul style="list-style-type: none"> <li>• More schemes involving low-planting, trees, biodiversity, and sustainable drainage and increase of tree canopy coverage</li> </ul>	<ul style="list-style-type: none"> <li>• Increase of footfall and spend in local and town centres with zero vacant shops</li> <li>• More street space for events, markets, outdoor sitting, and stalls</li> <li>• Savings for all on transport-related energy</li> </ul>	<ul style="list-style-type: none"> <li>• More space available to build homes with new developments being low-traffic or car-free and including smart waste management systems</li> <li>• Increase of active travel- related jobs, including cycle shops, carbon free deliveries and cycle taxi</li> </ul>

## Active Travel Strategy Themes

To achieve this vision, the borough and its partners will be planning and implementing several measures that, together, will form a welcoming environment for active travel. The measures fall under seven themes as shown below.

### 1. Infrastructure, physical routes and network development

- Improving the active travel network by creating new or enhancing existing routes, that are well connected, safe, comfortable and legible. Providing inclusive cycle parking facilities throughout the borough and creating interchange mobility hubs that offer integrated transport options for personal and commercial use, including cycle hubs at stations and last mile delivery hubs.

### 2. Collaboration, engagement, behavior change and outreach

- Encouraging behavior change by promoting active travel through campaigns, grants, challenges and rewards, leading by example by infusing active travel in the Council's services, and providing travel advice and training for schools, workplaces, organisations and individuals.

### 3. Funding

- To deliver and improve the active travel offer, recognition and awards for flagship projects will be sought. Identifying the potential demand for active travel infrastructure will also demonstrate the case for new and additional funding.

### 4. Policy, design guidance and data

- Ensuring that the borough existing and new strategies and design guidance in the sectors of transport, highways, public realm, environment, housing, economy, health, social care and community are considering and supporting active travel. Collating an active travel database and development of evidence, active travel interventions and measures can be better targeted.

### 5. Traffic management, road safety and road operations

- Managing motor traffic type, volumes, speeds and emissions is essential to create a suitable and safe environment for active travel, thanks to measures such as quietways school streets, 20mph zones, home zones and bus lanes alongside parking, freight, public transport strategies.

### 6. Travel Information

- Increased promotion of travel information and visibility of active travel initiatives and schemes in Havering. Improvements in wayfinding and signage across the borough to improve navigation and visualise active mode travel times.

### 7. Micromobility & Access to Cycles

- Providing valid alternatives to private motor vehicles by offering safe and affordable solutions accessible to all, including short-term hire, long-term rental, help to buy, maintenance schemes of cycles, micromobility vehicles and mobility aids, for individuals, organisations, businesses and public services.

# Theme 1 – Infrastructure, Physical Routes, and Network Development

## Seven Design Principles

Designing quality active travel infrastructure requires the consideration of several key principles. The seven design principles listed below are **best practice** and should be utilised **where possible** for all schemes, alongside London Healthy Street Approach and latest local, regional and national guidance (*see appendices*).

<b>1. Connectivity</b>	Active travel networks should be designed to allow people to reach their day-to-day destinations easily, along routes that connect. No more than 400m to reach the network.
<b>2. Directness</b>	Active travel routes should be as direct as possible, and preferably more convenient than those available for private motor vehicles, following pedestrian and cycle desire lines.
<b>3. Safety</b>	The infrastructure should be both safe and perceived safe for all, including at junctions and crossings. Traffic, cycle, and pedestrian flows should be separated when traffic volume is high or fast.
<b>4. Comfort</b>	Active travel routes should be of consistent quality, with well-maintained smooth surfaces, adequate width, design speed and gradient, appropriate lighting and sound level.
<b>5. Attractiveness</b>	The active travel infrastructure should help deliver well-designed public spaces, including green infrastructure and sustainable drainage, enhancing local character, communities, and businesses.
<b>6. Inclusivity</b>	Active travel routes and cycle parking facilities should be designed for everyone who might want to use them, including children, cargo-bike users, and disabled people.
<b>7. Legibility</b>	Active travel routes should be simple to navigate thanks to consistent design, placemaking, appropriate signage, good visibility splays and spaces free from clutter.

## Active Travel Network

The Havering Active Travel Network is an aspirational plan for the Council and its partners to aim at building over the decades to come. It is made of a network of strategic and local active travel routes with safe junctions, as well as inclusive mobility hubs and people-friendly places. To function well, the active travel network should like key destinations and neighbourhoods.

The strategic active travel routes will aim to link neighbourhoods to stations, town centre, key employment areas and open spaces, and connecting to neighbouring boroughs active travel networks. TfL have undertaken strategic cycle analysis showing crow-fly routes with the highest potential for cycling as well as the areas with the highest active travel potential, predominantly around and between town centres<sup>66</sup>, this is presented in Figure 3-1.

<sup>66</sup> TfL Healthy Streets Data Pack (2023)



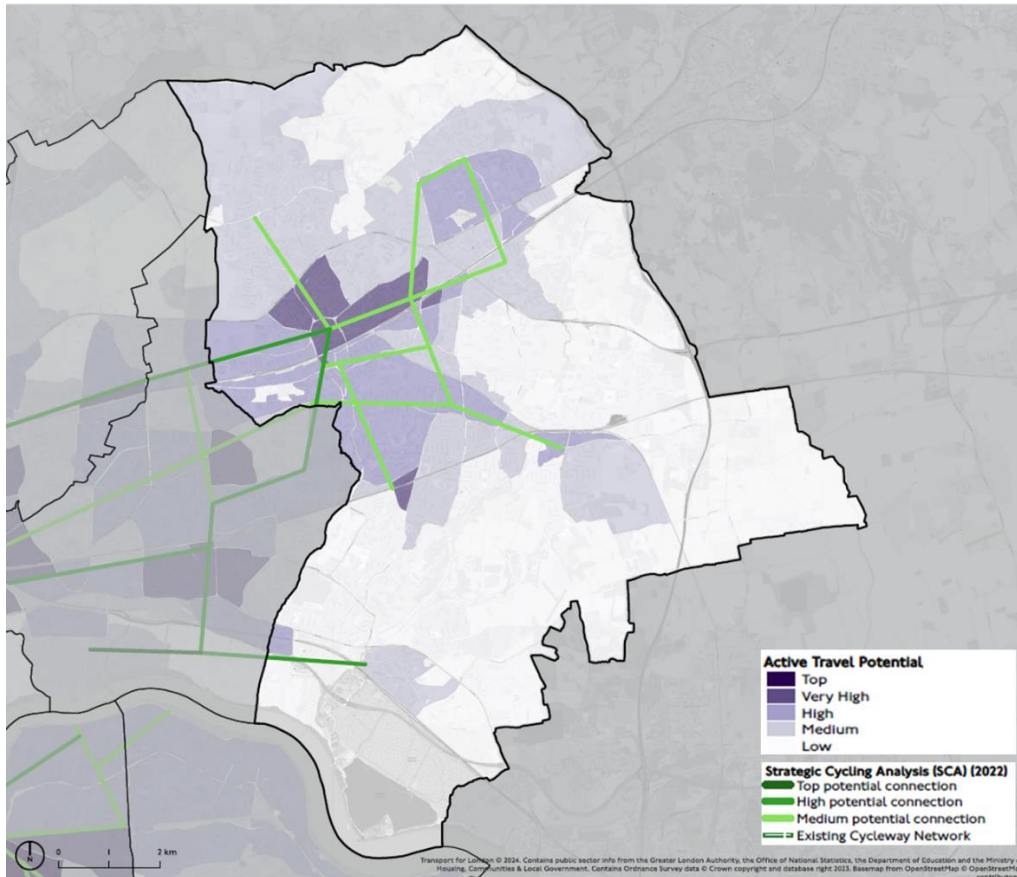


Figure 3-1 TfL Active Travel Potential and Strategic Cycle Analytics

To help with legibility all routes will signed using wayfinding signage. Lighting and public realm improvement plans will further help users navigate the network. Depending on locations, schemes may involve the installation or improvement of bus lanes, quietways / quiet lanes, cycle tracks, cycle lanes, active (walk and cycle) streets through Home Zones or liveable neighbourhoods, footways, shared or segregated paths, junctions, and crossings. This includes exploring how to create new route following the borough’s rivers (e.g. Ravensbourne, Rom, and Beam River valleys). Supporting measures may include bus stop bypasses, cycle contraflows, decluttering and removal of obstacles, railway bridge and underpass improvements.



The aspirational active travel network is shown below.



Figure 3-2 Aspirational Active Travel Network – strategic and leisure routes

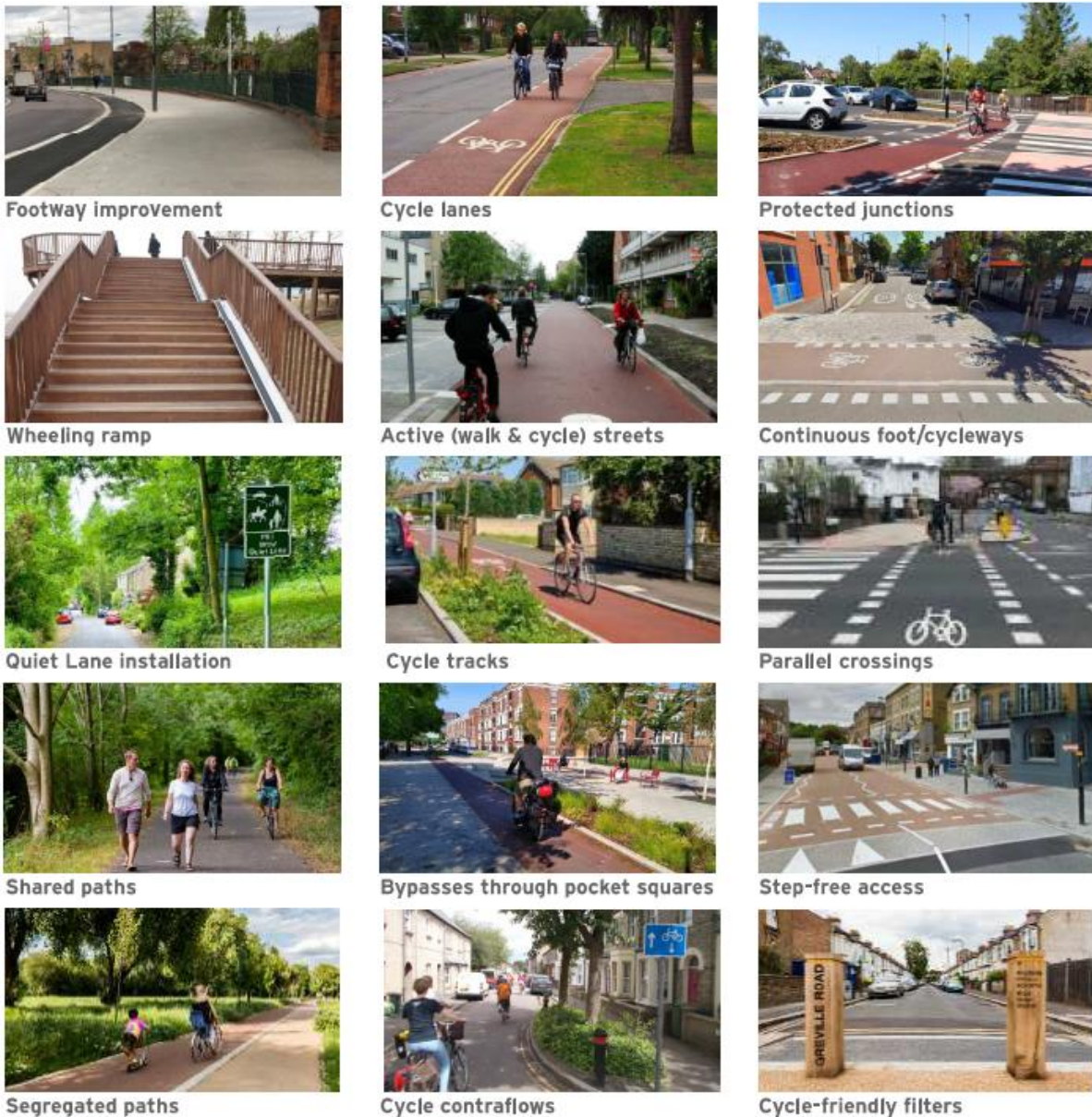


Figure 3-3 Example Walking and Cycling Physical Infrastructure

Some destinations such as schools, parks, local centres, employment areas and some stations which are spread throughout the borough will need a more refined network. The local active travel routes are a tighter and quieter network, essential to pedestrians and cyclists that may not want to travel on main roads. They may be made of active (walk and cycle) streets through healthy, green neighbourhoods, paths through open spaces, quiet lanes in rural settings or protected infrastructure through employment areas. Supporting infrastructure projects may include advanced stop lines at junctions, cycle contraflows, modal filters, tactile paving, and step-free access at crossings, decluttering and obstacle removal, railway bridge and underpass improvement. In partnership with parks and other green space landowners, Havering will seek to open, improve, connect, complete, signpost and promote walking and cycling paths throughout the natural open spaces of the borough.

It can be assumed that these strategic and local cycle routes will also be key routes for those who are walking. This Active Travel Strategy sets out an aspirational travel network, with



local routes accessing all urban centres within the borough, encompassed by a 2km radius. The aspirational active travel network of strategic and local routes is shown below.

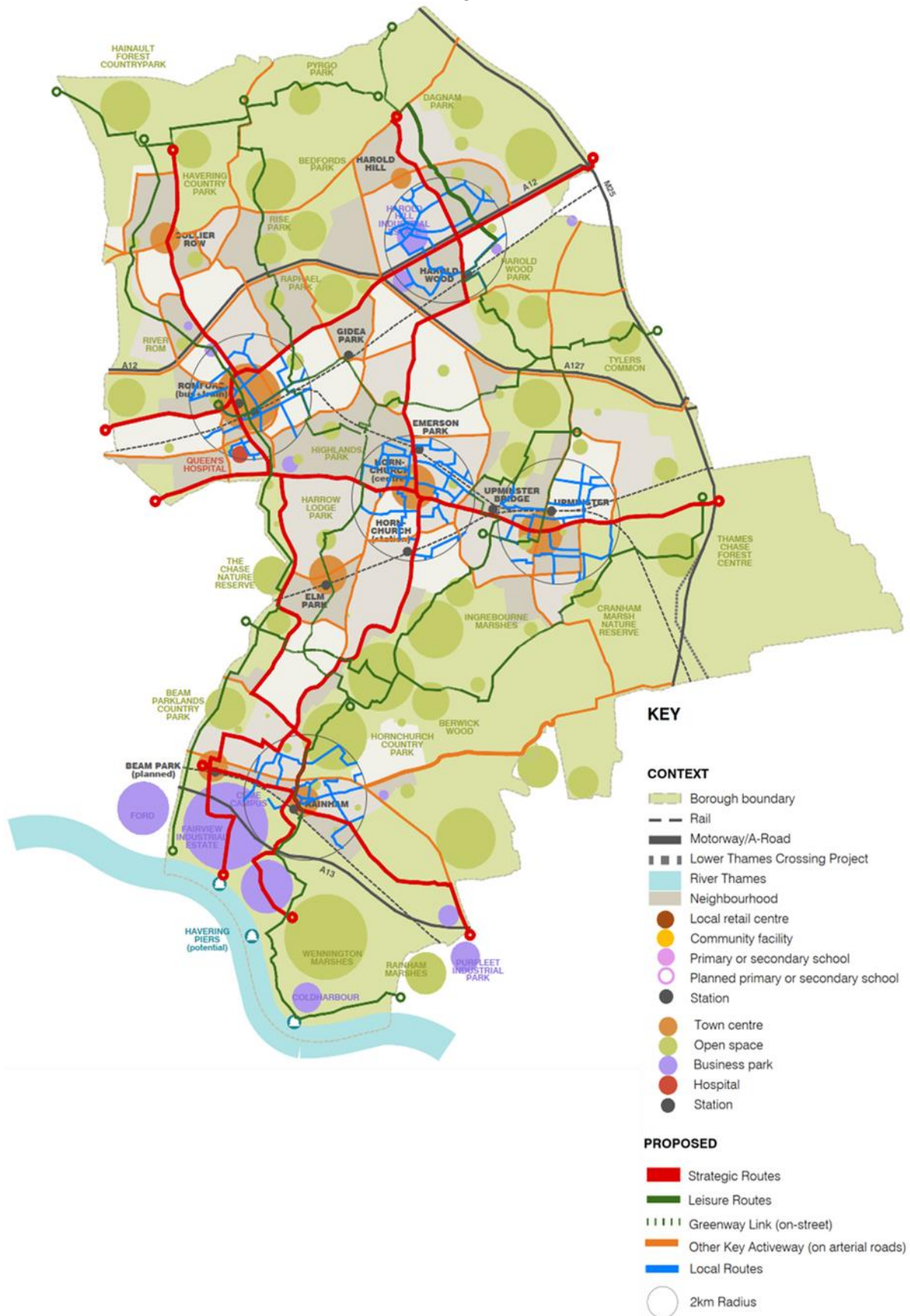


Figure 3-4 Aspirational Active Travel Network – Inclusive of Local Routes

## Cycle Parking & Mobility Hubs

### Cycle parking and hire

Havering will continue to install cycle stands and cycle hangars to meet standards and demand, including to park non-standard vehicles such as cargo-bikes and tricycles. Bays could be combined with shared car club bays and delivery points. Havering will continue to monitor cycle hire schemes that are taking place in other London Boroughs and will consider the scope for implementing such schemes in the borough should demand require them.

### Interchange hubs

To increase access to public transport and facilitate intermodal travel, Havering and its partners will continue to improve accessibility and install cycle hubs at stations. Hubs may also be installed in town centres, open spaces, near bus stops, and at car parks to create Bike & Ride hubs and at potential future pier and light rail stop locations. Hubs will include facilities such as cafes, drinking water, toilet, repair tools and information facilities. The map overleaf shows potential locations for mobility hubs.

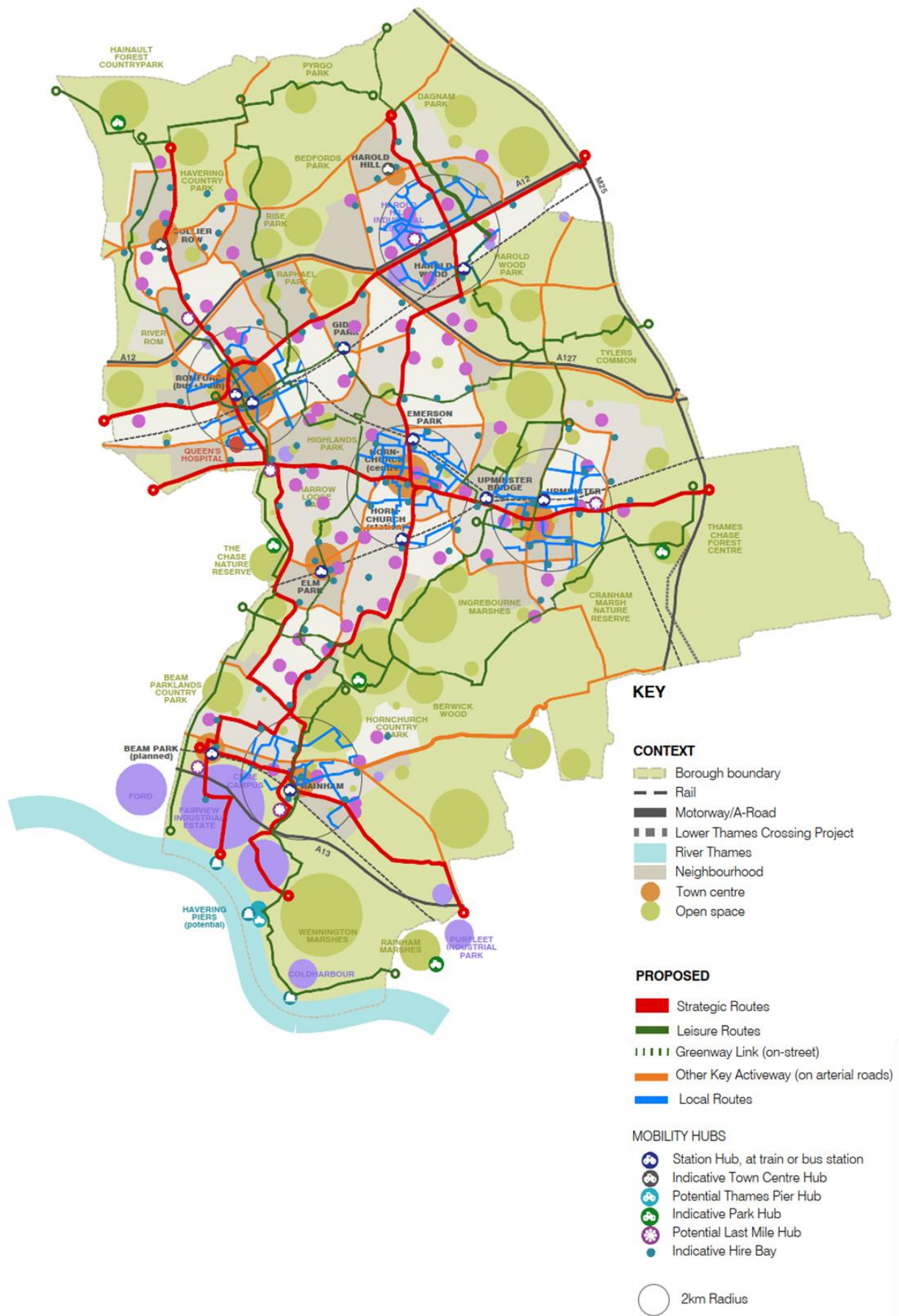


Figure 3-5 Aspirational Active Travel Network – Inclusive of potential mobility hubs



## Last mile hubs

Having explored the creation of Last Mile hubs and Logistics Consolidation Centres, to facilitate zero-emission deliveries made by alternative vehicles (e.g. small electric vehicles and cargo-bikes). They may be combined with local refuse/recycling points. Suitable locations could include car parks, industrial estates, and vacant properties. The installation of 'dark stores' and 'dark hubs', which are distribution centres exclusively for online shopping, will be regulated to prevent any nuisances.

