

London Borough of Redbridge

Draft Sustainable Transport Strategy – 2024 to 2041



Keep Redbridge Moving

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Foreword

Redbridge is a diverse and thriving borough. The choices people make about how they travel have critical impacts on their health, safety and wellbeing. The decision about whether to take the bus, train, cycle, walk or using the car are defined by the transport opportunities available. These transport choices also have wider impacts on the economy, the environment, air pollution and wider climate.

Redbridge is one of the fastest growing boroughs in London. This presents opportunities for our thriving community but also puts pressure on our transport system. This strategy is designed to ensure that our residents, businesses and visitors have a transport system that serves their needs, now and into the future. This strategic approach looks at all the elements that make up our transport system, the principles that underpin it and sets out a plan to keep Redbridge moving.

This Sustainable Transport Strategy will guide our choices about where we invest, what we lobby other agencies for, how we cooperate across the Council and across borough boundaries. It aims to make our streets safer, vibrant, healthy, attractive and good for business.

This Strategy supports improvements to both local journeys and Redbridge's connectivity to central London and the surrounding areas, enabling communities to thrive across the Borough. We will lobby for improvements to public transport that complement local enhancements that give our residents more transport options that will enable everyone to make more sustainable choices.

Through this Strategy we will create a fairer transport system to keep Redbridge moving, that is fit for the future and enables everyone - young and old, people of all races, genders and walks of life, to all travel safely, independently and efficiently.



Jo Blackman

Cabinet Member for Environment and Sustainability



Introduction

This Strategy, the London Borough of Redbridge's first Sustainable Transport Strategy, sets the future vision for safer, more accessible, and greener travel to keep Redbridge moving. The Council is committed to working in partnership to deliver this strategy for all residents, workers and visitors. In addition to meeting our needs for local journeys, we will enhance Redbridge's connectivity between central London, other parts of outer London, neighbouring areas, and the region, boosting economic growth sustainably and generating new opportunities for our communities to thrive across the Borough.

The Strategy considers what the Borough is today and how it could be in the future with and without delivery of the strategy. Importantly, the Strategy and actions have been co-designed with residents, community groups in Redbridge, and councillors through the Clean and Green Policy Development Committee to reflect their experiences and respond to their needs and aspirations. The Strategy identifies the priorities for transport and provides direction for investment. This investment will help us realise safer, more accessible, affordable and greener travel choices.

The existing Parking Strategy for Redbridge will need to be reviewed and updated once the extent of the action plans has been determined to support the delivery of this Strategy. The Parking Strategy will look at a demand led approach, and consider where parking controls are appropriate, to address parking pressures and protect resident parking.

The Borough has seen significant recent population growth and is projected to have one of London's highest population increases over the next 20 years, requiring new places for people to live, work and visit. This growth will not be possible without an integrated and sustainable transport network that allows everyone to travel from home to school, work and other key destinations across the Borough and beyond, to keep Redbridge moving.

Why 2041?

The timescale of 2041 has been chosen to tie in with the Mayor of London's Transport Strategy (2018 - 2041) and Transport for London's ambitions for healthy streets. It is far enough into the future to allow for major changes to transport infrastructure and policy, whilst still allowing for immediate challenges to be addressed with actions in the next few years.

Delivery across the next two decades also means we need to consider how social, economic, environmental and technological trends and development might influence the way we live, work and travel and the impacts and requirements of our transport network, as well as the longer-term travel impacts from the global Covid-19 pandemic and its outcomes. To achieve the vision and objectives for our Borough by 2041, this requires a plan of actions for delivery over the short, medium and longer term and are provided in Appendix A. These actions are specific to each of the four key themes of this strategy and will demonstrate how the vision will be achieved. The Council will be responsible for monitoring progress and maintaining relevance of the Strategy, this process is summarised in Appendix B.

What the Transport Strategy says

This Strategy sets out a clear **vision statement** of where the Borough would like to be to keep Redbridge moving:

Vision Statement

By 2041, travel in Redbridge will be safer, healthier, greener and more inclusive. There will be more affordable choices for all journeys that help us to live healthier and more independent lives. At least two thirds of all journeys will be by public transport, walking, wheeling (i.e. using of wheelchairs and mobility scooters), cycling or scooting. Our ambition is to create seamless and safe connections between the bus, Underground and rail networks; and an extensive network of zero emission vehicle charging points that support the Borough's carbon neutral ambitions with the aim to keep Redbridge moving.

Underpinning our vision are **four themes**:

- **Safer and active travel for healthier lifestyles**
- **Making transport and travel accessible**
- **Responding to the climate emergency and enhancing our local environment**
- **Keeping Redbridge's economy moving**

Across these four themes, we have assessed current and future challenges and opportunities to understand where Redbridge is now and where we would like to be by 2041.

The Council's Clean and Green Policy Development Committee has made 17 recommendations to help shape and develop the strategy based on their knowledge and peer review investigations. This work encompassed road safety, active and sustainable travel (including walking, wheeling and cycling) and public transport elements and the recommendations included areas for specific attention to keep the Borough safe and moving as well as areas to lobby Transport for London to improve transport choice for residents and businesses.

What does the evidence tell us?

We have built a robust evidence base which tells us about the challenges we need to address in order to increase the accessibility of our transport networks, keep people safe and active, encourage greener travel choices and keep the Borough moving:

Safety: We have too many injuries and deaths on our roads as well as persistent challenges with speeding and dangerous driving, impacting the most vulnerable and deprived people in our communities; and bus and rail stations and services do not feel safe for all people, particularly women.

Fragmented transport system: Public transport (e.g. bus underground and rail) and active travel (walking, wheeling, cycling and scooting) networks are fragmented: Whilst Redbridge benefits from some good transport links, public transport can be difficult to access from some parts of the Borough, and the cycling network is fragmented and not well connected to green spaces or other key infrastructure in the Borough such as transport links and places of work.

Accessibility: Access to transport infrastructure and services, particularly for people with disabilities, is not universal – for example, some but not all stations have step free access and the absence of dropped-kerbs through crossing points prevent seamless access. In addition, public transport can be unaffordable for people on low incomes.

Poor health: As well as air and noise pollution hotspots, obesity levels, long-term illnesses and physical inactivity are higher in Redbridge than any other London Borough, with 40% of children in Redbridge in year six of primary school obese¹. Too often the transport system and transport choices do not support or promote healthy lifestyles.

Congestion: There is frequent congestion on key routes to, from and through local centres in the Borough as well as on main routes through the Borough (A406, M11, A12). This can delay travel causing inconvenience and add costs to the local economy. High levels of car dependency in some parts of the borough adds to the congestion. Population growth in Redbridge and neighbouring boroughs will also likely exacerbate congestion.

¹ Redbridge Council (2021) Child Friendly Redbridge Action Plan 2021 – 2023

Redbridge at a glance

London Borough of
Redbridge



At a glance

Population

310,000 residents in 2021
365,000 residents in 2041

18% increase in 20 years

17,200 new homes

Population Density



Travel Patterns

14 stations, 40+ bus routes,
650+ bus stops, 96 public electric vehicle chargers

Current travel to work mode shares



Accessibility

Over 80% of recorded disabilities affect mobility

3.6% Residents are Blue Badge holders

4 out of 4 Elizabeth line stations have step-free access

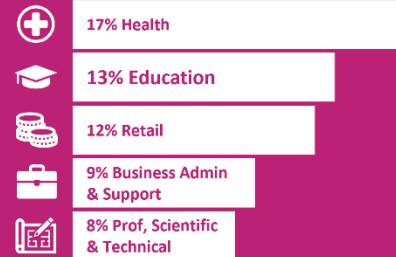


4 out of 10 Central line stations have step-free access



Employment

77,000 employees in 2020
5,000 new jobs between 2015 and 2030



Where will Redbridge be if we don't act?

