



Havering
LONDON BOROUGH

London Borough of Havering

Active Travel Strategy 2026-41



Foreword



Councillor
Mugglestone

Cabinet Member for
Environment

We are pleased 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 have been developed in consultation with local stakeholders.

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.

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, addressing all our four Local Plan priorities (Communities, Place, Opportunities, and Connections). 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 public spaces for walking, wheeling and cycling throughout the borough. Our goal is to enhance the public realm and integrate the necessary infrastructure to create genuine opportunities for active travel, so that people do not feel forced into their cars, vans or trucks due to the lack of 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 for short trips, and journeys into and out of urban centres) easier for people who live or work in the borough. This will be achieved by:

Providing fairer, healthier and safer streets for all	Addressing climate change and offering sustainable alternatives	Boosting the local economy and sense of community
<p>Street space is currently dominated by vehicles and street furniture, leaving limited room for pedestrians and cyclists. Many of the boroughs main roads also create severance between communities and key destinations.</p> <p>Reconfiguring this space to support walking and cycling can benefit everyone, not just those without cars or those seeking healthier, environmentally friendly travel options¹.</p> <p>Creating choice, enables people to shift from driving to walking and cycling reduces pollution, noise and road danger, leading to fewer cars on the road, decreased congestion costs² and positive health and wellbeing impacts.</p>	<p>Without a reduction in greenhouse gases like CO₂, global temperatures and severe weather events are expected to increase.</p> <p>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 pollution³.</p> <p>Active travel methods can help reverse this trend. Walking and cycling schemes often incorporate features that enhance biodiversity, manage water sustainably, and improve public transport access, making streets more climate resilient.</p>	<p>In urban areas, a significant proportion of journeys are under 2 miles⁴, making them ideal for walking or cycling with proper infrastructure.</p> <p>By shifting mode of transport, this can boost local businesses, as non-motorists spend 40% more in neighbourhood shops⁵. Efficient cycle facilities and the use of cargo-bikes also speed up deliveries by 60% compared to vans⁶.</p> <p>Increased walking and cycling enhance social interactions, community feel and safety. Fewer cars also free up kerbside space for community activities like vehicle sharing, seating, playing, gardening or art displays.</p>

¹ [Gear Change: A Bold Vision for Walking and Cycling, DfT, 2020](#)

² [Active travel: local authority toolkit, DfT, 2022](#)

³ [HCCAP 2024-27 \(havering.gov.uk\)](#)

⁴ National Travel Survey 2020

⁵ [Getting more people walking and cycling could help save our high streets - Transport for London \(tfl.gov.uk\)](#)

⁶ [Large-tired and tested: how Europe's cargo bike roll-out is delivering | Rapid Transition Alliance](#)

What does the strategy include?

Our strategy outlines our ambitious vision for active travel in Havering over the next decade. It encompasses comprehensive goals, highlights our ongoing work, identifies key areas of action by active travel theme, and details 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 7.

Who is the strategy for?

Our 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.

- Representatives from public bodies, including Councillors and Cabinet members, Transport for London, and the emergency services, alongside Council Officers from Havering's transport, urban design, environment, economy, highways, and planning teams.
- 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?

Our Active Travel Strategy has been developed by Havering transport officers with support from transport planning, highways, and urban design consultants.

It has been developed following the principles set out in the Local Cycling and Walking Infrastructure Plans (LCWIP) Guidance for Local Authorities⁷. This approach involves collaborating with the stakeholders listed above both directly and through the Active Travel Forum, formal public consultation, and establishing accountability through the Council's Overview and Scrutiny Committee.

Workshops were held with Council officers and external stakeholders to help understand the current needs and emerging plans across the borough. Overall, participants wanted 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 and provides opportunities to coordinate and strengthen active travel links in the future.

⁷ [Local Cycling and Walking Infrastructure Plans - Technical Guidance for Local Authorities, DfT, 2017](#)

- 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.
- 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 included the whole borough and a 4km wide perimeter around it, corresponding to a 20-minute cycling journey from the borough boundary.

Chapter 2 – Havering Context

The chapter explores the borough's transport infrastructure, providing an overview of the existing facilities, policy context and progress to date. 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.

Geographic Context

Havering is located on the northeastern 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.



Figure 2-1 Havering Geography

Havering is bordered to the north and east by the Essex countryside, to the southeast by the unitary authority of Thurrock, to the south by a three-mile stretch of the River Thames, 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 (2021), with a night-time economy classification of NT2 recognising its regional or sub-regional significance.

Romford is identified as an Opportunity Area within the Elizabeth Line East corridor in the London Plan (2021) with potential for a significant number of new homes and jobs by 2041. Rainham and Beam Park are also located within the London Riverside Opportunity Area.

It is very easy to travel across the borough from east to west, by rail, tube and road. However, these east-west routes have a negative impact on north-south connections, dividing communities and neighbourhoods.

A schematic diagram of the principle arterial routes contributing towards north-south severance across the borough is illustrated in Figure 2.2 opposite.

Geographically, Havering has got many strengths to become a great environment for active travel. It's relatively flat, most of its settlements are located within a 20-minute cycling trip of a station, it 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.

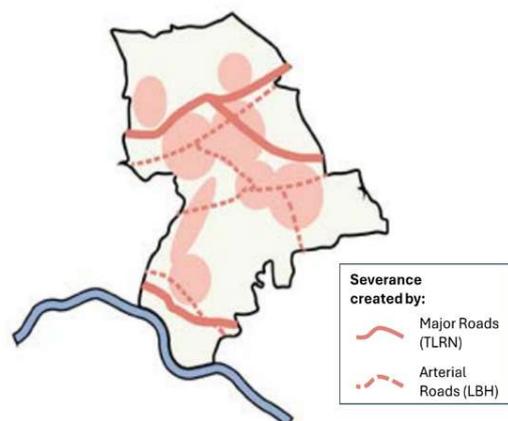


Figure 2-2 Major Roads Impacting North-South Connectivity in Havering

As the crow flies, the majority of Havering's urban centres are within 3km of each other, with the largest distance being from Rainham to Hornchurch and Upminster, which are 5km and 6km respectively. This is illustrated in Figure 2.3 below.

This proximity provides significant opportunities for active travel along strategic routes connecting these key locations, and in some instances these journeys are already quicker and more convenient by bicycle than by car.

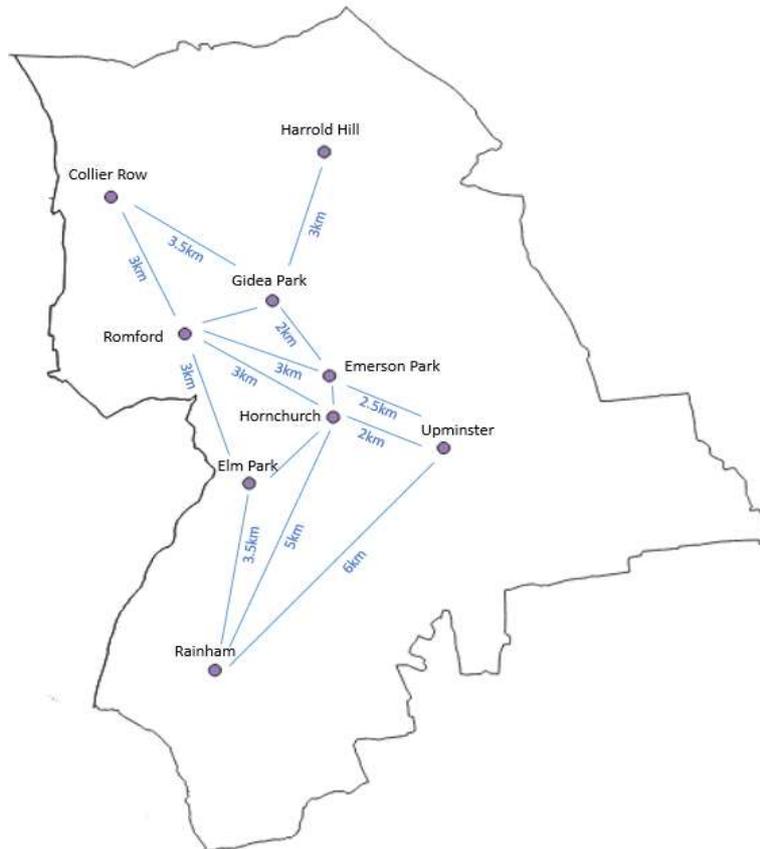


Figure 2-3 Distances between Urban Centres in Havering

Demographic Context

Havering is a growing and increasingly diverse borough, with demographic trends that present both challenges and opportunities for active travel.

Population and Age Structure

- The borough's population is estimated at 276,274 (mid-2024), up from 262,000 in 2021 and projected to reach 303,000 by 2033 ([ONS, 2024](#)).
- The median age in Havering is 39 slightly higher than the London average.
- There has been a notable increase in both children and older adults:
 - 0–16 years: 20.6%
 - 17–64 years: 62.1%
 - 65+ years: 17.3%
- Primary school applications have risen by 11% over the last decade, reflecting a growing younger population.

Ethnic Diversity

Havering remains one of London's least ethnically diverse boroughs, and the non-White British population has doubled in the last decade:

- White: 75.3% (2021 Census, down from 87.7% in 2011)
- Asian/Asian British: 10.7%
- Black/Black British/ Caribbean/ African: 8.2%
- Mixed/Multiple ethnic groups: 3.7%
- Other ethnic groups: 2%

Health and Wellbeing

Tackling obesity and inactivity is a key local priority, with active travel seen as a vital part of the solution. The Havering Healthy Weight Strategy 2024-2029 estimates that:

- **Children (2022/23 data):**
 - 22.2% of children aged 4–5 are overweight or obese.
 - 40.1% of children aged 10–11 are overweight or obese.
- **Adults (2022/23 data):**
 - 60.3% of adults are overweight or obese, similar to the high London average.

Deprivation and health inequalities also persist, with notable gaps between the most and least deprived communities.