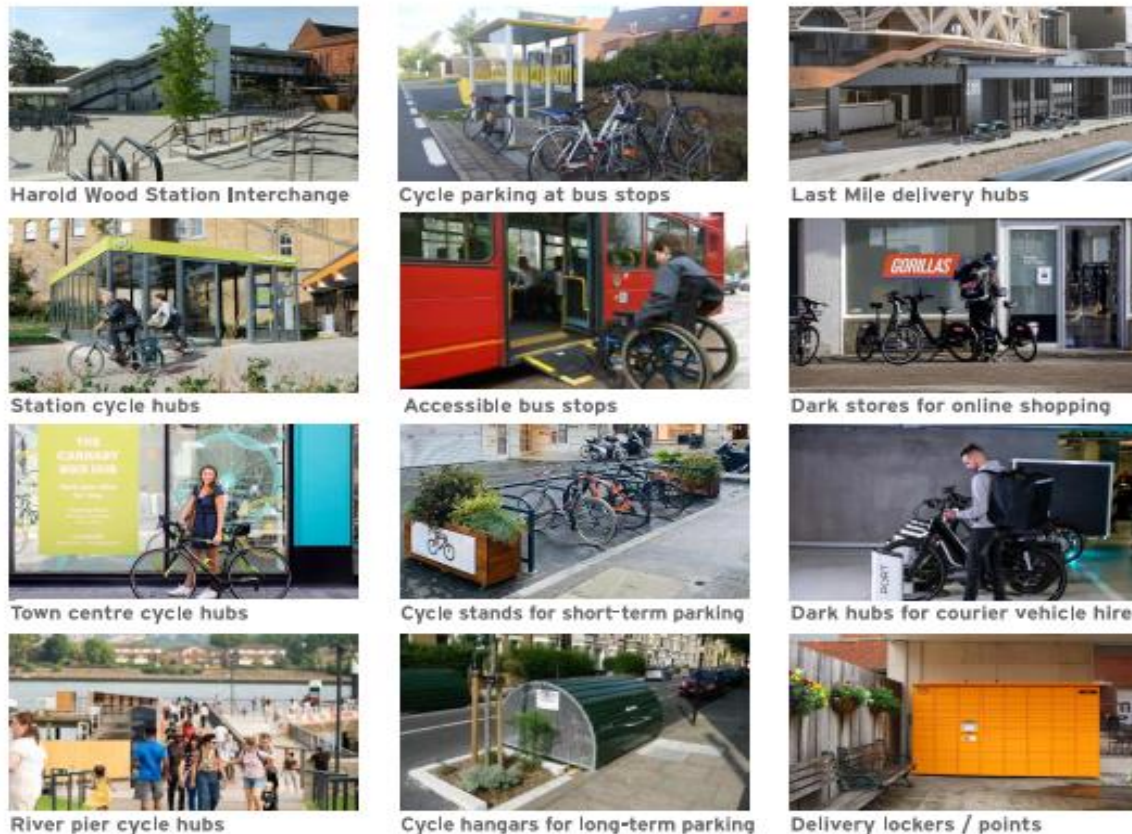


Figure 3-6 Example cycle parking and mobility infrastructure

## People-friendly Places

Creating attractive people-friendly places where there are interesting things to see and do is key to encouraging people to walk and cycle as well as spending time outside to relax, meet, shop, play or exercise. This will be achieved through enhancing streets and public spaces, managing traffic, reducing clutter, improving the public realm, greenery, lighting, shop frontages, and making space for local businesses and community events.

A Streetscape & Public Realm Design Guide will help bring consistency, quality, and sustainability to public realm improvement schemes, including for lighting and wayfinding (see Theme 4 – Policy, Design Guidance and Data).

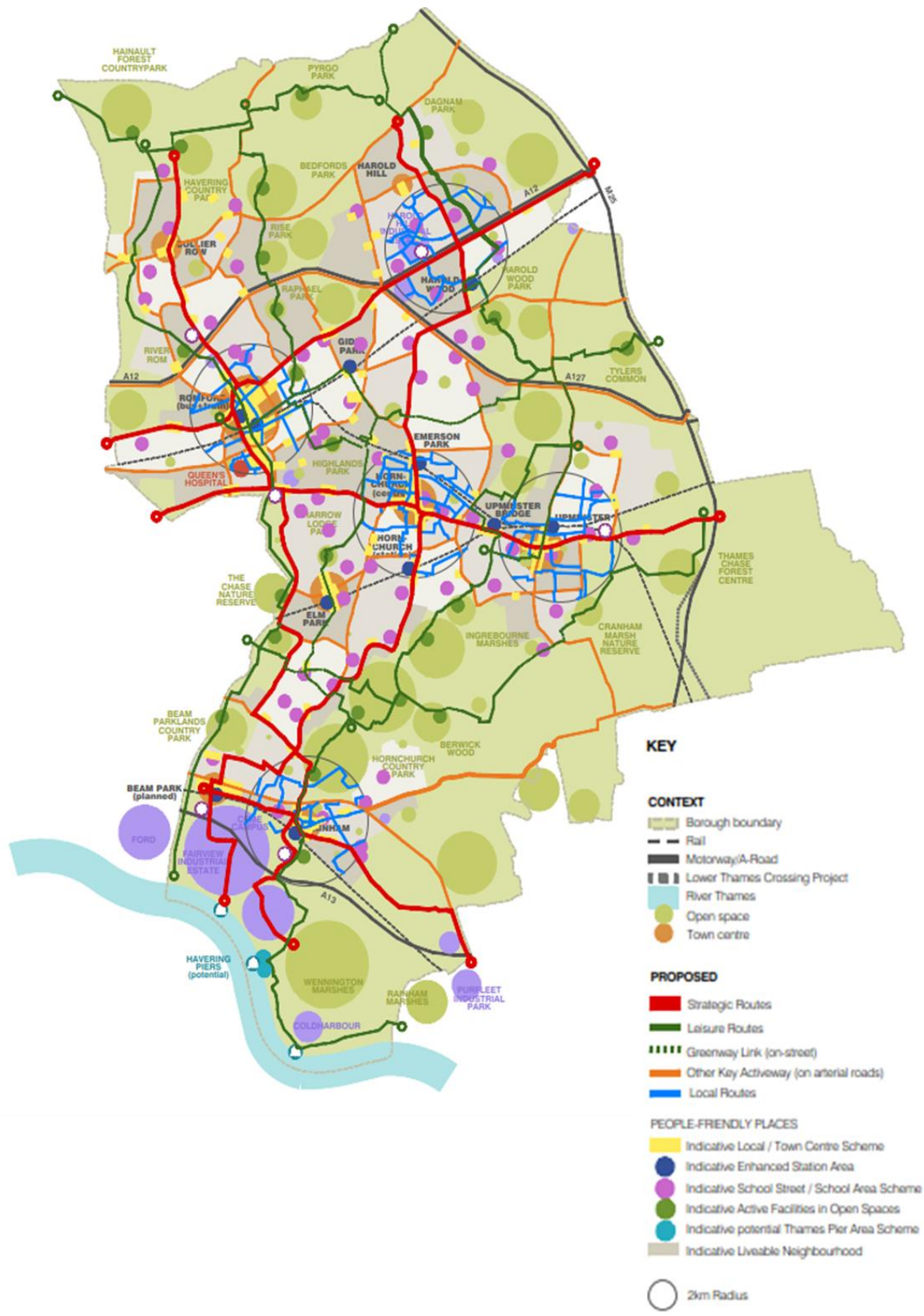


Figure 3-7 Aspirational Active Travel Network – Inclusive of Local and Town Centre schemes

### Healthy active travel network

Whenever possible, active travel infrastructure schemes will be designed to enhance their environment (e.g. community facilities, green infrastructure, sustainable drainage).

### Town centres and local centres improvement

A study by the UK Department for Transport has shown that the introduction of active travel facilities combined with public realm improvements could boost footfall and trading by up to 40%<sup>67</sup>. Masterplans are being developed for Romford, Rainham, Harold Hill and Hornchurch town centres and further plans could be created for other Havering town centres and local centres. While masterplans are being developed, temporary or experimental measures could be introduced (e.g. temporary cycle lanes, pedestrianisation and parklets) as proposed in Havering Town Centre Recovery Plans.

### Station plazas and approaches

In line with Harold Wood and Gidea Park station upgrades, Havering will seek to improve further stations to create welcoming public spaces with seating, planting, step-free access and cycle parking.

### Healthy school environments

Around schools, Havering will explore how to create an attractive environment for parents, carers and children to meet, sit, park bikes/scooters, enjoy nature and play.

### Public realm & greening projects in neighbourhoods

When streets have less traffic, they become more welcoming for walking and cycling, safer for children to play outdoors, more pleasant for people to meet and sit outside. There is more space to install green facilities such as pocket squares, pocket parks, parklets, rain gardens and playgrounds.

### Facilities in open spaces

In partnership with the LBH Parks team, Havering will explore how to improve, multiply and promote free informal recreation and leisure amenities that attract and encourage people to walk, wheel, cycle, run or move in the outdoors. This could be achieved through the provision of nature/art trails, skate parks, playgrounds, outdoor gym equipment, community gardens and community sports facilities)

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<sup>67</sup> [Active-Travel-Rapid-Evidence-Review.pdf \(whatworksgrowth.org\)](#)





**Town centre seating & planting**



**Parklet with seating & planting**



**Station plaza**



**Market space & al-fresco eating**



**Modal filter square & rain garden**



**School street painting & planting**



**People focused local centres**



**Art in a pocket park**



**Health trail**



**Atmospheric street lighting**



**Nature exploration**



**Street play features**

*Figure 3-8 Example Public Realm and Open Space Facilities*

## Theme 2 – Collaboration, Engagement, Behaviour Change and Outreach

While infrastructure can increase walking, wheeling, and cycling on its own, combining this with behaviour change interventions can have a complimentary effect, resulting in greater numbers and diversity of people using it.

Havering will empower individuals, organisations, and businesses to make conscious travel choices that positively impact their own lives and the world we share. Let's take steps, wheel our way, or pedal forward to a greener and healthier future!

### Communication and promotion

A branding and communication plan will promote active travel amongst a wide range of the population living, working, and visiting Havering. Schemes and events will be shared, and successes will be celebrated. Progress will be monitored and shared.

### Cycle training

Havering will continue to offer training in schools through the TfL Travel for Life programme and to anyone who lives or works in the borough.

### Community and business engagement

Havering will continue to work with communities and businesses to support them in transitioning to using more sustainable modes of transport, by using incentives, grants, events, through the Active Travel Forum.

### Travel plans and accreditations

Havering will continue to support schools, public services, organisations, and businesses to develop and monitor their travel plans and receive accreditations.

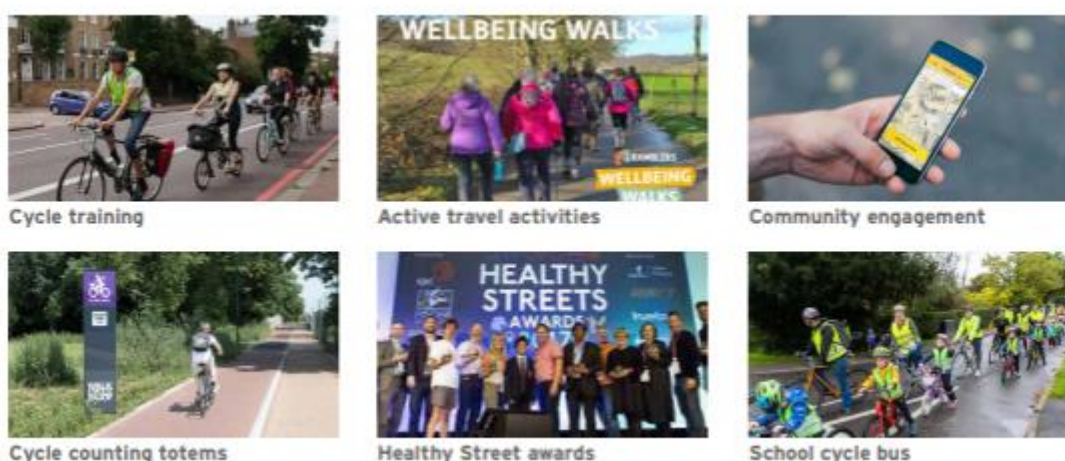


Figure 3-9 Example community Active Travel Initiatives

## Theme 3 – Funding

To support the development and implementation of active travel initiatives regular identification and pursuits of funding sources will take place.

### Identifying Demand

By identifying existing and potential demand, the needs for active travel infrastructure can be better understood. Active travel data collected can be used to present cases for more funding. Furthermore, engagement with the borough planning department and developers should take place to seek funding for active travel measures connecting to new developments.

### Recognition and awards

Havering will seek recognition and awards for the existing active travel in the borough.

## Theme 4 – Policy, Design Guidance and Data

Strategic planning and policy teams will work to ensure a coordinated approach across the borough and across multiple sectors including transport, highways and parking, public realm and environment, housing and economy, public health, education, human resources, employment and skills, social care, and community. Active travel benefits all sectors directly or indirectly as explained in the introduction and will therefore help to meet goals set in several existing strategies.

When it is time to review existing policies, Havering will make sure that they also support improving active travel conditions in the borough as much as possible. New plans, strategies and guides can also ensure the Havering Active Travel Strategy's successful implementation. The Strategy identifies existing documents to adapt and review overtime, and new documents to consider creating.

Linked to the identification of active travel demand (outlined in Theme 3 – Funding), the borough will produce a data log to better understand active travel behaviours and usage. As part of this, monitoring of interventions set out in this strategy will form part of the data log and be used to shape and progress future measures.



Public Realm Design Guide



Winter Service



Waste collection management

*Figure 3-10 Example Policies/Guidance Associated with Active Travel*

## **Theme 5 – Traffic Management, Road Safety and Road Operations**

Managing motorised traffic is key to ensure the success of Havering Active Travel Strategy and creating healthy streets.

Walking and cycling are the healthiest and most sustainable ways to travel, either for whole trips or as part of longer journeys on public transport. A successful transport system encourages and enables more people to walk and cycle more often. This will only happen if we reduce the volume and dominance of motor traffic and improve the experience of being on our streets.

People should not feel worried about road danger or experience threats to their personal safety. Reducing the noise impacts of motor traffic will also directly benefit health, improve the ambience of street environments, and encourage active travel and human interaction.

All measures below can be developed in a new integrated transport plan.

### **Traffic volume and access**

Lessening the volume of motorised traffic on our streets, especially on our walking and cycling routes can be done by creating a holistic plan for the borough. This includes speeding up bus travel and assigning specific roles to different types of streets in Havering which prioritise different transport modes.

This plan may include the introduction of several traffic management measures such as Liveable Neighbourhoods and related modal filters and bus gates in residential and retail areas, supported by School Streets, regular Play Streets, and timed or permanent Pedestrian & Cycle Zones.

### **Traffic speed and priority**

Speed is a key road danger factor in traffic. Higher driving speeds lead to higher collision speeds and more severe injuries, on vulnerable street users such as pedestrians and cyclists.

Traffic speeds can be reduced by creating safe by design layouts including traffic-calming measures. These physical changes can be supported by 20 mph speed limits and the introduction of Quiet Lanes in rural settings and Home Zones in residential areas and town centres. These designations give priority to the needs of walkers, cyclists, horse riders and other vulnerable road users, and offer protection from speeding traffic. Cars are not banned from Quiet Lanes and Home Zones

### **Safe System (Vision Zero)**

A comprehensive Safe System plan will be developed to ensure road safety for all.

### **Parking management**

Controlling access to parking facilities helps to reduce traffic and in particular short-term journeys. Directing drivers to car parks with good walking, cycling or public transport connections can also help reducing the amount of parking spaces needed in town centres and neighbourhoods and making space for community facilities.



## Interaction with large vehicles

Cyclists and pedestrians involved in a collision with large vehicles are more likely to be killed or seriously injured due to these vehicles' mass and weight. Buses and trucks also have zones of limited visibility. Freight, construction, waste collection, bus and emergency vehicle circulation plans and schemes can help to manage volume, access, and interaction with vulnerable users.

## Traffic-related pollution and noise

Clean streets with low carbon emission and noise levels are an important condition to offer a welcoming environment to people walking, wheeling, and cycling. Noise and emission reduction plans and schemes will help to achieve this.

## Roadworks and construction sites

Making sure active travel remains convenient and safe during road works and around construction sites is essential.



School Streets



Modal filter & bus gates



Delivery consolidation centres



Home Zones



20 mph zones



Waste collection consolidation



Cycling during road works



Traffic-calming measures



Wide bus lanes for cycle overtaking



Roundabout peninsularisation



Weight, length, HGVs restrictions



Floating bus stops



Pedestrian & Cycle Zones



Controlled/Restricted Parking Zones



No idling signs



Play Streets

Figure 3-11 Example Traffic Management and Road Safety Interventions

## Theme 6 – Travel Information

Havering will review the existing borough-wide wayfinding signage and identify where there is a need for upgrades or enhancements, and subsequently plan and install these in conjunction with wider wayfinding policy. In addition to physical information, travel information can be provided through digital and printed information. Existing initiatives and resources can be better promoted on Havering's website, accessible through Earthlight mapping and advertised through resident bulletins such as 'Living' magazine.



Wayfinding signage



Living magazine

Figure 3-12 Example Travel Information

## Theme 7 – Micromobility & Access to Cycles

Having the right equipment is key for people to walk, wheel or cycle using the active travel infrastructure. Havering will seek to help people, organisations, and businesses to access cycles, micromobility vehicles and mobility aids in several ways.

### Help to try and own

For long-term use, existing and new schemes will be supported in partnership with providers. Schemes may include Cycle Rentals, Bikes Giveaway, Bike2Work, Mobility Aid Access, All Ability Clubs, Swap to Cargo.

### Hire and rental schemes

Shared hire schemes make cycles and other micromobility vehicles accessible to those who may not have the means or space to own a bike. They also bridge the gap between public transport stops and final destinations and can attract tourists and encourage local exploration. The council is monitoring existing micromobility use and trials in other London boroughs and will explore schemes if the demand is there. Schemes may include things like Santander bikes, monthly cycle rentals, Brompton docks, park cycle hires, green utility vehicle hires, and mobility scooter hires.

### Active travel services

Havering will continue to work with businesses, organisations, and public services, including its own, to multiply services related to or made by active travel across the borough. This may include cycle taxis, cycle shops, cycle cafés, cycle deliveries, cycle marking and maintenance, cycle recycling and active public and emergency services.



