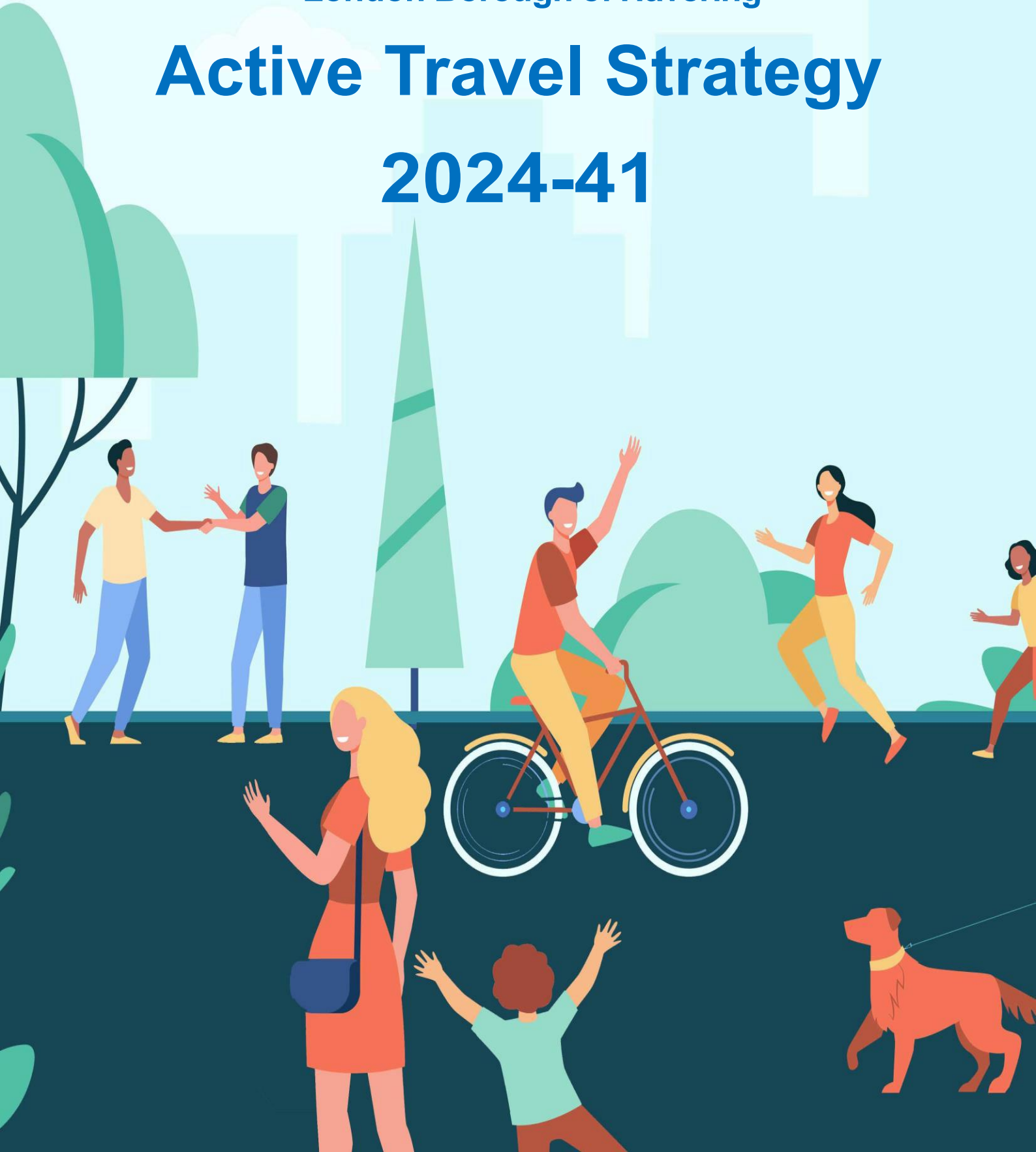




Havering
LONDON BOROUGH

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
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. A shift from driving to walking and cycling reduces pollution, noise and road danger, leading to fewer cars on the road, decreased congestion costs¹ and positive health and wellbeing impacts. This transformation can create a more inclusive and sustainable urban environment.	Without a reduction in greenhouse gases like CO₂, 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 CO₂, with road traffic being the main source of air pollution². 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.	In urban areas, a significant proportion of journeys are under 2 miles³, 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 shops⁴. Efficient cycle facilities and the use of cargo-bikes also speed up deliveries by 60% compared to vans⁵. 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.
		

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

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

³ National Travel Survey 2020

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

⁵ [Large-tired and tested: how Europe's cargo bike roll-out is delivering | Rapid Transition Alliance](https://www.rapidtransitionalliance.com/news/2023/09/20/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.

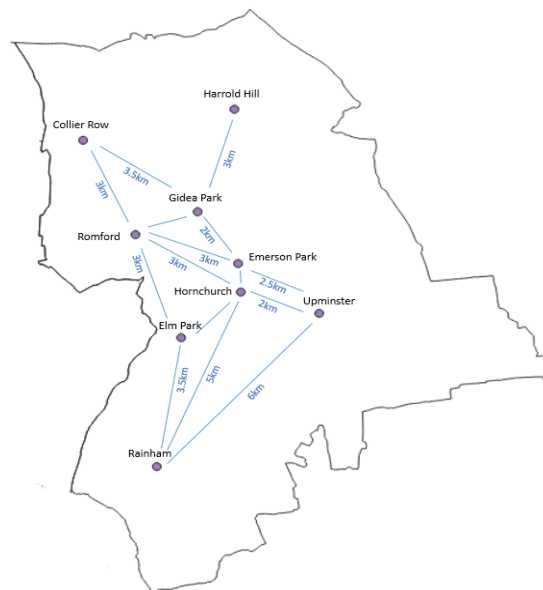


Figure 1-2 Havering Cycle Distances Between Centres

Havering Borough has:

- **51km** of principal 'A' road, 24km rural and urban 'B' road, **541km** of urban 'C' road and unclassified road⁶, **1070km** of footways and an extensive network of Public Rights of Way⁷.
- **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 inconsistent⁸.
- **0%** of residents living within 400m of the London-wide strategic cycle network⁹.
- **645** cycle parking stands, installed near community, health, leisure facilities, stations, and residential estates¹⁰.
- Historic filtered mobility schemes covering **7%** of the Borough's suitable area¹¹.
- **13** School Streets covering **16** of the Borough's 67 primary schools.¹²
- **10%** of roads having 20mph speed limits and **12%** covered by Controlled Parking Zones¹³.
- **870** bus stops, **36-day** bus routes and **2** bus garages¹⁴.
- **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

⁶ Road length statistics (RDL) - GOV.UK (www.gov.uk)

⁷ DRAFT - Highways Resurfacing Policy (havering.gov.uk)

⁸ [LondonBoroughsHealthyStreetsScorecardJuly2019.pdf](https://www.healthystreetsscorecard.london/havering-an-in-depth-look-at-their-healthy-streets-performance/)

⁹ Mayor's Transport Strategy Data Pack (2023)

¹⁰ Havering Cycle Parking Audit (2024)

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

¹² https://www.havering.gov.uk/info/20004/parking/121/parking_tickets_and_traffic_fines/5

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

¹⁴ <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 work¹⁵
- **1,777 million** annual car trips in 2023¹⁶
- **5707** daily cycle trips starting in Havering between 2015-2018¹⁷
- **11%** of journeys to work were under 2km¹⁸
- **102** cars per 100 households (compared with 67 per 100 average for Greater London)¹⁹.
- 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 transport²⁰.
- **28%** of adults walk at least 5 times per week, **3.2%** of residents cycle at least once per week²¹
- Havering is one of the highest performing boroughs for TfL school Travel for Life behaviour change accreditation²² - **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 share²³.

