



HAVERING CYCLISTS: CLIMATE SAFE STREETS CAMPAIGN

We're calling on the next leader of Havering Council to make an urgent commitment to deliver #ClimateSafeStreets.

The 2022 council elections are a fundamental point on London's zero-carbon journey. Road transport emissions are the largest and most stubborn source of London's emissions and borough councils control 95% of the city's roads. We need a strong commitment from all our borough councils now – that's why we're calling on Havering Council to play a full and fair part in cutting road transport emissions and ensuring London becomes a zero-carbon city by 2030.

HAVERING AND THE CLIMATE

Havering Council are aiming to be a carbon neutral organisation by 2040, "or sooner" and to measure and report greenhouse gas emissions on a regular basis. Their [Climate Change Action Plan](#) is a bit slim when it comes to transport and there is the concern that while they might meet the target for their council, there aren't enough specific objectives to ensure that the entire borough heads towards being carbon neutral too. At the very least, we want to see protected cycle lanes on main thoroughfares supplemented by quiet routes supported by low-traffic neighbourhoods.

In light of Havering Council's current approach towards addressing the climate crisis, we're requesting the following asks of the council's next leader to ensure that their roads are decarbonised by 2030.

HAVERING CYCLISTS' ASKS

- 1. Ensure there are no further cyclist deaths at Marsh Way by delivering an LTN1/20 compliant cycle route from the A1306 to CEME and the Fairview Industrial Park, via the Marsh Way Flyover**
- 2. Deliver Cycleways from Chadwell Heath to Harold Hill (LCN12) and from Rush Green to Upminster (LCN15), mentioned as 'High Priority' in TfL's Strategic Cycling Analysis, along with Cycleways based on the previously planned six Quietways**

- All should be built to the latest ([LTN 1/20](#), see 1.1.2) standards to ensure that they are usable by the greatest range of people – women, children, and Disabled cycle users, not just ‘keen cyclists’
- These may require area-wide traffic interventions to reduce rat-run traffic volumes, such as modal filters and Low Traffic Neighbourhoods
- All for completion by 2026

3. Improve five of the most dangerous junctions to the latest (LTN 1/20) standards:

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

4. Deliver School Streets with all possible schools in the borough

- While it will be difficult to install school streets for schools located on main roads, all efforts should be made to reduce traffic volumes in all locations to improve air quality and safety

5. Provide secure and inclusive cycle parking

- at all civic amenities and residential areas without provision (council and private flats)
- and simultaneously limit overall car parking availability so that it is never cheaper or easier to park a car than it is a cycle

lcc.org.uk/havering