Action is needed to address the multiple challenges present, captured in the evidence above. The impact if we 'do nothing' will be:

- Residents continuing to be injured on the road network.
- An increasingly congested road network, which costs time, money and damage to the economy, our health and our environment.
- Polluted and noisy environments that are unattractive and damage our health.
- Little choice in travel options for residents with unsafe and congested roads for walking, cycling and buses which will exacerbate congestion and danger on our roads.
- Declining public health and quality of life for residents, workers and visitors.

This is a critical time for Redbridge and the adoption and delivery of this Strategy – **to shape a future that is safer, healthier, greener and more inclusive - is essential to keep Redbridge moving.**

The changes that Redbridge need to make are captured in each of the nine priority areas. The actions to help keep Redbridge moving and achieve net zero carbon by 2050 requires action from the Council and key external stakeholders and are subject to securing funding across the short, medium and longer term. There are changes that need to be made on the ground to improve the connectivity and quality of infrastructure, services and information provision, as well as softer measures including education, collaboration and promotion of sustainable travel. The Council, Transport for London, and other transport operators, local businesses and the community need to work together to keep Redbridge moving and create a safer and sustainable future for all.

Policy linkages

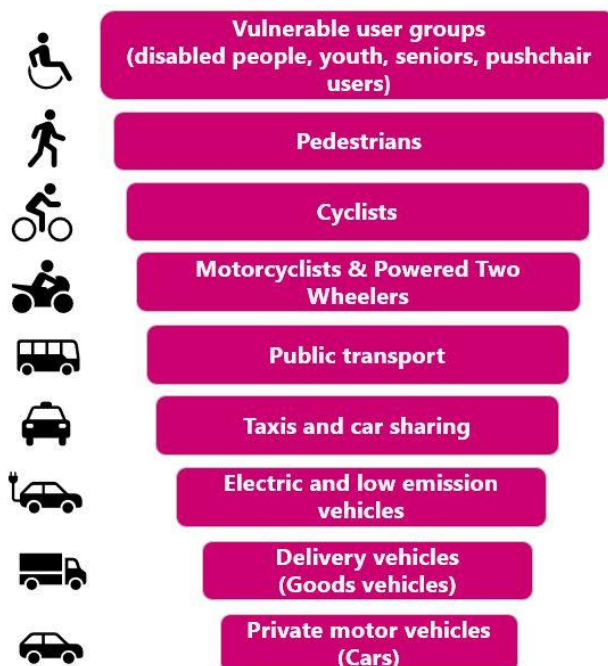
This Strategy is essential and timely as the UK tackles the legacy from the Covid-19 pandemic, Brexit, inflation and cost of living challenges, and climate crisis. The Strategy will aim to complement the Borough's response to its declared Climate Emergency, help deliver the related priorities in the Climate Change Action Plan and other measures needed to reduce emissions and adapt to the impacts of climate change.

Our Strategy is closely aligned with the Mayor of London's Transport Strategy and 'Healthy Streets Approach', which focuses on embedding public health in transport, public realm and planning. In turn this will improve road safety, relieve road congestion, improve air quality and increase physical activity.

We have adopted a sustainable transport 'road user hierarchy', which simply states that in our future decision making, whether that be investments, how we design a scheme or our policies, **we will consider the needs of certain people, ways of travelling and vehicle types before others.** This addresses the sometimes-conflicting needs of different road users and is in line with the Highway Code which identifies the road users most at risk from road traffic, in particular pedestrians, children, older adults, disabled people, cyclists and motorcyclists.

Aligned with the hierarchy approach we have also used a 'movement and place' principle. This means we will consider the specifics of any location when deciding how to deliver any schemes or policy. Is the location more for people to stay and spend time (e.g. a local high street) or is it more for vehicles to move people and goods efficiently (e.g. an arterial road)? In each case the decisions of what to invest in and why will be different.

Road user hierarchy for Redbridge



Rebalancing street priority

Most streets have been designed to prioritise cars

We will give more space to support walking, cycling and public transport

This will make streets safer, less congested, improve air quality, provide new areas for communities to connect, socialise, play and support more greening

Movement and place

The movement and place framework in the diagram overleaf sets out five types of area which the Council will consider when planning transport between now and 2041. This framework aligns with that used by Transport for London to define areas by their 'movement' and 'place' roles. Hence the figure provides an insight into how different neighbourhoods, centres and roads should be characterised to keep Redbridge moving, and importantly rebalance street priority to ensure vulnerable user groups, pedestrians and cyclists feel safe.

Movement and Place Framework

Less vehicular movement
More people-friendly places



More vehicular movement
Less people-friendly places



Destination Places

Destination places should bring people together and therefore have low levels of slow-moving vehicles. These are locations that are easy to reach, attractive, comfortable and safe to visit.



Active Neighbourhoods

Active neighbourhoods should enable individuals to access community services, key destinations and green spaces using active modes of travel. Streets should be designed with road safety in mind and facilitate healthy lifestyles through everyday activities.



High Streets & Town centres

Town centres should act as community hubs, bringing together people of all ages and abilities to access clusters of key services, leisure and employment opportunities. These centres should be well connected to public transport and active travel networks, supporting the local economy.



Connector roads

Connector Roads allow people and goods to move between our key town centres. These act as the lifeblood of community connectivity, prioritising movement by active travel modes and buses, while facilitating safe journeys for all road users.



Motorways and Strategic roads

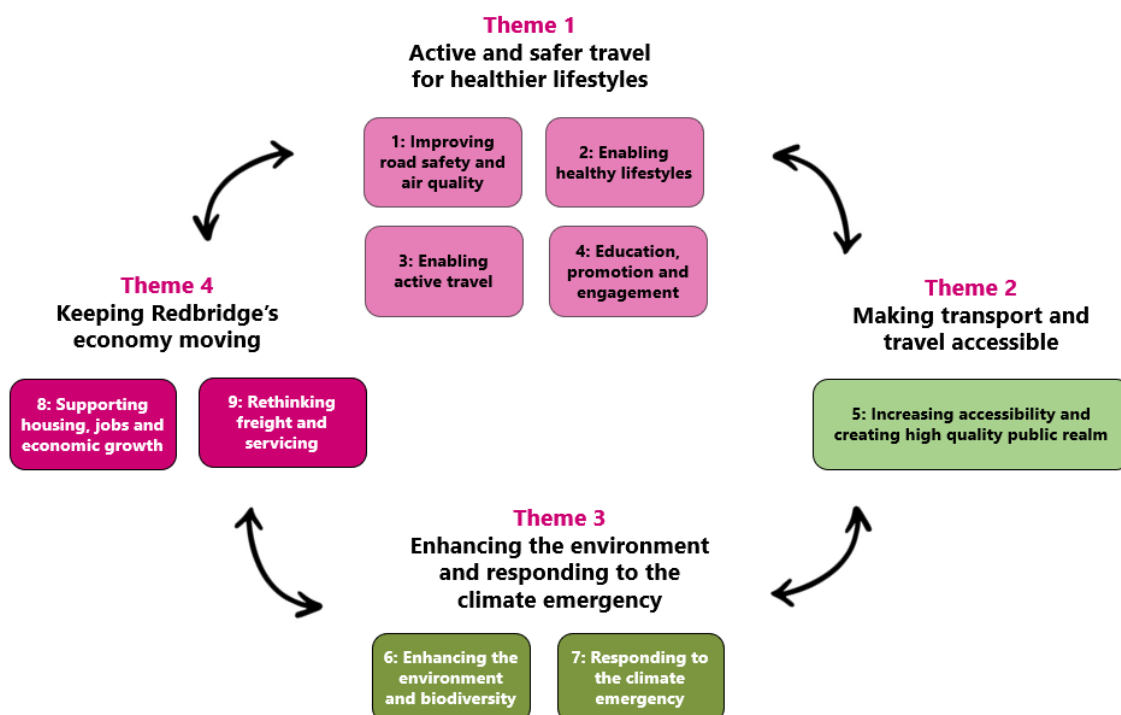
The arterial road network (A12, M11, A406, A1400) should form the arteries for movement across the Borough, providing high capacity, safe and efficient routes with priority for public transport modes. The Strategic Road Network (M25) connects the borough with surrounding counties and London's airports.