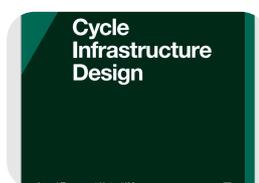
These demographic trends reinforce the need for a bold and inclusive Active Travel Strategy. One that addresses health inequalities, supports all communities, and creates a safer, more accessible environment for everyone.

Policy Context

There is national, regional and local policy support for active travel. 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 cycled⁸. They draw upon the government's Gear Change⁹ strategy document and aim to support infrastructure development and maintenance of standards which support broader transport, environment, and public health goals.



Gear Change



Cycle Infrastructure Design



Local Cycling and Walking Infrastructure Plans



Cycling and Walking Investment Strategy

At a regional level, the Mayor of London's Transport Strategy¹⁰ aims to reduce car dependency and increase active travel, efficient, and sustainable travel modes. The goal is

⁸ [About us - Active Travel England - GOV.UK \(www.gov.uk\)](https://www.gov.uk/about-us/active-travel-england)

⁹ <https://assets.publishing.service.gov.uk/media/5f1f59458fa8f53d39c0def9/gear-change-a-bold-vision-for-cycling-and-walking.pdf>

¹⁰ <https://tfl.gov.uk/corporate/about-tfl/the-mayors-transport-strategy>

for 80% of all trips in London to be made by walking, cycling or public transport by 2041¹¹. 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 Act¹² 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 2019¹³. 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



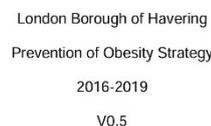
Havering Air Quality Action Plan



Havering Climate Change Action Plan



Havering Healthy Weight Strategy



Havering Prevention of Obesity Strategy



Havering Emerging EV Strategy



Romford Town Centre Masterplan SPD

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

¹¹ <https://tfl.gov.uk/corporate/about-tfl/the-mayors-transport-strategy>

¹² <https://www.legislation.gov.uk/ukpga/1999/29/contents>

¹³ https://www.havering.gov.uk/downloads/download/728/havering_local_implementation_plan_transport_strategy

their alignment with the overarching active travel strategy. This alignment will be presented within the Action Plan in Chapter 7, and the table below references key actions within each local strategy.

<p>Mayor's Transport Strategy - 2018 (MTS)</p>	<ul style="list-style-type: none"> • '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'
<p>London Borough of Havering Local Plan - 2021 (HLP)</p>	<ul style="list-style-type: none"> • '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'
<p>London Borough of Havering Local Implementation Plan - 2019 (LIP3)</p>	<ul style="list-style-type: none"> • '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'
<p>London Borough of Havering Air Quality Action Plan - 2018 (AQAP)</p>	<ul style="list-style-type: none"> • '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'
<p>London Borough of Havering Climate Change</p>	<ul style="list-style-type: none"> • 'Awareness campaign to promote sustainable travel to our staff and contractors' • 'Deliver a cycling and walking strategy for Havering'

Action Plan - 2024 (CCAP)	<ul style="list-style-type: none"> • ‘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.’ • ‘Work with and advise the Local NHS partners on their Active Travel Plans and monitor and report effectiveness’
London Borough of Havering Healthy Weight Strategy - 2024 (HWS)	<ul style="list-style-type: none"> • ‘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’
London Borough of Havering Romford Town Centre Masterplan SPD - 2025	<ul style="list-style-type: none"> • The Masterplan aims for 65% of residents to walk, cycle, or use public transport by 2041, supporting this through attractive, accessible, and safe streets, and aligning with both local and London-wide transport strategies. • Plans include transforming roundabouts into at-grade crossings, expanding wide pavements and segregated cycle lanes, embedding cycle infrastructure (including parking hubs, lockers, and charging), and ensuring inclusive, well-marked routes. • The River Rom will be developed as a continuous north-south walking and cycling route, with regular, safe crossing points and inclusive design, connecting the town centre to neighbourhoods and recreational areas. • Encouraging walking and cycling not only improves public health but also boosts the local economy, as active travellers spend more in the town centre; early, low-intervention upgrades are recommended to accelerate this shift.

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 2030¹⁴.

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 2.4 shows a preferred hierarchy of transport modes based on their emissions.

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

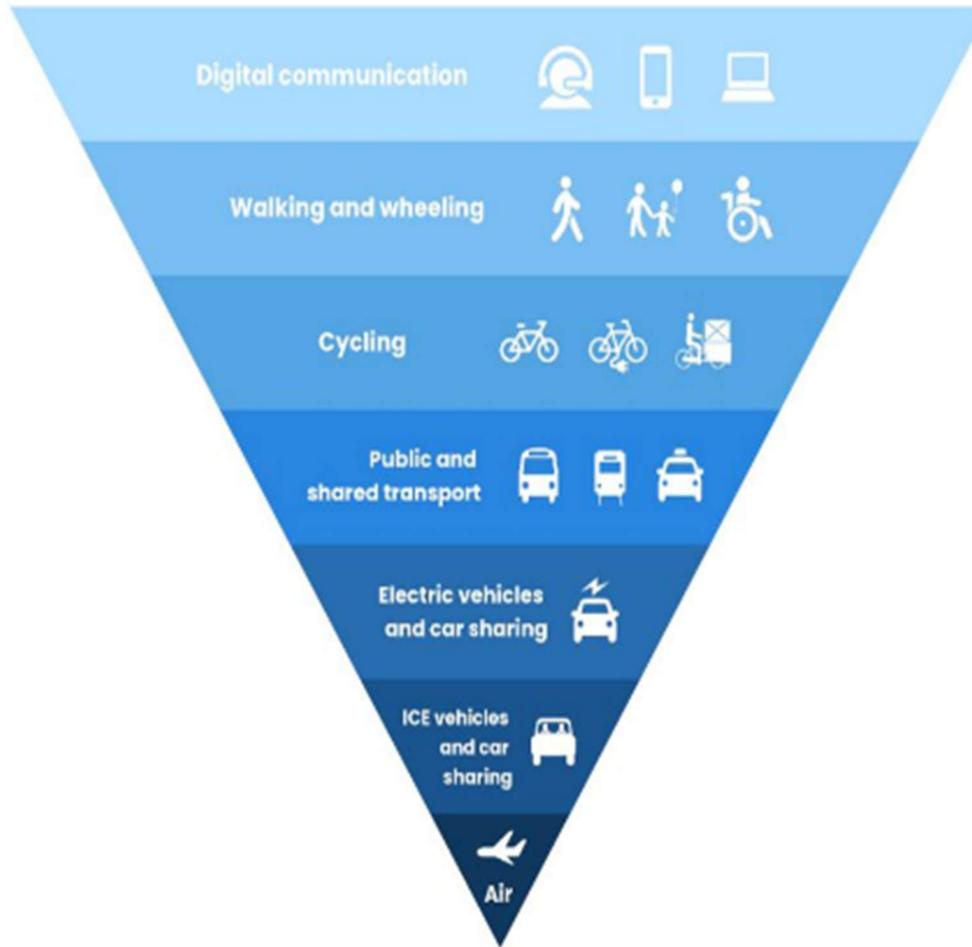


Figure 2-4: Hierarchy of Preferred Transport Modes for Reducing Emissions

This Active Travel Strategy focuses on the second, and third levels of this hierarchy (Figure 2.4) 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.

Chapter 3 – A Healthy Streets Approach

The Healthy Streets Approach

The Healthy Streets Approach is a people-centred framework adopted by Transport for London (TfL) to improve air quality, reduce congestion, and make London's communities healthier, safer and more attractive. It focuses on enhancing the experience of being on London's streets by addressing barriers such as noise, air pollution, poor accessibility, and lack of seating or shelter. At its core are ten indicators that assess how streets support walking, cycling, and public transport use, with the aim of providing a choice of sustainable transport modes and promoting the benefits of active travel, to reduce dependency on the car.

This approach underpins the Mayor's Transport Strategy, which sets a bold target for 80% of all trips in London to be made by walking, cycling or public transport by 2041. The London Plan embeds this ambition spatially, guiding boroughs to deliver infrastructure and development that supports healthier, more sustainable travel choices. Havering's own target is 65%, with current levels at 49.8%.

The Active Travel Strategy for Havering plays a pivotal role in delivering Healthy Streets locally. It sets out the Council's plan to improve infrastructure for walking and cycling, reduce reliance on private vehicles, and support modal shift. This includes schemes such as School Streets, cycle infrastructure and parking upgrades, and road safety initiatives, all of which contribute to the Healthy Streets indicators and align with TfL's strategic objectives.

Embedding the Healthy Streets Approach within Havering's Active Travel Strategy is not only essential for improving public health and environmental outcomes, but also critical for securing funding. TfL's Local Implementation Plan (LIP) framework requires boroughs to demonstrate alignment with the Mayor's Transport Strategy and Healthy Streets principles when applying for capital investment. For example, Havering has applied for over £20m in funding across three financial years but has only received a fraction of this funding. It is the intention of this strategy to both support incremental increases in funding and improve the delivery of active travel schemes across the borough.

Healthy Streets Scorecard

The Healthy Streets Scorecard is an annual assessment of how London boroughs are performing against ten key indicators that measure progress towards healthier, safer, and more sustainable streets. These indicators cover both the physical infrastructure and the outcomes of active travel, including walking, cycling, public transport use, road safety, and air quality. The Scorecard provides a transparent, evidence-based framework for tracking improvements and identifying areas for action.



Figure 3-1: The 10 Healthy Streets Indicators

Understanding Input and Output Indicators

The Healthy Streets Scorecard uses both input and output indicators to provide a comprehensive picture of progress. Input indicators measure the delivery of schemes and interventions, such as new cycle lanes, School Streets, or 20mph zones, reflecting the borough's commitment to creating environments that support walking, cycling, and public transport. The output indicators then capture the real-world results of these efforts, such as increases in active travel, reductions in car use, and improvements in air quality and road safety.