Transport for London (TfL) monitors walking and cycling across their network, with 18 sites within Havering Borough²⁴. 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).

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

¹⁶ Mayor's Transport Strategy Data Pack (2023)

¹⁷ Mayor's Transport Strategy Data Pack (2023)

¹⁸ Census 2011 – Journey to Work

¹⁹ https://www.healthystreetsscorecard.london/results/results_indicator_charts/

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

²¹ https://www.healthystreetsscorecard.london/results/results_indicator_charts/

²² https://www.healthystreetsscorecard.london/results/results_input_indicators/#ResultsSchool

²³ Havering School Travel Planning Team

²⁴ 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**²⁵, which is a **10.4%** increase since 2011, and projected to be **303,000** by 2033²⁶.

- **20%** aged 15 and under, **19.7%** increase in children under 15 years since 2011²⁷
- **62.4%** aged 16-64 years, **8.5%** increase in people 16-64 since 2011²⁸
- **17.6%** aged 65 and over, **9.3%** increase in people over 65 years since 2011²⁹

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 groups³⁰.

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)³¹.
- 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.³²

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 average³³.
- 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.³⁴

Younger individuals (aged 3 - 34) in Havering are more active, especially males³⁵.

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

²⁵ Census 2021 - Population

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

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

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

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

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

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

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

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

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

³⁵ 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 years³⁶, 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 Havering³⁷ 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 cycled³⁸. They draw upon the government's Gear Change³⁹ 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 Strategy⁴⁰ 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 2041⁴¹.

³⁶ 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

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

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

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

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

⁴¹ <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 Act⁴² 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 2019⁴³. 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



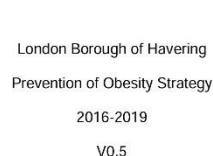
Havering Air Quality Action Plan



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

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

⁴³ 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.

Mayor's Transport Strategy - 2018 (MTS)	• 'London's streets will be healthy, and more Londoners will travel actively' • 'London's streets will be safe and secure' • 'London's streets will be clean and green' • 'Active, efficient, and sustainable travel will be the best option in new developments'
London Borough of Havering Local Plan - 2021 (HLP)	• 'To improve north-south connectivity in Havering through provision of alternative travel choices to the private vehicle' • To ensure sustainable access to Havering's employment areas including the Romford, Rainham and Beam Park strategic development areas' • 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' • 'Ensure that the needs of the less mobile are prioritized when delivering public realm improvements and Healthy Streets' • 'To reduce the fear of crime and antisocial behaviour and improve perception of personal safety and security to encourage residents to travel actively'
London Borough of Havering Local Implementation Plan - 2019 (LIP3)	• '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' • 'Ensure the needs of the less mobile are prioritized when delivering public realm improvements and 'Healthy Streets'' • 'To reduce the fear of crime and antisocial behaviour and improve perception of personal safety and security to encourage residents to travel actively' • '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'
London Borough of Havering Air Quality Action Plan - 2018 (AQAP)	• 'Promote walking and cycling' • 'Engage with over 50's forum to form a walking club and organised led rides' • 'Continue to promote TfL Stars accredited travel planning programme with schools to reduce car use on school run' • 'Support the LIP cycle training budget to promote Bikeability in schools and to adults and families' • 'Offer workplace grants to businesses for infrastructure that will encourage staff to walk, cycle and use public transport'
London Borough of Havering Climate Change Action Plan - 2024 (CCAP)	• 'Awareness campaign to promote sustainable travel to our staff and contractors' • 'Deliver a cycling and walking strategy for Havering' • 'Delivery of Walking Zone maps in two schools across the borough.' • 'Promote and lead an active travel conference for schools. Each school to develop an active travel plan' • 'Integrate need to reduce car use in Local Plan through restrictive car parking, extensive walking and cycling routes etc.'

**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)⁴⁴ in September 2006 for both Nitrogen (NO₂) and Particulate Matter (PM₁₀), both of which derive from fossil fuel powered

vehicles. In addition to these policies, Havering has declared a Climate Emergency⁴⁵ recognising the need to reduce carbon emissions.

As stated in the Havering Air Quality Action Plan⁴⁶, 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 2030⁴⁷.



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.

⁴⁴ https://uk-air.defra.gov.uk/aqma/details?aqma_ref=464

⁴⁵ <https://www.havering.gov.uk/news/article/1216/havering-declares-climate-emergency>

⁴⁶ <https://www.havering.gov.uk/download/downloads/id/5786/air-quality-action-plan-2018.pdf>

⁴⁷ <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**⁴⁸, 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)**⁴⁹, 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'⁵⁰. 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 136⁵¹ and 13⁵²)**, 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 barriers⁵³.

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



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

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

⁵⁰ https://www.havering.gov.uk/downloads/download/728/havering_local_implementation_plan_transport_strategy

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

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

⁵³ [The Ingreborne Valley way - Sustrans.org.uk](https://www.sustrans.org.uk)

⁵⁴ <https://www.bikeability.org.uk/>

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

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

The council also supports inclusivity with the **Cycling For All**⁵⁸ 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 programme⁵⁹ (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 Explorer⁶⁰ 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.

⁵⁶ https://www.havering.gov.uk/info/20027/travel/124/cycling_and_walking/5

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

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

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

⁶⁰ <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 Week⁶¹ - Each year approximately 20 schools take part
- Be Bright Be Seen Campaigns⁶² - Each year 15 to 20 schools take part
- Junior Citizens Event⁶³ 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

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

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

⁶³ <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 packs⁶⁴. 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 more⁶⁵.

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.

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

⁶⁵ 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
• 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 <i>LBH Target – 65% of trips by Active and Public transport by 2041</i> • More work-related trips made active travel modes	• Decrease in distance travelled by motorised vehicles per year <i>LBH Target – Reduce annual vehicle kilometres by 8% from 2022 to 2041</i> • Reduced need for car ownership and parking space <i>LBH Target – Reduce car ownership by 22% from 2022 to 2041</i> • Decrease of through traffic in town centres and neighborhoods <i>MTS Target - Reduce total London traffic by 10-15 per cent by 2041</i>	• Zero deaths & serious injuries on Havering's transport system <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> • Speed reduction • Reduction of HGVs and large vehicles driving through the borough

Indirect desired outcomes

1. Health and Wellbeing	2. Social Equality	3. Sense of Community
• More people active for at least 20-min/day <i>MTS and LBH Target – 42% of residents doing at least two x10 minutes of active travel a day by 2041</i> • Reduction of childhood and adulthood obesity <i>Havering Healthy Weight Strategy – target childhood obesity to be eradicated in 20 years</i> • Extra healthy and independent years of life • Reduction of harm from noise and air pollution	• Better access to affordable means of transport • More people living within 400m of the local active travel and London Cycle Networks <i>MTS and LBH Target – 42% of residents within 400m of strategic cycle network by 2041</i> • More cycle trips made by women, children, older and disabled people	• 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
4. Climate Response	5. Vibrant Economy	6. Sustainable Growth
• Reduction of CO2 emissions, especially related to transport <i>LBH Target- 50% reduction in road transport emissions in the borough from 2021 to 2041</i> • More schemes involving low-planting, trees, biodiversity, and sustainable drainage and increase of tree canopy coverage	• 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	• 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 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*).