How the Transport Strategy will be used

- **Nine priorities** for the Strategy are shown in the figure below – aligned to one of the **four themes**. Each priority has an accompanying overview, the justification of the priority and what the Council is doing, and the strategic actions for the Council and its partners to deliver and to guide future investment in transport.
- The Council will use the objectives and supporting evidence to assess options for each action to help ensure the benefits of all investments are maximised.
- This Strategy will have an accompanying action plan (provided in Appendix A) spread across the short-term covering the next five years, the medium-term covering the next ten years to 2034, and the long-term to 2041.

Transport Strategy Priorities



The Strategy complements and integrates with national, London-wide, and local plans for development and urban growth, digital connectivity, decarbonisation, biodiversity, public health, and air quality. The Strategy builds on the Council's adopted third Local Implementation Plan for Transport (2019 - 2041).

The Council will report progress on the action plan (provided in Appendix A) to the Cabinet Member for Environment and Sustainability, and to the relevant committee or Cabinet prior to conducting each five-year refresh of the Strategy. Goals and priorities of the Strategy will also be reported back to Cabinet prior to each refresh so that any new targets reflect the delivery to date and remain ambitious. Further information on monitoring the delivery of the Strategy is provided in Appendix B.

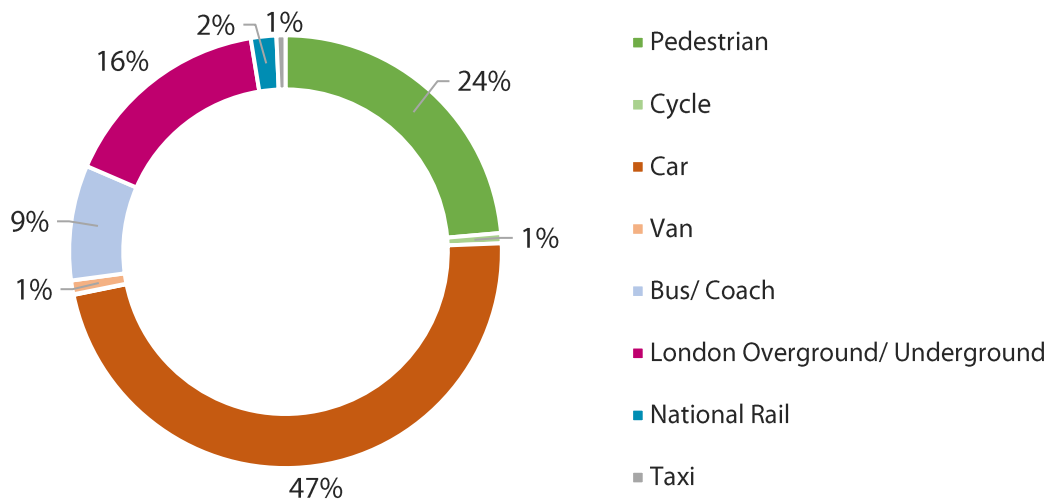
How people move around in Redbridge

Population growth in Redbridge and surrounding boroughs will lead to an increase in levels of congestion on Redbridge's roads if people continue to rely solely on private car

use. To keep Redbridge moving, the option to choose and use sustainable travel options that involve walking, wheeling, cycling and use of public transport is needed.

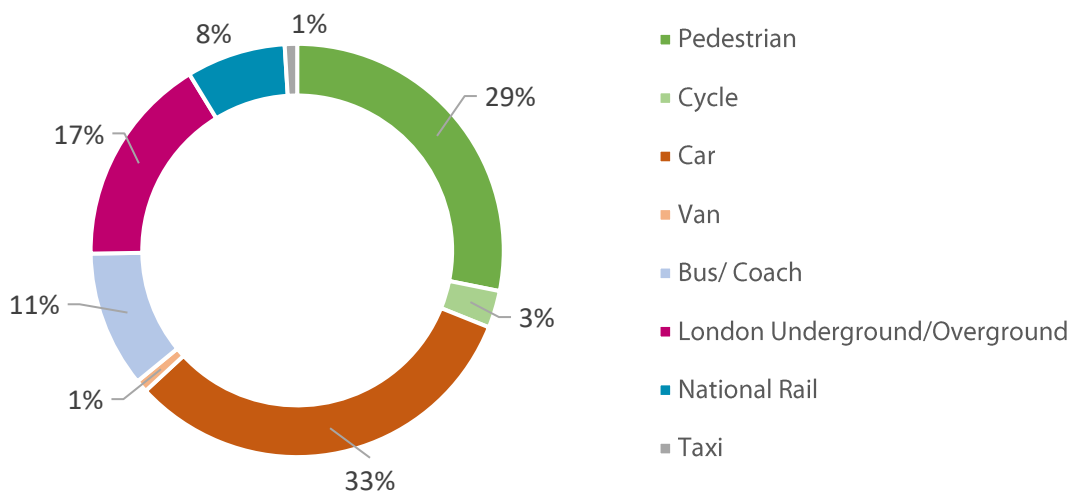
The split in transport mode use over recent years and the future mode share split are shown below. **This Strategy aims for 65% of all trips to be made by sustainable and active modes, including public transport, walking/wheeling and cycling.** This is in line with the 2041 targets identified in the Redbridge Local Implementation Plan and the Mayor’s Transport Strategy.

How people travelled in the Borough in 2021



Source: Census (2021), Nomis, Travel to work mode share for Redbridge

How this Strategy will enable people to travel by 2041



Source: Transport for London Mayor’s Transport Strategy (2021), Mode share targets

Theme 1: Active and safer travel for healthier lifestyles

The Council recognise that access to key services and to high-quality public and green spaces is key to achieving a good quality of life, for people living and working in the Borough. Improving road safety for all users is a priority to reduce serious and fatal injuries regardless of the mode of transportation chosen. Road deaths and injuries affect many people, and the Council supports the Mayor of London's Vision Zero target of no road deaths or serious injuries on its network by 2041. This will help to overcome barriers to walking, wheeling, cycling and public transport use and provide users with confidence travelling on our networks. Additionally, infrastructure should allow for emergency vehicle access across the Borough.