Why Active Travel Schemes Matter

The relationship between these indicators is fundamental: well-designed active travel schemes (inputs) create the conditions that enable and encourage people to change how they travel (outputs). By making streets safer, more attractive, and more accessible, these schemes help shift travel behaviour away from private car use. This shift is essential for achieving the Mayor's Transport Strategy targets, including reducing congestion, improving public health, and cutting carbon emissions. Embedding active travel policies and investing in the right infrastructure is the catalyst for the positive changes we want to see in how people move around Havering and London as a whole.

LB Havering 2025 Scorecard Results: Summary of Metrics

LB Havering's overall Healthy Streets score for 2025 is 1.70, down from 1.97 in the previous year. This places Havering 31st out of 33 London boroughs and 17th out of 19 Outer London authorities. The borough's performance is below the London average on most indicators, highlighting both significant challenge and scope for improvement. Further details of LB Havering's baseline healthy streets scorecard metrics are set out below.

Key Metrics – 2025 Baseline:

Input Metrics – schemes that facilitate change:

- | | |
|---|---|
| • Low Traffic Neighbourhoods (LTNs): | Coverage increased from 13.7% to 14.7% (historic schemes added). |
| • 20mph Limits: | 9.9% of borough-managed roads. |
| • Controlled Parking Zones (CPZs): | Coverage unchanged at 12.2%. |
| • Protected Cycle Tracks: | 0.5% of road length—one of the lowest in London. |
| • Bus Priority: | Slight increase from 8.2% to 8.8% (historic improvements near Romford Station). |
| • School Streets: | Coverage static at 19.1%. |
| • Travel for Life (school participation): | Improved from 49.2% to 54.6%. |

Output Metrics – Actual travel behaviours and outcomes:

- Sustainable Modeshare: 49.8% (up from 47.6%), mainly due to increased public transport use.
- Walking Rate: 26.2% of residents walk five times a week (down from 28.0%)
- Cycling Rate: Only 3.2% of residents cycle once a week—the lowest rate in London
- Car Ownership: 21.6% of households are car-free (lowest in London); cars per household remain high at 1.02
- Polluting Vehicles: Score improved slightly (6.78 from 6.93) but remains the worst in London.

Overall, Havering's score reflects a borough with high car dependency, low levels of cycling and walking, and limited coverage of key active travel infrastructure. This Active Travel Strategy seeks to deliver sustained improvements in these indicators, creating a healthier and more accessible borough.

Linking Scorecard Metrics to Active Travel Delivery and KPIs

The Healthy Streets Scorecard indicators are directly linked to the delivery of active travel schemes and the outcomes the borough seeks to achieve through this strategy, such as:

- **Sustainable Modeshare, Walking, and Cycling Rates:** These are direct measures of how many residents are choosing active travel over car use. Improvements here will reflect the success of new infrastructure, behaviour change programmes, and public engagement.
- **Low Traffic Neighbourhoods, 20mph Limits, and CPZs:** These types of measures help create safer, more attractive environments that support increased walking, wheeling, and cycling. Any future schemes will be carefully targeted, sensitively designed, and subject to consultation to ensure they respond to local needs and are backed by robust evidence. Their purpose will be to enhance safety, reduce road danger, and contribute to healthier, more liveable neighbourhoods across Havering.
- **Protected Cycle Tracks and Bus Priority:** These infrastructure measures are critical for enabling safe, convenient, and inclusive travel options, especially for those who may not have access to a car.
- **School Streets and Travel for Life:** These indicators reflect the borough's commitment to supporting children and families in making healthy travel choices, with long-term benefits for public health and community wellbeing.

Using the Scorecard as a KPI Framework

Havering's current performance on the Healthy Streets Scorecard highlights the need for a step-change in the delivery of active travel schemes. By adopting the Scorecard metrics as Key Performance Indicators (KPIs) for this strategy, the borough can:

- **Track Progress:** Use annual Scorecard results to monitor improvements in walking, cycling, and public transport use, as well as reductions in car dependency and road danger.
- **Set Ambitious Targets:** Aspire to become the most improved borough in London, focusing on areas where Havering currently performs poorly.

- **Engage Stakeholders:** Provide councillors, residents, and partners with clear, objective evidence of active travel scheme benefits, emphasising that they are not intended to restrict car use but to broaden travel options and improve quality of life.
- **Deliver Complementary Schemes:** Ensure that infrastructure improvements are supported by behaviour change programmes, school initiatives, and community engagement, creating a holistic approach to healthier streets.
- **Access to funding opportunities:** Justifying schemes through clear alignment with Healthy Streets indicators strengthens the case for investment and supports borough-wide delivery of sustainable transport objectives.

The Importance of Choice and Inclusivity

Havering's Active Travel Strategy is not about forcing people out of their cars. We realise that the car has an important role to play in connectivity across our borough. Instead, it seeks to give residents genuine alternatives for day-to-day journeys, making walking, cycling, and public transport safe, attractive, and accessible options. By improving the borough's Healthy Streets Scorecard metrics, Havering will deliver on its commitment to public health, climate resilience, economic vitality, and social inclusion.

The Local Implementation Plan (LIP)

The Local Implementation Plan (LIP) is the principal mechanism through which London boroughs, including Havering, translate the Mayor's Transport Strategy (MTS) into local action and secure funding for transport improvements.

It has a strong emphasis on promoting walking, cycling, and public transport, and reducing reliance on private vehicles. Accordingly, funding allocated to boroughs based on their delivery plans, which must demonstrate alignment with Healthy Streets principles and the MTS targets, such as increasing active travel mode share and achieving Vision Zero for road safety.

Boroughs are required to submit detailed plans outlining proposed schemes, their locations, and expected outcomes. These plans are assessed by TfL to ensure they meet strategic priorities, termed core measures, and deliver measurable benefits for active travel, safety, and sustainability. The main categories of core measures eligible for funding include:

- **Traffic Reduction:** Modal filters, bus gates, and 'bus and cycle only' streets to reduce traffic volumes and support active travel.
- **Safer Town Centres:** Removal of motor vehicle traffic to create pedestrian and cycle-friendly spaces in town centres and high streets.
- **School Streets:** Schemes that restrict traffic around schools to improve safety and encourage walking and cycling.
- **Speed Reduction:** Implementation of 20mph speed limits and other speed reduction measures.
- **Crossings:** New zebra or parallel crossings, upgrades from pedestrian refuges, and provision of pedestrian signals at junctions.
- **Safer Borough Junctions:** Measures to remove conflicting movements and reduce road danger, such as cycling-only filters, bus gates, and signal-controlled pedestrian lights.
- **Mini Programmes:** Borough-wide initiatives such as step-free access, dropped kerbs, and micromobility parking bays.

Supporting measures may also include sustainable drainage systems (SuDS), footway widening, soft landscaping, cycle parking, seating, parklets, and accessibility upgrades.

To access funding, schemes must deliver core measures that directly support walking, cycling, and public transport, and be targeted at areas identified as having high need or potential, such as those highlighted in Strategic Neighbourhood Analysis, Vision Zero priority links or nodes, and areas with high pedestrian severance. It is these locations that will have the greatest impact on safety, accessibility, and mode shift.

By recognising the link between these core measures and priority locations within the Active Travel Strategy, Havering is seeking to ensure that its priorities for walking, cycling, and public transport are aligned with MTS objectives and Healthy Streets principles.

This alignment not only strengthens the case for funding through the LIP process but also provides a clear, evidence-based framework for designing, delivering, and monitoring high-impact schemes. The Active Travel Strategy therefore acts as both a vision and a delivery plan, guiding the development of ambitious, targeted projects that meet LIP funding criteria and deliver measurable benefits for safety, accessibility, and sustainable travel across the borough, which will in turn support future investment.

Progress to Date

The London Borough of Havering has made significant progress in promoting healthier, safer, and more sustainable travel options. Key achievements include:

- **Travel for Life and School Engagement:** Havering is among the top-performing boroughs for TfL's Travel for Life accreditation, with 60 schools participating and 55 accredited. The programme has led to a marked reduction in car use for school journeys (from 39% in 2010 to 16% in 2023/24), and a strong culture of walking, cycling, and scooting to school. The borough has also rolled out 13 active School Streets covering 17 schools, supported by walking and cycling reward schemes, scooter training, and improved cycle/scooter parking. Road safety education is embedded through dedicated officers and ambassador programmes, reaching thousands of pupils each year.
- **Vision Zero and Road Safety:** Havering is committed to Vision Zero, aiming to eliminate deaths and serious injuries on the borough's roads. Measures include expanding 20mph speed limits (now covering 10% of roads), implementing traffic-calming schemes, and conducting strategic road safety reviews to identify and address collision hotspots. The Safe System approach is being developed, alongside ongoing education and engagement to promote safer travel behaviours.
- **Walking and Cycling Infrastructure:** The borough supports over 20 Wellbeing Walks venues, an extensive Public Rights of Way network, and sections of the London Loop and National Cycle Network. Cycling initiatives include free training (Bikeability, Cycle Confident), inclusive cycling (Cycling for All), and maintenance support (Dr Bike). Cycle parking provision has increased, with 645 spaces and a rolling programme for residential estates. The Try-Before-You-Bike scheme and adapted cycle hire further improve accessibility.
- **Business and Community Initiatives:** Havering works with businesses and employment areas to support active travel planning, offers grants for workplace facilities, and promotes the Cycle to Work scheme. Engagement with Queen's Hospital has led to improved cycle parking and pool bikes for staff.

Despite these achievements, Havering currently ranks relatively low on the Healthy Streets Scorecard, reflecting longstanding challenges around infrastructure, modal share, and street environment.

The Active Travel Strategy sets out a clear pathway to address these issues, aiming to deliver substantial improvements in walking, cycling, and road safety, and to move the borough towards a healthier, more sustainable future.