Cycle responders



Dr Bike Maintenance session



Cycle hire in parks



All Ability Club



Bike shop with cafe area

Figure 3-13 Example Access to Cycle Initiatives



## Chapter 4 – Action Plan

### Action Plan

The active travel action plan is presented below by each of the seven themes, along with the expected timeframe and wider policy alignment. In many cases the actions set out rely upon external funding being secured. This timeframe could therefore be subject to change depending upon the availability of funding throughout the lifespan of the strategy.

The abbreviations for the policy documents are as follows: Climate Change Action Plan (CCAP), Healthy Weight Strategy (HWS), Air Quality Action Plan (AQAP), Havering Local Plan (HLP).

#### Theme 1 - Infrastructure, physical routes, and network development

Sub-theme	Action	Timeframe	Policy alignment
Baseline	Undertake a data-led review to identify the potential for interchange hubs across the borough and key locations, for interchange between public and active transport as well as offering enhanced community facilities.	Year 2	CCAP – T27, HWS – Obj 4, AQAP – 2.1.2.1 HLP – 2.2.11
	Undertake a study to identify where land is available within the borough for providing greening and public realm initiatives. Inclusive of highway land, housing estates, parking areas and other land types	Year 3	CCAP – B8c HWS - Obj 4, AQAP - 3.6 HLP – 29
	Undertake a review of industrial areas to understand where pedestrian and cycle improvements may be required alongside access to bus stops within these areas.	Medium term (3 – 6 years)	CCAP – T10, HWS – Obj 4, AQAP – 2.1, HLP – 9.1.8
	Review of strategic routes which have the potential to provide cycle connections across the borough.	Medium term (3 – 6 years)	CCAP – T10, HWS – Obj 4, AQAP – 2.1, HLP – 2.2.13
	Undertake a cycle parking review and ensure there is cycle parking at all places of worship, medical centres, and community facilities	Quick win (under a year)	CCAP - T21 HWS – Obj 4 AQAP – 2.21 HLP – 10.2.10

	Undertake an accessibility review of walkways and footpaths (accounting for pushchairs, wheelchairs, and mobility aids)	Year 1	CCAP – T10, HWS – Obj 4, AQAP – 3.10 HLP – xi
	Undertake an active travel audit to identify sites of interest in the borough.	Year 1	CCAP – T19 HWS - Obj 4, AQAP – 2.5 HLP – xv
<b>Development</b>	Explore how to make school environments more people-friendly even when located along main roads to encourage walking and cycling to school	Annually (through school travel planning process)	CCAP – T18 HWS – Obj 6 AQAP – 4.2 HLP – vii
	Explore how to make every station in the borough more attractive and convenient to use, to encourage walking and cycling access and better use of public realm	Year 3	CCAP – T10, HWS – Obj 4, AQAP – 2.11 HLP – 6.120
	Identify local routes suitable for quietways and healthy streets interventions	Medium term (3 – 6 years)	CCAP – T21 HWS – Obj 4 AQAP – 2.11 HLP – 10.1.5
	Overlay data with identified strategic routes to prioritise infrastructure and interact with other schemes to ensure cohesive wider network development	Medium term (3 – 6 years)	HWS – Obj 4, AQAP – 2.1.2.1 HLP – 2.2.11
	Identify schemes which will support future demand, attract users, and encourage people to be active walking, wheeling, and cycling	Annually (through LIP process)	CCAP – T10 HWS – Obj 4 AQAP – 2.1.2.1 HLP 2.2.11
<b>Design</b>	Review obstacles to accessibility on all existing active travel infrastructure	Year 2	CCAP- T10 HWS – Obj 4 AQAP – 3.10 HLP – xi

	Identify scheme components consistent across the borough which will promote active travel in attractive community spaces such as pocket squares or pocket parks including planting with sustainable drainage, seating, cycle parking, play, art, and wayfinding features.	Year 3	CCAP – T18 HWS – Obj 4 AQAP – 2.1.2- 1 HLP – 2.2.11
	Conduct feasibility studies for identified prioritised schemes	Medium term (3 – 6 years)	CCAP – T14 & T17 AQAP - 1.3, 2.8, 4.2, 4.10 HLP - 10.1.4 & 12.8.3

## Theme 2 - Collaboration, engagement, and outreach

Sub-theme	Action	Timeframe	Policy alignment
Collaboration	Work with local organisations to put together an exciting yearly calendar of events and activities supporting active travel (e.g. Car-free Days, Park(ing) Day, Cycle to Work Day, Street Parties, Play Streets, Jumble Trails, Street Markets, Marathons and Parkruns, Tour de Havering, Cycle Secure Week, Great Big Green Week, Havering Wellbeing Walks, Cycle Summer Schools, All Ability Cycling Clubs, Family Bike Rides, London Cycle Show, Outdoor Classroom Day, European Mobility Week, iBike, Big Pedal, Bike Week).	Quick win (under a year)	HWS – Obj 1 AQAP - 2.1 HLP – xii
	Support events led by the Police to help people to mark their bikes with BikeRegister and protect them from theft.	Quick win (under a year)	HWS – Obj 4 AQAP – 2.1 HLP – 10.2.10
	Development of staff travel plan to promote active travel and identifying how council services can utilise active travel initiatives and networks	Year 1	CCAP – T10 HWS – Obj 4 AQAP – 3.10 HLP - 6.2.14
	Support organisations, workplaces, business improvement districts, amongst others to develop and improve their travel plans	Annually (through LIP)	CCAP – SC27 HWS – Obj 4 AQAP – 2.3 HLP – xii

Sub-theme	Action	Timeframe	Policy alignment
Outreach	Work with the council's communications team to promote existing and emerging active travel schemes and initiatives - directing residents and businesses to the Council website and other organisations to promote active travel	Quick win (under a year)	CCAP – SC27 HWS – Obj 4 AQAP – 2.3 HLP – xii
	Work with the council's communications team to promote existing and emerging active travel schemes and initiatives - directing residents and businesses to the Council website and other organisations to promote active travel	Quick win (under a year)	CCAP – SC27 HWS – Obj 4 AQAP – 2.3 HLP – xii
	Support schools to develop initiatives for future behaviour change by interacting with communities.	Annually	CCAP – T18 HWS – Obj 6 AQAP - 4.2 HLP – vii
	Promote toolkits and possible accreditations such as the 'Sustainable Travel for Business Pack', 'FORS G4 Staff Travel Gold' and BREEAM. Measures may include cycle parking and mileage rates for cyclists, showers and storage lockers, bike hire memberships, remote working arrangements, information on public transport and cycle to work scheme, Bicycle Users' Group (BUG), lunchtime walking groups, delivery and waste collection consolidation, free parking reduction, carpool.	Annually	CCAP – T10 HWS – Obj 4 AQAP – 2.21 HLP – xii
Engagement	Develop an Active Travel Forum bringing representatives from a wide range of walking, cycling and other sustainable travel organisations and ensure the group reflects Havering as a borough.	Quick win (under a year)	CCAP – SC27 HWS – Obj 4 AQAP – 2.3 HLP – xii
	As part of the engagement process around the development of this strategy, and then on a regular basis, consult community groups and the public to gain clarity on the barriers existing to active travel in the borough to adapt solutions to local needs.	Annually	CCAP – SC27 HWS – Obj 4 AQAP – 2.3 HLP – xii

### Theme 3 - Funding and Awards

Sub-theme	Action	Timeframe	Policy alignment
Funding	Engage with the borough planning department and developers to seek funding for active travel connecting new developments	Quick win (under a year)	CCAP – T21 HWS – Obj 4 AQAP – 1.1, 4.11 HLP - 8.5.2
	Identify funding sources available to support active travel initiatives	Annually	CCAP – SC21 HWS – Obj 4 AQAP – 1.1, 4.11 HLP – 6.1.16
	Secure more funding for active travel schemes and initiatives for the Borough	Annually	CCAP – SC21 HWS – Obj 4 AQAP – 1.1, 4.11 HLP – 6.1.16
	Identify demand and need for active travel infrastructure to present a case to TfL for more funding	Year 3	CCAP – SC21 HWS – Obj 4 AQAP – 1.1, 4.11 HLP – 6.1.16
Awards	Seek recognition for Havering active travel projects (e.g. Healthy Streets Awards, Planning Awards, London Cycling Campaign's Awards, London Transport Awards, New London Awards, CIHT Healthy Transport Awards). Aim to rank higher on the Healthy Street Scorecard scale.	Quick win (under a year)	CCAP – SC21 HWS – Obj 4 AQAP – 2.5 HLP – Policy18

### Theme 4 - Policy and Data

Sub-theme	Action	Timeframe	Policy alignment
Policy	Appoint a dedicated active travel officer who is dedicated to undertaking active travel work.	Year 1	CCAP – T10 HWS – Obj 4 AQAP – 2.1 POS – 4.1

Sub-theme	Action	Timeframe	Policy alignment
	When future traffic parking and safety schemes are developed consider the objectives of the active travel strategy	Annually	CCAP – T21 HWS – Obj 4 AQAP – 2.21 HLP – 10.2.10
	Work with Business Improvement Districts (BIDs) to ensure a coordinated approach on transport (e.g. active travel routes, cycle parking, traffic management, deliveries and servicing, waste management, public realm improvement, behaviour change) through the development of workplace travel plans and identification of active travel schemes.	Year 1 and then annually	CCAP – T27 HWS – Obj 2 AQAP – 2.3 HLP – 2.1.2, 9.1.9
	Collect ongoing data of cycling, walking, and wheeling within the borough alongside accident data, speed data, air and noise pollution and perceptions of safety - and ensure that trends and progress are regularly communicated internally at the council and to the community and stakeholders.	Year 1 and then annually	CCAP – SC26 HWS – Monitoring, evidence, evaluation, and innovation – evaluate actions and approaches, continuous improvement and sharing data and good practice across the local system to inform decisions and practice AQAP – 1.2 HLP – 12.1.1
	Develop a strategy for implementing infrastructure to support cycling and wheeled urban sports - supporting in animating public spaces, rebalancing the use of streets, and providing natural surveillance	Year 2	CCAP – T21 HWS – Obj 4 AQAP – 2.21 HLP – 16
	Develop a strategy for longer term wayfinding as other projects are identified and constructed	Year 3	CCAP – SC27 HWS – Obj 4 AQAP – 2.3

Sub-theme	Action	Timeframe	Policy alignment
			HLP – XII
	Develop a Sustainable Behaviour Change Strategy, incorporating existing initiatives and drawing upon data collected as part of this action plan. Ensuring that the council and other stakeholders are working together to deliver coordinated information	Year 3	CCAP – SC27 HWS – Obj 4 AQAP – 2.3 HLP – XII
	Undertake a last mile delivery study - developing 'dark hubs' similar to other boroughs providing a mix of green delivery vehicles including cargo-bikes.	Medium term (3 – 6 years)	CCAP – T14 HWS – Review health impact assessment for large developments undertaken by developers & leverage opportunities to promote and support healthy weight AQAP – 2.3 HLP – IX
Data	Undertake annual pedestrian and cycle counts and travel surveys to understand the uptake of walking and cycling in different demographic groups	Quick win (under a year)	CCAP – T10 HWS – Obj 9 AQAP – 2 HLP – 23
	Produce a common paragraph and question for engagement linking to active travel which can be implemented in all public engagement across the borough	Quick win (under a year)	CCAP – T27 HWS – Obj 4 AQAP – 2.3 HLP – XII

Sub-theme	Action	Timeframe	Policy alignment
	Monitor the impact of active travel infrastructure and initiatives on the wider transport network in the borough by collecting traffic counts, accident figures, air quality, amongst other metrics	Year 1 and then annually	CCAP – SC26 HWS – Monitoring, evidence, evaluation, and innovation – evaluate actions and approaches, continuous improvement and sharing data and good practice across the local system to inform decisions and practice AQAP – 2.3 HLP – 23
	Identify demand for new routes associated with new development, population growth and modal shift	Medium term (3 – 6 years)	CCAP – T10 HWS – Obj 2 AQAP – 2.3 HLP – XII

### Theme 5 - Traffic Management and Road Safety

Sub-theme	Action	Timeframe	Policy alignment
<b>Traffic Management</b>	Undertake a strategic road safety review across the whole borough to identify locations for further assessment and commission annual reporting of hotspots	Year 1 and annually	CCAP – T21 HWS – Obj 4 AQAP – Policy 2 HLP – Policy 16



Sub-theme	Action	Timeframe	Policy alignment
	Conduct study on installing permanent or timed pedestrian and cycle zones at modal filter locations in neighbourhoods, and in town and local centres, including through the peninsularisation of roundabouts.	Long term (6+ years)	CCAP – T21 HWS – Obj 4 AQAP – 2 HLP – 16
<b>Road Safety</b>	As part of the Safe System measures, ensure rules are clearly shared with the public (e.g. communication on the new Highway Code and road user hierarchy, parking on footways and cycle lanes, use of modal filters, speed limits, parking, and idling restrictions)	Quick win (under a year)	CCAP – T10 HWS – Obj 4 AQAP – 2.3 HLP – Policy 16
	Explore the installation of Quiet Lanes, giving pedestrians, cyclists, and horse riders the option for safer routes which are within lower traffic areas - include traffic-calming measures and speed limit.	Quick win (under a year)	CCAP – T10 HWS – Obj 4 AQAP – 2.1 HLP – Policy 16
	Review five of the identified most dangerous junctions and undertake assessment for potential pedestrian and cycling improvements <ol style="list-style-type: none"> <li>1. Ardleigh Green Road/Squirrels Heath Road</li> <li>2. Upper Brentwood Road/Squirrels Heath Lane</li> <li>3. Oldchurch Roundabout</li> <li>4. Brewery Roundabout</li> <li>5. Mercury Gardens/St Edwards Way</li> </ol>	Year 1	CCAP – T29 HWS – Obj 4 AQAP – Policy 2 HLP – Policy 16
	Where feasible, continued development and delivery of school street schemes.	Annually	CCAP – SC23 HWS – Obj 6 AQAP – 4.2
	Identify potential healthy streets schemes in town centres and residential areas that will address rat- running and prioritise active travel through developing people friendly areas and looking for opportunities to support applications for Play Streets	Year 1 and review every 3 years	CCAP – T10 HWS – Obj 4 AQAP – 2.1 HLP – Policy 16

Sub-theme	Action	Timeframe	Policy alignment
	Complete feasibility work to explore introduction of more 20mph speed limits and 20mph zones where it is appropriate to do so, to provide safer routes for walking and cycling	Year 2	CCAP – T10 HWS – Assessment for large developments undertaken by developers & leverage opportunities to promote and support healthy weight AQAP – 2.3 HLP – 12.1.1
<b>Road Operations</b>	Ensure those involved with roadworks and other construction-related activities on Havering streets follow TfL guidance on temporary traffic management and construction logistics plans, to make sure active travel and access to public transport remains convenient and safe during road works and around construction sites.	Quick win (under a year)	CCAP – T8 HWS – Obj 4 AQAP – 2.3 HLP – Policy 16

### Theme 6 - Travel Information

Sub-theme	Action	Timeframe	Policy alignment
<b>Physical Information</b>	Review existing borough-wide wayfinding signage and identify where there is a need for upgrades or enhancements, plan and install these in conjunction with wider wayfinding policy	Year 2	CCAP – t18 HWS – Obj 4 AQAP – Policy 2 HLP – 2.1.2, 9.1.9
<b>Digital/Printed information</b>	Ensure Active Travel initiatives are presented within the 'Living' magazine in every issue	Quarterly	CCAP – SC28 HWS – Obj 4 AQAP – Policy 2 HLP – 12.1.1

Sub-theme	Action	Timeframe	Policy alignment
	Engage with and promote TfL active travel campaigns and information	Quick win (under a year)	CCAP – T10 HWS – Obj 4 AQAP – Policy 2 HLP – 12.1.1
	Create a designated active travel space on the Borough website to promote and detail council initiatives	Quick win (under a year)	CCAP – SC25 HWS – Obj 4 AQAP – Policy 2 HLP – 12.1.1
	Develop a borough-wide cycle map which can be located on the council website and distributed with promotional material	Quick win (under a year)	CCAP – SC25 HWS – Obj 4 AQAP – Policy 2 HLP – 12.1.1
	Get cycle parking added to the internal asset inventory and added to the Earthlight mapping system	Quick win (under a year)	HWS – Obj 4 AQAP – 2.21 HLP – 10.2.10

### Theme 7 - Micromobility and Access to Cycles/Wheeling

Sub-theme	Action	Timeframe	Policy alignment
Micromobility	Monitoring the success or otherwise of other cycle hire/dockless bike initiatives being delivered in other outer London boroughs with the view to exploring potential opportunities when there is the required demand for them	Annually	CCAP – P24 HWS – Obj 4 AQAP – 3.6 HLP – 2.1.2, 9.1.9
	Continuing to monitor the impact of e-scooter trials in other London Boroughs	Annually	CCAP – P24 HWS – Obj 4 AQAP – 3.6 HLP – 2.1.2, 9.1.9

Sub-theme	Action	Timeframe	Policy alignment
Access to Cycles	Explore the potential for developing bike libraries to offer bikes for free to residents who do not have the resources to buy their own bicycles (ref. Big Birmingham Bikes giveaway, Greater Manchester Bike Libraries amongst others)	Quick win (under a year)	CCAP – SC20, SC21 HWS – Obj 4 AQAP – 3.10 HLP – 6.1.16
	Expand the offering of the Try Before You Buy scheme within the borough - to include cargo-bikes to help people, organisations, and businesses to transport goods in a sustainable way	Quick win (under a year)	CCAP – SC20, SC21 HWS – Obj 4 AQAP – 3.10 HLP – 6.1.16
	Identify opportunities to work with third parties to upcycle and refurbish bikes which have been abandoned within the borough and/or saved from borough recycling centres	Quick win (under a year)	CCAP – W9 HWS – Obj 4 AQAP – 3.10 HLP – 12.7.1
	In partnership with the borough recycling services, support organisations and businesses that offer bike recycle and refurbishment services.	Annually	CCAP – W9 HWS – Obj 4 AQAP – 3.10 HLP – 12.7.1
Wheeling	Promote the government Motability Scheme helping residents with leasing a powered wheelchair or mobility scooter. Promote the NHS scheme helping residents to access walking sticks, walking frames, wheelchairs, and mobility scooters.	Quick win (under a year)	CCAP – T22 HWS -Obj 1 AQAP – 3.10 HLP – Policy 6

## Budget

Schemes identified within the action plan will require funding through a variety of mechanisms including, where appropriate, through existing resources (such as TfL LIP) or through additional external funding sources. Several potential funding avenues have been identified, however in many of these cases the Council will need to go through an extensive bidding process in order to secure such funds.

### Central Government funding

The government Department for Transport has developed a second Cycling and Walking Investment Strategy and offers funds for:

- Active travel infrastructure
- Cycle training
- National Cycle Network
- Local authority capability
- Behaviour change outreach
- Active Travel England
- E-cycle support
- Mini-Holland active travel pilot programme.

Other funding programmes help deliver active travel infrastructure as part of comprehensive schemes, such as:

- Levelling Up Fund
- Air Quality Grant Fund
- Future High Streets Fund
- Towns Fund
- Wider Highway & Transport funds
- Access for All initiative.

Whilst every opportunity to obtain funding from central government will be explored, devolution means that transport responsibilities for London are with the Mayor of London resulting in some nationally funded government pots being unavailable for London Boroughs. For example, Havering is unable to apply for funding from Active Travel England due to the devolved responsibilities for transport.

### Regional funding

In London, Transport for London is responsible for distributing active travel governmental funding. Havering gets most of its funding for transport schemes from TfL through the Local Implementation Plan (LIP) programme. In addition to “core” LIP funding, TfL in recent years have also allocated dedicated funding for cycle training and cycle parking.

Other London programmes can help to develop active travel-related projects, businesses, and services such as:

- The Mayor’s Air Quality Fund
- London Recovery Grant
- London Crowdfunding
- Good Growth Fund
- Grow back Greener.

Havering works in close collaboration with TfL, specifically for larger schemes which require specialist input or significant funding. Through this collaboration, there are opportunities to leverage match-funding for schemes as well as elements being funded fully by TfL.

### Local funding

Locally, contributions can be sought from:

- Funding received by the borough to implement the last Local Implementation Plan (LIP3)
- Developers, towards the costs of providing community and social infrastructure (Section 106, Carbon Offsetting, and Community Infrastructure Levy)
- Businesses part of a BID (Business Improvement District) contributing to a BID levy
- Penalty Charge Notices (PCNs) collected from Controlled Parking Zones (CPZs), School Streets, and Liveable Neighbourhood schemes
- Revenues coming from Street Trading licenses
- Sponsors, in exchange of advertisement
- Thames Water Surface Water Management Programme (SWMP) funds
- Thames Freeport funding opportunities such as Active Travel Fund
- Lottery funding
- Neighbourly
- Tesco or B&Q Community Grants.