Women have the right to walk, cycle, drive, and use public transport without the fear of harassment, violence, threats, or feeling vulnerable. A key commitment of the Council and this strategy is to ensure that we work with all stakeholders and women's safety groups to identify solutions, lobby, and deliver outputs to improve women's safety within the borough and on the public transport network.

Enabling healthy lifestyles is at the heart of this Strategy. This theme prioritises promoting this through the transport system. This should enable people to fully participate in society, enhance access to green spaces, community services, and promote active travel like walking, wheeling, and cycling. This involves improving infrastructure, safety, information for pedestrians and cyclists, and increasing awareness of greener and healthier travel choices. In turn this should encourage users to consider sustainable and more affordable alternatives to their private car.

Education, promotion, and engagement are vital for raising awareness about available travel choices and the benefits of sustainable alternatives. Engaging with people to understand their needs and involving them in the design of transport proposals is essential for developing and implementing a sustainable transport strategy.

With stakeholders, we have developed four priority areas to be addressed under the active and safer travel for healthier lifestyles theme:

Priority 1 - Improving road safety and air quality

Priority 2 - Enabling healthy lifestyles

Priority 3 - Enabling active travel

Priority 4 - Education, promotion and engagement

Key objectives

- We will address key safety and security issues to reduce serious and fatal injuries to those travelling within the Borough and that also currently prevent people from making active and sustainable travel choices, to create a safer environment for all.
- The transport network will enable people to access key destinations, community services and green spaces by sustainable travel options, helping to improve residents' physical and mental health.
- Work with women's safety groups, the Metropolitan Police, TfL, British Transport Police Community Safety and other stakeholders to raise issues round women's safety on the street and on public transport, as well as where in the boroughs gift to address those issues.
- The transport network will offer attractive and low carbon alternatives to the private car through better integrated infrastructure, services and information provision, to encourage sustainable travel behaviour.
- Educational initiatives will ensure that communities are informed of the benefits of safe and sustainable travel, and people are aware of the choices available. Schools and workplaces across the Borough will commit to promoting greener and safer forms of travel.

Delivering for Redbridge

We are already making significant progress towards this goal of ensuring healthier lifestyles through promoting active and safer travel.

Redbridge Council's Highways and Transportation team deliver, and support behaviour change interventions to a wide range of Borough residents and schools to promote and encourage active travel, including:

Road Safety Schemes: The Council has expanded road safety zones reducing speed limits, installed cycle friendly speed humps and raised junction points, as well as larger junction and crossing improvements to slow down traffic to create a safer environment for driving, walking and cycling. To improve access and safety near schools, measures have been introduced to reduce vehicle speeds and improve crossing points.

School Safety Schemes: School Streets have been implemented at 21 primary schools across Redbridge to improve safety, encourage modal shift and improve air quality around schools.

Community Road Watch: involves and empowers resident volunteers to make a difference, working with the Metropolitan Police to identify vehicles exceeding the speed limit. Since September 2020 over 300 drivers have been sent warning letters relating to them exceeding the speed limit at operating locations (collaboration between police and local resident volunteers).

Cycle Schemes: a series of cycling improvement schemes have been installed across the Borough, including a combination of protected cycle lanes in the Wanstead Area and Woodford New Road, to the upgraded Ilford to Barking cycle route. The Council is also designing and building new local routes where protected cycle routes are not an option that include measures to reduce speeds for vehicles along those routes, and improved wayfinding.

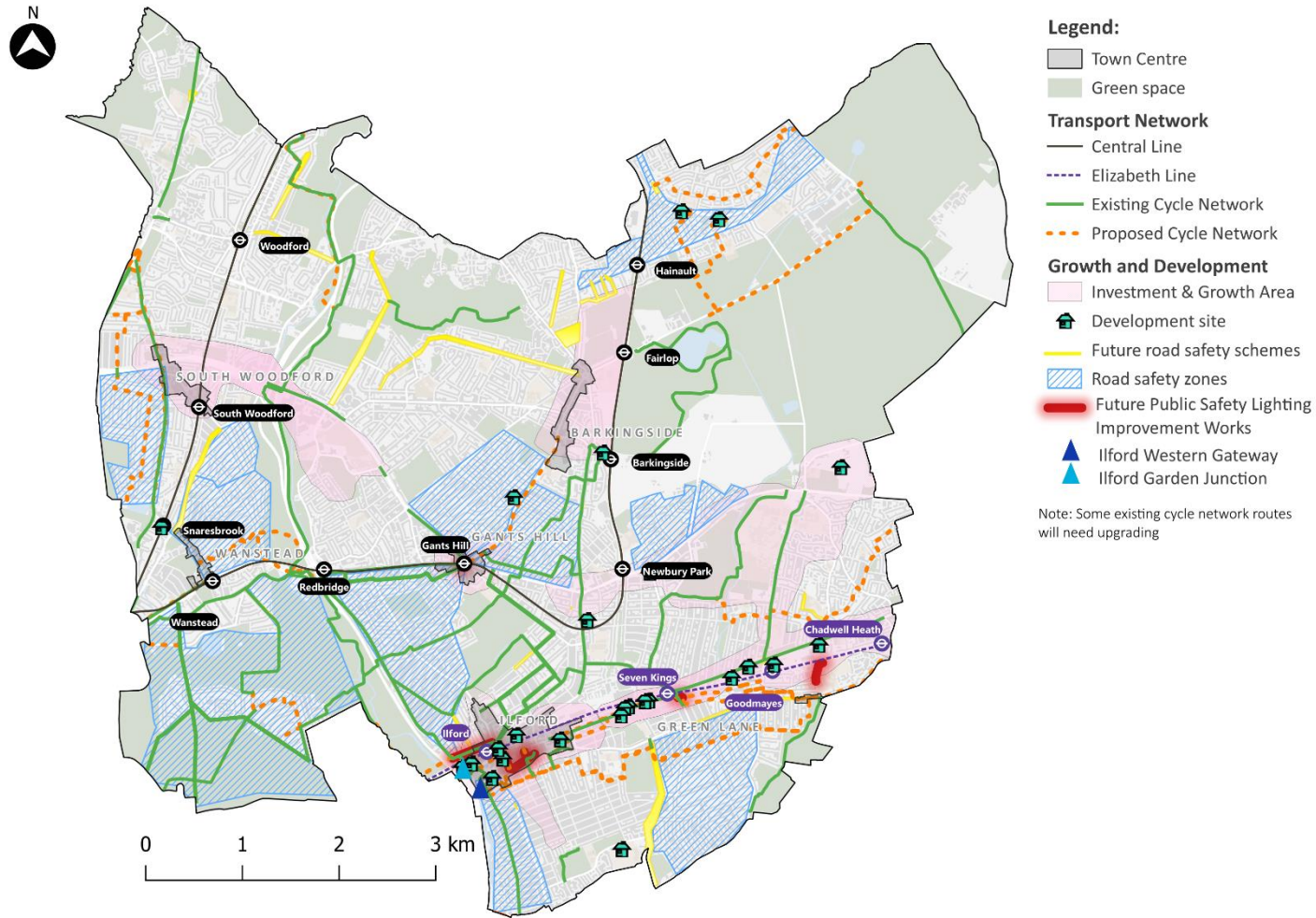
Working With Communities: Since February 2020, the Borough has provided support to communities through loan bikes, training, and matched grant assistance. In 2023 over 520 bikes were safety checked and had minor adjustments made for free to ensure they are roadworthy in schools and community settings.