Top 10 Borough Priorities

To achieve these ambitions, Havering's Active Travel Strategy will seek to:

1. Better connect our cycle network through a combination of new protected cycle tracks, quiet way cycle routes, and improved crossings, particularly across arterial roads and into Romford town centre.
2. Work with TfL to tackle severance created by the TLRN and the Romford Ring Road, to improve access between communities and district centres by walking and cycling.
3. Facilitate the delivery of the active travel measures outlined within the Romford Town Centre Masterplan and contribute towards achieving targets set out in complementary policies such as the Healthy Weight Strategy.
4. Expand the boroughs School Streets programme, and delivery of complementary active travel infrastructure improvements to help pupils, parents, and staff, walk, cycle and wheel to school.
5. Consider reducing speed limits and introducing complementary measures in targeted locations where they are supported by residents and ward councillors and needed to reduce the impact of traffic, improve road safety, and create environments that are conducive to walking and cycling.
6. Improve access to secure cycle parking across the borough through the roll out of cycle hangars, where they are needed.
7. Improve road safety through targeted implementation of road danger reduction schemes and school travel engineering measures.
8. Work with TfL to incorporate active travel measures within bus priority corridors, including those associated with the introduction of Superloop, the expansion of existing services, and improving pedestrian and cycle connections to key public transport access points.
9. Use the active travel strategy to support increased TfL LIP funding allocations and secure private sector funding from development in the borough, through the S106 process.
10. Use the Healthy Streets Scorecard as a transparent, public-facing KPI framework for monitoring and reporting progress.

Chapter 4 – Consultation

Overview

The London Borough of Havering ran a public consultation on the Active Travel Strategy from October to December 2024, engaging residents, schools, stakeholders and interest groups. In total, 145 adult responses and 220 responses from children and young people were received, alongside stakeholder emails and other feedback.

The consultation combined closed questions (giving a picture of overall support, participation and demographics) with open comments. Open responses were systematically grouped by theme and location to surface recurring topics and place-specific issues. This ensured we captured both borough-wide trends and local priorities.

The consultation findings were used to refine the Strategy and support delivery. In particular, targets and monitoring were aligned with TfL core measures and the Healthy Streets Scorecard, establishing a baseline against the latest annual results. We have also synchronised the Strategy with the Council's adoption timetable and the Local Implementation Plan (LIP) programme. Together, these steps support a robust baseline, clearer accountability and a document ready for implementation.

What we heard

The main themes are summarised below and will inform the implementation of the Strategy:

- **Safety & Road Danger Reduction**

Strong support for measures that protect vulnerable users (children, older people and those travelling after dark), including segregated infrastructure, better lighting on under-lit routes and in parks, and maintenance of paths. Many respondents asked that safety be framed through Road Danger Reduction principles.

- **Speeds & conflicts:** Support for the introduction/expansion of 20 mph zones, especially around schools and residential areas, with requests to review timing, provide supporting design measures, and communicate how compliance will be monitored. Managing cyclist–pedestrian interactions (particularly on shared paths/pavements) was a frequent concern, with calls for clearer layouts, education and proportionate enforcement.
- **Lighting & personal security:** Requests focused on evening safety and better lighting on key links and within parks.

- **Connectivity, Severance & Priority Links**

Respondents highlighted severance caused by the A127 and the wider TLRN (A12, A13), asking for improved walking and cycling solutions as well as improved links between neighbourhoods and parks.

- **Schools, Parking & Local Streets**

Strong concern about school-run congestion and parking pressures, with interest in tighter controls near school gates and safer space for younger riders/scooters to reduce pedestrian conflicts.

- **Infrastructure Quality, Maintenance & Barrier Removal**

Support for maintaining and upgrading existing infrastructure, removing access-control barriers, and ensuring continuity where cycle markings or protection disappear. Light-segregation trials (e.g., wands, armadillos) were seen as a positive step towards permanent solutions.

- **Secure Cycle Parking, Hire & Cargo/E-Bike Provision**
 Secure cycle parking, particularly at stations, town centres, and near venues, was a frequent request, with concerns raised about theft and the need for CCTV or secure facilities.
 Many respondents asked for secure cycle storage (particularly in Romford and Hornchurch) and were positive about hire and short-term loan options, including cargo/e-bikes. These were viewed as essential to broaden participation and support last-mile deliveries.
- **Inclusion, Accessibility & Equestrians**
 Requests included stronger provision for disabled users (e.g., path maintenance, adapted cycles) and inclusion of equestrian routes and representation in forums and targets. Respondents asked that all groups, including older people and those with mobility challenges, are reflected and supported.
- **Night-Time Economy & Evening Safety**
 Several comments linked active travel to the night-time economy, particularly in Romford. People highlighted the importance of well-lit, clearly waymarked routes, secure cycle parking near venues and transport interchanges, and safe late-evening connections to support leisure, hospitality and shift work.
- **Deliveries & Freight**
 The growing role of deliveries, including last mile logistics, cargo bikes, and delivery riders, was noted, with calls for infrastructure that supports efficient deliveries while minimising conflicts with pedestrians and other users.
- **Enforcement & Compliance**
 There was strong demand for visible, consistent enforcement of parking, speed limits, and cycle lane use, as well as action on anti-social behaviour such as pavement cycling and illegal scooter use. Respondents asked for clear communication about how compliance will be monitored and enforced.
- **Cross-Borough & Multimodal Integration**
 Weak public transport links to neighbouring boroughs were seen as a barrier to mode shift. Respondents asked for better integration of active travel with bus and rail services, and for cross-boundary collaboration to support first/last-mile journeys.
- **Education, Engagement & Community Initiatives**
 Both adults and young people emphasised support for continued education and community activity.
- **Delivery, Funding & Monitoring**
 Respondents want clearer delivery pathways, a strong link to the LIP and other funding sources, and proportionate monitoring so progress can be tracked. Calls included more ambitious timescales, clear milestones, regular updates and visible accountability.
- **Equity & Cost of Living**
 Affordability and equity were recurring themes, with respondents emphasising the need to ensure that changes do not disadvantage those who rely on cars due to age, disability, or work patterns, and that active travel options remain accessible to all.

- **Transparency and Policy Alignment**

Respondents asked for clearer presentation (maps, imagery) and alignment with Healthy Streets measures. Some respondents also expressed scepticism about delivery and consultation fatigue, highlighting the need for transparent communication, regular progress updates, and visible accountability to build trust and maintain engagement.

Consultation Summary

Overall, the consultation shows support for the Strategy's direction while providing clear feedback on how to strengthen it. The findings underline the importance of safety, connectivity, inclusion and practical delivery, and the need for ongoing engagement and transparent communication as we move into implementation. These insights have and will continue to directly inform the Strategy's action plan, priorities, and implementation.

Overview and Scrutiny Committee Engagement (4 November 2025)

On 4 November 2025, the Active Travel Strategy was presented to the Overview and Scrutiny Committee. The recommendations agreed are set out below:

1. Strengthen the strategy's focus on interaction with public transport and accessibility audits.
2. Ensure active travel infrastructure requirements are embedded in the Infrastructure Delivery Plan.
3. Increase promotion of national active travel campaigns and provide secure cycle storage at key locations.
4. Send an officer to attend London Road Safety Council meetings.
5. Present the strategy routinely to applicants during pre-application planning advice to encourage integration into developments.

The Sub-Committee welcomed the strategy's ambition and stressed the importance of clear monitoring, timely delivery, and community engagement to achieve its objectives.

What this means for the Strategy

The consultation has provided clear direction for strengthening the Active Travel Strategy. The following points summarise how the strategy responds to the main themes and sentiment from each chapter, with references to where each is addressed in the document:

1. Network Focus and Place-Based Priorities

See: Theme 1 – Infrastructure, Physical Routes, and Network Development; Action Plan

The strategy highlights priority corridors and place-based connections where severance, safety and demand coincide, while recognising dependencies on TfL for TLRN solutions. Location specific responses also help guide where feasibility work, engagement and early concept development may be most productive, subject to funding and statutory processes. These include:

- a. Tackling severance created by the key strategic roads of the A12, A127 and A13 on the Transport for London Road Network (TLRN).
- b. Implementing the active travel measures outlined within the Romford Town Centre Masterplan and tackling severance created by the A1306, recognising the pivotal role both will play in unlocking regeneration delivered through the Romford Masterplan and Beam Park respectively.
- c. Enhancing active travel connections between our communities, Romford town centre, district centres, and essential services.

2. Everyday Journeys and School Access

See: Theme 3; School Streets; Action Plan

School-run issues inform local measures and engagement with schools on safe access, parking controls and micro-scooter/young-rider considerations.

3. Safe System and Road Danger Reduction

See: Theme 3 – Traffic Management, Road Safety and Road Operations; Action Plan

The strategy adopts Road Danger Reduction principles, recognises the potential for reductions in speed limits in targeted locations, and commits to better lighting and design to address safety, speed, and evening security.

4. Inclusive and Accessible Design

See: Theme 1; Inclusive Design Principles; Action Plan

Actions will consider disabled users (surface quality, dropped kerbs, widths, accessible hire/adapted cycles) and include specific reference to equestrians (routes, forum representation).

5. Enablement Measures, Barrier Removal, and Deliveries

See: Theme 1; Cycle Parking & Mobility Hubs; Last Mile Hubs; Action Plan

The strategy addresses calls for practical improvements such as improving cycle lane continuity on key corridors (subject to feasibility), provision of secure cycle parking / hangars in centres and residential areas, as well working with partners to remove access barriers from our network. It also establishes support for cargo/e-bike hire and last mile delivery initiatives.

6. Monitoring, Funding, Delivery Clarity, and Presentation

See: Monitoring; Funding; Leadership; Action Plan; Communication and Promotion

A clear monitoring framework, transparent reporting, and improved presentation of information ensure accountability and ongoing engagement. Monitoring of ATS outcomes aligns with the Healthy Streets Approach and LIP delivery reporting. The Strategy also signposts external funding routes, recognising that the success of this strategy is not only dependent upon access to funding but also working with members, stakeholders, businesses, schools and communities to improve delivery. These two factors are inextricably linked.