1. Connectivity	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.
2. Directness	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.
3. Safety	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.
4. Comfort	Active travel routes should be of consistent quality, with well-maintained smooth surfaces, adequate width, design speed and gradient, appropriate lighting and sound level.
5. Attractiveness	The active travel infrastructure should help deliver well-designed public spaces, including green infrastructure and sustainable drainage, enhancing local character, communities, and businesses.
6. Inclusivity	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.
7. Legibility	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 link 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 centres⁶⁶, this is presented in Figure 3-1.

⁶⁶ TfL Healthy Streets Data Pack (2023)

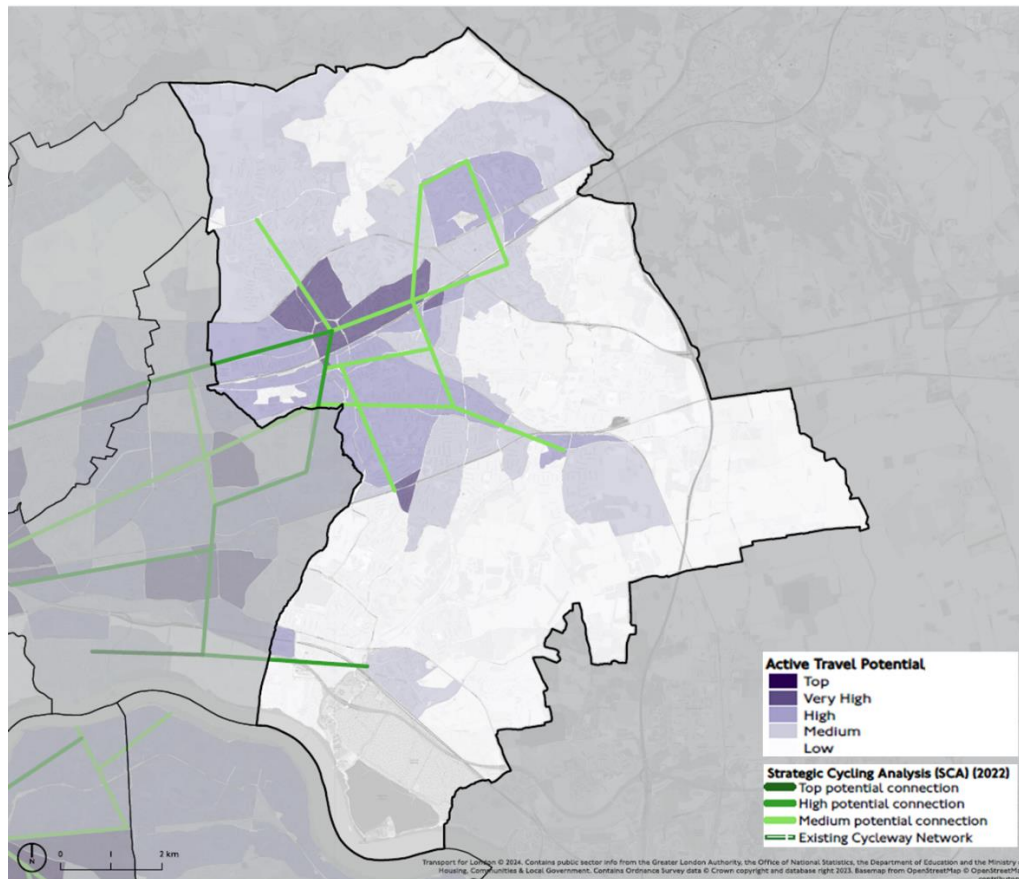


Figure 3-1 TfL Active Travel Potential and Strategic Cycle Analytics

To help with legibility all routes will be 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 routes 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

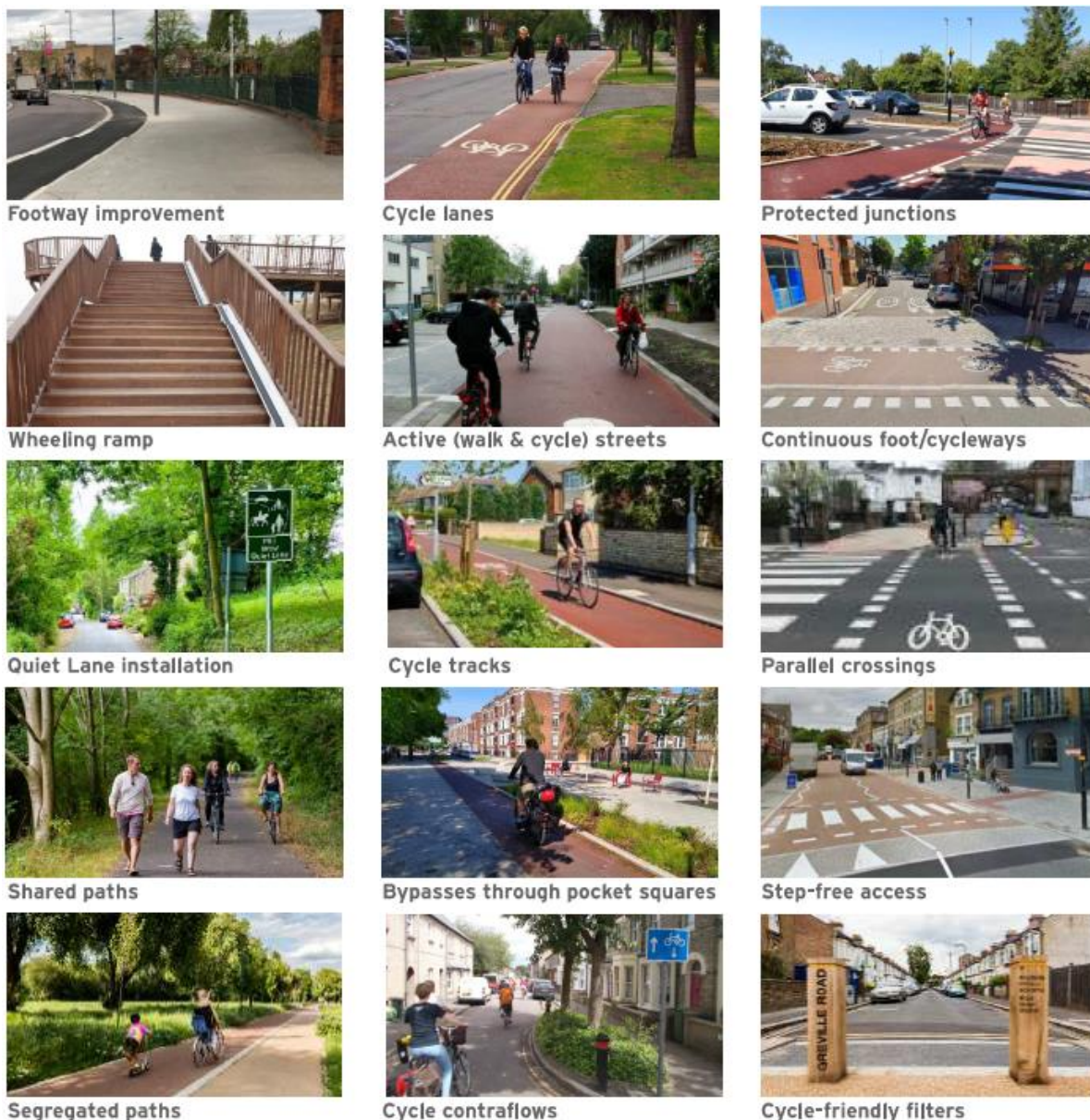


Figure 3-3 Example Walking and Cycling Physical Infrastructure

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.

