

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