7. Enforcement, Compliance, Community Engagement, and Night-Time Economy

See: Theme 1 – Night-Time Economy & Safety; Theme 3 – Traffic Management, Road Safety and Road Operations; Action Plan

The strategy strengthens enforcement of parking, speed, and cycle lane use, supports education and engagement, and ensures well-lit, safe routes for the night-time economy.

8. Equity, Affordability, and Ongoing Adaptation

See: Theme 1; Inclusive Design; Action Plan; Monitoring; Engagement/Outreach

Commitments to equity, affordability, and ongoing adaptation ensure the strategy remains accessible and responsive to all.

The strategy's action plan and delivery approach throughout the remainder of this strategy have been shaped by these insights, with each theme addressed in the relevant section. The Council is committed to ongoing engagement, transparent communication, and adapting the strategy as new challenges and opportunities arise.

Chapter 5 – Ambition

Vision

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

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

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

Goals and Outcomes

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

Direct transport-related goals

1. Sustainable Travel	2. Less Traffic	3. Vision Zero
<ul style="list-style-type: none"> • 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 <p><i>LBH Target – 65% of trips by Active and Public transport by 2041</i></p> <ul style="list-style-type: none"> • More work-related trips made active travel modes • Reduce severance created by arterial roads running across the borough 	<ul style="list-style-type: none"> • Decrease in distance travelled by motorised vehicles per year • Reduced need for car ownership and parking spaces <p><i>LBH Target – Reduce car ownership by 22% from 2022 to 2041</i></p> <ul style="list-style-type: none"> • Decrease of through traffic in town centres and neighbourhoods 	<ul style="list-style-type: none"> • Zero deaths & serious injuries on Havering's transport system <p><i>MTS and LBH Target - no one to be killed in or by a London bus by 2030, and for deaths and serious injuries from all road collisions to be eliminated from the streets by 2041</i></p> <ul style="list-style-type: none"> • 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
<ul style="list-style-type: none"> • 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 	<ul style="list-style-type: none"> • 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 	<ul style="list-style-type: none"> • 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
<ul style="list-style-type: none"> • 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 	<ul style="list-style-type: none"> • 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 	<ul style="list-style-type: none"> • 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

Chapter 6 – Planning and Delivery

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, legible, and inclusive for all users. This includes working towards providing improved footway and crossing facilities to tackle existing severance issues, improving the pedestrian environment at underpasses. New cycle routes will be created using a combination of segregated cycle lanes and quietways, to create a cycling network which better connects our communities to local centres and essential services. To support increased use of cycling, we will improve the provision of inclusive and secure cycle parking facilities throughout the borough, for residents, commuters, and visitors. The improved cycle parking will provide better access to local centres, key services, and public transport.

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.
- 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.

3. 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, 20mph zones, school streets, quietways, HGV restrictions, and bus lanes alongside parking, freight, public transport strategies.

4. 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.

5. 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.

6. 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.

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.

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, disabled people, and cargo-bike users. Facilities for equestrians should also be considered where appropriate.
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.

The identification of these strategic routes have been informed by the geographic context as well as TfL's strategic cycle analysis showing crow-fly routes with the highest potential for cycling and active travel. This strategic demand is presented in Figure 6-1.

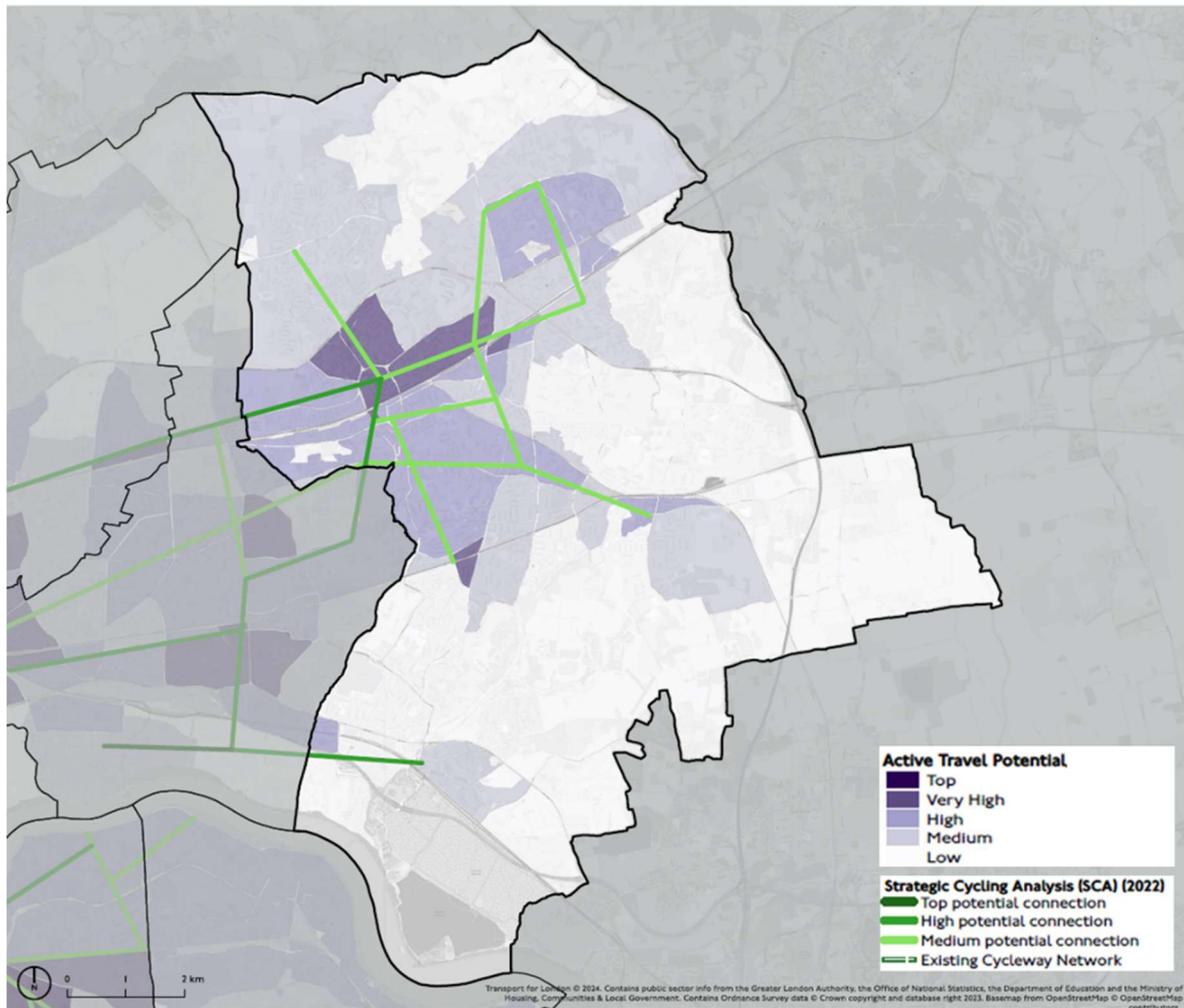


Figure 6-1 TfL Active Travel Potential and Strategic Cycle Analytics

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 healthy streets and liveable neighbourhoods principles, footways, shared or segregated paths, junctions, and crossings.

This includes exploring how to create new leisure routes, which could for example include 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.

This Active Travel Strategy sets out an aspirational travel network, with local routes accessing key urban centres within the borough. These strategic active travel corridors are shown within Figure 6.2 and combine priority routes connecting communities with key district centres and services within the borough, as well as facilitating connections along strategic corridors in neighbouring boroughs.

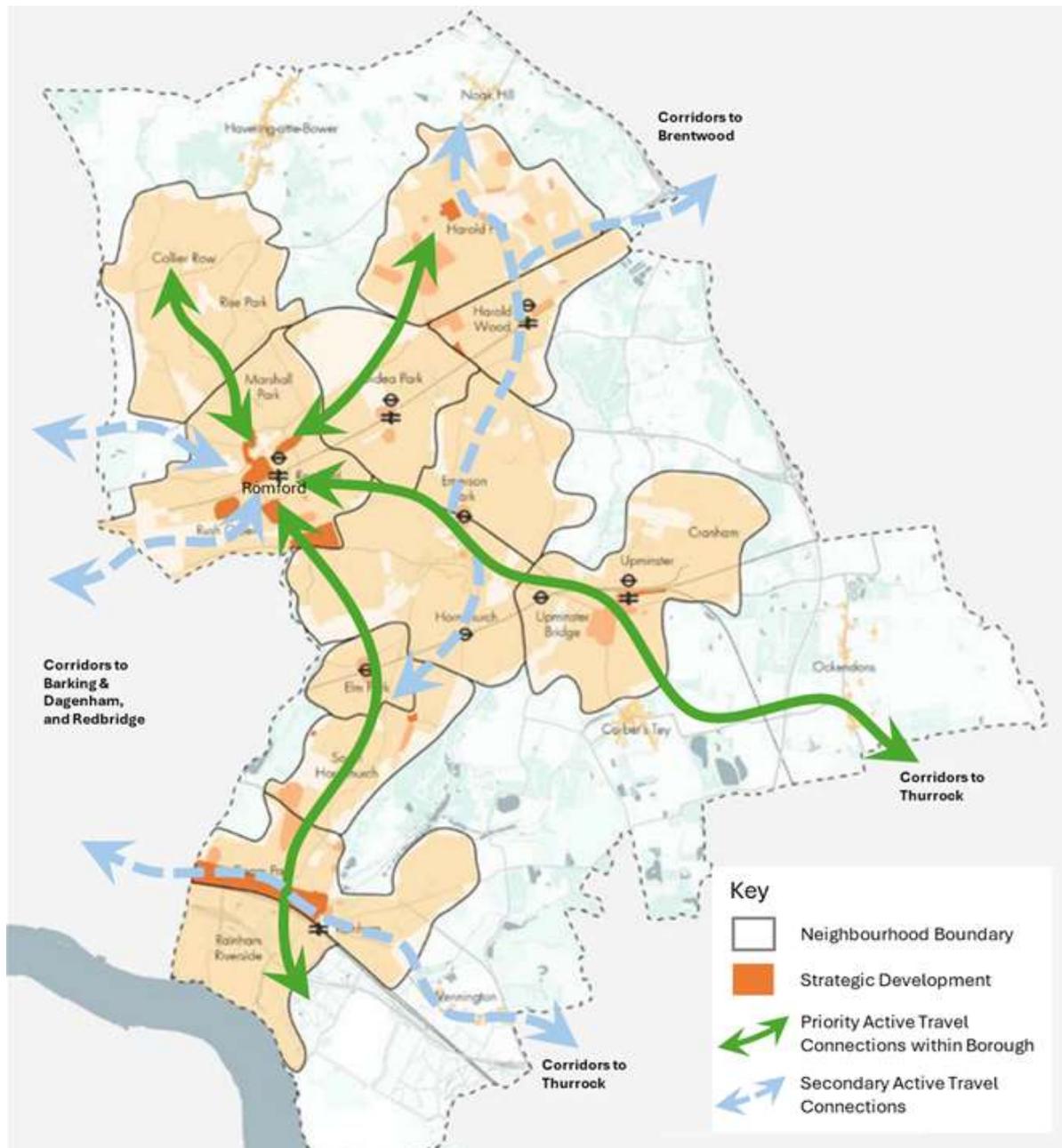


Figure 6-2 Strategic Active Travel Corridors

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.