Some simple active travel infrastructure projects (e.g. advisory cycle lanes with central line removal) that do not require traffic management orders may be introduced as part of regular maintenance activities.

### Leadership

The Havering Transport Planning Team will be responsible for the monitoring and overarching delivery of the strategy and will collaborate with all relevant services across the Council to see the Actions contained within it, delivered. A new Active Travel Officer post will be created specifically to deliver this strategy.

The Active Travel Officer will report delivery progress to a newly formed Havering Active Travel Board. It will comprise of the Cabinet Member for Environment, Head of Highways Traffic and Parking and representatives of key delivery partners.

Progress on the Active Travel Strategy will be reported regularly to the Active Travel Forum, which will meet quarterly, and an annual report will be shared with the public.

### Monitoring

This Active Travel Strategy presents estimated timescales for the delivery of each action. Measurable targets will be shown in each of the three-year Healthy Streets Delivery Plans (former Local Implementation Plans) to come and will include metrics regarding both inputs and outcomes. Alongside this, a strategic review of this strategy will take place every 3 years to assess alignment to any changes in administration, council policies and wider council priorities and as well as other relevant policy changes for London boroughs. The action plan will specifically be reviewed on a yearly basis to monitor progress and an end of year progress report will be published annually and reported to the Active Travel Board.

### Examples of measured inputs

- Number of Healthy Streets projects completed
- Kilometres of active travel route completed
- Number of cycle parking spaces installed

- Number of Liveable Neighbourhoods created
- Number of School Streets installed
- Proportion of the borough streets subject to a 20mph speed limit
- Proportion of the borough streets subject to a form of controlled parking
- Number of active travel related events organised.

#### Examples of measured outcomes

- Number of trips by residents on foot, by bicycle or by public transport
- Proportion of residents doing at least 20 minutes of active travel a day
- Proportion of residents living within 400m of the local strategic cycle network
- Car and cycle ownership
- Distance travelled by motorised vehicles per year
- Number of collisions, slips, trips, and falls
- Proportion and volume of HGVs (Heavy Good Vehicles)
- Town centre footfall and spend.

The action plan set out earlier in this chapter identifies the need to collect ongoing data throughout the borough. This data will be used to support the monitoring of the schemes introduced both as part of this strategy, but also more widely.

## **Appendices**

- 1. Project Scope**
- 2. Havering Context**
- 3. Policy Context**
- 4. Existing and Planned Walking and Cycling Routes**
- 5. Walking and Cycling Demand Analysis**
- 6. Consultation Findings to Date**



## Project Scope

### Process

Havering Active Travel Strategy has been developed in collaboration with the local community and stakeholders following design process principles set in the Local Cycling and Walking Infrastructure Plans (LCWIP) Guidance for Local Authorities (Department for Transport).

The diagram shows the steps to design the strategy and how they relate to engagement activities. Once the strategy has been reviewed, approved, and adopted, a new process will start to deliver individual proposals and receive stakeholder and community feedback.

### Geographical Extent

The Havering Active Travel Strategy focuses on projects to introduce within Havering Borough.

However, due to the borough geographical



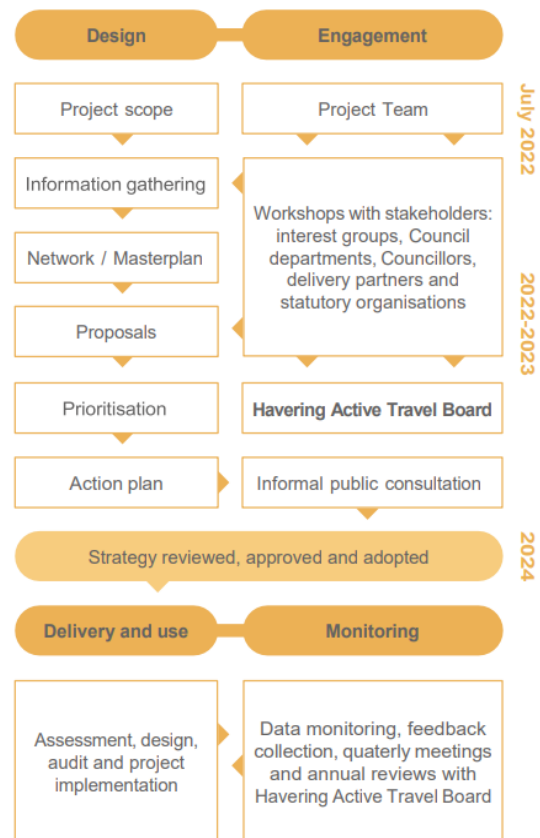
location, it is recognised that some key employment sites and facilities for Havering residents may be located in other

London boroughs (e.g. Barking & Dagenham, Redbridge) and in Essex, and vice versa.

Therefore, the strategy considers a study area that corresponds to a trip around 20 minutes by bike (approx. 4km) from the borough boundary.

### Timescales

Havering Active Travel Strategy sets out a long-term approach to developing a coherent and future-proof active travel network and implementing supporting projects over a period of 15 years, up to 2041.



## Engagement

### Project Team

The aim of the Project Team is to develop and deliver the Strategy. The Project Team includes Council officers from Havering's Transport Planning team.

### Stakeholders

The Project Team is consulting with stakeholders at key stages:

1. **To gather information**, before developing the strategy,
2. **To review the draft of the strategy and to develop a common action plan**

Stakeholders comprise:

- **Public bodies** such as Councillors, Council officers from Havering transport, urban design, environment, economy, highways, planning, engagement and other relevant teams, Emergency services.
- **Interest groups** such as Cycling and Walking groups, Disabled People groups, Resident groups,

Campaign groups, Business groups, Universities and Schools.

- **Delivery partners** including Havering specific consultation bodies (as per Havering Statement of Community Involvement), Sustrans, the Canal and River Trust and large landowners and land occupiers.

#### *Public consultation*

Once we have revised the draft strategy and action plan following consultation with stakeholders, the document will be presented to the public so they can give their views during an informal consultation.

#### *Havering Active Travel Board*

With key stakeholders, Havering transport team is forming an Active Travel Board that will meet regularly to review progress and implement the strategy.

#### *Havering Active Travel Forum*

Havering is establishing an Active Travel Forum that will meet on a quarterly basis. Attendees will include a variety of external stakeholders that support walking and cycling in the borough, and representatives from various groups. Forum Members will be key consultees.

## Havering Context

Based on the PESTLE (Political, Economic, Social, Technological, Legal and Environmental) analysis method, this section presents an overview of the strengths, challenges, and opportunities for active travel in Havering.

### Political

Following the 2022 local elections, the Council is a Resident Association led Administration. For the first time, it includes a cabinet position responsible for the Climate Agenda, which includes encouraging active travel.

A 'Cycling and Walking Strategy' for residents, businesses and the community was already an action identified in the Havering Council Climate Action Plan approved in 2021.

### Economic

#### *Commuting to Work*

Before the 2011 Census, around half of Havering residents commuted to work outside the borough. A quarter lived and worked in the borough (around 32,000 people) and a quarter commuted from outside the borough to work in Havering.

The largest number of employee jobs in Havering are found in health and social work, wholesale and retail, administrative and support activities, construction, and food services. They are mostly located in town centres, Gallows Corner retail and industrial parks and on the riverside.

Currently there are no dedicated walk and cycle routes to reach these employment places. Fatal casualties including cyclists have occurred near CEME and Fairview Industrial Parks.

#### *Business Support*

The borough is offering advice and support to businesses, so they make smart travel choices. It is also developing plans to revitalise five of Havering's town centres, including improvements to cycling and walking facilities.

### *Cycle to Work Scheme*

The cycle to work scheme allows employees to obtain commuter bikes and cycling accessories through their employer, whilst spreading the cost over 12 months and making savings through a tax break.

Since 2019, the £1000 cap on the value of a bike eligible under the scheme has been removed. This means that many more people have access to a wider range of bikes to suit their commuting needs, including pedal-assisted and adapted bikes.

As part of outreach activities, Havering and its partners could further promote the scheme and associated events such as Cycle to Work Day.

### *Cycling Economy*

It is estimated that cycling-related businesses contribute £5.4bn to the British economy per year and supports 64,000 jobs (e.g. bike shops, cycle tourism) <sup>[OBS]</sup>.

More people cycling in Havering could support its town centres recovery.

### Social

#### *Population Forecast*

Havering's population is 262,000, which is a 10.4% increase since 2011, and projected to be 303,000 by 2033. The largest increases involving children (0-17 years) and older people age groups (65 years and above), groups that are not or less able to drive and that a quality walk and cycling infrastructure would benefit.

Havering has experienced the largest net inflow of children across all London boroughs in recent years.

#### *Schools and School Streets*

Havering currently has 13 active Schools Streets covering 17 schools. School Streets were initially introduced in Havering during the Covid Pandemic to support social distancing. Their success has seen three phases of the programme delivered to date. In 2023, three more schemes

were approved, commencing in the Autumn term that academic year.

To inform future stages of the Council's aspiration for a rolling programme of School Streets, the council is reviewing the programme impact on the areas outside the schools and the surrounding network. Monitoring work has included surveys to better understand school street perceptions of both parents and pupils. Early indications from this work suggest that 21% of respondents say that the school street has seen them walk to school more. This will help to inform future phases of the School Street programme.

Havering is in the top 5 boroughs for TfL School STARS behaviour changes accreditation (Sustainable Travel: Active Responsible Safe). The borough also offers schools support to develop school travel plans.

### *Health*

Nationally 1 in 7 children are obese when they start primary school, and this rises to 1 in 4 by age 11<sup>68</sup>.

Within Havering Borough, 9.7% of children are obese aged 4-5 years, increasing to 25.2% aged 10-11 years old. 12.6% of children are overweight aged 4-5 years and 14.7% overweight aged 10-11 years. All of which are above the national average<sup>69</sup>.

24.9% of adults are obese, with the trend increasing since 2015-16<sup>70</sup>.

### *Modal Share*

The 2021 Healthy Streets Scorecard shows 46% of journeys in Havering were made by sustainable modes (walking, cycling and public transport), below the London average of 66%<sup>71</sup>.

Only 1% of journeys in the borough were by bike, 22% were walked and 23% were by public transport<sup>72</sup>.

### *Car Ownership*

Havering remains a borough with high levels of car ownership (107 cars per 100 households compared to a London average of 73) which can be explained by being a relatively low-density area, the lack of quality walking and cycling facilities, and some areas being poorly accessible by public transport<sup>73</sup>.

### *Inclusivity*

There are multiple schemes operating in Havering to encourage groups to walk and cycle, for leisure or to travel.

Current schemes include:

- Free cycle stands for businesses employing more than 5 people
- Free cycle lessons (Bikeability: The number of people trained annually is around 3,500)
- School Streets
- Havering Wellbeing Walks
- Cycle hire at the Thames Chase Forest Centre (including adapted cycles)
- Mountain biking facilities in Ingrebourne Hill and Horndon Country Park

### *Engagement and Outreach*

Recent consultations on five town centre recovery plans in Havering show that there is a strong appetite for walk and cycle improvements besides improvements to shops, aesthetics, parking maintenance and landscaping.

Interest groups such as Havering Cyclists, Better Street for Havering and Havering Friends of the Earth, together with the enthusiasm around the new Havering Council Climate Change Action Plan shows that there is support for greener ways to travel amongst the population.

<sup>68</sup> [Childhood obesity in England soars during pandemic | Obesity | The Guardian](#)

<sup>69</sup> [Local indicators for Havering \(E09000016\) - ONS](#)

<sup>70</sup> [Local indicators for Havering \(E09000016\) - ONS](#)

<sup>71</sup> <https://www.healthystreetscorecard.london/havering-an-in-depth-look-at-their-healthy-streets-performance/>

<sup>72</sup> Census 2011 – Journey to Work

<sup>73</sup> [Public Transport Access Levels - Havering \(tfl.gov.uk\)](#)

## Technology

### *Cycle and Rail*

There are 3 Elizabeth Line Stations, 4 District Line Stations, 3 Overground/Liberty Line stations, 3 Greater Anglia Stations and 2 C2C stations<sup>74</sup>. The Elizabeth line stops at Romford, Gidea Park and Harold Wood. There are proposals for a new rail station to be built along the C2C line at Beam Park<sup>75</sup> to support the development area. These stations offer opportunities for Cycle-Rail connections. Many have car parks and public space that could be partially used for cycle parking.

A new plaza opened at Harold Wood station in 2021 which provides cycle parking, step-free access, seating and landscaping<sup>76</sup>.

There is a feasibility study underway to improve north-south public transport links in the borough, these will be supported by cycle facilities allowing intermodal trips.

### *River crossing & navigating*

There are no river crossings located within Havering. The nearest on-demand cycle shuttle between Dartford and Bexley is available at the Dartford Crossing<sup>77</sup>. The nearest Uber boat service to central London is at Barking Riverside.

The Lower Thames Crossing proposed route joins the M25 just south of the Thames Chase Forest in Havering. The proposals include improved bridges and pathways for walkers, cyclists and horse riders, as well as new footbridges over the M25 and A127 to better connect Thames Chase Forest with Folkes Lane Woodland<sup>78</sup>.

### *Mobility Hubs*

Mobility hubs offer intermodal and community facilities to support sustainable

travel. They are safe, accessible and convenient, making them attractive for residents and visitors to use.

There are no formal mobility hubs within the borough, however train stations, bus stations and key destinations can operate a similar model. There is the opportunity to establish a network of mobility hubs across the borough, linking key facilities to encourage active access.

### *Wayfinding*

Wayfinding is key for enabling a modal shift towards active travel. Across Havering there are differing levels of wayfinding for both walking and cycling.

Havering Council officers are currently working on wayfinding along preferred routes to key destinations with an ambition as set out in this strategy to apply increased consistency across the borough.

### *Mapping*

Havering currently has static walking and cycling maps on their website, with additional maps provided by Havering Cyclists and Better Streets for Havering.

There is the opportunity in the future to utilise apps to provide up to date comprehensive mapping, with the opportunity to report and highlight where there are any issues or improvement requirements.

## Legal

### *Duty to Act*

Havering, as all English local authorities, under the Traffic Management Act 2004<sup>79</sup>, has a duty to provide a quality road network to all its residents. This includes following the recent Gear Change and where possible the LTN 1/20 National guidance that present key design principles

<sup>74</sup> <https://tfl.gov.uk/info-for/boroughs-and-communities/havering>

<sup>75</sup>

<https://www.havering.gov.uk/info/20135/regeneration/901/ra-inham-and-beam-park>

<sup>76</sup> <https://marlboroughhighways.co.uk/harold-wood-station-plaza/>

<sup>77</sup> <https://www.gov.uk/dartford-crossing-bike>

<sup>78</sup> [Lower Thames Crossing: Leader's statement | The London Borough Of Havering](#)

<sup>79</sup> <https://www.gov.uk/government/collections/traffic-management-act-2004-overview>

on how to build quality walking and cycling facilities.

Active Travel England (a government executive agency)<sup>80</sup> are responsible for making walking, wheeling and cycling the preferred choice for travel. They will work closely with the Government and local authorities to ensure future infrastructure is delivered to a high standard and supported by evidence-led behaviour change programmes.

### *Road Ownership*

With Havering being part of the Greater London Authority, some of the main roads through the borough are owned by TfL (A12, A127 and A13)<sup>81</sup>. All walking and cycling improvements on these roads will need to be developed in collaboration with TfL.

Those roads which are owned by Havering have interacting TfL services such as bus route and signals, meaning any walking, cycling or wheeling scheme will need to be developed in accordance with TfL guidance and collaboration.

### *Revised Highway Code*

In 2022 the Highway Code was reviewed to improve safety for pedestrians, cyclists and horse riders<sup>82</sup>.

### *Parking on Cycle Lanes*

In June 2020, local authorities were given powers to use cameras to enforce parking restrictions in mandatory cycle lanes<sup>83</sup>.

### *Parking on Footways*

Parking on pavements (with certain exceptions) has been prohibited in Greater London since 1974<sup>84</sup>.

Pavement parking causes inherent dangers for all pedestrians, being forced onto the carriageway and into the flow of traffic. This is particularly difficult for people

with sight or mobility impairments, and those with prams or buggies.

On trunk roads and motorways, the police are responsible for enforcing traffic regulations, with illegal parking being a criminal offence. Controlled or Restricted Parking Zones (CPZ/RPZ) help to make parking restrictions clearer for all.

## **Environmental**

### *Green Open Spaces*

Havering borough is largely suburban with large areas of protected green space. More than half of the borough lies within Metropolitan Greenbelt<sup>85</sup>. Havering Spatial Strategy map shows the extent of the green open spaces.

The Green Belt accommodates a network of pathways and bridleways that form 'green chains' throughout the countryside, connecting residential and recreational areas such as Country Parks and Thames Chase Community Forest. The multiple green open spaces present an opportunity to build an attractive walking and cycling network.

A number of parks and open spaces in Havering have shared use paths including Dagnam Park, Hornchurch Country Park and Rainham Marshes.

Additionally, some Public Rights of Way are unpaved, are not accessible or have disappeared through the borough.

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<sup>80</sup> <https://www.gov.uk/government/organisations/active-travel-england>

<sup>81</sup> <https://lruc.content.tfl.gov.uk/red-route-north-east-area-map.pdf>

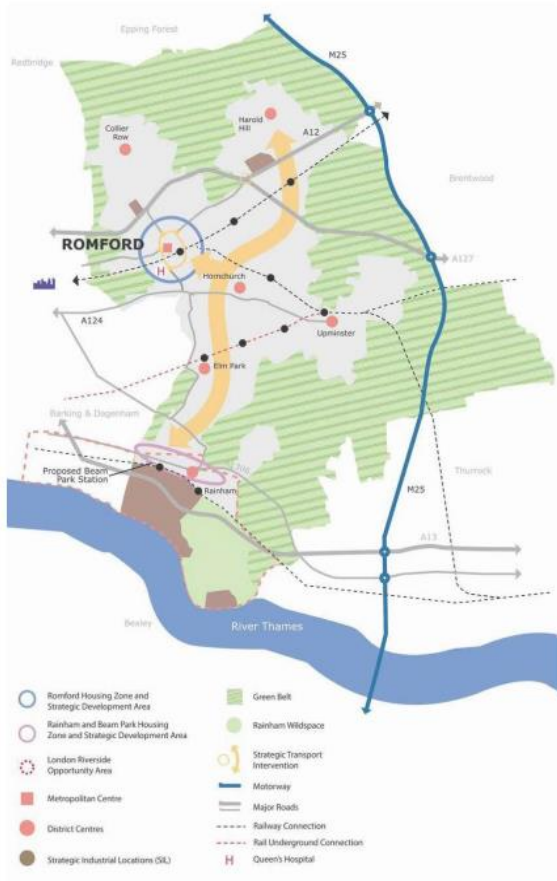
<sup>82</sup> <https://www.gov.uk/government/news/the-highway-code-8-changes-you-need-to-know-from-29-january-2022>

<sup>83</sup> <https://road.cc/content/news/councils-get-new-powers-fine-drivers-bike-lanes-274341>

<sup>84</sup> [Footway parking | London Councils](#)

<sup>85</sup> [Havering Area Guide \[Updated with 2024 Data\] - areas.london](#)



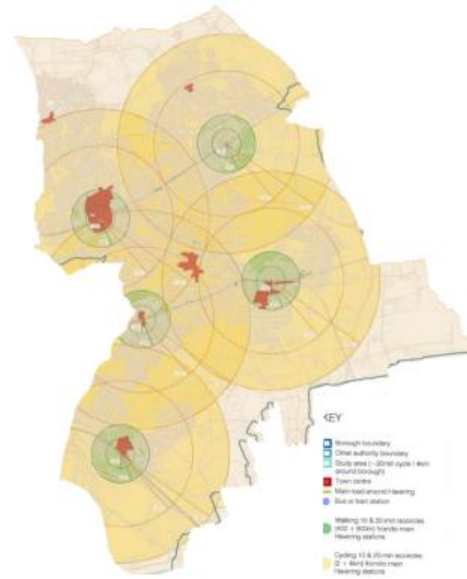


Havering Local Plan Spatial Strategy Key Diagram (2016)

### Density & Developments

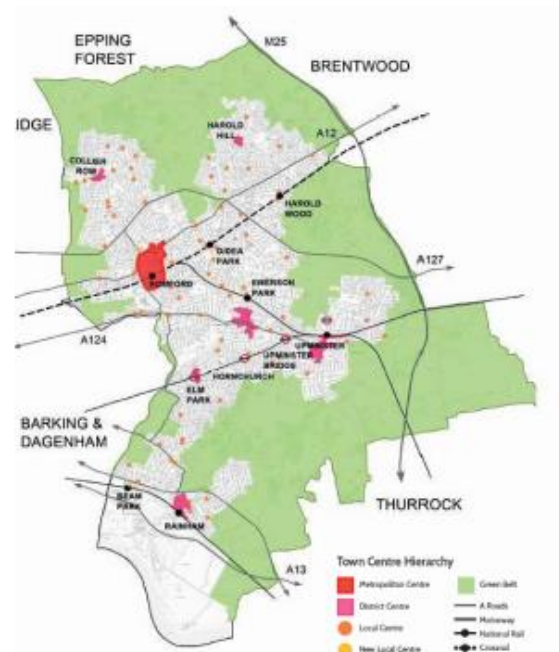
Havering has the lowest housing density in London (9.0 dwellings per hectare on average<sup>86</sup>).