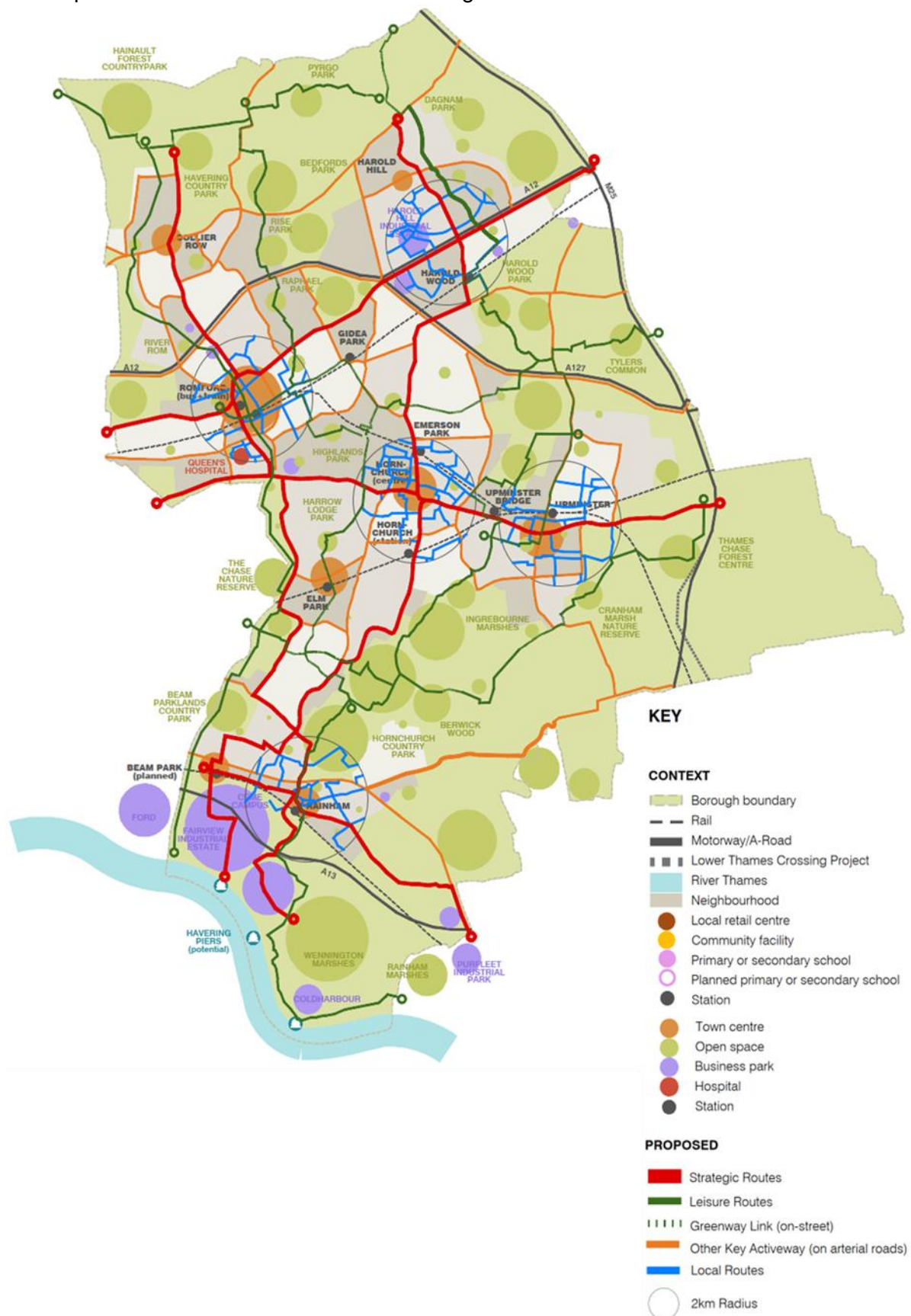


Figure 3-4 Aspirational Active Travel Network – Inclusive of Local Routes

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

Havering will explore 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.



Harold Wood Station Interchange



Cycle parking at bus stops



Last Mile delivery hubs



Station cycle hubs



Accessible bus stops



Dark stores for online shopping



Town centre cycle hubs



Cycle stands for short-term parking



Dark hubs for courier vehicle hire



River pier cycle hubs



Cycle hangars for long-term parking



Delivery lockers / points



Integrated mobility hub concept

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).

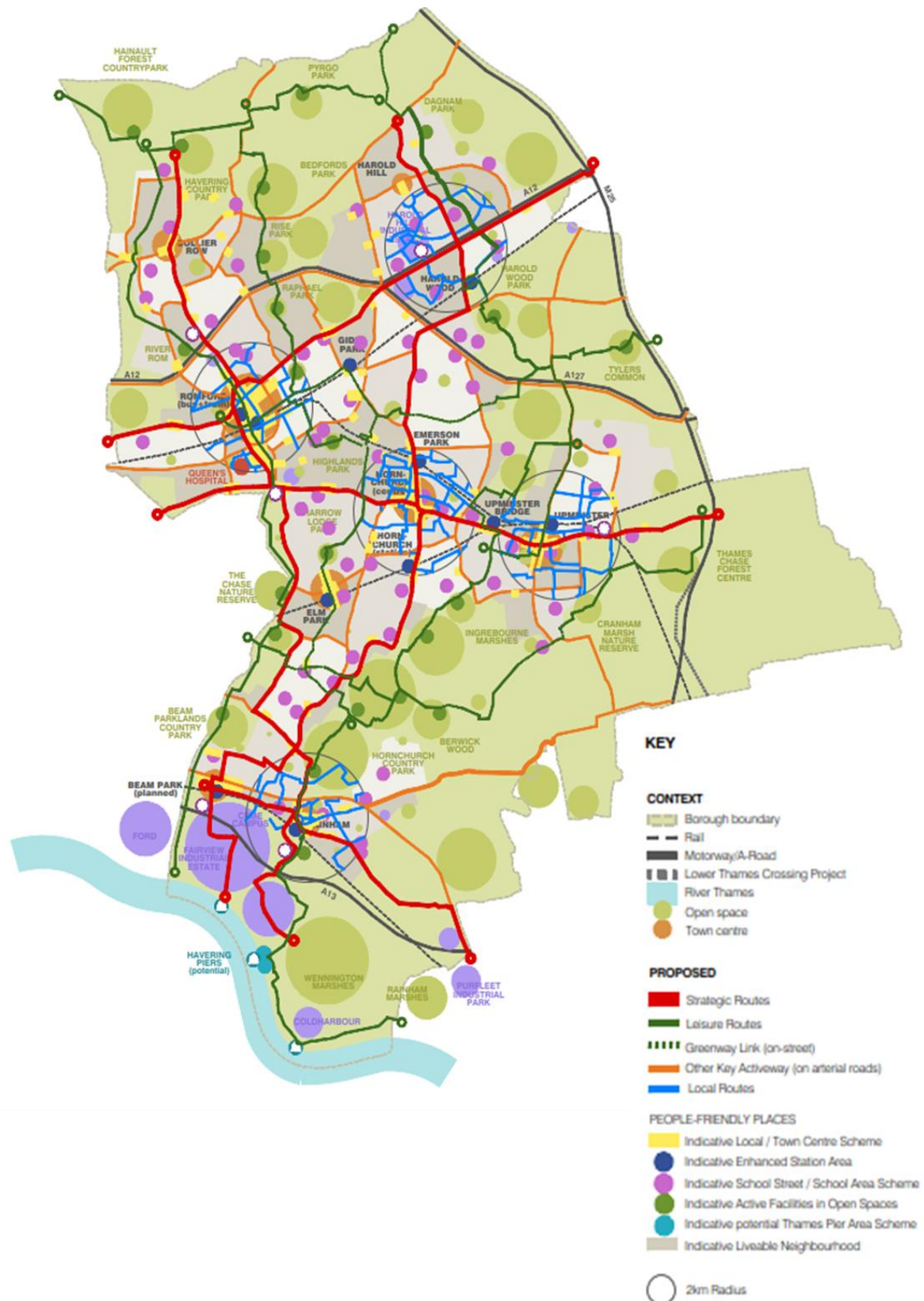


Figure 3-7 Aspirational Active Travel Network – Inclusive of Local and Town Centre schemes

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%⁶⁷. 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)

⁶⁷ [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.