Examples of the types of measures that will be implemented along these corridors to support walking and cycling are illustrated within Figure 6.3.

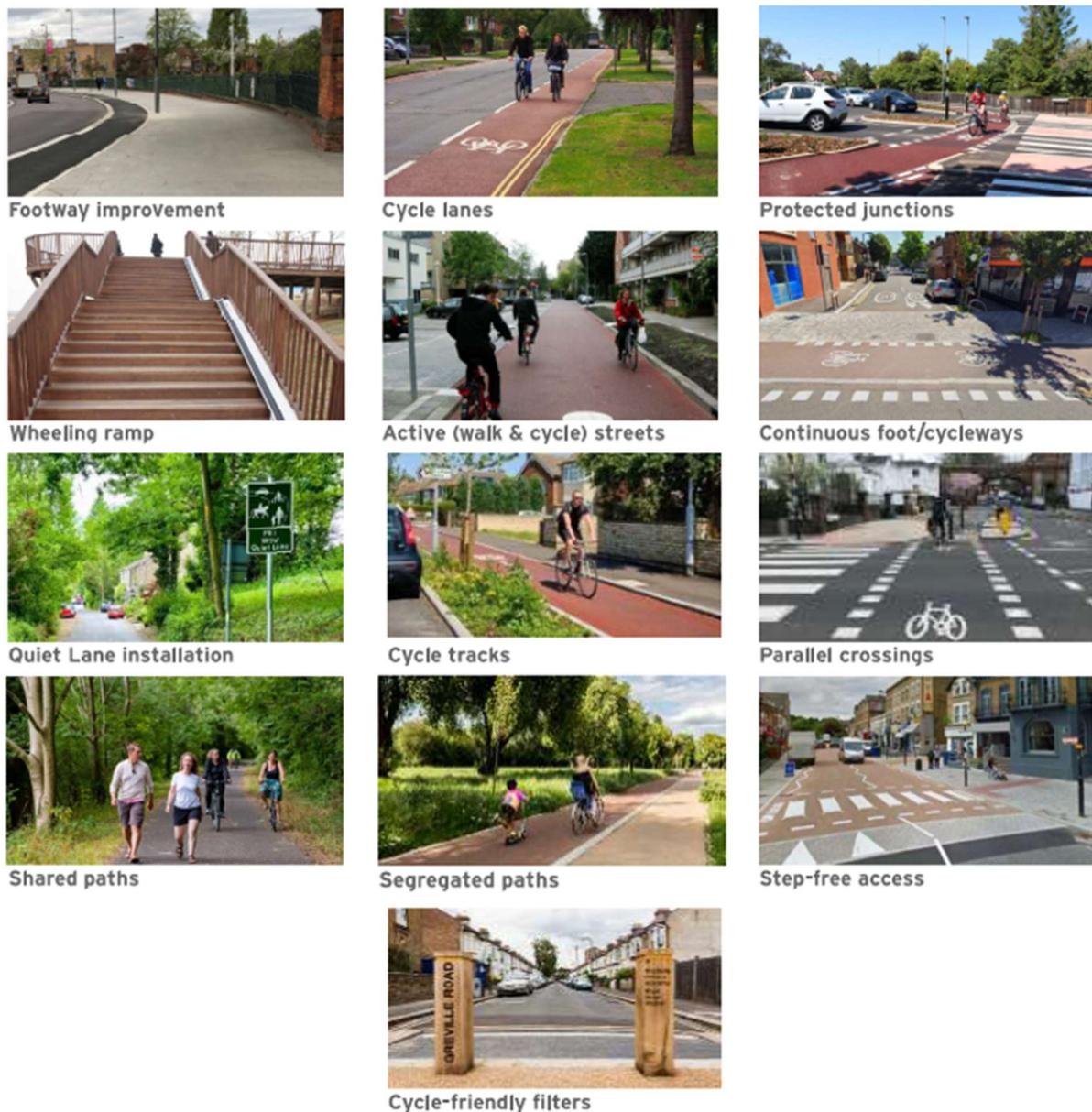


Figure 6-3 Example Walking and Cycling Physical Infrastructure

Cycling Infrastructure

Cycle Tracks and Quietways

A central component of the active travel strategy will be improving provision for safer cycling across Havering. The intention will be to develop a coherent network of cycling infrastructure comprising of segregated cycle tracks, advisory cycle lanes, and quietway cycle lanes.

A plan illustrating an indicative quietway network which broadly aligns with the strategic demand identified TfL's strategic cycling analytics is set out in Figure 6.4.

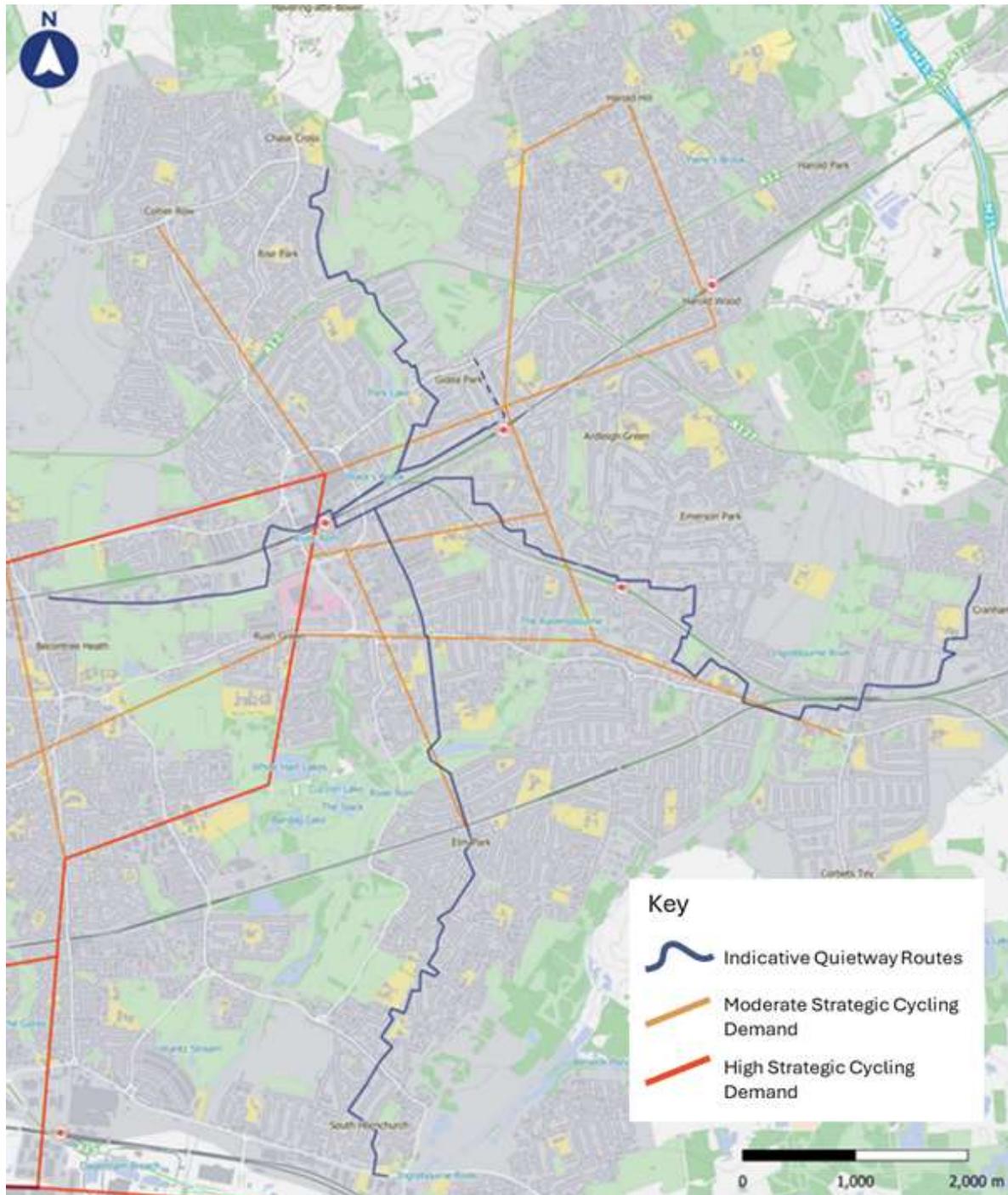


Figure 6-4 Indicative Quietway Network

The development of Havering's segregated cycle network will align with the strategic demand (Figure 6-1) and the borough's specific priorities for improving north-south connectivity. The intention is for the development segregated infrastructure to be coordinated with quietway network as this is the most efficient way of establishing a coherent network of cycling routes in Havering.