Cycle training hubs, currently in three of the Borough's parks allowing residents to book cycle lessons and borrow bikes to try cycling. These pool bikes are also loaned to schools when Bikeability training is being delivered, to enable children without bikes to participate. 1,200 school pupils are engaged in Bikeability. Active travel grants of up to £750 per school are allowing schools to set up bike and scooter loan schemes, active travel awareness campaigns and competitions. One school catering to pupils with Special Education Needs has arranged trips to use the cycle facilities at Redbridge Cycle Centre.

This Strategy proposes a range of actions and schemes to help the Borough to achieve its vision to keep Redbridge moving in a way that is safer, greener and cleaner. Some of the actions are location specific and can be represented on a map (see overleaf) alongside the existing and proposed transport network, investment and growth areas. Two key projects that will contribute to safer spaces that encourage physical activity include the Ilford Western Gateway project between Ilford Hill and Ilford Lane, and the Ilford Garden junction proposals, which seek to create a green gateway to Redbridge and Newham from the A406 North Circular Road.

The Council will also work with various stakeholders including the women's safety group that has been established to improve safety for women and vulnerable residents around the borough and within public transport. The first programme has identified locations whereby women feel unsafe at night and the Council as part of this strategy will look to improve the lighting in those areas to make women feel safer. The other priority is around the public transport network where the Borough will work with organisations such as TfL, British Transport Police and the Metropolitan Police to address harassment, crime, and other safety issues women raise in the Borough.

Proposals supporting healthier, safer and more active lifestyles



Priority 1 – Improving road safety and air quality

Background

This priority is vital to improving the long-term health and safety of people in the borough. The reduction of road deaths and injuries is part of a local, regional and national drive as part of the Vision Zero programme to eliminate all road deaths and serious injuries on the road network by 2041. Over a quarter of collisions in 2022 were related to motorists that exceeded the speed limit. Looking at air quality data, Redbridge has seen higher levels of CO₂, NO_x and particulate emissions from road transport than the average outer London Borough between 2013 and 2019². Addressing this is essential to reducing the Borough's contribution to global warming and improving the toxic air quality that is damaging to our health.

Road Safety

The table below shows the number and type of collisions from 2019 to 2022 in Redbridge. On average over the last four years there have been 832 reported incidents that have resulted in some form of injury to a resident or commuter in Redbridge. These collisions have an impact on the lives of our residents and those that travel through the Borough. Serious injuries can otherwise be described as “life changing” for people and will have serious consequences for their future life.

Collisions in Redbridge (2019 – 2022)

Collision category	2022	2021	2020	2019	Average
Fatal	2	3	2	2	2
Serious	94	76	83	100	88
Slight	767	749	665	785	742
Total	863	828	748	887	832

Source: Transport for London (2023), Road collision statistics

In 2022, Redbridge had the second highest number of collisions in comparison to its neighbouring boroughs. These figures, taken from Transport for London and Metropolitan Police data, only account for those where injuries have been officially recorded by the Police and do not account for incidents that were either not recorded, reported, or attended by the Police. The statistics also include the Transport for London Road Network (TRLN) such as the A12, A1400, and A406 and the comparison table below of the other boroughs includes TfL roads too. Redbridge has a higher number of casualty types to the Outer London average, and a higher number of fatal casualties than Barking and Dagenham, Havering and Waltham Forest.

² Department for Rural and Foreign Affairs (2020), Air pollution statistics

Casualty types across neighbouring London Boroughs (2022)



Source: Transport for London (2023, Road collision statistics)

On Ilford Lane, a principal road in Redbridge, there were 380 reported casualty incidents between 2010 and 2022, which equates to one reported casualty incident every two weeks.

Three of the boroughs top twenty junctions for pedestrian casualties are on Ilford Lane, those being Cecil Road, Mayville Road, and at the top by Winston Way. Being able to safely navigate and cross junctions will significantly help to reduce incidents in the borough to those that are the most vulnerable. Redbridge is already working on crossing improvements at Cecil Road and at the top of Ilford Lane by Britannia Road. Further work is being done to survey the other junction hotspots and create improvement plans for them.

One of the aspects of road collisions that is not accounted for is the cost estimates per collision on the local and wider economy. The Department for Transport publishes cost estimates for the impacts to the economy of different collision types and just for 2022 the total cost to the wider economy for the incidents recorded in the borough reaches a staggering £52.5 million.

Estimated cost impact of collisions in Redbridge (2022 estimates)

Collision Severity	Cost estimate per collision	Number of collisions in Redbridge	Generalised cost impact
Fatal	£2,430,395	2	£4,860,790
Serious	£280,754	94	£26,390,876
Slight	£27,639	767	£21,199,113
		Total	£52,450,779

Source: Department for Transport (2022), Redbridge Council analysis

TfL's research highlights the inequalities in road danger, for Redbridge this data for 2022 shows the most deprived communities have 3.27 casualties per 1,000 people compared to 0.96 in the least deprived areas³. In addition, poor air quality and high levels of noise affect those most vulnerable, our children and the elderly the most. Indirectly, noise and air pollution can discourage some people switching from private cars to walking and cycling, as it can come with a greater exposure to pollutants.

Fundamentally, the Borough's children, residents and commuters should be able to travel safely whether that be by car, walking or cycling without acute and long-term risks to health, or fear of being involved in a collision.

Air Quality

Main sources of air pollutants within the borough originate from road transport emissions, particularly from heavily used roads including the A406, A12, A1400 and M11. As shown overleaf, NO_x concentrations across Redbridge are highest close to major road corridors, and similar to where noise action planning areas have been identified along the A406 and A12. Levels of particulate matter (PM2.5 and PM10) have remained higher in Redbridge than the Outer London average between 2013 and 2019. According to DEFRA, higher levels of particulate matter are associated with serious impacts to health, especially in vulnerable groups of people such as the young, elderly, and those with respiratory problems.

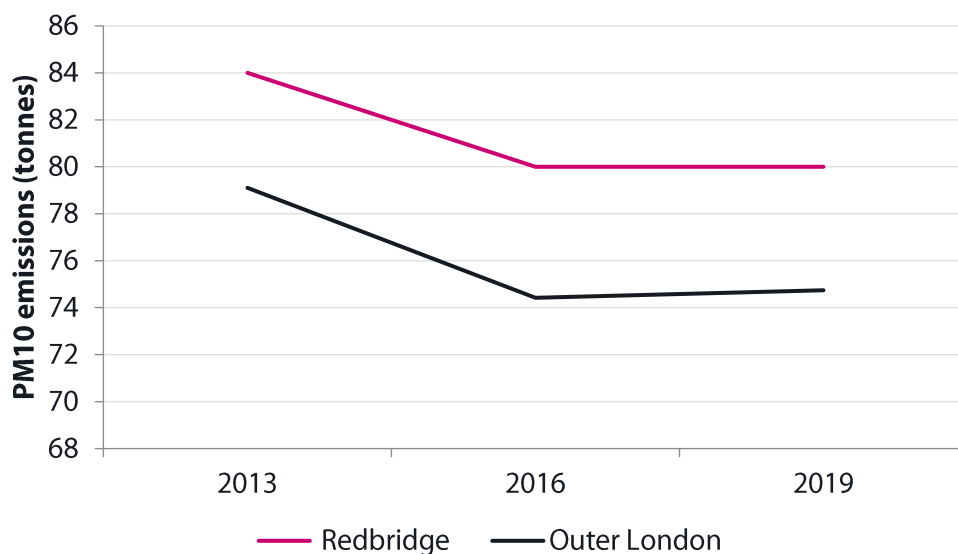
³ Transport for London (2023) Inequalities in road danger dashboard, Redbridge