Most of the borough's built area is accessible within 20-minutes cycling from Havering's main stations (as shown by iso-circles on the map below).



Walk & cycle isochrone map from Havering's main stations

Havering has seven urban centres, with 70 local retail centres which are easily accessible by walking and cycling.



Havering town centre hierarchy

Havering has two main Housing Zones and Strategic Development Areas around Romford town centre, and in Rainham and Beam Park area, which both include new schools. These areas will require adequate

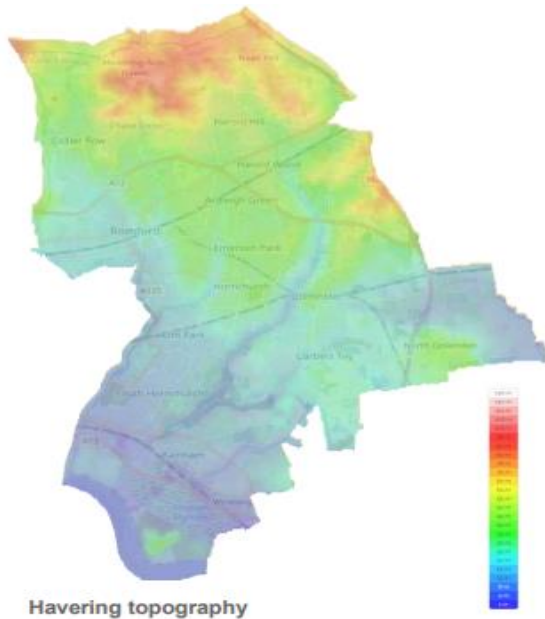
<sup>86</sup> [Number and Density of Dwellings by Borough - London Datastore](#)



walking and cycling facilities in line with the London Plan.

### Topography

Havering is relatively flat. It rises from Rom Valley in the south towards Havering-Atte-Bower in the north, reaching 106m above sea level<sup>87</sup>. This is an asset for Havering as gradients make it harder for walking and cycling, especially for those learning to cycle.



Havering topography

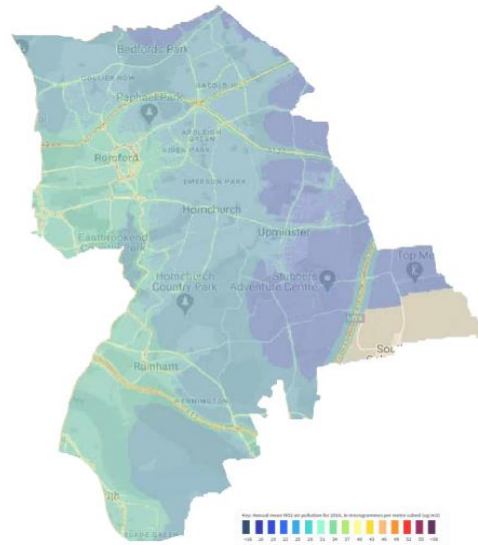
### Air Quality

Air pollution is higher near main roads as shown in the air quality map<sup>88</sup>. The whole borough of Havering was declared an Air Quality Management Area in 2006<sup>89</sup> due to the levels of NO<sub>2</sub> and PM<sub>10</sub> not meeting the National air quality objectives in many parts of the borough.

Havering is part of the Mayor of London's Ultra Low Emissions Zone<sup>90</sup>, which means certain vehicles will have to pay to drive through the borough depending upon pollution levels.

Most air pollution in Havering is due to traffic and transport<sup>91</sup> and therefore it is

important to encourage people to shift from driving to using active travel and public transport modes.



Havering air quality (Londonair, 2016)

### Traffic Volumes

High volumes of traffic is one of the elements that makes walking and cycling be perceived as unsafe. Traffic in Havering is mostly concentrated on the four principal roads (M25, A12, A127 and A13) all providing links from the M25 towards central London, as well as on Romford Ring Road and Rainham Road.

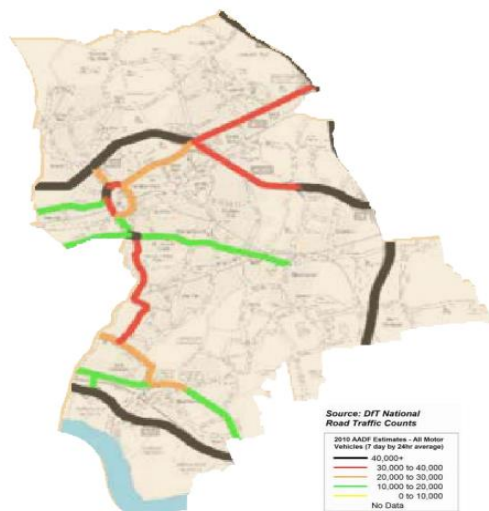
<sup>87</sup> [London Borough of Havering topographic map, elevation, terrain \(topographic-map.com\)](https://www.londonair.org.uk/london/asp/annualmaps.asp)

<sup>88</sup> <https://www.londonair.org.uk/london/asp/annualmaps.asp>

<sup>89</sup> [https://www.havering.gov.uk/news/article/1216/havering\\_declares\\_climate\\_emergency](https://www.havering.gov.uk/news/article/1216/havering_declares_climate_emergency)

<sup>90</sup> <https://tfl.gov.uk/modes/driving/ultra-low-emission-zone>

<sup>91</sup> [Air quality | The London Borough Of Havering](https://www.londonair.org.uk/london/asp/annualmaps.asp)



Map of Annual Average Daily Flow Estimates – All motor vehicles (DfT, 2010)

The Healthy Streets Index<sup>92</sup> developed by TfL shows the performance of every street based on 10 indicators such as noise, air quality, traffic dominance, cycle facilities, pavement space, tree cover, street network and public transport connectivity. This mapping shows low scores for the A118, A124 and A1306 indicating streets and junctions with high traffic volumes.



Healthy street scores in Havering (Healthy Streets Index, 2022)

### Road Safety

There were 736 road casualties in Havering in 2022, representing an 8% increase since 2021<sup>93</sup>. There were 21.3 pedestrians serious and fatal casualties in Havering per 100,000 daily walking stages on average annually, which is more than the London average of 17.7<sup>94</sup>. The casualties involved 90 pedestrians and 49 cyclists, and included 5 fatal and 9 serious casualties<sup>95</sup>.

Controlling how vehicular traffic moves through the borough is key to create a safe environment for walking and cycling. This includes managing speeds, parking availability and through traffic.

### Traffic Speed

10% of the borough's managed roads have 20mph speed limits<sup>96</sup>.

20mph speed limits are shown to reduce road casualties<sup>97</sup>; help boost levels of walking and cycling by making streets feel

<sup>92</sup> <https://www.healthystreets.com/maps/london>

<sup>93</sup> <https://maps.dft.gov.uk/road-casualties/index.html>

<sup>94</sup> <https://www.healthystreetscorecard.london/havering-an-in-depth-look-at-their-healthy-streets-performance/>

<sup>95</sup> <https://maps.dft.gov.uk/road-casualties/index.html>

<sup>96</sup> <https://www.healthystreetscorecard.london/havering-an-in-depth-look-at-their-healthy-streets-performance/>

<sup>97</sup> [Do 20mph speed limits reduce the number of car crashes and casualties? | RAC Drive](https://www.racdrive.co.uk/news/do-20mph-speed-limits-reduce-the-number-of-car-crashes-and-casualties/)

safer<sup>98</sup>; reduce air pollution<sup>99</sup>; and make neighbourhoods quieter, nicer places to be<sup>100</sup>.

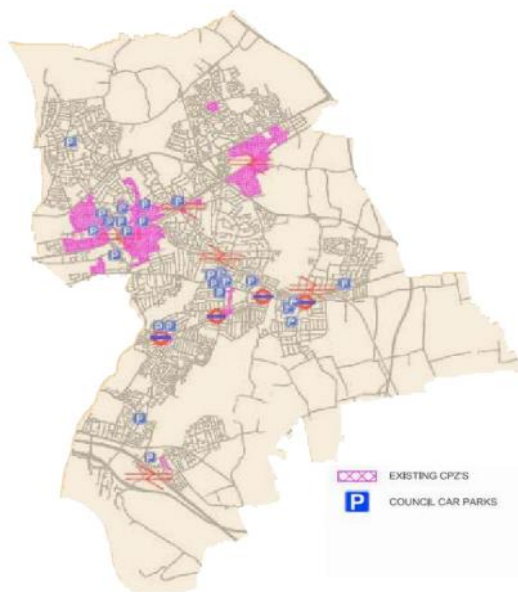
### Parking Management

Controlled Parking Zones (CPZs) give priority access to parking for residents or certain visitors and reduce traffic and pollution by discouraging vehicles from driving through the borough, or using the borough to park and commute, or to shop.

CPZs are also used to prevent issues with cars parked inconsiderately on pavements and in places which restrict emergency service access.

There are 12% of streets within the borough which are covered by CPZs, which is less than the London average of 48%<sup>101</sup>.

Restricted Parking Zones (RPZs) function as CPZs and enables the removal of double yellow lines, which helps to make streets more people friendly.



Existing CPZ coverage (Havering Draft Parking Strategy, 2018)

### Cycling Infrastructure

The network of cycling infrastructure (cycle tracks, cycle lanes, bus lanes and paths shared with pedestrians) across Havering is incomplete and not continuous. There are no TfL strategic cycleways reaching Havering Borough – resulting in 0% of residents within 400m of a strategic cycle link<sup>102</sup>.

Protected cycle tracks make up 1% of Havering's road length<sup>103</sup>. Cycle lanes exist in the borough but are often narrow with faded markings and not suitable cycling infrastructure type for main busy roads. There are also only a few sections of bus priority lanes that cyclists can use. (e.g. on North Street).

Regarding rural roads, some chicanes have been introduced to help with traffic-calming but most of the time with no space retained between the verge and traffic island for cyclists to pass safely. There is an ambition to remove chicanes across the borough to increase accessibility to all users.

<sup>98</sup> [20mph research study - process and impact evaluation: headline report \(publishing.service.gov.uk\)](https://www.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/684822/20mph-research-study-process-and-impact-evaluation-headline-report.pdf)

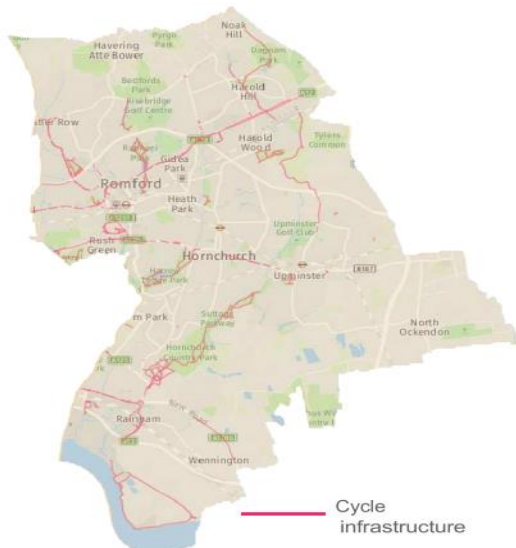
<sup>99</sup> [Speed limits reduce deaths, but can they also cause more pollution? | Environment | The Guardian](https://www.theguardian.com/environment/2018/sep/12/speed-limits-reduce-deaths-but-can-they-also-cause-more-pollution)

<sup>100</sup> [20mph research study - process and impact evaluation: headline report \(publishing.service.gov.uk\)](https://www.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/684822/20mph-research-study-process-and-impact-evaluation-headline-report.pdf)

<sup>101</sup> <https://www.healthystreetsscorecard.london/havering-an-in-depth-look-at-their-healthy-streets-performance/>

<sup>102</sup> <https://www.healthystreetsscorecard.london/havering-an-in-depth-look-at-their-healthy-streets-performance/>

<sup>103</sup> <https://www.healthystreetsscorecard.london/havering-an-in-depth-look-at-their-healthy-streets-performance/>



**Existing cycle infrastructure in Havering (TfL, 2022)**

Two National Cycle Network routes run through the borough: NCN 13<sup>104</sup> along Rainham Marshes and NCN 136<sup>105</sup> in the Ingrebourne Valley.

### *Walking Infrastructure*

Most of the borough is well accessible walking on footways or footpaths through open spaces, with some rural and industrial areas being less permeable due to large plots of lands and inaccessible Public Rights of Way.

The railway lines also create severance and barriers to direct walking and cycling in some locations.

Havering footways are often narrower than recommended LTN 1/20 standards. They also present poor surfacing in some locations and cluttered or obstructed by street furniture (bollards, bins, parked vehicles etc.). They are also often shared with cyclists which is no longer recommended by National Guidance. (unless shared spaces are wide enough and with low flows)<sup>106</sup>.

<sup>104</sup> <https://www.sustrans.org.uk/find-a-route-on-the-national-cycle-network/route-13>

<sup>105</sup> <https://www.sustrans.org.uk/find-a-route-on-the-national-cycle-network/the-ingrebourne-valley-way>

<sup>106</sup> <https://www.gov.uk/government/publications/cycle-infrastructure-design-ltn-120>

In town centres and local centres, some shop front yards are in poor condition and/or occupied by parked vehicles. There is opportunity for these areas to be improved to support walking and cycling.

Some rural roads leading to leisure destinations are not fitted with footways at all (e.g. Ockendon Road, Aveley Road, Nags Head Lane, Pike Lane). There is the opportunity to turn these into quiet lanes, with space for footways using verges.

Pedestrian crossings across the borough have the scope to be upgraded, with an increased number developed to decrease pedestrian severance (e.g. dropped kerbs, raised tables, Copenhagen crossings, controlled junctions, adapted traffic light phasing and sensors, tactile paving).

Underpasses are prevalent to cross busy and wide roads in the borough (Romford Ring Road and Colchester Road). These solutions are nowadays usually not recommended as they allow poor natural surveillance and present a barrier to some users that may find it difficult to use stairs, ramps or cycle railings. These could be replaced with at-grade intersections.

In the Romford Masterplan, there are proposals to make more quality space for walking, cycling and events (e.g. Market Place and along the River Rom). Further town centres are set to follow this trend as part of the Town Centre Recovery Scheme, which is ongoing.

Three major walking trails run through the borough, the London Loop<sup>107</sup> and the Green Chain<sup>108</sup> and Thames Path National Trails<sup>109</sup>.

### *Cycle Parking*

Havering undertook a cycle stand audit in 2024, identifying 645 cycle stands at community, health and leisure facilities and

<sup>107</sup> <https://tfl.gov.uk/modes/walking/loop-walk>

<sup>108</sup> <https://tfl.gov.uk/modes/walking/green-chain-walk>

<sup>109</sup> [https://www.nationaltrail.co.uk/en\\_GB/trails/thames-path/](https://www.nationaltrail.co.uk/en_GB/trails/thames-path/)



shopping parades throughout the borough. This includes outside all major railway stations. Through the former Biking Borough and Borough Cycling Programmes, Havering has installed a number of bicycle pumps beside cycle stands.

The Council has also implemented a residential estates programme where cycle lockers have been installed at Estates where there was a demand for such facilities. Cycle lockers were installed at Hilldene Estate as part of the Borough Cycling Programme. Havering's TfL funded 'small grants' process, offers schools the opportunity to apply for grants which can be sent on the provision of cycle parking facilities.

Havering continues to take the opportunity through the planning process to ensure that all new developments have sufficient levels of cycle parking in line with the London Plan Parking Standards<sup>110</sup> and this policy will continue as set out in the Havering Local Plan<sup>111</sup>.

### *Seating and Lighting*

Most of Havering's parks and town centres are fitted with seating facilities, which are important for those less able to walk, as well as to encourage people to socialise and spend time in town centres and outside.

Street lighting needs to allow walking and cycling safely at night-time

### *Street Parking*

Trees and low-planting, including in the form of sustainable urban drainage, have shown to significantly improve walking and cycling environments<sup>112</sup>.

Trees provide shade, shelter, cooling and reduce air pollution. While Havering is overall very green with 20,000 street trees, 250,000 trees in parks and open spaces and 4,000 trees on Council housing sites<sup>113</sup>; some streets, in particular arterial roads that could be key walk and cycle links, have no or only a few street trees (e.g. Straight Road, Collier Row Road, Station Lane).

### *Water Management*

Havering has a large proportion of London's floodplains. In addition to the areas of the borough at risk of flooding from rivers, other areas may also be at risk of flooding from groundwater, surface water run-off, ordinary watercourses and/or culvert blockages.

Low-planting and trees can be set in Sustainable Urban Drainage systems (SuDs). SuDs such as permeable paving and rain gardens help to keep surfaces free from water or ice and make them safe to walk, wheel and cycle at all times.

Havering Local Plan<sup>114</sup> shows the borough's Flood Zones and Havering Critical Drainage Areas (HCDAs).

A rain garden has been installed at the junction of Balgores Lane and Crossways as part of the Gidea Park Station improvement scheme, realised together with TfL. Raingardens reduce the risk of flooding, but also reduce the need for maintenance/watering compared to traditional planting beds, improve the look and feel of streets, enhance the local biodiversity and reduce air pollution.

Havering has a SuDs guide<sup>115</sup> for new developments but none for streets improvement schemes.

<sup>110</sup> <https://www.london.gov.uk/programmes-strategies/planning/london-plan/past-versions-and-alterations-london-plan/london-plan-2016/london-plan-chapter-six-londons-transport/pol-27>

<sup>111</sup>

<https://www.havering.gov.uk/downloads/download/641/havering-local-plan>

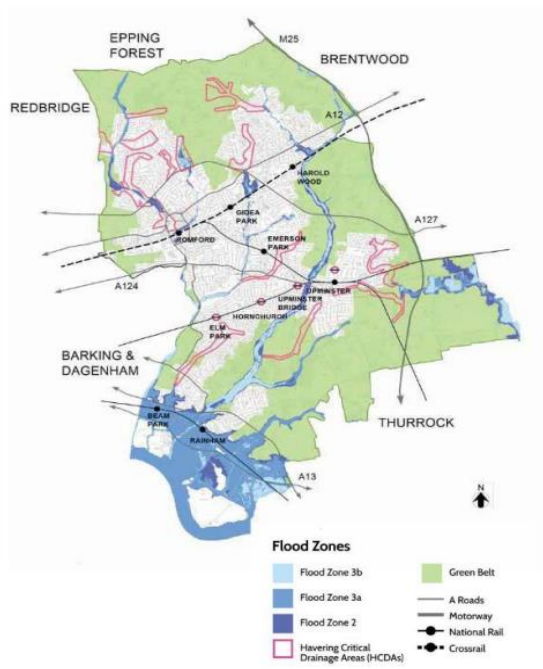
<sup>112</sup> [How does walking and cycling help to protect the environment? - Sustrans.org.uk](http://www.sustrans.org.uk/how-does-walking-and-cycling-help-to-protect-the-environment/)

<sup>113</sup> [Trees | Trees, grass, hedges, leaves and weeds | The London Borough Of Havering](https://www.havering.gov.uk/downloads/download/641/havering-local-plan)

<sup>114</sup>

<https://www.havering.gov.uk/downloads/download/641/havering-local-plan>

<sup>115</sup> [Microsoft Word - LBH SuDS Developer Guide v03.docx \(geosmartinfo.co.uk\)](https://www.geosmartinfo.co.uk/)



Havering Flood Zones and Critical Drainage Areas (Local Plan, 2017)

## Policy Context

The strategy aligns with the multiple policies supporting the development of quality active travel infrastructure at national, regional and local level and contributes to many other plans. These are summarised within Chapter 1.