The borough's work in delivering segregated cycling infrastructure will be focused initially on the delivery of schemes on Main Road and Marsh Way.

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.

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.

Access Control Barriers

Havering will work with the Walk Wheel Cycle Trust to remove barriers from the National Cycle Route network within the Borough.

The use of cycle access controls within Havering will align with LTN 1/20 and best practice guidance provided by TfL's Cycle Design Guide and Walk Wheel cycle Trust (formerly Sustrans) documentation. This is required to support the Council's obligations under the Equality Act (2010) so that access is not restricted for legitimate users and will ensure that LBH will be eligible for national funding programmes relating to the improvement of cycling infrastructure throughout the borough.

There will be a presumption against the introduction of new restrictive access control measures, unless there is a persistent and significant safety or personal security concern raised. In such cases, it must be demonstrated that alternative measures to discourage anti-social behaviour have been fully explored. The use of access control measures must be proportional to the anti-social behaviour observed, provide for a minimum level of accessibility for all in accordance with the Council's equality obligations, and should only be used as a last resort.

Interchange hubs

To increase access to public transport and facilitate intermodal travel, Havering and its partners will continue to improve accessibility and install cycle improved cycling facilities at stations, close to bus stops, within key retail and employment areas including the business improvement districts, essential services, parks, and town and district centres.

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.

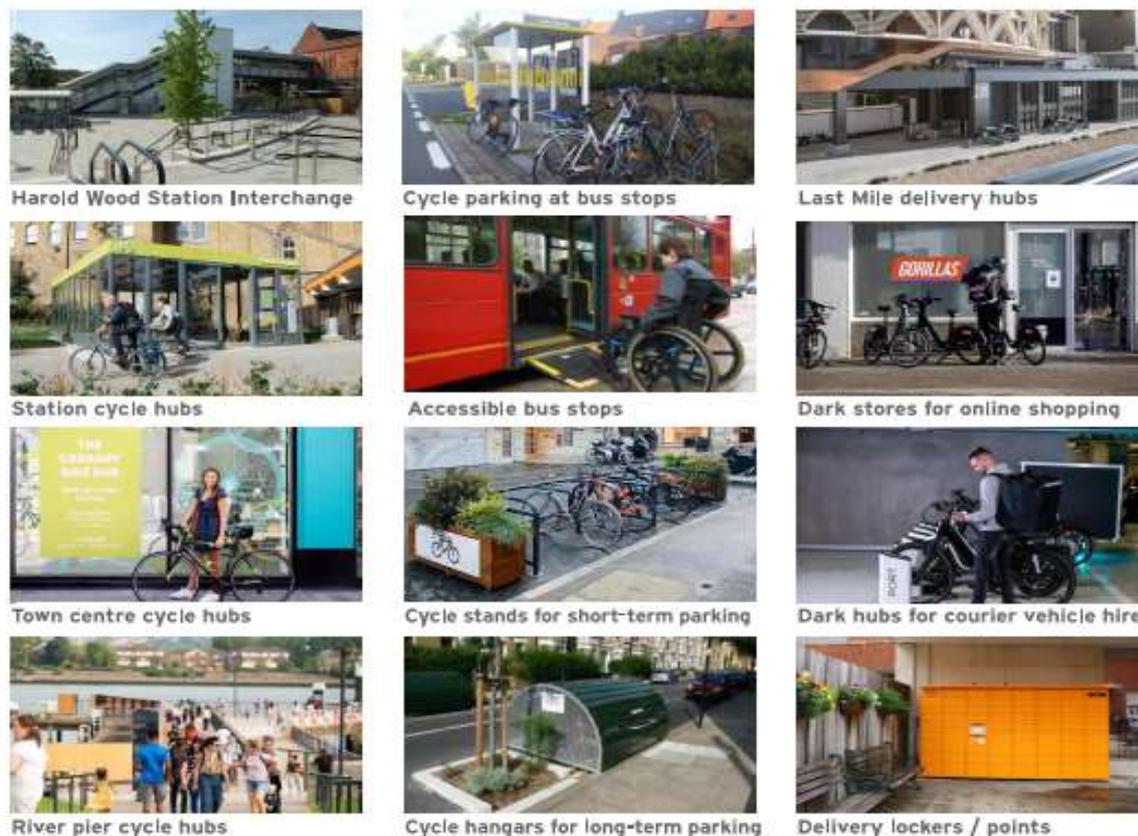


Figure 6-5 Example Cycle Parking and Mobility Infrastructure

Inclusive Design Principles

Active travel infrastructure delivered within the London Borough of Havering must be designed and implemented to be fully inclusive, ensuring that all residents and visitors can safely and confidently use our network.

All schemes are required to incorporate high-quality surface treatments, continuous and well-aligned dropped kerbs, appropriate widths for two-way movement, accessible crossing facilities, step-free connections, and gradients that meet best-practice accessibility standards.

Designs must support the use of mobility aids, adapted and non-standard cycles, and other wheeled devices, and should avoid physical barriers or restrictive infrastructure unless essential for safety. Where access controls are considered, designers must evidence that inclusive alternatives have been assessed and that barrier-free movement has been prioritised wherever feasible.

All decisions relating to inclusive design must be aligned with the Council's statutory duties under the Equality Act 2010, including the Public Sector Equality Duty, which requires the Council to eliminate discrimination, advance equality of opportunity, and foster good relations between people with different protected characteristics. Designers must therefore demonstrate, within scheme documentation, how inclusive design considerations have informed option development, appraisal, consultation, and final design, ensuring that active travel infrastructure contributes to a fair, accessible and equitable transport network for the borough.

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 spend 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.

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%¹⁵.

In addition to the adopted Romford Town Centre Masterplan SPD, masterplans are also being developed for 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)

¹⁵ [Active-Travel-Rapid-Evidence-Review.pdf \(whatworksgrowth.org\)](#)



Figure 6-6 Example Public Realm and Open Space Facilities

Night-Time Economy & Safety

The Council recognises the importance of a safe, accessible and welcoming night-time environment in supporting the borough's cultural, social and economic vitality. Active travel infrastructure plays a central role in enabling residents, workers and visitors to move confidently between evening and night-time destinations, including town centres, transport hubs, leisure venues, workplaces, and residential areas. To support a thriving, inclusive and sustainable night-time economy, the Council will seek to ensure that all active travel schemes contribute positively to safety, comfort and accessibility after dark.

Active travel routes must be designed to provide safe, legible and high-quality connections throughout the evening and night-time hours. This includes prioritising well-lit, direct and overlooked pathways; creating coherent and intuitive wayfinding; minimising isolated or visually obstructed areas; and ensuring that essential amenities such as secure cycle parking, pedestrian crossings and interchange points remain accessible and safe to use.

Within the night-time economy, the needs of all users must be considered, including those working late or travelling home after night-time activity. The Council acknowledges that women and girls continue to experience disproportionate barriers to feeling and being safe after dark, and therefore their experiences must be integral to planning and operational decision-making. This includes recognising that fear of harassment, intimidation or unsafe environments can limit participation in the night-time economy and affect travel choices. Accordingly, all schemes must embed design and management measures that enhance safety and reduce both actual and perceived risk.

In line with the Council's statutory duties under the Equality Act 2010, active travel schemes must consider the needs of people with different protected characteristics, recognising how factors such as disability, age, sex, pregnancy and maternity, race, and other intersecting vulnerabilities may influence access, safety and confidence when travelling, particularly after dark.

Designers must demonstrate how proposals advance equality of opportunity, eliminate discrimination, and foster good relations through thoughtful, inclusive design and operational planning.

By embedding these principles throughout active travel planning, design, delivery and management, the Council aims to create a night-time environment where residents and visitors can move freely, participate fully, and feel confident doing so by walking, wheeling or cycling.

Equestrians

The Council acknowledges equestrians as non-motorised users and mandates that active travel projects address equestrian needs where routes meet bridleways or established riding areas. This may include appropriate surfacing, safe crossing arrangements, sightlines, and engagement with relevant user groups throughout design development.

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 complementary 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 6-7 Example community Active Travel Initiatives

Travel Information

Havering will review the existing borough-wide wayfinding signage and identify where there is a need for upgrades or enhancements and subsequently to 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 provided by the Council, service operators, and Mobility as a Service (MaaS) Apps, can be better promoted on Havering's website. There is potential to increase public access to this information through the Council's Earthlight digital mapping tool, in addition to promotion through resident bulletins such as 'Living' magazine.



Wayfinding signage



Living magazine

Figure 6-8 Example Travel Information

Theme 3 – 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. These measures also support the Council's wider safeguarding responsibilities by creating street environments that reduce risks for children, older adults, and others who may be vulnerable.

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 enables more people to walk, wheel, and cycle and encourages them to do so more often. This will only happen if we can 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 noise and other impacts of motor traffic directly benefits physical and mental health, and supports the creation of safe, welcoming places that protect and promote the wellbeing of all users.

A package of measures from those outlined below will be selectively and sensitively developed through the Local Implementation Plan process to complement the Active Travel Strategy objectives and address local needs. These types of measures help create safer, more attractive environments that support increased walking, wheeling and cycling. Any future schemes will be carefully targeted, sensitively designed, and subject to consultation to ensure they respond to local needs and are backed by robust evidence. Their purpose will not be to restrict car use, but to enhance safety, reduce road danger and contribute to healthier, more liveable neighbourhoods across Havering.

Traffic volume and access

Lessening the volume of motorised traffic, especially on key walking and cycling routes, will create safer and more accessible streets. Reducing traffic in areas heavily used by children and adults with mobility or sensory needs also helps reduce risk and supports the Council's safeguarding duties.

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 will be considered, where appropriate and needed. These schemes will improve safety in residential and community areas in line with the Council's commitment to protecting vulnerable road users and promoting healthy, active lifestyles.

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 road users such as pedestrians and cyclists.