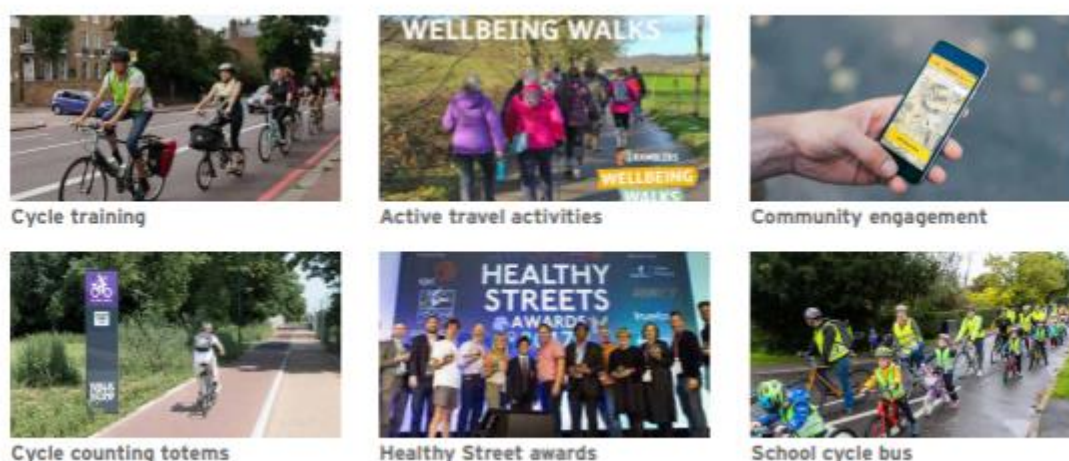


Figure 3-9 Example community Active Travel Initiatives

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.



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
Development	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
Design	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
Traffic Management	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
Road Safety	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 1. Ardleigh Green Road/Squirrels Heath Road 2. Upper Brentwood Road/Squirrels Heath Lane 3. Oldchurch Roundabout 4. Brewery Roundabout 5. Mercury Gardens/St Edwards Way	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
Road Operations	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
Physical Information	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
Digital/Printed information	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



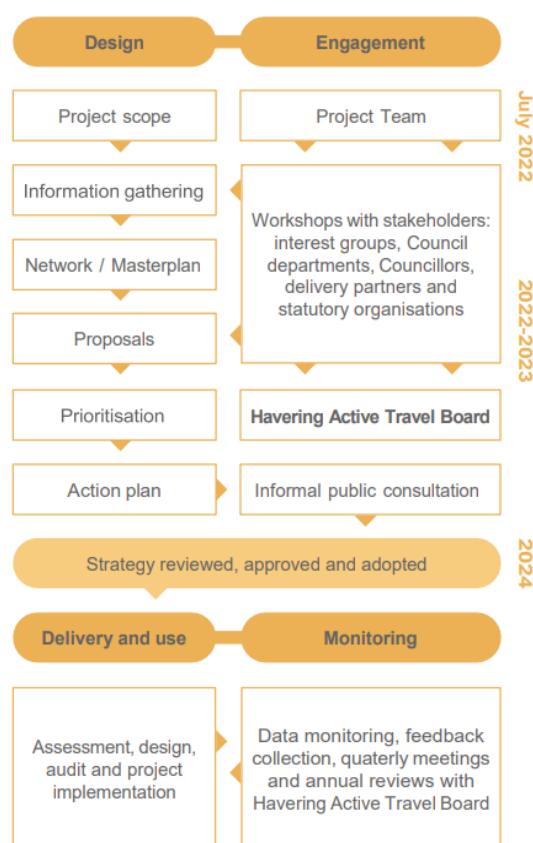
location, it is recognised that some key employment sites and facilities for Havering residents may be located in other

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) [OBS].

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 11⁶⁸.

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 average⁶⁹.

24.9% of adults are obese, with the trend increasing since 2015-16⁷⁰.

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%⁷¹.

Only 1% of journeys in the borough were by bike, 22% were walked and 23% were by public transport⁷².

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 transport⁷³.

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.

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

⁶⁹ [Local indicators for Havering \(E09000016\) - ONS](#)

⁷⁰ [Local indicators for Havering \(E09000016\) - ONS](#)

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

⁷² Census 2011 – Journey to Work

⁷³ [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 stations⁷⁴. 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 Park⁷⁵ 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 landscaping⁷⁶.

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 Crossing⁷⁷. 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 Woodland⁷⁸.

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 2004⁷⁹, 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

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

⁷⁵

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

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

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

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

⁷⁹ <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)⁸⁰ 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)⁸¹. 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 riders⁸².

Parking on Cycle Lanes

In June 2020, local authorities were given powers to use cameras to enforce parking restrictions in mandatory cycle lanes⁸³.

Parking on Footways

Parking on pavements (with certain exceptions) has been prohibited in Greater London since 1974⁸⁴.

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 Greenbelt⁸⁵. 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.

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

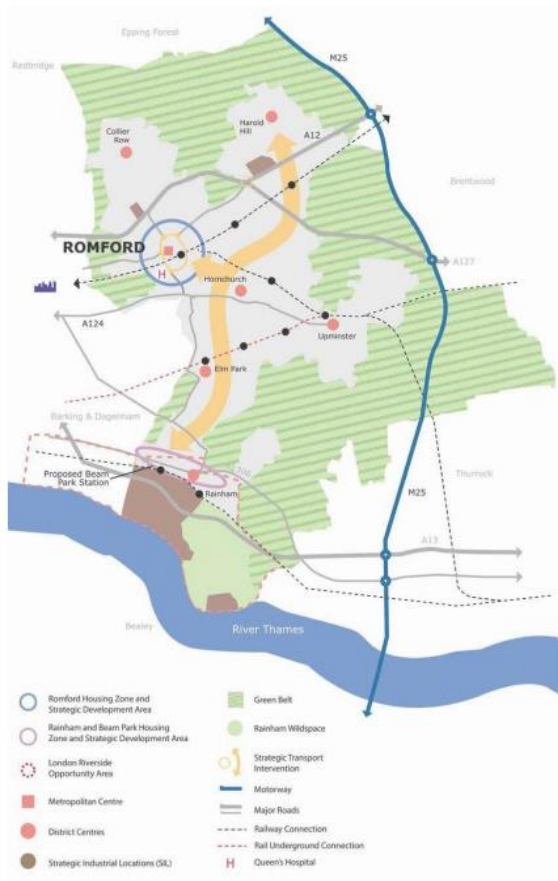
⁸¹ <https://lruc.content.tfl.gov.uk/red-route-north-east-area-map.pdf>