### National Level

*Active Travel, transport and streetscape guidance.*

**Gear Change** policy document offers guidance on how to deliver a step-change in the quality of walking and cycling infrastructure and sits alongside additional statutory guidance to the **Traffic Management Act 2004** guiding authorities on how to deliver their Network Management Duty to support active travel.

Measures for cycling should meet requirements set in the new **Local transport note 1/20: cycle infrastructure design** and **CD 195 Designing for cycle traffic**.

With regard to the designing for walking, recommended principles are set in the two **Manual for Streets and CD 143 – Designing for walking, cycling and horse-riding**.

**Inclusive Mobility**, updated in January 2022, provides detailed design advice to ensure the pedestrian environment is accessible to all.

The **Local Cycling and Walking Infrastructure Plans** document offers technical guidance on how to develop a quality network.

Guidance on how to develop travel plans, delivery and servicing plans, transport assessments and construction management plans, for new developments are available on the DfT website.

Further guides on walk and cycle design as well as the installation of healthy and green neighbourhoods are available on **Sustrans'** website.

### *Contribution to other plans*

The documents above support several other National policies and strategies including the **Equality Act, Social Value Act, Health Act, Energy Act, Environment Act, Climate Change Act, Decarbonising Transport Plan, Clean Growth** and **NetZero Strategy**.

### Greater London

*Active travel, transport and streetscape guidance*

The **London Cycling Design Standards, Healthy Streets Toolkit, Planning for Walking Toolkit, New Cycle Route Quality Criteria** and **Streetscape Guidance** set standards to build quality walking and cycling infrastructure in London. The **Walking and Cycling Action Plans** details how to enable more Londoners to walk and cycle.

Guidance on good bus stop design is set in the **Accessible Bus Stop Design Guide** and **Pedestrian Crossings at Bus Stop Bypasses**.

Guidance on how to ensure good walking and cycling facilities during road works and around construction sites to found in the **Temporary Traffic Management Handbook**.

Further information on parking, delivery and servicing and waste management standards for new developments are available in the **London Plan**.

Guidance on how to manage freight is available in the **Construction Logistics Planning Guidance**.

### *Contribution to other plans*

The documents above support a number of the Mayor's strategies including the **London Plan, Transport Strategy, Environment Strategy, Economic Recovery Framework** and **Health Inequalities Strategy, Air Quality Strategy** and **Vision Zero Action Plan**.



## London Borough of Havering

### *Active travel, transport and streetscape*

Currently, Havering has the following documents that may be relevant to this Active Travel Strategy, and that can either support or integrate active travel. Some could be reviewed, consolidated or used as reference to form a comprehensive and easy to use set of planning guidance, strategy and delivery plan documents:

- Local Implementation Plan (LIP3, 2019-2022)
- Draft Parking Strategy (2018)
- Highway Improvement Plan (HIP)
- Traffic and Parking Safety Schemes (2021-22)
- Winter Service Plan
- Conservation Area Appraisals and Management Plans
- Tree Strategy (2019)
- Waste Reduction and Recycling Plan (2022)
- Climate Change Action Plan (2024)
- Licencing Policy (2021-26)
- Planning Application Checklist
- Emergency Planning Policy
- Air Quality Action Plan (2018 - 23)
- Joint Health and Wellbeing Strategy (2019 – 24)
- Preventing Obesity Strategy (2016-19)
- Suicide Prevention Strategy (2018-22)
- Dementia Strategy (2017-22)
- Statement of Community Involvement (2020)
- School and Post-16 Travel Assistance Policy (2023-24)
- Local Plan & Infrastructure Delivery Plan (2016-31)

## Existing & Planned Walk & Cycle Routes

To ensure coherence between walking and cycling networks, all existing and planned routes in Havering have been mapped.

### Existing Routes

The following existing routes have been mapped:

1. London Walks (LOOP Walk, Green Chain Walk and Thames Path)
2. National Cycle Network (1, 12, 125, 136, 137 & links)
3. London Cycle Network (Q14, C42, C16, CS3)
4. Other Local Cycle Infrastructure
5. Dartford Crossing Shuttle
6. Public Right of Way (footpaths, bridleways and byways)

### Information Sources

- Sustrans website
- Transport for London website
- Local authority websites
- Stolen Ride website (showing TfL Cycle Infrastructure Database)
- Bing Map (showing Ordnance Survey)

### Planned Routes

The following proposed routes have been mapped:

7. Cycle Route Proposed by London Borough of Havering – Romford Masterplan and Beam Park Masterplan
8. Other cycle routes proposed in Former LCN+ (non/partly implemented or just signposted)
9. Other cycle routes proposed by Local Cyclists
10. Other walk/cycle routes proposed as part of Lower Thames Crossing Plans

### Information Sources

- Local authority website
- Wikipedia / Waymarkedtrials website (showing former LCN/LCN+ routes)
- Cyclestreet / Open Cycle Map websites (showing routes proposed by local cyclists)

- National Highways website (Lower Thames Crossing Plans)



**KEY**

- Borough boundary
- Other authority boundary
- Study area (~20min cycle / 4km around borough)
- Town centre
- Havering street
- Main street outside the borough
- Motorway/A-Road (M25, A12, A13, A127)
- Rail
- Proposed Lower Thames Crossing

**EXISTING WALK & CYCLE NETWORK**

- London Walks (LOOP Walk, Green Chain Walk and Thames Path)
- National Cycle Network (1, 13, 126, 136, 137 and links)
- London Cycle Network (C14, C42, C16, C23)
- Other Local Cycle Infrastructure (not always continuous, especially at junctions)
- Dartford Crossing Shuttle
- Public Right of Way (footpaths, bridleway or byway)

**PROPOSED WALK & CYCLE NETWORK**

- Cycle Route Proposed by An Authority
- Other Cycle Route Proposed in Former LCN+ (non/partially implemented or just signposted)
- Other Cycle Route Proposed by Local Cyclists
- Other Walk/Cycle Route Proposed in Thames Lower Crossing Plans

**Existing & proposed walk & cycle routes in and around Havering (~20min cycling from Havering borough boundary)**

## Walk and Cycle Demand Analysis

### Method

While longer trips (e.g. to commute or for leisure) should be considered, National Guidance particularly focuses on how the network should enable people to make regular short local trips on foot or by cycle instead of private car.

This requires analysis of existing and potential travel behaviour to gain an understanding of local travel demand, both on existing and potential infrastructure (e.g. former railway lines).

In Havering, only 22% of trips are currently walked and 1% cycled<sup>116</sup>. So current data may not show where the actual demand is.

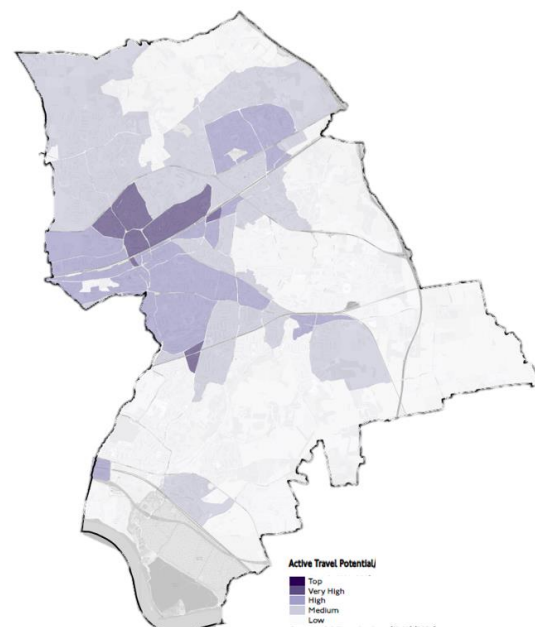
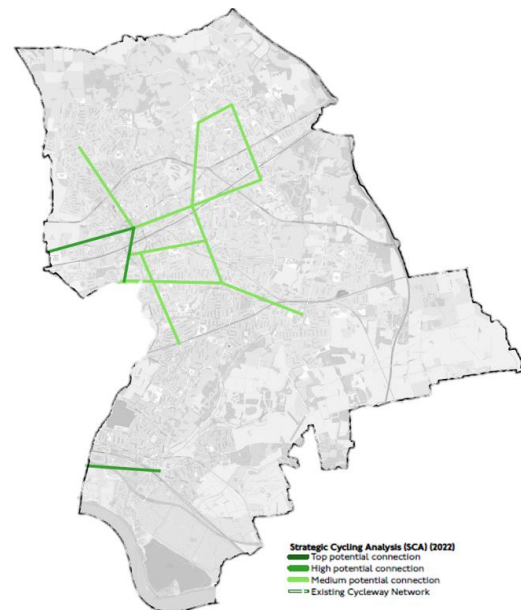
Therefore, to know where people would like to walk and cycle if quality infrastructure were present, we have mainly looked at two sources of data to estimate where the demand would be.

1. Computer generated maps from TfL and Propensity to Cycle Tool<sup>117</sup>, showing potential most cycled routes.
2. Maps have been created to show trip generators

### TfL Strategic Cycling Analysis

TfL provided the London Borough of Havering with a Healthy Streets data pack in 2024, which presents the highest potential cycle flows in London. It also identifies the highest potential for active travel on a Ward level.

In general, the highest potential is between the major urban centres to the north of the borough, particularly around Romford.



### Propensity to Cycle Tool

The Propensity to Cycle Tool<sup>118</sup> shows the potential most cycled routes between origin and destination at the Lower Super Output Area (LSOA) level using several scenarios.

The 'Go-Dutch' scenario, representing what would happen if Havering had the same infrastructure and cycling culture as the Netherlands (but maintained its hilliness and commute patterns). This has

<sup>116</sup> <https://www.healthystreetsscorecard.london/havering-an-in-depth-look-at-their-healthy-streets-perfomance/>

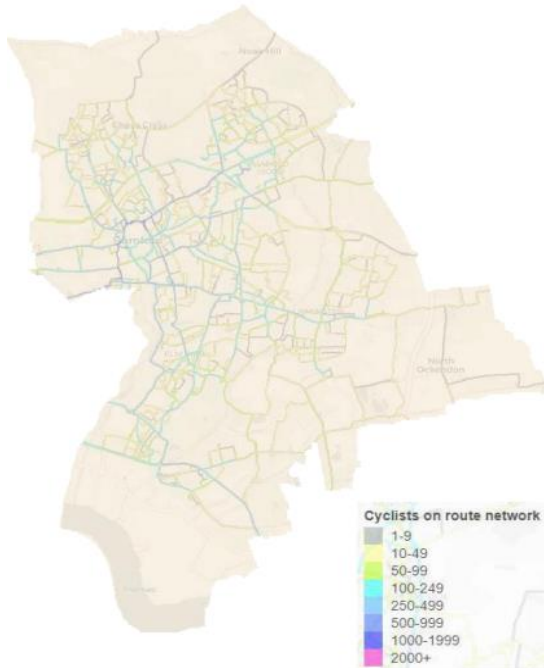
<sup>117</sup> <https://www.pct.bike/>

<sup>118</sup> <https://www.pct.bike/>

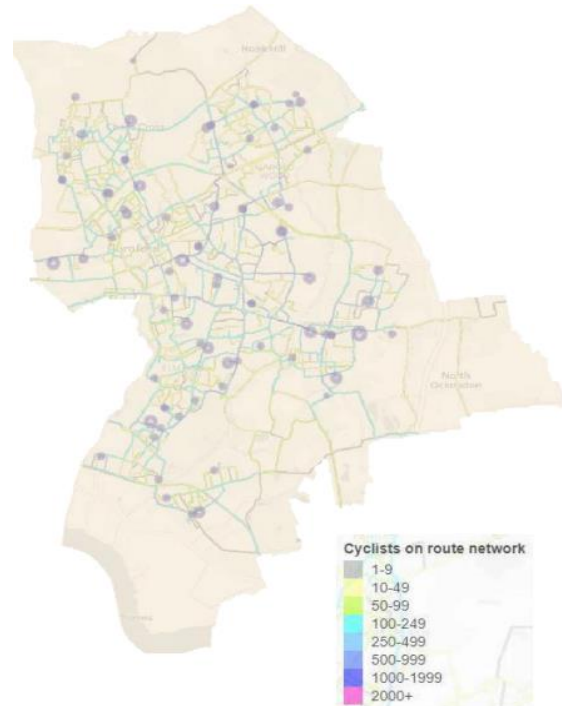


been assessed for work commute and school travel.

It is clear that for commuting trips most cycled routes are along main roads, while for school trips, additionally to main roads, connector streets through residential areas are also key routes.



**Commuting - Potential most cycled routes using a 'Go Dutch' scenario (Propensity to Cycle Tool, 2020)**



**School Travel - Potential most cycled routes using a 'Go Dutch' scenario (Propensity to Cycle Tool, 2020)**

### *Leisure Travel*

The Propensity to Cycle Tool identifies alternative quieter routes to the fastest legally cyclable routes. These have been mapped by Cyclestreets on their journey planner<sup>119</sup>.

The National Cycle Routes have been identified as well as a network of quieter routes. Most of the quiet routes were part of the former LCN+ and some are signposted through Havering.

<sup>119</sup> <https://www.cyclestreets.net/journey/to/ls19+7xy/>



Leisure Routes - Quieter alternative routes  
(Cyclestreets journey planner, 2022)

## Trip Generators Mapping

### Trip Generators in Havering

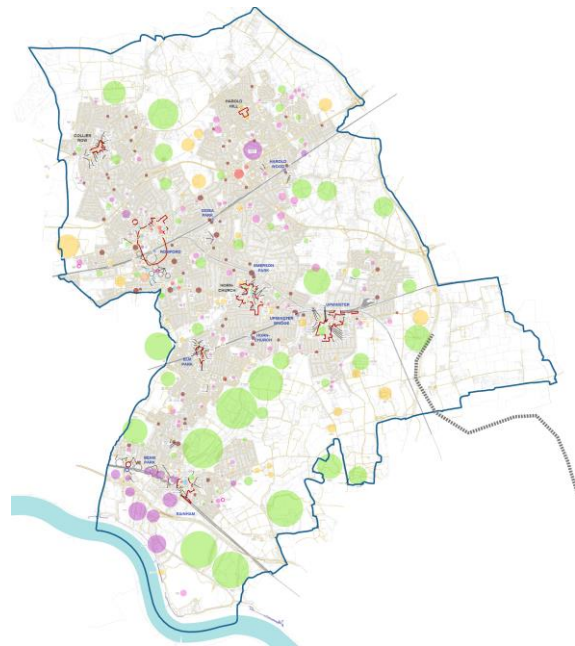
To make sure the aspirational Havering walk and cycle network accesses most key trip generators, the following hubs and facilities have been identified:

- Town centres and local centres
- Employment areas
- Educational establishments
- Healthcare establishments
- Retail facilities
- Community facilities
- Key nature facilities
- Transport interchange facilities
- Larger car parks
- Future development sites, stations and schools.

While many community facilities are situated in town centres, there are a number of schools, transport and leisure facilities located outside.

Havering also has multiple green and open spaces between residential areas, particularly in the east of the borough.

Employment is focused in a number of large industrial estates located on the riverside and in Harold Hill.



### Trip Generators Around Havering

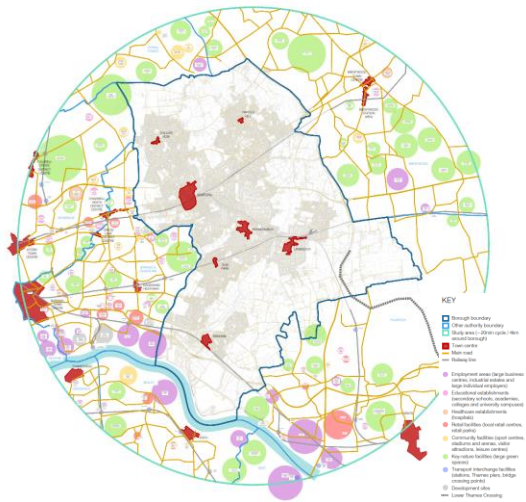
Havering has connections with other London boroughs and a number of Essex authorities. To make sure the aspirational Havering walking and cycling network connects to most key trip generators just outside Havering, a defined area accessible within 20-minutes by bike from the borough boundary (4km) has been mapped.

The map identifies the following hubs and key facilities within that area:

- Town centres
- Large employment areas
- Large educational establishments
- Large healthcare establishments
- Large retail facilities
- Large community facilities
- Large green spaces
- Transport interchange facilities
- Large development sites

Many schools and town centres within Barking and Dagenham can potentially be reached within 20-minutes cycling from Havering (e.g. Chadwell Heath, Ilford, Green Lane, Dagenham Heathway, Barking). Brentwood in Essex could also be accessible within 20-minutes cycling from the east of the borough.

Employment, industrial and retail parks located on Barking and Dagenham and Thurrock riversides could be accessed within 20-minutes cycling. This is the same for smaller commercial parks in Redbridge and Brentwood.





## Consultation Findings to Date

### Interest Groups Workshop

Project Centre organised four online workshops with Council officers and external stakeholders. These took place on the 16<sup>th</sup> and 30<sup>th</sup> June and 8<sup>th</sup> and 27<sup>th</sup> July 2022.

#### Attendees

Council Departments:

- Climate Change
- Parks & Open Spaces
- Voluntary Sector
- Culture & Customer Services
- Transport
- Health
- Urban Design

External Stakeholders:

- London Riverside BID
- Romford BID
- Forestry Commission
- British Horse Trust
- Barking, Havering and Redbridge University Hospitals
- Thames Chase Trust
- Havering Cyclists
- Better Streets for Havering
- Havering Green Streets

### Workshop Findings

#### Overall

- The Active Travel Strategy should be inclusive (e.g. mobility cycles, e-scooters and mini-scooters, horse riders, delivery cycles such as cargo-bikes),
- Key landowners and land occupiers should be met to integrate each other plans,
- Opportunity to use different sources of funding (e.g. bonds, private investors, sponsors, crowdfunding)
- Work on perception is essential - strategy should include behaviour change activities,
- Routes should be both for short distances (e.g. to shops, schools) and longer distance (e.g. leisure, commute) and should form a coherent network,
- Safe routes to facilities such as schools, hospitals and industrial estates are key,
- Making it possible and safe for all to cycle through parks and on Public Right of Ways and alleyways,
- Obstacles to cycle (and to horse-riding at certain locations) should be removed, including in parks (barriers, chicanes, gates) taking in account filtering motorcycles,
- Ingrebourne Valley Way - Sustrans National Route 136, is a nice example to learn from - would be nice to connect routes to landscape and history information and connect with natural assets such as the Rom Valley, the Thames and The Chase,
- Walk improvements should include footway and street light improvement,
- Key to provide safe cycle parking at bus/ train stations and in town centres,
- Sport cycle facilities such a small track in a natural area would be welcome.

### *Havering Urban Design Team*

Projects to take into account:

- Romford Masterplan and Liveable Neighbourhood studies, including improvement of ring road (greening and placemaking, removal of underpasses), River Rom and South Street links, squares, crossings,
- Havering Rapid Transit Transport (light rail) study,
- Rom Valley Way developments and corridor,
- Beam Parkway scheme and improved Rainham access,
- Routes along Thames riverbank
- Harold Hill Masterplan and connections to Harold Wood Station,
- School travel plans and 5 new schools and, including low car parking provision (Bridge Close, Seedbed, Beam Park/ Emmanuel School, Rainham Academy, St Edwards)
- Opportunities for off-road town-to-town links and improved access to nature and the Green Belt,
- Potential for more street trees overall on walk and cycle routes,
- London Road as key link with other boroughs,
- New homes at existing 12 Council estates.

### *Walk & Cycle Interest Group Asks*

Interest groups Havering Cyclists and Better Streets for Havering have shared what they would like to see across the network on their websites, which are taken into account in this strategy.