Traffic speeds can be reduced by designing streets that naturally slow vehicles, using measures such as traffic-calming features, signage and markings, 20mph limits and the introduction of quiet lanes in rural areas, where appropriate. These approaches prioritise people walking, wheeling, and cycling, as well as other vulnerable road users. Reducing vehicle speeds in sensitive locations also helps prevent serious injuries and supports safeguarding objectives by protecting those most at risk, including children and older adults.

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.

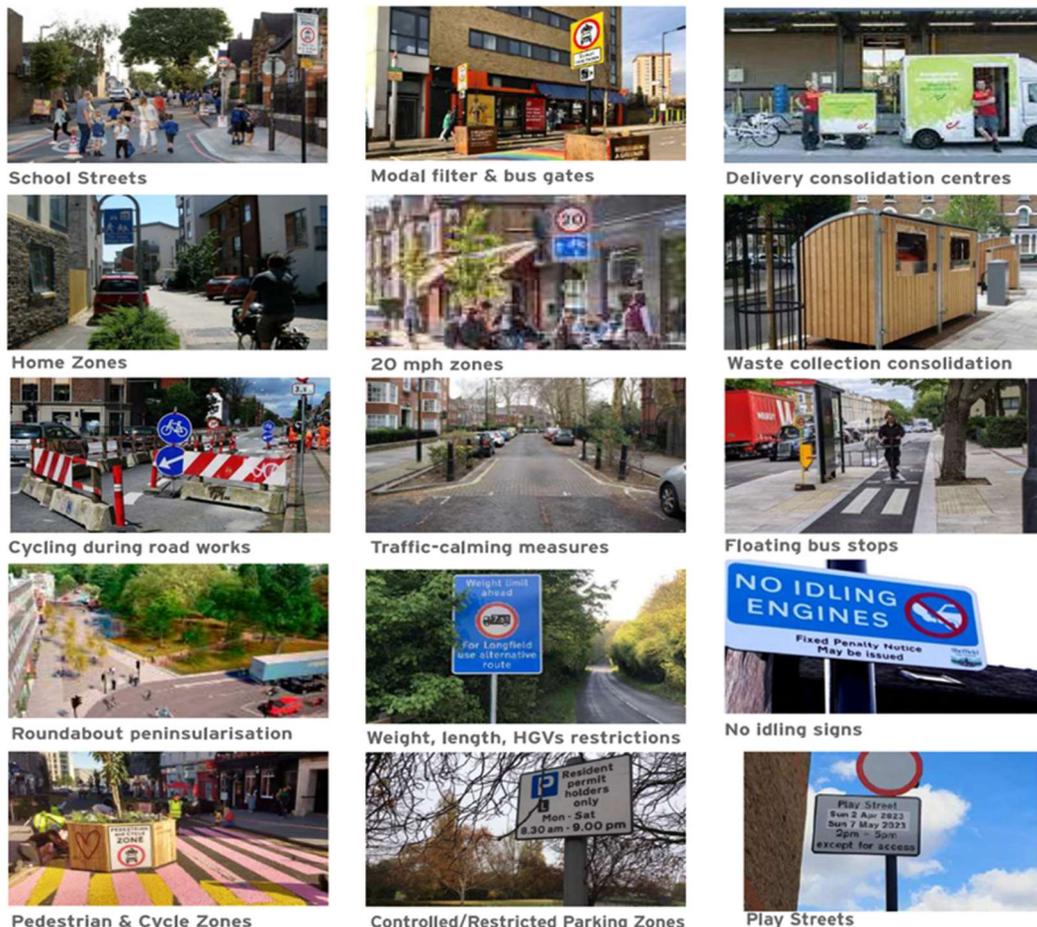


Figure 6-9 Example Traffic Management and Road Safety Interventions

Theme 4 – 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 6-10 Example Access to Cycle Initiatives

Theme 5 – 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 Havering Active Travel Strategy 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, the borough will work with partners and use existing data sources to better understand active travel behaviours and usage to shape and progress future measures.



Figure 6-11 Example Policies/Guidance Associated with Active Travel

Theme 6 – Funding

The delivery of active travel infrastructure in Havering will rely entirely on the Council's ability to secure and manage external funding. Achieving the ambitions of this Strategy requires a proactive, evidence-led and partnership-driven approach to investment, supported by clear monitoring and transparent reporting. The availability of funding and the priorities of national and regional bodies will continue to evolve; therefore, the Council will maintain a flexible and responsive funding pipeline to maximise opportunities as they arise.

The success of this Strategy relies not only on securing funding but also on strong collaboration. The Council will work closely with Members, developers, businesses, schools, community organisations and wider partners to strengthen funding bids, support co-delivery and ensure that schemes reflect local priorities. Funding and partnership working are therefore inextricably linked, with each reinforcing the other.

The Role of the Local Implementation Plan (LIP)

The Local Implementation Plan (LIP) is the principal funding mechanism for delivering active travel and transport improvements in Havering. Through the LIP, the Council translates the Mayor's Transport Strategy (MTS) into local action and receives Transport for London (TfL) funding based on its delivery plan.

LIP investment is targeted towards schemes that support walking, cycling and public transport and reduce reliance on private vehicles. Boroughs must demonstrate alignment with Healthy Streets principles, MTS mode share targets, and Vision Zero objectives. Funding is secured by submitting detailed proposals setting out scheme locations, core measures delivered, and anticipated outcomes. TfL assesses these against strategic criteria to ensure schemes deliver measurable benefits for safety, accessibility and sustainable travel, as set out earlier in this strategy.

The themes set out within this strategy provides the evidence-based framework that aligns borough priorities with MTS and Healthy Streets objectives, ensuring that Havering can deliver high-impact schemes to maximise LIP investment.

Other External Funding Sources

While the LIP forms the primary mechanism for delivery, to support the development and implementation of active travel initiatives, the Council will undertake regular identification and pursuit of external funding sources, including but not limited to:

Developer Contributions (Section 106)

Secured to deliver active travel improvements necessitated by new development. Planning and growth teams will work collaboratively with developers to realise opportunities for enhanced connectivity and public realm improvements.

Community Infrastructure Levy (CIL)

Used, where appropriate, to fund strategic active travel improvements that support growth, place-making and healthy, sustainable communities.

UK Shared Prosperity Fund

Funding streams that support sustainable transport, economic development, carbon reduction and public health outcomes.

Diversification of Funding Sources

The Council will continue to diversify its external funding base to ensure resilience and reduce dependency on any single source. This could include but is not limited to preparation of bids for funding through the Thames Freeport and future national government funding programmes.

Identifying Demand and Building a Strong Case for Investment

Understanding existing and potential demand is fundamental to securing funding and prioritising investment. The Council will work with partners to gather and analyse active travel data to identify infrastructure needs and strengthen funding submissions. Demand evidence will:

- support robust business cases
- help prioritise high-need areas
- demonstrate value for money
- strengthen alignment with TfL and national priorities
- support long-term monitoring of scheme outcomes

Monitoring

A robust monitoring and reporting framework will underpin all externally funded programmes. This ensures accountability, transparency and good governance, while supporting ongoing engagement with Members, partners, stakeholders and the wider community. Monitoring of Active Travel Strategy outcomes will align with the Healthy Streets Approach and established Local Implementation Plan (LIP) reporting processes, enabling measurable, consistent and comparable assessment of progress.

Recognition and awards

Havering, together with our delivery partners, will seek recognition and awards for high-quality active travel schemes and initiatives. Such recognition enhances the borough's reputation, supports future funding bids, and encourages innovation, high design standards and continuous improvement.

Chapter 7 – 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 to create a long-list to offer locations for interchange between public and active transport as well as offering enhances community facilities	Year 2	CCAP – T27, HWS – Obj 4, AQAP – 2.1.2.1 HLP – 2.2.11
	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 active travel audit to identify sites of interest in the borough.	Year 1	CCAP – T19 HWS - Obj 4, AQAP – 2.5 HLP – xv

Sub-theme	Action	Timeframe	Policy alignment
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, Play Streets, Cycle Secure Week, Havering Wellbeing Walks, Cycle Summer Schools, All Ability Cycling Clubs, Family Bike Rides, London Cycle Show, 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	Medium term (2 – 4 years)	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
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
	Support schools to develop initiatives for future behaviour change by interacting with communities.	Annually	CCAP – T18 HWS – Obj 6 AQAP - 4.2 HLP – vii

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
Travel Information – 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
Travel Information – 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
	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
	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 3 - 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
	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 quietways, 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	Year 1	CCAP – T29 HWS – Obj 4 AQAP – Policy 2 HLP – Policy 16
	Development of school streets in locations where they are not already in place in the borough	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
	Complete feasibility work to explore targeted introduction of 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 AQAP – 2.3 HLP – 12.1.1

Sub-theme	Action	Timeframe	Policy alignment
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 4 - 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
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)	Years 1 - 3	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

Theme 5 - Policy and Data

Sub-theme	Action	Timeframe	Policy alignment
Policy	Appoint a dedicated active travel officer who is responsible for active travel and sustainable travel initiatives across the borough, as well as travel plan monitoring.	Year 1 - 2	CCAP – T10 HWS – Obj 4 AQAP – 2.1 POS – 4.1
	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. 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 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

Sub-theme	Action	Timeframe	Policy alignment
	Undertake a cycle hub and/ or 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 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
	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 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 6 - 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
	Maximise funding available for active travel initiatives through the identification of funding sources to support active travel initiatives	Annually	CCAP – SC21 HWS – Obj 4 AQAP – 1.1, 4.11 HLP – 6.1.16
	Demonstrate the Council’s ability to deliver high-quality Local Implementation Plan schemes and identify demand and need for active travel infrastructure to increase access to funding through TfL’s LIP programme.	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

Budget

Schemes identified within the action plan will require funding through a variety of mechanisms including, where appropriate, through existing resources or through 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

Havering Transport 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. borough. A new active travel officer post will be created specifically to deliver this strategy.

The Active Travel Officer will report delivery progress to the Cabinet Member for Environment, Assistant Director of Highways Traffic and Parking, and the Overview and Scrutiny Committee.

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 Overview and Scrutiny Committee.