Levels of PM2.5 across Redbridge and Outer London (2013 to 2019)



Source: Greater London authority (2019), London Atmospheric Emissions Inventory

Levels of PM10 across Redbridge and Outer London (2013 to 2019)



Source: Greater London authority (2019), London Atmospheric Emissions Inventory

The London ULEZ One Year Report⁴ shows that concentrations of NOx have fallen over time at monitoring sites in Redbridge. At Gardner Close, levels dropped from 37 $\mu\text{g m}^{-3}$ in 2019 to 25 $\mu\text{g m}^{-3}$ in 2022, and at Ley Street from 30 $\mu\text{g m}^{-3}$ in 2019 to 25 $\mu\text{g m}^{-3}$ in 2021. It is expected that levels of NOx will further reduce due to the expansion of the ULEZ in 2023, contributing to cleaner air for our communities, and the Council will review the impacts of ULEZ as the data becomes available.

⁴ Inner London ULEZ Expansion 1 Year Report

What are we going to do?

- Recognise that any fatal and serious collision on our streets is unacceptable and avoidable.
- Continue to actively engage and consult on our road safety schemes with residents.
- Look to implement road safety zones that are demand led by residents and data driven. These zones may include a reduction in speed limit and subsequent traffic calming measures alongside better pedestrian crossings where applicable.
- Further explore the use of three modes of intervention to reduce road deaths and injuries and the causes of it through engineering solutions, education and enforcement
- Survey the borough's top ten dangerous junctions and begin to create improvement plans for them.
- Complete the School Streets programme at all locations with educational sites, where feasible to keep children safe as they are walking, cycling and scooting to and from school.
- Continue to expand provision of safe crossing points at collision hotspots, key junctions and resident demand locations.
- Continue with the progress of installing 1,000 charge points by 2026, in line with the Borough's Electric Vehicle Strategy to help reduce air pollution associated with road-based travel.
- As part of the sustainable neighbourhoods programme improve provision of cycle networks helping people choose alternative forms of transport.
- Work with the Police, Transport for London and other stakeholders in influencing behaviours on speeding and driver behaviour.



Targets

Goal	Today	Short Term	Medium Term	Long Term
Reduction in people killed or seriously injured (KSI)	832 annual KSI (2019-2022 average)	40%	70%	100%
Where funding is available increase the number of new road safety zones	0	3	6	10
Implement public safety works from women's safety group recommendations	Establish priority areas from women safety group walks	Complete first phase of improvement works set out in the strategy	Establish further priority areas on the borough highway and owned land and introduce improvement measures.	
Air pollutant concentrations should be reduced, in line with the Council's Air Quality Action Plan 2020 - 2025	<p>A 24 hour mean of 50 µg/m³ of PM10 was not exceeded.</p> <p>A 1 hour mean of 200 µg/m³ of NO₂ was not exceeded.</p>	<p>A 24 hour mean concentration of 50 µg/m³ of PM10 should not be exceeded more than 35 times in one year.</p> <p>A 1 hour mean of 200 µg/m³ of NO₂ was not exceeded more than 18 times in one year.</p>	<p>A 24 hour mean concentration of 50 µg/m³ of PM10 should not be exceeded more than 35 times in one year.</p> <p>A 1 hour mean of 200 µg/m³ of NO₂ was not exceeded more than 18 times in one year.</p>	<p>A 24 hour mean concentration of 50 µg/m³ of PM10 should not be exceeded more than 35 times in one year.</p> <p>A 1 hour mean of 200 µg/m³ of NO₂ shall not be exceeded</p>

Priority 2 – Enabling healthy lifestyles

Background

The Borough will work with partners to improve the options people have to make more sustainable travel choices by improving the transport network and overcoming barriers to accessing these forms of transport.

The Strategy prioritises access to key destinations, community services and green spaces in its future investment plans, helping to improve residents' physical and mental health. Transport for London's report on the economic benefits of walking, wheeling (i.e. use of a wheelchair or mobility scooter) and cycling indicated that outside of health benefits tied to these activities, investment can help increase retail spend, limit the number of sick days and markedly improve engagement with the community.

The development of **active travel infrastructure** and initiatives is pivotal in integrating physical activity into our daily commutes. By encouraging the transition from short car journeys to **walking, wheeling, and cycling**, we can support improvements in the public health of our communities. To achieve the transition to active and sustainable travel the key is to ensure residents and those travelling within the borough feel primarily safe in doing so, have adequate access to that infrastructure, it connects well with other forms of transport such as bus routes and train stations, whilst ensuring it connects well with places such as parks, leisure facilities, places of work, and town centres.

A major challenge lies in positioning these modes of travel as attractive alternatives to driving. Achieving this requires not only enhanced and strategically placed infrastructure but also better information provision and increased awareness of the advantages of greener transport choices. Ultimately, by advocating for active travel, we can support communities that benefit from **improved health, cleaner air, and less traffic congestion**.

Active travel network

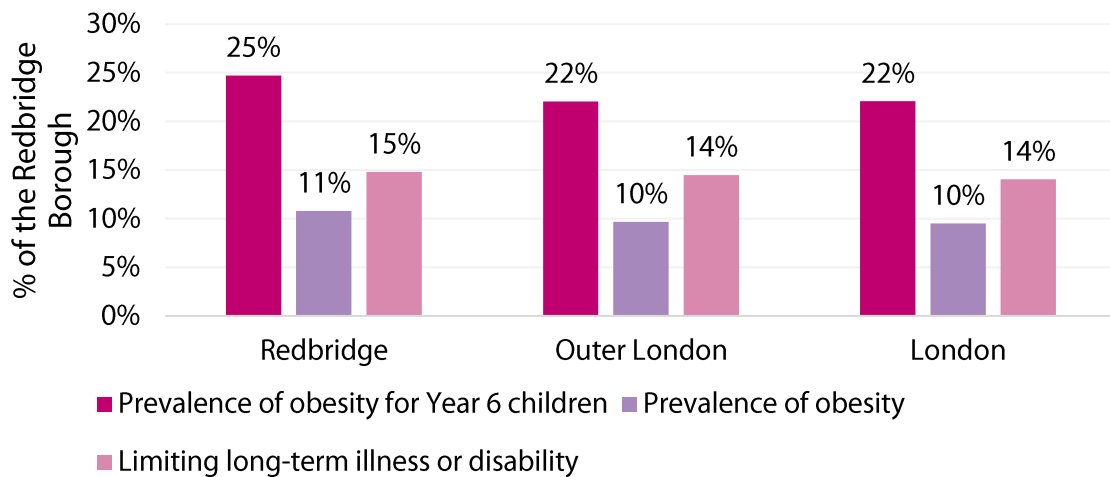
The Borough's cycle network is incomplete, with varying levels of quality, and does not connect all parts of the Borough safely to schools and educational facilities, green spaces, major employment areas, hospitals and other key destinations including transport hubs. In addition, there is a lack of pedestrian and cyclist priority in town centres, including safe and secure cycle parking facilities. The Borough also lacks high-quality wayfinding in and to local centres, other key destinations and transport hubs. Concerns about road safety in light of the high number of casualties on our roads, as well as safety on the public transport system, can also deter people from walking and cycling. These are factors which may discourage active travel choices and reinforce physical inactivity. In early 2024, the active travel network was reviewed by the Council's Clean and Green Policy Development Committee. Recommendation number 10 involves improving cycle infrastructure in the borough and linking routes together combining quiet routes with segregated lanes.

