



REDBRIDGE CYCLING CAMPAIGN: CLIMATE SAFE STREETS

We're calling on the next leader of Redbridge 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 Redbridge Council to play a full and fair part in cutting road transport emissions and ensuring London becomes a zero-carbon city by 2030.

REDBRIDGE AND THE CLIMATE

Redbridge has declared a climate emergency and aims to have a carbon neutral council by 2030 and a carbon zero by 2050. Transport makes up 36% of Redbridge's CO2 emissions. They intend to work with residents and businesses to continue to reduce road-based travel emissions and support the Mayor's Transport Strategy target of achieving 80% of all journeys to be made by active, efficient and sustainable modes by 2041. More of their action plan commitments can be found in their [Climate Change Action Plan](#).

In light of Redbridge 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.

REDBRIDGE CYCLING CAMPAIGN'S ASKS

1. Safe: Finish all TfL's Strategic Cycling Analysis routes to [LTN 1/20](#) standard (see 1.1.2) by 2025; provide pedestrian signals at all signalised junctions without them; improve at least the five most dangerous junctions by 2025, and complete the borough-wide 20mph speed limit by 2023. Specifically:

- Romford to Forest gate (in collaboration with Newham, Barking and Dagenham, and Havering)
- Becontree (Wood/Green Ln) to Barking Station (with Barking and Dagenham)
- Gants Hill to Ilford
- Barkingside station to Ilford

- Upgrade existing routes to match same quality criteria.
- Cycling routes must achieve 70+ Cycling Level of Service (CLOS), no critical fails, no 'red' ('critical fail') Junction Assessment Tool outcomes
- These routes do not have to be on main roads, as long as they are still direct, coherent, and safe for cyclists aged 4-104 (ie protected space or very low traffic volumes and speeds)
- Provide pedestrian signals at all signalised junctions without them and improve at least the five most dangerous junctions:
 - Woodford Avenue/A406/Southend Road; Gants Hill/Cranbrook Road/Woodford Avenue; Redbridge Lane/Longwood Gardens B192; Barley Lane/High Street A118; and along the A12 in many locations
- The 20mph borough-wide speed limit was agreed in the Third Local Implementation Plan in 2019. (<https://www.redbridge.gov.uk/media/8952/lb-redbridge-local-implementation-plan-june-2019.pdf>). Where roads are excepted from this speed limit and need to be used by cyclists, provide appropriate protection for them (see LTN 1/20, Chapter 4). A 20mph speed limit makes streets safer for pedestrians and cyclists (fewer deaths and serious injuries), reduces pollution and fuel consumption and reduces congestion (better flow through). It does not increase journey times.

2. Child friendly: Install school streets on 50% and consult on 100% for Redbridge's schools by December 2023

- Install School Streets on 50% and consult on 100% of all Redbridge schools by Dec 2023 unless already mitigated by low traffic neighbourhood design.
- Currently 6/89 = 8% have School Streets (of all Redbridge schools) putting us in 26/33 position when ranked against other boroughs
- Redbridge Climate Emergency Plan promised 10 streets by December 2021
- Create a supported group of residents, parents, and children from current schemes to support consultation and roll out across Redbridge.
- Create resources with each school to support parent and child active travel.

3. People friendly and healthy: 75% coverage of residential areas highlighted in TfL's [Strategic Neighbourhood Analysis](#) to be Low-traffic Neighbourhoods/People Friendly Streets/Low Emission Neighbourhood by 2026

- Incorporate walkable features to improve accessibility for people who need the most support to be active and mobile, such as parklets, seating that doubles up as play features, and street trees to provide carbon capture and to help protect streets from extreme temperatures - making them safe on the hottest day; well-designed features can combine all these things and more.
- By the end of 2022/23, establish the seven Redbridge Low Emissions Neighbourhoods listed in the Authority's Highway Capital Works 2021/22 Programme Appendix A for delivery in 2021/22 (Oakdale, Wanstead, Church End, Newbury, Ley Street, Cranbrook, and Ilford) or alternative sites.

- We note that measures to manage rat-running are still being proposed regularly, strongly indicating the need to reduce traffic volume, speed, and thereby danger on residential streets without signalled junctions.
- Redbridge has the lowest proportion of physically active adults of any borough in London. Enabling active travel using the above asks will be the most cost-effective measure that the council could take to address the health and social care costs of impact of this inactivity.

4. Accessible: Rapid rollout of shared mobility points, ie on-street hubs for e-car/e-van and e-bike share.

- All homes and workplaces to be <600m nearest shared cycle/e-scooter access point, by 2026.
- Freight consolidation centres, last-mile distribution centres, cargo bike loan schemes and other measures should be rolled out to ensure deliveries, servicing and other freight motor vehicle movements are reduced by at least 10% by 2026.

5. Secure and inclusive: cycle parking at transport interchanges, town centres, amenities, and in residential streets, so it is never cheaper or easier in the borough to park a car than it is a cycle

- A single car parking space can be used to park up to eight standard cycles or two e-cargo or non-standard cycles

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