

Active Travel for Havering

From Havering Cyclists

Active Travel for Havering

- Car Dependency
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- Five “Asks” to promote active travel

Car Dependency:

- Chronic traffic congestion
- Pollution
- Uses fossil fuels
- Major contributor to climate change
- Inactive lifestyles impact public health
- Encourages use of out-of-town shopping

Active travel

- Is pollution free
- Reduces traffic congestion
- Builds exercise into peoples' daily routine*
- Improves public health
- Encourages use of local shops and facilities

* This is SO important!

Encouraging local shopping:

A recent TfL study found that:

- Where improvements had been made to make it easier and safer to walk and cycle in town centres and high streets, there was an increase in retail rental values and more retail space was being filled
- People walking, cycling and using public transport spend the most in their local shops, spending 30% more each month than car drivers.



High street walking, cycling
and public realm
improvements can

increase retail sales
by
up
to **30%**

Source: Lawlor, 2013

Cycle parking
delivers



5x

the retail spend
per square
metre than the
same area of
car parking

Source: Raje and Saffrey, 2016

People
who walk
and cycle
take more
trips to
the high
street over
the course
of a month

Average number of visits to local
town centre each month, by mode



16 visits



12 visits



8 visits

Over a month, people who walk
to the high street spend up to

**40%
more**



than people who drive
to the high street

Active travel Policy:

For all the reasons given above both National and Regional governments positively encourage (and finance) active travel initiatives

BUT

The delivery of these measures are under local government control

So Havering Council needs to act to make this happen

Refs:

Claiming the Health Dividend - DfT
Working Together to Promote Active Travel - Public Health England
The Mayor's Transport Strategy - TfL

Barriers to Active travel:

- Roads seen by residents as unsafe to cycle
- Lack of information and signage for existing facilities

People tell us again and again that they would love to cycle in Havering if only they felt safe in doing so.

Removing the Barriers to Active travel:

Less of this:



Removing the Barriers to Active travel:

More of this:



What would active travel do for Havering?

- More travel choices for residents
- Improvements to residents' physical and mental health
- Shopping centres would be less stressful and polluted to visit and footfall would increase
- More space on the roads for essential vehicles

Five Asks to Promote Active travel:

- For the 2022 local elections, Havering Cyclists formulated Five Asks that we thought would do the most to promote active travel and help Havering break our cycle of car-dependency and traffic congestion.
- We explained these asks to all local party leaders and gained partial support.

Five Asks to Promote Active travel:

- 1 Ensure there are no further cyclist deaths at Marsh Way***
- 2 Deliver Eight Cycleways***
- 3 Improve five of the most dangerous junctions***
- 4 Deliver School Streets***
- 5 Provide secure and inclusive cycle parking***

Five Asks to Promote Active travel:

1 Ensure there are no further cyclist deaths at Marsh Way

- *The two tragic cyclist deaths in January 2021 followed complaints from workers at CEME of poor cycling access to this large and important industrial area.*
- *The dual carriageway flyover connecting it with the cycle path on the A1306 has AMPLE traffic capacity to accommodate a segregated cycle lane.*
- *We would like to see an LTN1/20 compliant cycle route from the A1306 through to CEME and the Fairview Industrial Park.*

Five Asks to Promote Active travel:

2 Deliver Eight Cycleways

- *Present road conditions are hostile and intimidating especially to novice and younger cyclists.*
- *Upgrade LCN12 (from Chadwell Heath to Harold Hill) and LCN15 (from Rush Green to Upminster), which are mentioned as “High Priority” in TfL’s Strategic Cycling Analysis to LTN 1/20 standards.*
- *Provide new Cycleways based on the previously planned six Quietways, all built to the latest (LTN 1/20) standards. These may require traffic interventions to reduce rat-run traffic volumes.*
- *These will provide cycle-friendly corridors that will enable people to undertake their journeys without their cars.*

Five Asks to Promote Active travel:

3 Improve five of the most dangerous junctions

- *Junctions are where most serious and fatal collisions with those walking and cycling happen.*
- *They are the single biggest risk to lives, and the single biggest barrier to more people cycling and walking.*
- *We have polled local cyclists and reviewed collision data and suggest these as priorities:*

- 1. Ardleigh Green Rd/Squirrels Heath Rd*
- 2. Upper Brentwood Rd/Squirrels Heath Lane*
- 3. Oldchurch Roundabout*
- 4. Brewery Roundabout*
- 5. Mercury Gdns/St Edwards Way*

Five Asks to Promote Active travel:

4 Deliver School Streets

- *We have welcomed the small number of schemes implemented so far and applaud the council's efforts in making them successful.*
- *By helping to break the habit of car-dependency, we see these schemes starting to make a real difference to people's activity levels.*
- *We would like to see these schemes extended to all possible schools in the borough, (accepting that those located on main roads will be difficult).*

Five Asks to Promote Active travel:

5 Provide secure and inclusive cycle parking

- *Havering has a good record of providing cycle parking near railway stations and in shopping areas but there are still gaps.*
- *Many flat dwellers in the borough have nowhere to keep a bike which is a real barrier.*
- *We would like to see secure cycle parking at all civic amenities and residential areas without provision (particularly council and private flats)*
- *We also think it is time to limit overall car parking availability so that it is never cheaper or easier to park a car than it is a bike.*

Progress on Five Asks:

1 Ensure there are no further cyclist deaths at Marsh Way

- *Funding has been won from the Thames Gateway project to provide an ambitious scheme to provide LTN 1/20 compliant cycle lanes including a segregated cycle path over the flyover section and with shared-use paths further on Marsh Way.*
- *Projected completion date is 31 March 2026*

This is a great achievement that not only transforms cyclists' safety but clears the way for the whole estate, including CEME, to be much more accessible.

Five Asks to Promote Active travel:

2 Deliver Eight Cycleways

- *One upgrade scheme has been delivered that addressed the dangerous connection on LCN12 between Eastern Road and Havana Close*
- *Four new Cycleways based on the previously planned Quietways have been planned. Delivery is expected to be in stages over the life of the next administration.*

This is good progress compared to what we have seen from previous administrations but we need to move more quickly if we are to encourage more people out of their cars onto bikes.

Five Asks to Promote Active travel:

3 Improve five of the most dangerous junctions

- *No progress that we are aware of has been made.*

This is disappointing and we need to move more quickly if we are to encourage more people out of their cars onto bikes.

Five Asks to Promote Active travel:

4 Deliver School Streets

- *We have welcomed the council's continued efforts in rolling out more phases of School Street schemes.*
- *We think the full benefits of the schemes will not be realised until safe walking and cycling routes are more established in the surrounding areas.*

This is a significant achievement but we think the full benefits of the schemes will not be realised until safe walking and cycling routes are more established in the surrounding areas.

Five Asks to Promote Active travel:

5 Provide secure and inclusive cycle parking

- *There has been a review of past cycle parking provision at key shopping areas and some of Havering's housing estates have been provided with limited Bike Hangar parking.*
- *Planning permission for new flats also mandates secure cycle parking provision.*

Parking provision in shopping areas remains good but we think much more needs to be done for residents of flats of all ownership types who often struggle to find secure storage for their bikes.

Questions:

THANK YOU FOR YOUR ATTENTION

ANY QUESTIONS??