Obesity

The chart on the next page shows the prevalence of obesity amongst Year 6 children, and the prevalence of a limiting or long-term disability in Redbridge between 2017 and 2020, compared to the Outer London and Greater London averages. Redbridge has the highest prevalence in all three categories. One in four children in Redbridge are starting secondary

school overweight or obese. 40% of Year 6 children in Redbridge are considered obese⁵ and the Council and its partners needs to act now in order to prevent a future boroughwide problem. Tackling obesity and physical inactivity among children in Redbridge is a key target as local rates are high compared to the whole outer London and Greater London area. Physical activity has a key part to play in tackling this issue and can be linked to aiding people with a limiting long-term illness, disability or mental health issues.

Prevalence of obesity across Redbridge, Outer London and London (2017 – 2020)



Source: Office for Health Improvements and Disparities (2021), Prevalence of obesity

What are we going to do?

- Ensure all new large developments are well connected to the cycle network.
- Work with user groups and delivery partners to expand the cycle network to make active travel a realistic choice for more people.
- Improve active travel and bus routes to GP surgeries and hospitals.
- Create new active travel routes to green spaces.
- Create lasting collaboration between the Highways and Public Health teams to promote active and sustainable modes of travel in the borough focusing on the health and wellbeing of residents. This is in line with Recommendation 11 of the Clean and Green Policy Development Committee Report.
- Improve existing cycle routes the borough has and work to upgrade them to latest standards.

Targets

⁵ Redbridge Council (2021) Child Friendly Redbridge Action Plan 2021 – 2023

Goal	Today	Short Term	Medium Term	Long Term
Residents engaging in at least 20 mins of active travel per day	21%	25%	40%	60%
Share of all trips on foot	24%	25%	27%	29%
Share of all trips by bike/e-bike/scooter	1%	1%	2%	3%
Share of all trips to school by active modes	60%	65%	70%	80%

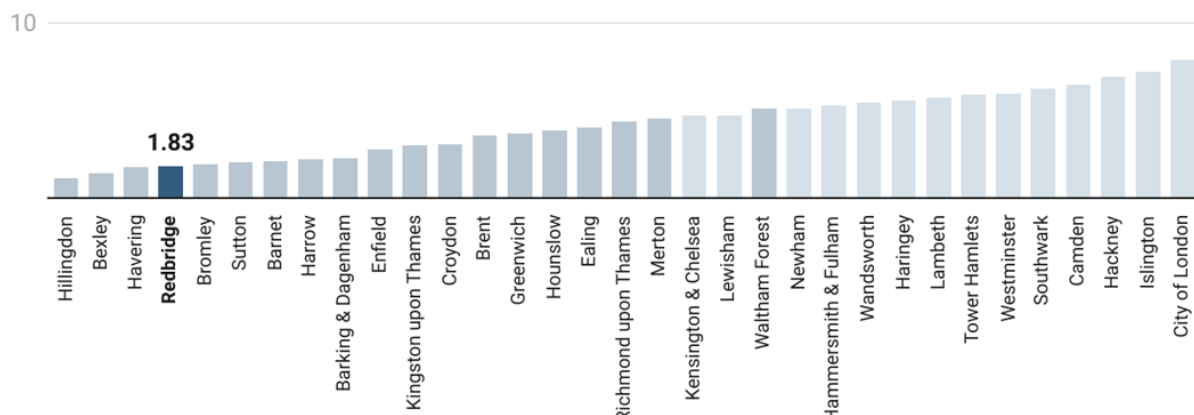
NOTE: Average journey times reflect public transport times to destination calculated by DfT Journey Time Statistics (2019)

Priority 3 – Enabling active travel

Background

Participation in active travel across Redbridge is currently low compared to the London average. The Healthy Streets Scorecard provides ratings based on ten transport indicators, such as rates of sustainable travel, road casualties and car-ownership. The 2023 Healthy Streets Scorecard shown below gave the borough a score of 1.83, which is the fourth lowest score across London Boroughs. The Healthy Streets Scorecard indicator associated with rates of sustainable travel showed that active travel stands at 23% for walking and 1% for cycling, compared to 33% for walking and 3% for cycling in London as a whole. This shows that much more needs to be done to support and encourage active travel locally to meet the Mayor’s Transport Strategy (MTS) target for 80% of trips to be made by foot, cycle or public transport by 2041. For Redbridge the target is 65% of trips to be made by these sustainable modes.

Healthy Streets Scorecard for Redbridge compared to other Boroughs (2023)