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

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

⁸⁴ [Footway parking | London Councils](#)

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

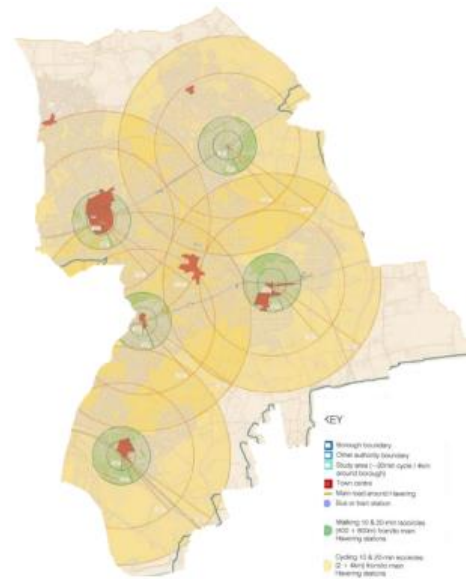


Havering Local Plan Spatial Strategy Key Diagram (2016)

Density & Developments

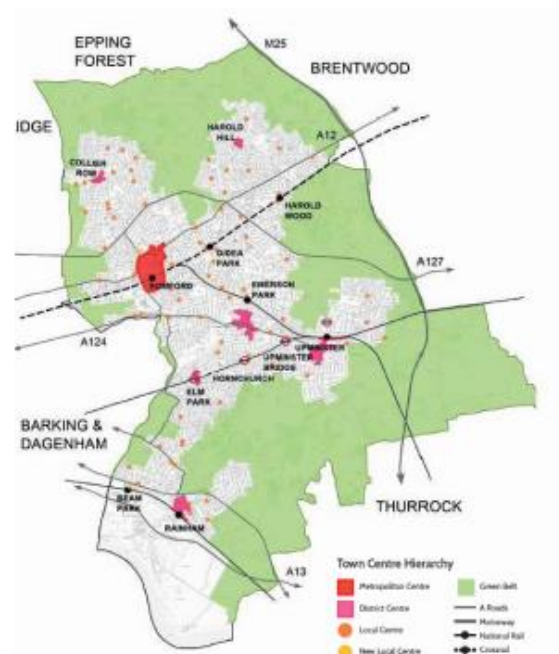
Havering has the lowest housing density in London (9.0 dwellings per hectare on average⁸⁶).

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

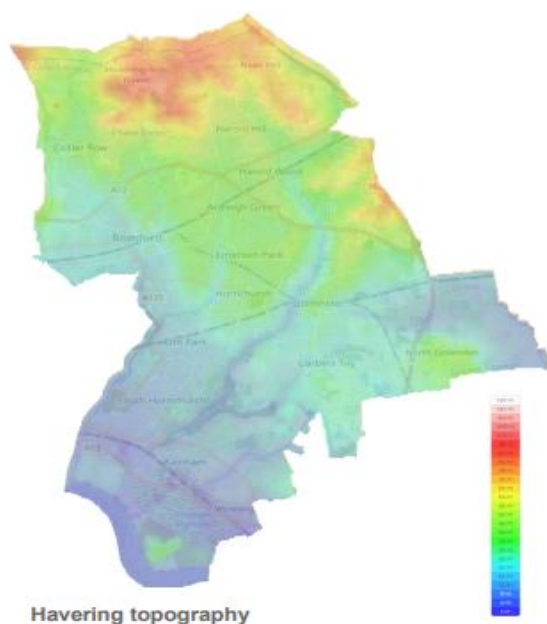
Havering has two main Housing Zones and Strategic Development Areas around Romford town centre, and in Rainham and Beam Park area, which both include new schools. These areas will require adequate

⁸⁶ [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 level⁸⁷. This is an asset for Havering as gradients make it harder for walking and cycling, especially for those learning to cycle.



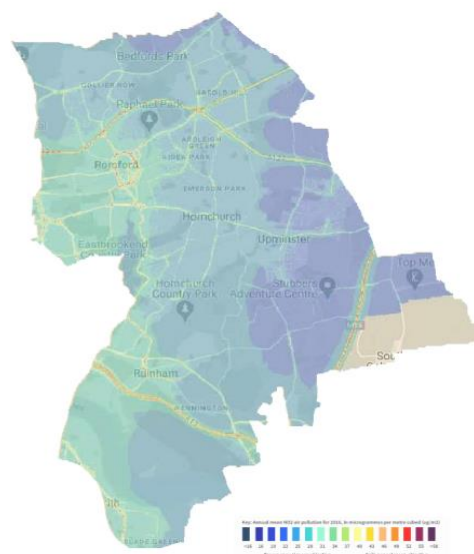
Air Quality

Air pollution is higher near main roads as shown in the air quality map⁸⁸. The whole borough of Havering was declared an Air Quality Management Area in 2006⁸⁹ due to the levels of NO₂ and PM₁₀ 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 Zone⁹⁰, 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 transport⁹¹ and therefore it is

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



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.

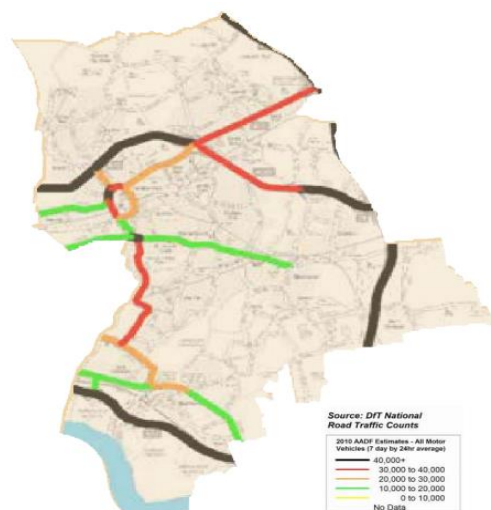
⁸⁷ [London Borough of Havering topographic map, elevation, terrain \(topographic-map.com\)](https://www.londonair.org.uk/london/asp/annualmaps.asp)

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

⁸⁹ https://www.havering.gov.uk/news/article/1216/havering_declares_climate_emergency

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

⁹¹ [Air quality | The London Borough Of Havering](#)



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

The Healthy Streets Index⁹² 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 2021⁹³. 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 17.7⁹⁴. The casualties involved 90 pedestrians and 49 cyclists, and included 5 fatal and 9 serious casualties⁹⁵.

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 limits⁹⁶.

20mph speed limits are shown to reduce road casualties⁹⁷; help boost levels of walking and cycling by making streets feel

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

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

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

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

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

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

safer⁹⁸; reduce air pollution⁹⁹; and make neighbourhoods quieter, nicer places to be¹⁰⁰.

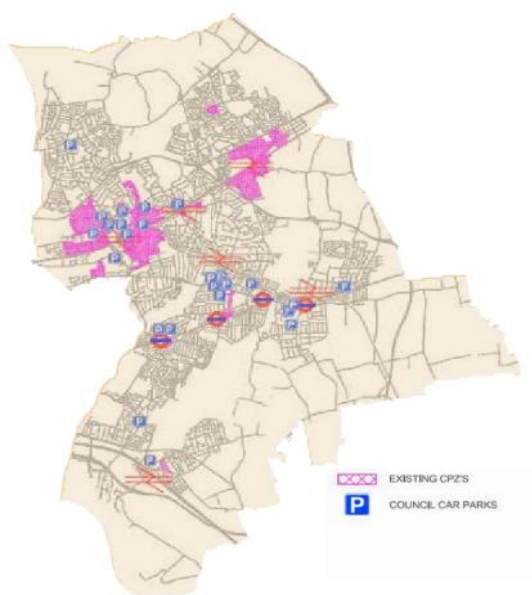
Parking Management

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%¹⁰¹.