#### *Havering Cyclist – Five Asks*

The list below summarises what Havering Cyclists would like to see:

1. Ensure there are no further cyclist deaths at Marsh Way, through the provision of a segregated cycle route from the A1306 through to CEME and the Fairview Industrial Park.
2. Deliver Eight Cycleways, including the upgrade of LCN12 (from Chadwell Heath to Harold Hill) and LCN15 (from Rush Green to Upminster), which are mentioned as “High Priority” in TfL’s Strategic Cycling Analysis to LTN 1/20 standards, and the provision of new Cycleways based on the previously planned six Quietways, all built to the latest (LTN 1/20) standards.
3. Improve five of the most dangerous junctions which are Ardleigh Green Rd/ Squirrels Heath Rd, Upper Brentwood Rd/Squirrels Heath Lane, Oldchurch Roundabout, Brewery Roundabout, Mercury Gardens/St Edwards Way.
4. Deliver School Streets with existing schemes extended to all possible schools in the borough, (accepting that those located on main roads will be difficult).
5. Provide secure and inclusive cycle parking by completing the existing cycle parking provision near railway stations and in shopping areas with cycle parking at all civic amenities and residential areas without provision (particularly Council and private flats). Opportunity to limit overall car parking availability so that it is never cheaper or easier to park a car than it is a bike.

#### *Better Streets for Havering – Three Asks*

The list below sums up what Better Streets for Havering would like to see:

1. Safe Streets:
  - A network upgraded to be fit for walking, wheeling and cycling and for all,
  - Low Traffic Neighbourhoods to remove through traffic,
  - Reviewing speed limits with 20mph as default,

- School Streets.
- 2. Clean Air:
  - Electric vehicles,
  - Traffic reduction,
  - Freight consolidation including the use of cargo-bikes for last mile deliveries,
  - Ultra Low Emission Zone (ULEZ) and local Zero Emission Zones (ZEDs),
  - Incentives for people to scrap polluting vehicles in return for public transport credits and cycle purchase schemes,
  - Tree planting and the use of rain gardens,
  - Better destination and residential cycle parking to help mode shift.
- 3. Connected Communities:
  - Reducing barriers caused by roads and rails,
  - Better crossings, including on TfL trunk roads, the M25 and rail corridors,
  - Traffic management on Havering's own main road network.

### **Future Consultation**

This strategy will be further consulted on prior to its adoption. Any comments received will be digested and captured where relevant within the final version of the strategy for adoption.

## Glossary of Terms

Term	Definition
Active Travel	A mode of transport that involves a level of physical activity. Examples include walking, wheeling or cycling. It can form part of a larger journey (e.g. cycling to or from the tube station). This type of travel is more environmentally friendly and can have health benefits.
Active Travel Board	A selection of key stakeholders that will meet regularly to review progress made on active travel in Havering and to ensure implementation of the strategy
Active Travel England	The government's executive agency set up to prioritise walking, wheeling and cycling as the preferred choice to get around.
Active Travel Forum	The bringing together of organisations and stakeholders involved with encouraging active travel to plan and discuss strategy with the Council on a quarterly basis
AQMA	Air Quality Management Area
Behaviour Change	The change in the travel choices that people make. These choices are a result of numerous complex and interrelated factors such as perceived costs and benefits of a mode, and awareness of who else is using that mode.
BID	Business Improvement District
Bus Stop Bypass	The routing of a cycle lane behind the bus passenger boarding area in order to continue separating cyclists from the motor vehicles
BHURT	Barking Havering Redbridge University Hospital NHS Trust
Car Club	A short-term car rental service that allows its members to use locally parked cars. They provide an alternative to private vehicle ownership.
Cargo-Bike	Bicycles which have been adapted for carrying either passengers (mainly children) or heavy/ bulky loads with the addition of a large container
Climate Emergency	A situation in which urgent action must be taken to reduce climate change and its associated impacts (e.g. global warming)
Cycle Contraflow	When cyclists are permitted to cycle against the flow of traffic on a one-way street, allowing it to become a two way road for cyclists
Cycle Hangar	On-street, secure, covered parking storage units for bicycles which require a key to access. They are often converted car parking spaces
Cycle Lane	Part of the road which is allocated for cyclist use by paint, meaning that there is no physical separation from motor vehicles
Cycle Track	A route for cyclists that runs alongside a road, but which is physically separate from it.
Cycle Stand	A device which bicycles can be securely attached to for parking. It can either be freestanding or attached to the ground or a building

DEFRA (Department for Environment, Food, and Rural Affairs)	This department is responsible for ensuring environmental protection across the United Kingdom
GLA	Greater London Authority
Green Infrastructure	London's network of multi-functional parks, green spaces, gardens, rivers and wetlands, as well as smaller scale features such as trees and green roofs. They provide an array of social, economic and environmental benefits to communities
Home Zone	A street or group of streets which are designed to primarily meet the needs of pedestrians, cyclists, children, and other residents. This is often achieved by reducing car speeds, obligation to give way to pedestrians, and limited parking availability.
Intermodal Travel	The act of using two or more modes of transport in the same journey (e.g. cycling and the train)
Last Mile Hub / Logistics Consolidation Centre	Locations where goods from across companies are consolidated into one place and then transported onwards to the consumer in order to reduce the amount of urban freight traffic on the road
LBH	London Borough of Havering
LIP	Local Implementation Plan
Liveable Neighbourhood	Part of a TfL funded programme to improve the public realm and experience of walking, cycling and using public transport. It entails enhancing opportunities to use streets as public spaces whilst reducing car dominance
London Councils	The collective of local governments in London, including the 32 boroughs and the City of London
Masterplan	A framework for long-term planning that contains a detailed plan of action for the development of an area
Micro-mobility	Lightweight vehicles often used by one user at a time to move around. Examples include bicycles, scooters and skateboards
Mobility Hubs	Mobility hubs are physical places where people can interchange between different transport modes in order to provide an integrated transport experience. These hubs vary from large scale infrastructure such as inner-city main train stations to smaller scale infrastructure such as a bus stop with a bike sharing station or Park and Ride
Modal Filter / Filtered Mobility	A physical measure at a point on the road that allows some modes through (often those walking, wheeling and cycling) but not motor vehicles
Mode Shift	The shift in travel behaviour from one mode of transport to another e.g. from driving to cycling
Modal Share	The percentage of trips carried out using a certain mode of transportation
MTS	Mayor's Transport Strategy
NetZero	When the total greenhouse gas emissions being emitted are equal to the emissions being removed from the atmosphere in order to limit global warming. The Mayor has declared that the aim is for London to be Net Zero by 2030

Pedestrian & Cycle Zone	A type of pedestrianised street (one without motor vehicles) that allows cyclists. They sometimes only operate during certain hours of the day
Placemaking	The process of involving the local community to shape their public realm and so to promote health, happiness and well-being. The process involves empowering the community through consultation and engagement.
Play Streets	Streets which are closed to through traffic temporarily yet regularly to allow children to play safely in their neighbourhood
Pocket Square / Pocket Park / Parklet	An extended platform over a parking space which can contain seating, tables, lighting and planting for use by pedestrians
Pool Bikes	A scheme which involves the sharing of bikes, for example by employees, that they can use to complete any kind of journey
Push-n-Pull Service	Part of the London Overground which runs between Romford and Upminster and calls at Emerson Park. It is single-track throughout.
Quietway / Quiet lane	Continuous, well-signed routes on less busy streets across London which allow cyclists to navigate through safely, so encouraging people to use cycling as a mode of transport.
Raingarden	A technique used to reduce surface water by planting vegetation which retains the rainfall and then either releases it slowly into the piped network or allows it to infiltrate into the ground. They are often found in between the road and footpath.
School Streets Programme	A programme which limits car access to the street outside school gates during drop off and pick up to encourage children to travel to school using active transport modes
Strategic Road Network	The most heavily used part of the UK's national road network comprising more than 4,500 miles of motorways and major A roads. The network is managed by National Highways.
TfL	Transport for London
TfL Travel for Life School Programme (previously STARs programme)	A free accreditation programme that offers a series of educational programmes to schools and education settings across London to encourage active, safe and sustainable travel options when travelling to and from school
Tri-cycle	A vehicle similar to a bicycle, except it has three wheels instead of two
Vision Zero	A strategy to eliminate all deaths and serious injuries from London's roads and so promote safety, health and equity for all
Wayfinding	The process of orientating and navigating oneself in an area

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## PLACE OVERVIEW AND SCRUTINY SUB-COMMITTEE 4 November 2025

**Subject Heading:**

**School Streets Programme Review**

**ELT Lead:**

Neil Stubbings – Strategic Director Place

**Report Author and contact details:**

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**Policy context:**

Local Implementation Plan 2019

Policy 23 Transport Connections Havering  
Local Plan

### SUMMARY

This report presents high-level findings from phases 1, 2 and 3 of the School Street Programme, covering modal shift, traffic displacement and Air Quality and Perception Surveys.

This report puts forward options for the Sub-Committee to consider as recommendations for taking the School Street Programme forward in future phases.

### RECOMMENDATIONS

The Sub-Committee is asked to note the report and provide any feedback, which can be used in the management of existing School Streets and the planning and implementation of future School Streets, as appropriate.

**REPORT DETAIL**

**Background**

1. This report has been prepared by Officers to provide background, set context and answer questions regarding the School Streets programme that has been implemented by the Council.
2. Introduced since 2020, there are now 15 School Street Zones across 21 schools, covering over 50 streets in Havering. A list of School Streets in Havering is shown in Appendix A and a summary of the exemptions for School Street zones is shown in Appendix B.
3. School Streets were initially implemented as a Social Distancing measure during the Covid Pandemic, however School Streets more generally are aimed at improving local safety, air quality and to make it easier for children and parents to walk and cycle to school.
4. The School Streets programme supports the wider work the Council delivers through the TfL Travel for Life programme across participating schools in Havering, encouraging pupils, parents and staff to walk, cycle or use public transport to and from school.
5. Since the programme was first introduced in 2009, single occupancy car use has reduced from 39% to 16% in participating schools. Walking is the most popular means of getting to school (41% of journeys), followed by park and stride (12%), scooting (12%), bus (9%), cycling (6%), car share (2%) and school bus (2%).
6. Schools can be formally Accredited as part of the TfL Travel for Life programme. The Borough currently has 55 accredited schools, 50 at gold, 2 at Silver Level and 3 at Bronze level in the TfL Travel for life programme.

**Policy Context**

7. School Streets support several sub regional and local policies. The Mayor of London's Healthy Streets agenda is a strategy to create safer, healthier, and more pleasant urban environments by improving street design and prioritising active travel and public transport. It focuses on making it easier and more attractive for people to walk, cycle, and use public transport, which in turn helps reduce air pollution, combat climate change, and improve public health.
8. The School Streets Programme contributes to Policy 23 of the adopted Havering Local Plan *Transport Connections* promoting the benefits of active

travel to schools. The programme also supports a number of key objectives and targets contained in the adopted Havering Local Implementation Plan.

9. Havering's Air Quality Action Plan and Climate Change Action Plan (CCAP) contain a number of key actions focussing on active and sustainable travel. The roll out of school streets across the borough supports the overarching objective of the CCAP for Havering becoming a carbon neutral authority by 2040 or sooner.

#### How do School Streets operate?

10. School Streets zones are enforced through ANPR. Cameras are placed at the entrance of roads within the School Streets zone. Entering a School Street zone during the times of operation is an offence under the Traffic Management Act 2004 and may incur a Penalty Charge Notice (PCN) if the vehicles are not granted an exemption permit. Outside of this period no permit is required to enter the area.
11. The cost of the PCN issued is £160, which will be reduced to £80 if paid within 14 days. Leaving the School Street area is allowed to everyone during camera operational times.
12. The restrictions that are in place for School Streets, operate during term times only.

#### Why Implement School Streets?

13. School Streets have been implemented in local authorities across the country including across London. There are now more than 500 School Streets in London (including nearly 1 in 4 primary schools). School Streets are seen as having the following benefits:
  - Improved road safety for all road users
  - A reduction in anti-social behaviour from thoughtless parking and dangerous vehicle movements.
  - Less vehicles on the school run, reducing traffic and making it easier for pupils, parents, carers and staff to walk, scoot and cycle to school – with physical and mental health benefits.
  - Increased physical activity levels in children by enabling confidence in parents to let their children walk, scoot or cycle to and from school.
  - Contributes towards positive modal shift and less reliance on motorised vehicles.
  - Improved air quality around the school gate due to reduced vehicles (and idling).

**How have schools been selected?**

14. The process adopted to implement School Street zones has evolved over the years. It was initially introduced as a social distancing measure during the Covid pandemic.
15. The first phases of School Streets used the following criteria:
  - *Initial screening and assessment of all primary and secondary schools for suitability for a School Street.*
  - *For a school/street to be suitable for a School Street scheme the entrance must not be located on, or share a junction with, an A or B Classified Road, serve a bus route, or be on road where displacement / closure would have unacceptable disruption or other consequences on other road.*
  - *Suitable schools were contacted and their support sought.*
16. Those schools that supported the principle were prioritised and taken forward, and the local area consulted. Results of the consultation were assessed, and an Executive Decision was prepared to seek approval for the agreed sites to be taken forward.
17. The School Street selection process has evolved over time, with the most recent selection of schools being determined by factors such as avoiding schools whose main entrance is on a Strategic road or Main, Primary or Secondary Distributor road.
18. The most recent round of School Streets (Phase 4a) came into operation earlier this year. Phase 4b is scheduled to come into operation in January 2026.
19. The More recent phase of the School Street programme has seen schools identified using the following criteria:
  - *Consideration on the condition that the School supports the initiative in principle.*
  - *Consideration of schools that do not have their main entrance on the Strategic Route Network, Main Distributor, Primary Distributor or Secondary Distributor roads.*
  - *Consideration of schools on a Secondary Distributor Road that do not have a bus route with the exception of those that share their sites with other schools who do have their main entrances on a road with a bus stop.*
  - *In addition, all new schools built in the borough should be considered for a School Street.*
  - *Schools that were eligible in Phase Three but did not support the scheme, as well as those consulted in Phase Three but were unsuccessful, have not been included in Phase Four.*

20. A more detailed breakdown of how Schools have been selected for the School Street Programme since the initial first phase back in 2020 can be found in Appendix C of this report.

**How are School Streets delivered in Havering?**

21. In Havering, School Streets are implemented as a “trial” using the Experimental Traffic Management Order (ETO) process. A statutory consultation is open for the first six months. During this time, the School Street ETO can be amended, retained or removed.
22. After six months, but not later than 18 months, a decision needs to be taken as to remove the ETO or make it permanent. Accordingly, a further decision is made setting out the feedback and outcomes from the trial and a recommended way forward within 18 months.
23. Exemptions, allowing authorised or certain vehicles to enter the School Street are included in the traffic order. The exemptions are in place in order to ensure that the right balance is achieved between maintaining the integrity of the zone and not causing too much disruption to the school or residents in the zone.

**School Street Monitoring**

24. To better understand the impact of the initial phases of the School Street programme, Officers commissioned some quantitative and qualitative analysis on the first three School Street phases.
25. To gain a broader understanding of the effectiveness of School Streets, a number of aspects have been examined. This includes wider network traffic volumes, air quality, PCNs issued within the School Street zone and perception surveys.

A summary of the main findings is set out below:

- Traffic Volumes
26. Traffic volumes were assessed on the surrounding roads of each of the School Street locations, to assess potential traffic displacement. A total of 58 ATC counts captured data around School Streets.
27. With limited pre-School Street traffic count data, potential traffic displacement was assessed by grouping roads based on 24-hour average traffic volumes and assessing the traffic count data obtained, against the PM peak average for each traffic volume grouping.
28. Of the roads monitored with ATC’s, 77% showed no signs of potential displacement. Thirteen roads did indicate potential displacement when

compared against the PM peak average, and these are identified in the table below.

**Traffic Volume**

24-hr Average Traffic Volume	Number roads showing displacement	Roads showing displacement
1,000 – 9,000	7 roads	Malvern Road, Swindon Lane, Allen Road, Rosslyn Avenue, Bernwelle Avenue, Ravenswood Close, Charlotte Gardens
10,000 – 20,000	5 roads	Globe Road, Herbert Road, St Neots Road, Firbank Road, Albany Road
25,000 – 50,000	1 road	Dagnam Park Drive
60,000+	0 roads	

29. Traffic displacement was seen at 9 of the 17 School Streets sites, with limited impact on the strategic higher volume routes, and greater impact in more residential and lower volume routes.

30. It should be noted that feedback from School Street perception surveys indicated that 60% of those surveyed felt that roads surrounding a school street zone had become more heavily congested.

- Air Quality

31. Handheld air quality sensors were used to carry out air quality monitoring along the first three phases of School Streets. Air Quality monitoring took place across the 17 different schools and for comparison purposes four control sites (schools that were not School Streets).

32. At each School Street school, air quality recordings were taken during the morning restrictions. The air quality sensors provided real-time readings of PM2.5 and PM10, while NO2 data was taken from the London Air Quality Network and its fixed air quality sensors situated in Havering.

33. The air quality readings were taken during the morning restrictions, with 10-minute averages being compiled for PM2.5, PM10 and NO2 emissions. Given the weather and cooler temperatures during the winter months of the monitoring, air pollution readings will be higher than the equivalent summer months, which should be taken into consideration when interpreting the results.

Air Quality

School	PM2.5	PM10	NO2
Branfill Primary School	12	21	78
Hylands Primary School	6	10	15
Squirrels Heath Infant & Junior Schools	4	8	32
Drapers' Academy, Drapers' Maylands Primary School and Lime Academy – Forest Approach	16	26	39
Drapers' Pyrgo Priory Primary School	12	19	39
Emerson Park Academy	7	13	15
The R J Mitchell Primary School	18	29	71
The James Oglethorpe Primary School	13	22	82
Parsonage Farm Primary School	14	23	71
Harold Wood Primary School & Redden Court School	6	10	15
Mead Primary School	18	29	71
Oasis Academy Pinewood	13	23	38
Harrow Lodge Primary School	14	23	57

34. When comparing readings from the School Streets schools in the above table, with the four control sites (non-School Street schools), the control sites exhibited average 2.5pm readings that surpassed those of the School Street sites by around 50%. The PM10 levels for controlled sites surpassed those on the School Street sites by 58%.

35. This indicates that the introduction of School Streets has had a positive impact on local air quality.

Survey Perception Data

36. To better understand how these projects have been received by pupils and adults, two online surveys were run for each school, one designed for pupils and the other for adults.

37. The adults survey saw 915 responses, with 74% being parents/carers and 27% being members of staff:

- 51% of respondents said they live more than 20 minutes' walk from school
- 21% respondents said the School Street has seen them walk to school more
- 11% of respondents said the School Street has seen them park and stride more
- 66% of respondents said it feels safer for children to walk/cycle/scoot on the street at drop-off and pick-up
- 63% of the respondents said the street feels more pleasant at drop off and pick up
- 60% of respondents said the surrounding streets feel more congested at drop-off and pick-up



- 51% of respondents said there has been no effect on air quality outside the school at drop-off and pick-up
- 69% of respondents said there has been no effect on children playing outside the school at drop-off and pick-up

38. Those surveyed had the opportunity to provide open text responses and feedback on the School Street programme and how it could be improved. Examples of these can be found in Appendix D of this report.

39. The children's survey saw 1,314 responses:

- 39% of respondents said they walked to school on the day they completed the survey
- 26% of respondents said they travelled to school by car or motorcycle on the day they completed the survey
- 48% of respondents said it feels fairly safe and 44% very safe to walk, cycle or scoot on the street outside the school gate
- 46% of respondents said they sometimes talk and play with their friends and family on the street outside the school gate, with 38% saying they do most days
- 47% of respondents said it is fairly noisy on the street outside the school and 29% saying it is not very noisy
- 46% of respondents said crossing the road outside the school gate feels fairly safe and 38% saying very safe

#### Modal Shift

40. Modal shift figures have been monitored for each of the School Streets. The table below outlines the change in total car use, active travel and public transport against 2018/19 (pre-covid) and 2024/25 (post – School Street). A more detailed table show modal shift per annum at each school can be found in Appendix E.