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 link¹⁰².

Protected cycle tracks make up 1% of Havering's road length¹⁰³. 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.

⁹⁸ [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/681122/20mph-research-study-process-and-impact-evaluation-headline-report.pdf)

⁹⁹ [Speed limits reduce deaths, but can they also cause more pollution? | Environment | The Guardian](https://www.theguardian.com/environment/2018/jun/14/speed-limits-reduce-deaths-but-can-they-also-cause-more-pollution)

¹⁰⁰ [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/681122/20mph-research-study-process-and-impact-evaluation-headline-report.pdf)

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

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

¹⁰³ <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 13¹⁰⁴ along Rainham Marshes and NCN 136¹⁰⁵ 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)¹⁰⁶.

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 Loop¹⁰⁷ and the Green Chain¹⁰⁸ and Thames Path National Trails¹⁰⁹.

Cycle Parking

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

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

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

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

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

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

¹⁰⁹ 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 Standards¹¹⁰ and this policy will continue as set out in the Havering Local Plan¹¹¹.

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 environments¹¹².

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 sites¹¹³; 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 Plan¹¹⁴ 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 guide¹¹⁵ for new developments but none for streets improvement schemes.

¹¹⁰ <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>

¹¹¹

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

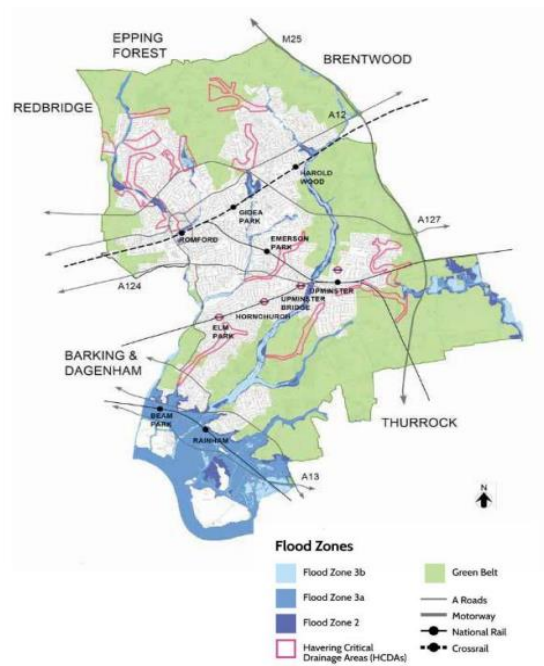
¹¹² [How does walking and cycling help to protect the environment? - Sustrans.org.uk](http://www.sustrans.org.uk/how-does-walking-and-cycling-help-to-protect-the-environment/)

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

¹¹⁴

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

¹¹⁵ [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

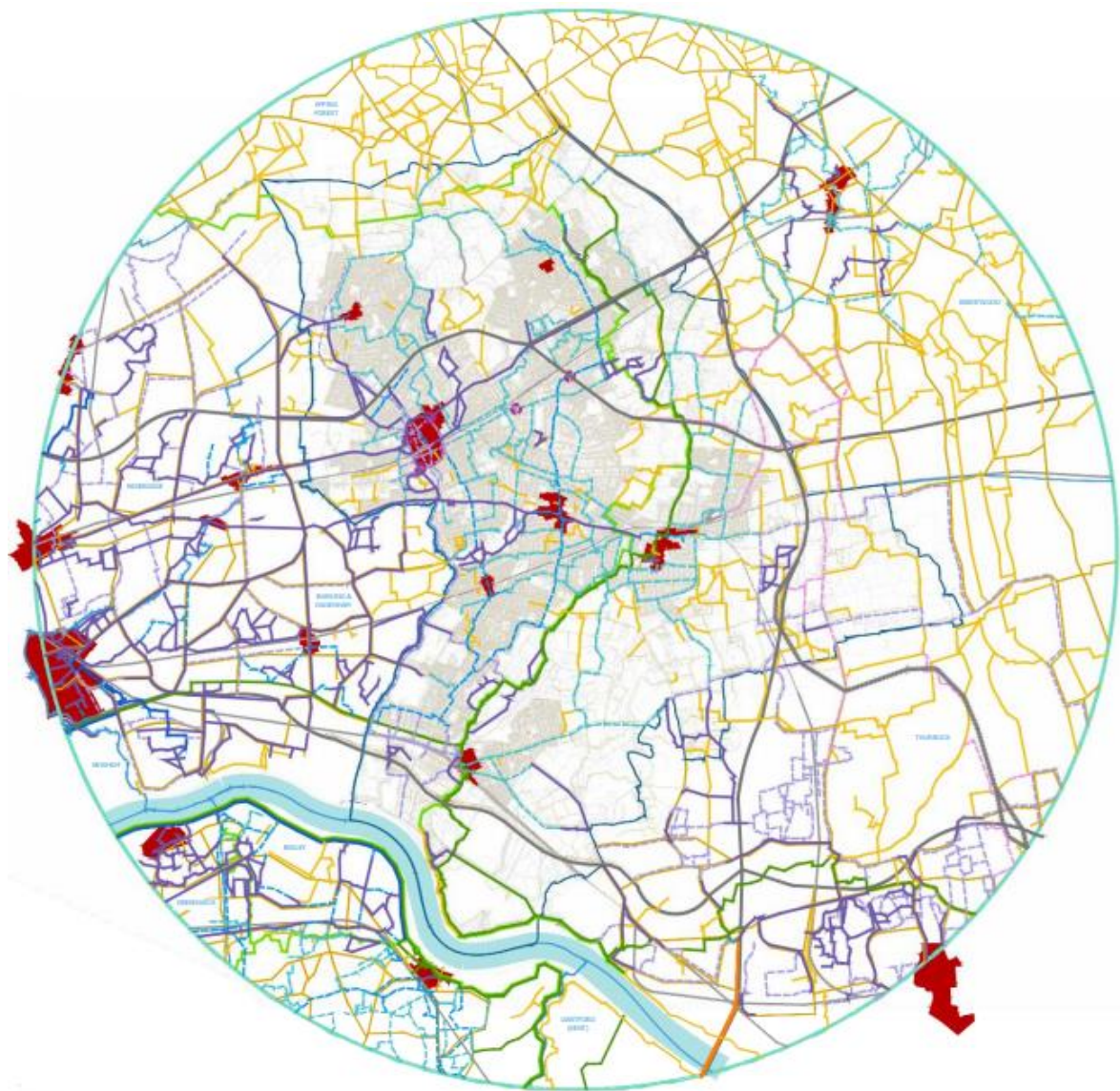
The following proposed routes have been mapped:

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 / Waymarkedtrails 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
- Rail
- Motorway/A-Road (M25, A12, A13, A127)
- Proposed Lower Thames Crossing

- EXISTING WALK & CYCLE NETWORK**
- London Walks (LODP 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 ICN+ (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% cycled¹¹⁶. So current data may not show where the actual demand is.

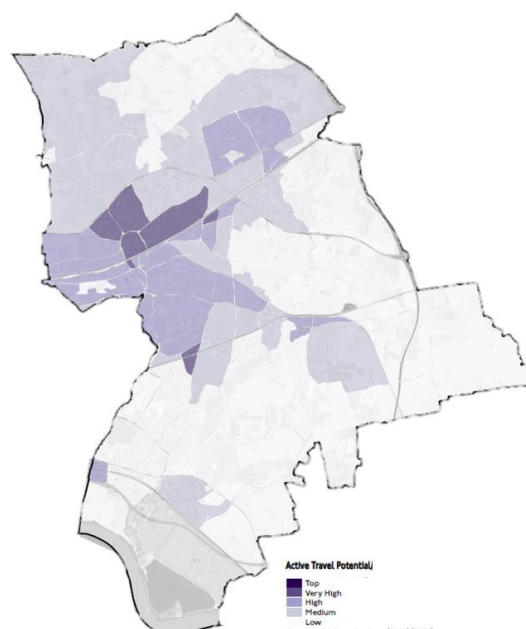
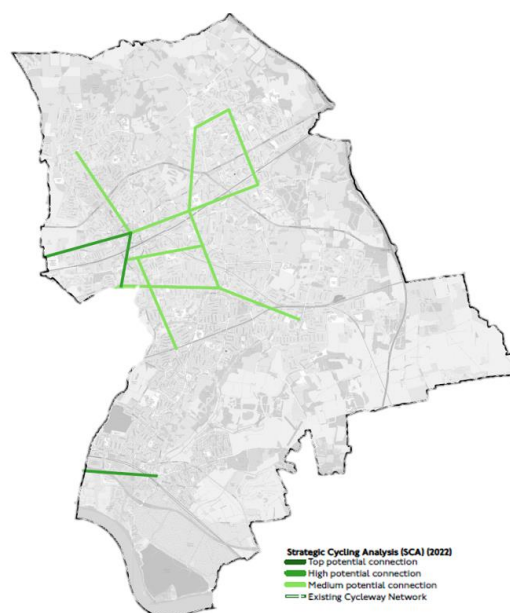
Therefore, to know where people would like to walk and cycle if quality infrastructure were present, we have mainly looked at two sources of data to estimate where the demand would be.

1. Computer generated maps from TfL and Propensity to Cycle Tool¹¹⁷, 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 Tool¹¹⁸ 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

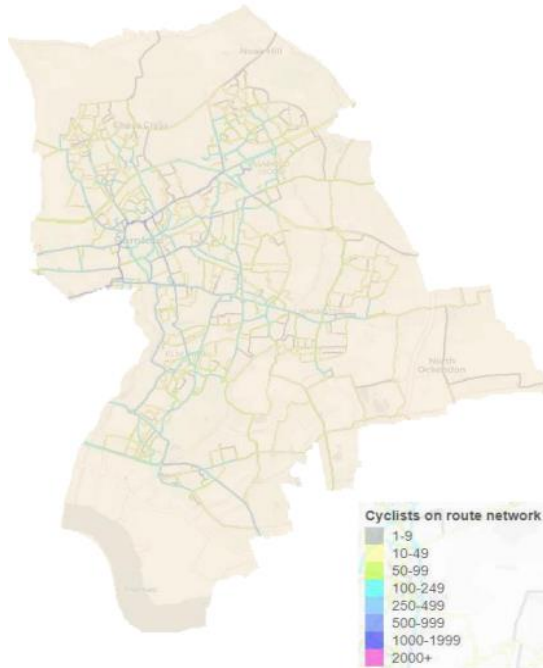
¹¹⁶ <https://www.healthystreetsscorecard.london/havering-an-in-depth-look-at-their-healthy-streets-performance/>

¹¹⁷ <https://www.pct.bike/>

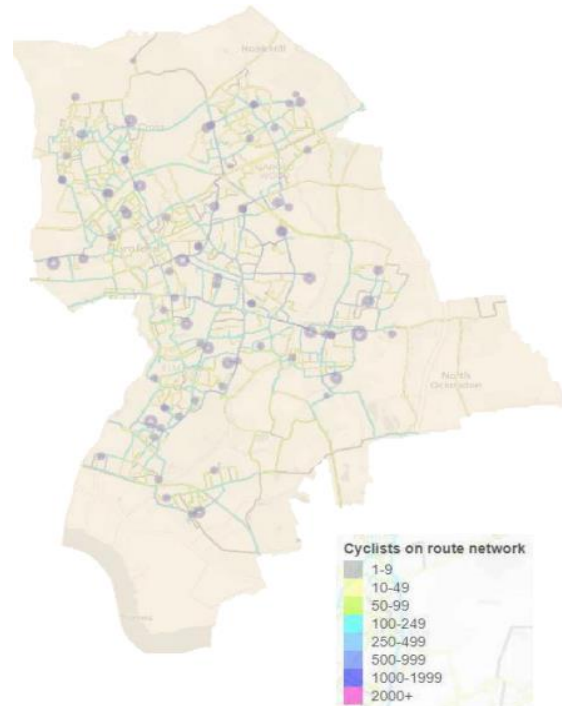
¹¹⁸ <https://www.pct.bike/>

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 planner¹¹⁹.

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.

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



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

Trip Generators Mapping

Trip Generators in Havering

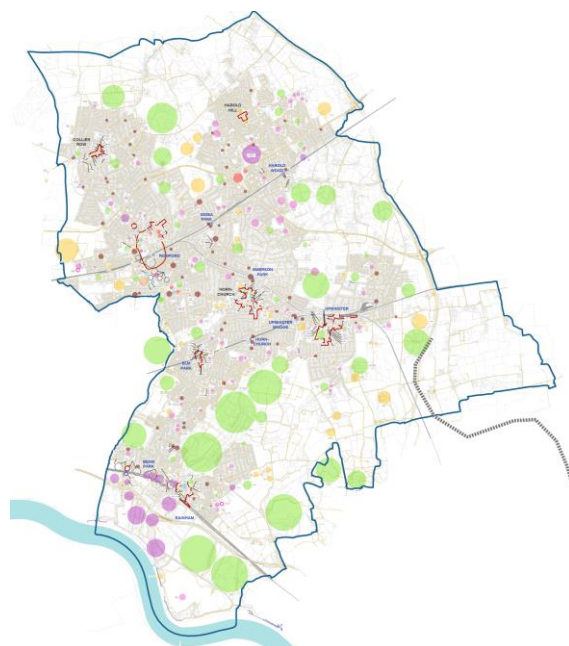
To make sure the aspirational Havering walk and cycle network accesses most key trip generators, the following hubs and facilities have been identified:

- 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

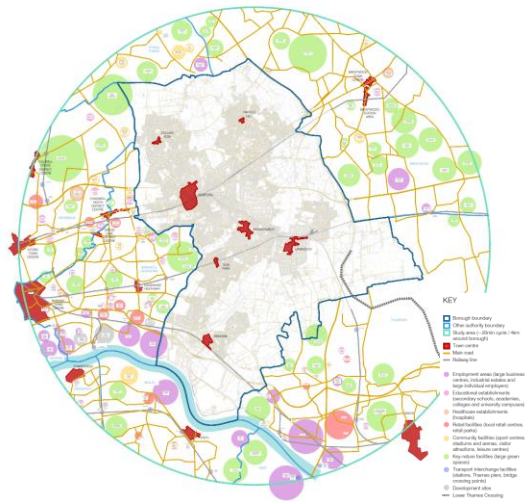
Havering has connections with other London boroughs and a number of Essex authorities. To make sure the aspirational Havering walking and cycling network connects to most key trip generators just outside Havering, a defined area accessible within 20-minutes by bike from the borough boundary (4km) has 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 16th and 30th June and 8th and 27th 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