**School Streets (Phases 1-3) - Modal Shift Table**

School	Year	Change in total car use	Change in total active travel	Change in total public transport
Branfill Primary School	2018/19			
	2024/25	-15%	16%	-2%
Hylands Primary School	2018/19			
	2024/25	-12%	15%	-3%
Squirrels Heath Infant School	2019/20			
	2024/25	-2%	11%	-9%
Squirrels Heath Junior School	2018/19			
	2024/25	-9%	7%	2%
Drapers' Academy	2018/19			
	2023/24	-3%	3%	0%
Drapers' Maylands Primary School	2018/19			
	2024/25	-7%	12%	-5%
Lime Academy Forest Approach	2018/19			
	2024/25	No recent Data		
Drapers' Pyrgo Priory Primary School	2018/19			
	2024/25	-5%	-7%	11%
Emerson Park Academy	2018/19			
	2024/25	No recent data		
The R J Mitchell Primary School	2022/23			
	2024/25	-24%	24%	0%
The James Oglethorpe Primary School	2018/19			
	2024/25	1%	6%	-7%
Parsonage Farm Primary School	2018/19			
	2024/25	-2%	1%	1%
Harold Wood Primary	2018/19			
	2024/25	-5%	9%	-4%
Redden Court School	2018/19			
	2024/25	-3%	-18%	21%
Mead Primary School	2018/19			
	2024/25	11%	-9%	-2%
Oasis Academy Pinewood	2018/19			
	2024/25	2%	6%	-8%
Harrow Lodge Primary School	2018/19			
	2024/25	-5%	3%	2%

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41. The data shows that in the vast majority of schools, single occupancy car use has reduced over the period before and after the School Street was implemented. In the small number of cases where this has not been the case (Oasis, Redden Court and Mead Primary) Officers are working with those schools to offer additional initiatives that can support a reduction in car use. For example, this year Oasis and Mead school will be working with a sustainable travel organisations to develop a walking map.

**PCN Figures**

42. Penalty Charge Notice (PCN) data has been provided for the roads surrounding some of the School Streets for each of the years from 2020/21. These datasets are fragmented but do provide an indication of how enforcement has changed in these areas.

**School Street Penalty Charge Notices Issued**

Schools	2021/2022	2022/2023	2023/2024	2024/2025	Typical number per day (based on 39 weeks)
<b>Branfil Primary</b>	742	1483	1779	1641	8
<b>Hylands Primary</b>	104	341	249	224	1
<b>Squirrels Heath Infant/Junior</b>	648	2787	1678	2131	11
<b>Drapers Academy, Drapers Maylands, Lime Academy – Forest Approach</b>		1674	2293	1881	10
<b>Drapers' Pyrgo Priory Primary</b>		603	500	346	2
<b>Emerson Park Academy</b>		814	916	798	4
<b>The R J Mitchell Primary</b>		929	1250	996	5
<b>The James Oglethorpe Primary</b>		1107	1653	1597	8
<b>Parsonage Farm Primary</b>		1294	975	764	4
<b>Harold Wood Primary/Redden Court</b>		2358	2911	2054	11
<b>Mead Primary</b>			435	1916	10
<b>Oasis Academy Pinewood</b>			483	1096	6
<b>Harrow Lodge Primary</b>			1410	2066	11

**School Streets – Summary of Impacts**

43. Key findings from the monitoring carried out on the first three phases of the School Streets Programme include:

- 12 out of 17 schools experienced an increase in the percentage of pupils travelling actively to and from school
- 11 out of 17 schools saw a decrease in car use
- 3 out of 17 schools saw an increase in pupils travelling by public transport
- 13 roads showed displaced traffic through surveys
- 60% of respondents said the surrounding streets feel more congested at drop-off and pick-up
- 51% of respondents said there has been no effect on air quality outside the school at drop-off and pick-up
- 66% of parents surveyed said a school street feels safer for children to walk/cycle/scoot on the street at drop-off and pick-up
- 21% respondents said the School Street has seen them walk to school more
- 46% of respondents said crossing the road outside the school gate feels fairly safe and 38% saying very safe
- 48% of respondents said it feels fairly safe and 44% very safe to walk, cycle or scoot on the street outside the school gate

**Recommendations for consideration**

44. It should be noted by the Committee, that a School Street simply isn't a viable option for each and every school in the borough. For example, it is not considered a viable approach to close roads that are part of the Strategic Road Network to general traffic during school peak times.

45. Officers intend to identify further schools to be considered for School Street zones following implementation of Phase 4b in the New Year. With the criteria currently in place for determining School Streets, there is a limited number of remaining schools that can be considered for future phases of the programme.

46. Moving forward, there are different approaches Committee Members may wish to consider when making recommendations to the Administration on future School Street delivery.

- Retain the current criteria and limiting the expansion of the School Street programme.

47. The current criteria used for selecting School Streets is likely to only bring a small number of schools into consideration. If this approach is taken forward, the Committee may wish to recommend that the administration look

to provide further support schools that cannot become School Streets to support sustainable travel to and from school and improve safety. This could include “ring-fencing” a portion of TfL Local Implementation Plan funding to non-School Street schools.

- To expand the eligibility criteria for schools to have School Streets.
48. Expanding the section criteria to get a broader pool of schools could involve for example, selecting schools even if they do not want to be part of the programme, including schools whose main entrance is on busier roads. When expanding the criteria however it is important to consider the broader impacts this could have on the wider network.

### **Officer recommendations**

49. Officers would encourage the Committee recommend to Cabinet a continuation of the School Street programme, to give as many schools that are eligible the opportunity to have a School Street over time. The Committee could further recommend to Cabinet that a review of the current criteria in place be undertaken by Officers, to establish whether changes could be made that bring further schools into consideration.

### **Next Steps**

50. Any recommendations put forward by the Committee would be discussed with the Cabinet Member for Environment and considered as part of any future Phase 5 of the School Street programme, expected to be progressed after the May 2026 elections.

## **IMPLICATIONS AND RISKS**

### **Financial implications and risks:**

51. As this report is a briefing item and no decisions are sought, there are no direct financial implications or risks. The work described within the report is contained within and met from, existing resources.

### **Legal implications and risks:**

52. As this report is a briefing item and no decisions are sought, there are no direct Legal implications or risks.

**Human Resources implications and risks:**

53. As this report is a briefing item and no decisions are sought, there are no direct Human Resource implications or risks. The work described within the report is contained within and met from, existing resources and there are no implications to staff.

**Equalities implications and risks:**

54. As this report is a briefing item and no decisions are sought, there are no direct Equalities and Social implications or risks.

55. An Equalities Assessment was conducted as part of earlier School Street decisions and one will be conducted with future decisions.

**ENVIRONMENTAL AND CLIMATE CHANGE IMPLICATIONS AND RISKS**

56. Initiatives that help reduce motor vehicle movements and result in more people using public transport or walking or wheeling, will have a positive impact on climate change through the reduction of vehicle emissions.

*Guidance on completing this section can be found on this link:*

<https://onesourceict.sharepoint.com/sites/SustIntranet/SitePages/Committee-Guidance.aspx>

**BACKGROUND PAPERS**

Havering School Streets Monitoring Report  
TfL Travel for Life Programme Data

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Appendix A: Existing School Street Schemes in Havering

School	Phase	Ward	AM restriction times (Monday to Friday only)	PM restriction times (Monday to Friday only)
Branfil Primary School	1	Upminster	8am to 9.30am	2pm to 3.30pm
Hylands Primary School	1	St Albans	8am to 9.30am	2.30pm to 4pm
Squirrels Heath Infant and Junior	1	Squirrels Heath	8am to 9.30am	2.30pm to 4pm
Drapers' Academy Drapers' Maylands Primary School Lime Academy Forest Approach	2	Gooshays	8am to 9am	2.30pm to 3.30pm
Drapers' Pyrgo Priory Primary School	2	Gooshays	8am to 9am	2.30pm to 3.30pm
Emerson Park Academy	2	Emerson Park	8.20am to 9.15am	3pm to 3.30pm
The James Oglethorpe Primary School	2	Upminster	8am to 9am	2.30pm to 3.30pm
Parsonage Farm Primary School	2	Rainham & Wennington	8.30am to 9.15am	2.30pm to 3.30pm
Harrold Wood Primary Redden Court School	2	Harold Wood	8.15am to 9am	2.30pm to 3.30pm
The RJ Mitchell Primary School	2	Elm Park	8.20am to 9.05am	2.30pm to 3.25pm
Mead Primary School	3	Harold Wood	7.45am to 9.15am	2.15pm to 3.30pm
Oasis Academy Pinewood	3	Havering-atte-Bower	8am to 9am	2.30pm to 3.30pm
Harrow Lodge Primary School	3	Hylands & Harrow Lodge	7.45am to 9.15am	2.30pm to 3.30pm
Rise Park Infant and Junior Schools	4a	Marshalls & Rise Park	8am to 9am	2:30pm to 3:30pm
The Brittons Academy, Whybridge Infant and Junior Schools	4a	South Hornchurch	8am to 9am	2:30pm to 3:45 pm
Hornchurch High School*	4b	Hylands & Harrow Lodge	7.30am to 9.15am	2.30am to 4.15pm

\*to be implemented 5 January 2026

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## **APPENDIX B. EXEMPTIONS TO THE RESTRICTION**

### **Exemptions to the school scheme**

Exemption permits are free of charge and the following are exempt in the school street zones.

- Residents.
- School staff with a requirement to park onsite.
- Local business staff within the school street area with a requirement to park onsite.
- Disabled Blue Badge holders whether pupils, parents, carers, teachers and other staff at the school where the restriction is present.
- Registered healthcare workers and NHS staff attending patients whom reside in the school street zone.
- Emergency service vehicles and other public service vehicles such as waste collection.
- Hackney Carriage taxis, School Transport Vehicles, Dial-a-Ride and other specialist public passenger transport services.
- Marked delivery vans registered as commercial vehicles such as Royal Mail, UPS and DPD.

Because children and families may be using the space in the road, we encourage eligible vehicles to enter and exit school streets with caution and only where absolutely necessary to maintain safety, ensuring that vehicle volume and speed is kept to a minimum.

### **Examples of where exemptions will not be granted**

The following will not be granted exemptions for their vehicle to arrive at the times of the school street and may be issued a PCN if entering the area during the operational times.

- Residents living outside the school street.
- Parents/carers dropping off/collecting children at the school. (A person providing childcare, similar to that of a childminder – whether it's a family member or a paid person/organisation, is deemed as visitor and will not be eligible to apply).
- Friends and relatives of residents in the school street (visitors).
- Tradespeople.
- Unmarked delivery vehicles.

Instead, it is advised that any planned visitor either chooses to walk or cycle their journey, park their car in a nearby street and walk the short distance to the school, or arrive outside of the hours of the school street zone.

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## Appendix C School Street Selection Criteria

### Phase 1

#### [School Streets Executive Decision - 15 July 2020](#)

Phase 1 of the Havering School Streets programme was introduced In July 2020 as a result of the TfL Streetspace programme which was a temporary initiative by Transport for London and London's boroughs, launched in response to the coronavirus pandemic, to reallocate road space for walking and cycling. Its goals were to facilitate social distancing, prevent a car-led recovery, reduce congestion, and promote healthier, more sustainable travel options by creating temporary cycle lanes, widening footways, and implementing low-traffic neighbourhoods.

It stated when considering a School Street candidate, the following key principles apply:

- Road danger was a recognised and significant issue prior to the COVID-19 outbreak
- Where there was a recognised and significant problem with crowding outside school prior to the COVID-19 outbreak.
- Where a large number of complaints had been received, and or a Councillor had highlighted safety concerns raised by residents
- Where there are two or more schools in close proximity to one another.
- Schools with narrow footways posing a safety risk to children.
- Schools with large intake/multi form entry, that even with a staggered start/finish times crowding outside is still likely.

Further details of the consultation results detailed [here](#).

The criteria was further developed in the [Executive Decision - January 2022 - School Streets \(SS\) Phase 1 – Request to convert the scheme from experimental to permanent](#).

This set out:

In 2019 all primary and secondary schools throughout the borough were assessed for their suitability for a school street.

For restricted access to be considered suitable for a School Street scheme, the main entrance of the school must not be located on, or share a junction with a:

- a. trunk road denoted by an 'A' number.
- b. distributor road denoted by a 'B' number; or
- c. a key through route used by Transport for London buses.

The above list is not exhaustive, and a site may be excluded due to linking key routes without a viable diversion.

Factors that are also used as part of the assessment when considering a school for the School Streets programme are detailed below:

- a. If any complaints had been received and the nature of the complaint.
- b. If the location had previously been considered for a Public Space Protection Order (PSPO).
- c. Accreditation to TfL's Sustainable Travel: Active, Responsible, Safe (STARS) scheme; which has been developed for London schools and nurseries and is intended to inspire young people to travel to school sustainably, actively, responsibly and safely by championing walking, scooting and cycling.
- d. Road traffic collisions – Killed or Seriously Injured data (KSI).
- e. If the school is located on a road with direct vehicular access.
- f. Existing parking controls.

- g. Existing speed limit; or
- h. if the location was Included within a controlled parking zone (CPZ).

## Phase 2

The criteria above continued in Phase 2 as set out in the [Key Executive Decision in February 2022 - School Streets Phase 2. Recommendations to formally consult on implementing schools using the experimental traffic order process.](#)

Consultation results are contained on pages 7 to 12 of this same report.

## Phase 3

Further information on the process for Phase 3 is set out in the [Non Key Executive Decision in August 2023 - School Streets Phase 3. Approve implementation of experimental traffic order\(s\) to support operation of Phase 3 of the School Streets Scheme](#)

The process adopted to implement new School Street zones is as follows:

1. Initial screening and assessment of all primary and secondary schools for suitability for a School Street. a) For a school/street to be suitable for a School Street scheme the entrance must not be located on, or share a junction with, an A or B Classified Road, serve a bus route or be on road where displacement / closure would have unacceptable disruption or other consequences on other roads
2. Suitable schools contacted and their support sought
3. Those schools that support the principle are prioritised and taken forward and the local area consulted
4. Results of the consultation assessed
5. Recommendations made

Consultation results are contained on pages 6 to 8 and in Appendix C and D.

## Phase 4

Most recently the [Non Key Executive Decision - Approve implementation of experimental traffic order\(s\) to support operation – March 2025](#) specified:

Further criteria has been applied to identify School Streets in the borough for Phase 4 of the programme, which included:

- Consideration on the condition that the School supports the initiative in principle.
- Consideration of schools that do not have their main entrance on the Strategic Route Network, Main Distributor, Primary Distributor or Secondary Distributor roads.
- Consideration of schools on a Secondary Distributor Road that do not have a bus route with the exception of those that share their sites with other schools who do have their main entrances on a road with a bus stop.
- In addition, all new schools built in the borough should be considered for a School Street.
- Schools that were eligible in Phase Three but did not support the scheme, as well as those consulted in Phase Three but were unsuccessful, have not been included in Phase Four

Plus the TfL Travel for Life (formerly STARS) Accreditation criteria lifted from Phase 3.

Consultation results can be found on pages 8 to 10 of this report and Appendix C.

## Appendix D School Street Adult Survey – Open Text Responses

### Positive

*“I think it’s a really positive improvement! People would drive and park dangerously and now its peaceful on the street!”*

*“The Streets are much nicer to walk down without traffic speeding past.”*

### Issues

A high number of respondents raised issues surrounding vehicle congestion on nearby streets:

*“no parking restrictions here means there are traffic flow problems morning and afternoon, this road has become more congested and worse for pedestrians”*

*“The scheme has increased traffic on neighbouring roads not included in the scheme & can make these roads & the park entrance dangerous to walk through due to the increased traffic and aggressive driving.”*

### Suggestions

A common theme across suggestions from all the schools focussed on parking enforcement:

*“This area should be monitored to keep the park area safe for walking children to and from school.”*

*“it’s not a positive in my eyes, just put a parking warden there instead!”*

*“At school times a parking control officer should be present more. People still block crossings and park where they like.”*

*“putting a parking inspector would have been a better deterrent”*

*“A parking warden on that route during pickup/drop off would be a good idea.”*



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### School Streets (Phases 1-3) - Modal Shift Table

School	Year	Public Transport	Active	Car Use (including park and stride)	Change in total car use
Branfill Primary School	2018/19	4%	40%	57%	-15%
	2024/25	2%	56%	42%	
Hylands Primary School	2018/19	8%	63%	29%	-12%
	2024/25	5%	78%	17%	
Squirrels Heath Infant School	<b>2019/20</b>	11%	54%	35%	-2%
	2024/25	2%	65%	33%	
Squirrels Heath Junior School	2018/19	8%	58%	34%	-9%
	2024/25	10%	65%	25%	
Drapers' Academy	2018/19	42%	47%	11%	-3%
	<b>2023/24</b>	42%	50%	8%	
Drapers' Maylands Primary School	2018/19	22%	36%	42%	-7%
	2024/25	17%	48%	35%	
Lime Academy Forest Approach	2018/19	67%	11%	22%	
	2024/25				
Drapers' Pyrgo Priory Primary School	2018/19	16%	41%	4%	-5%
	2024/25	27%	34%	39%	
Emerson Park Academy	2018/19				
	2024/25				
The R J Mitchell Primary School	<b>2022/23</b>	15%	47%	38%	-24%
	2024/25	15%	71%	14%	
The James Oglethorpe Primary School	2018/19	11%	34%	55%	1%
	2024/25	4%	40%	56%	
Parsonage Farm Primary School	2018/19	8%	55%	37%	-2%
	2024/25	9%	56%	35%	
Harold Wood Primary	2018/19	7%	48%	45%	-5%
	2024/25	3%	57%	40%	
Redden Court School	2018/19	28%	64%	8%	-3%
	<b>2023/24</b>	43%	45%	12%	
Mead Primary School	2018/19	12%	67%	21%	11%
	2024/25	10%	58%	32%	
Oasis Academy Pinewood	2018/19	15%	53%	32%	2%
	2024/25	7%	59%	34%	
Harrow Lodge Primary School	2018/19	7%	63%	30%	-5%
	2024/25	9%	66%	25%	

Change in total active travel	Change in total public transport
16%	-2%
15%	-3%
11%	-9%
7%	2%
3%	0%
12%	-5%
	<i>no recent data</i>
-7%	11%
	<i>no data</i>
24%	0%
6%	-7%
1%	1%
9%	-4%
-18%	21%
-9%	-2%
6%	-8%
3%	2%

# Place Overview & Scrutiny Sub- Committee

4 November 2025

**Subject Heading:**

Homes in Multiple Occupancy (HMOs)

**ELT Lead:**

Helen Oakerbee, Director of Planning and Public Protection

**Report Author and contact details:**

Taiwo Adeoye Committee Officer  
Taiwo.adeoye@havering.gov.uk

**Policy context:**

The deals with a Public Protection and Public Health matter.

**Financial summary:**

Financial issues will be considered fully in the forthcoming Cabinet report on this issue.

**The subject matter of this report deals with the following Council Objectives**

People - Things that matter for residents X

Place - A great place to live, work and enjoy X

Resources - A well run Council that delivers for People and Place X

## **SUMMARY**

The Sub-Committee have asked officers to provide an update on HMOs. Members have asked to understand the position with HMOs picture as a whole in Havering, both licensed and unlicensed properties.

Members have asked for information on the HMO Consultation Response, the numbers of reports of suspected unlicensed HMOs, inspections carried out, and enforcement measures undertaken.

Members have also asked for information on Unlicensed HMOs as well as details of the total numbers of HMOs, broken down by ward.

Officers will seek to respond to the issues in this report, during the meeting.

## **RECOMMENDATION**

That the Sub-Committee scrutinises the information received and agrees any recommendations for Cabinet or the relevant service as appropriate.

## **REPORT DETAIL**

- 1.1 The Place Overview and Scrutiny Sub-Committee has previously requested to undertake a pre-decision scrutiny on the delayed HMO Policy that will be considered by Cabinet. Whilst that report is not ready to be brought to this meeting, officers will in the meantime provide the Sub-Committee with responses to the following issues of interest.
- 1.2 Members have asked to view a summary of the consultation responses. Of particular interest has been what did residents have to say to the Council and what may be the Council's responses to the concerns raised. Members have suggested that a "you said we did" exercise be undertaken to ensure that the Council's priorities as a borough are aligning with resident expectations.
- 1.3 Members have also asked how many reports of suspected HMOs have the service identified. Furthermore, how many have been investigated, fined, closed etc? What is the cost of this to the Council and have these costs been recovered.
- 1.4 Additionally, Members have asked for information on where the licensed HMOs are located. Whilst noting that public list of HMOS is available, Members have requested that these properties are mapped by wards and

that officers clarify if there any areas where the propotion of properties being used as HMOs is above what the Council may be comfortable with?

**Financial implications and risks:** None of this covering report.

**Legal implications and risks:** None of this covering report.

**Human Resources implications and risks:** None of this covering report.

**Equalities implications and risks:** None of this covering report.

**Environmental and Climate Change Implications and Risks:** None of this covering report.

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