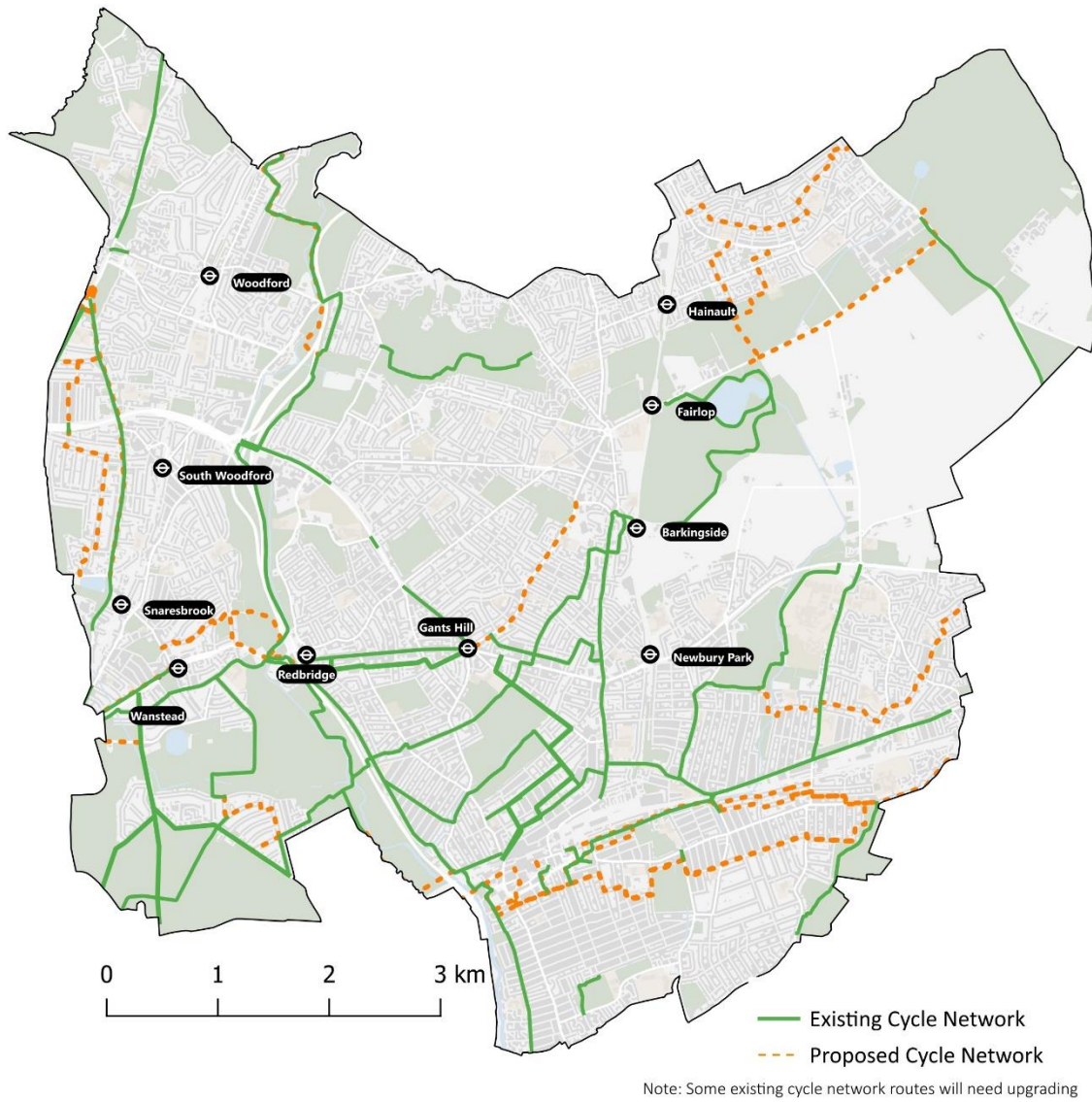


Dark blue: Outer London boroughs, light blue: Inner London boroughs.

Source: Healthy Streets Scorecard (2023), London Borough Healthy Streets Scorecard for Redbridge

The existing public rights of way network in Redbridge has potential to improve pedestrian connectivity outside the road network. Managing the safety, comfort and attractiveness of these routes will help ensure that key destinations of work and leisure are more easily accessible by walking. The limited cycle network in the Borough does not present a cohesive network, with the most fragmented network around Fairlop. Keeping routes well maintained and sufficiently separate from traffic will contribute to the uptake of cycling.

Existing and proposed cycle network



Source: Redbridge Council (2024), Cycle network

What are we going to do?

- The map above shows the proposal to increase the Redbridge cycle network from 75 kilometres to 125 kilometres
- This includes upgrading existing cycle routes and adding new cycle routes to make cycling to work and school quicker and safer.
- Improve on-street cycle parking facilities across the Borough.
- Provide new safe cycle links to improve connectivity.
- Increase pedestrian priority in local centres and principal roads.
- Continue to provide professional cycle training in the Borough and look to increase this in the future.

Targets

Goal	Today	Short Term	Medium Term	Long Term
Length of Redbridge cycle network (existing, advisory, and new)	75km	95km	110km	125km
Average journey time to GP by sustainable modes	9 mins	8 mins	7 mins	6 mins
Average journey time to Hospital by sustainable modes	32 mins	30 mins	28 mins	25 mins

Priority 4 – Education promotion and engagement

Background

The Council is committed to ensuring that schools, businesses and the wider public have access to the information that they need to make the travel choices they desire, and the training is there to support them.

Education and engagement are critical to ensuring that people are aware of what travel choices are available to them, how to access and use the network and importantly the benefits of travelling by sustainable modes. Providing people and groups with the tools and knowledge necessary to engage in sustainable travel will help encourage a change in choice of travel, away from the private car and towards healthier and greener options, helping to keep Redbridge moving. Additionally, addressing the high rates of obesity and mental health issues in the Borough can be achieved through increased education and awareness of the advantages linked to active travel choices. The Borough's Smarter Travel team engage with schools to encourage and support active travel to reduce the school run effect using promotions and incentives to make the change fun and engaging.

Meeting the Borough's sustainable transport goals is an ambitious task, and its success will be dependent on us bringing the residents of Redbridge on this journey with us. Focusing on effective education and engagement will help ensure that all communities are involved in the decisions that will make Redbridge a better place in the future. The Borough's School Street programme is progressing and those already implemented have successfully tackled congestion issues at the school gate returning these residential streets to their local community and making the environment safer for all.

What action have we taken?

The Smarter Travel team work in our schools promoting active travel, offering free cycle training, running Dr Bike maintenance sessions, providing grants and resources for campaigns and initiatives to overcome barriers to sustainable travel choice, and reducing school run congestion. Since 2022, the Borough installed 192 cycle parking facilities, providing a mix of daily use and long-term secure cycle storage. In the last financial year, the Borough has installed 5 bike hangars and consulted on a further 11 which will bring the total to 28.

The team also work with community groups providing cycle training, grants and support to help them flourish and grow. Redbridge has delivered a range of education and engagement schemes across the Borough, focused on promoting active and sustainable modes of transport. The Borough has a number of active groups promoting cycling, active travel and air quality, some of whom have been supported with loan bikes, cycle training, and matched grant assistance, including the Muslim women's cycle group – *Cycle Sisters* who run regular weekday and weekend rides specially for women only.

Examples of promotion and engagement initiatives on travel in Redbridge



Mohamed Patel on a site visit with school children, Cllr Brar, Cllr Chahal, Victoria Campling and PCSO Mark Jackson



Wanstead High Street New Zebra Crossing

What are we going to do?

- Promote community led engagement on new transport plans and proposals.
- Continue to provide cycle training in the Borough and seek to increase this in the future.
- Promote active travel in schools and with younger residents.
- Engage more with different ethnic and religious groups to better understand how user perceptions of active travel and public transport vary.
- Deliver safety campaigns for vulnerable road users including children, senior groups and people with disabilities.
- Acknowledge that women use transport differently and engage with user groups better to understand their concerns and barriers.
- Continue to work with community groups on cycling, use their knowledge and actively engage when designing new routes or upgrading existing ones.

Targets

Goal	Today	Short Term	Medium Term	Long Term
Increase share of schools signed up to Transport for London Travel for Life programme	47%	50%	53%	55%
Increase share of pupils at engaged schools receiving Bikeability training	5%	6%	7%	10%
Number of adults offered cycle skills training	850	900	1,000	1,250

Theme 2: Making transport and travel accessible

This theme recognises that it only takes one small part of a journey to be inaccessible for the entire journey to be unviable. We must think about the whole system; planning for the first and last mile of a journey, interchange within and between modes, the main part of a journey on foot or by bike or public transport, plus information provision. Improving accessibility borough-wide requires addressing challenges and opportunities in both the built environment and transport services. We must ensure that the transport system is easy to understand and use, taking into account the needs of all ages, incomes and abilities, with consideration given to other protected characteristics. The transport network in the Borough is not fully accessible everywhere for people with visual or learning disabilities, using wheelchairs, mobility scooters or people travelling with pushchairs.

The spaces around and between our buildings including streets, squares and parks in our Borough have a major part to play in the attractiveness, character and feel of a place. Creating high quality public realm, as also recommended from the work undertaken by the Council's Clean and Green Policy Development Committee, is critical to encouraging walking, wheeling, cycling and using public transport. The public realm needs to be versatile and provide for people from different cultural and age groups (including children, the disabled and elderly) who will use spaces in different ways.

We have developed this priority area through engagement with stakeholders.

Priority 5 - Increasing accessibility and creating high quality public realm

Key objectives

- The transport network will make life easier for people of all ages, abilities and backgrounds who are living, working and visiting Redbridge and allow for independent travel.
- Public spaces will be high-quality, welcoming and inclusive, allowing for both safe, pleasant dwelling and seamless travel for people from all groups and backgrounds.



Delivering for Redbridge

We are already delivering progress against this goal, to increase accessibility for pedestrians and remove barriers, including:

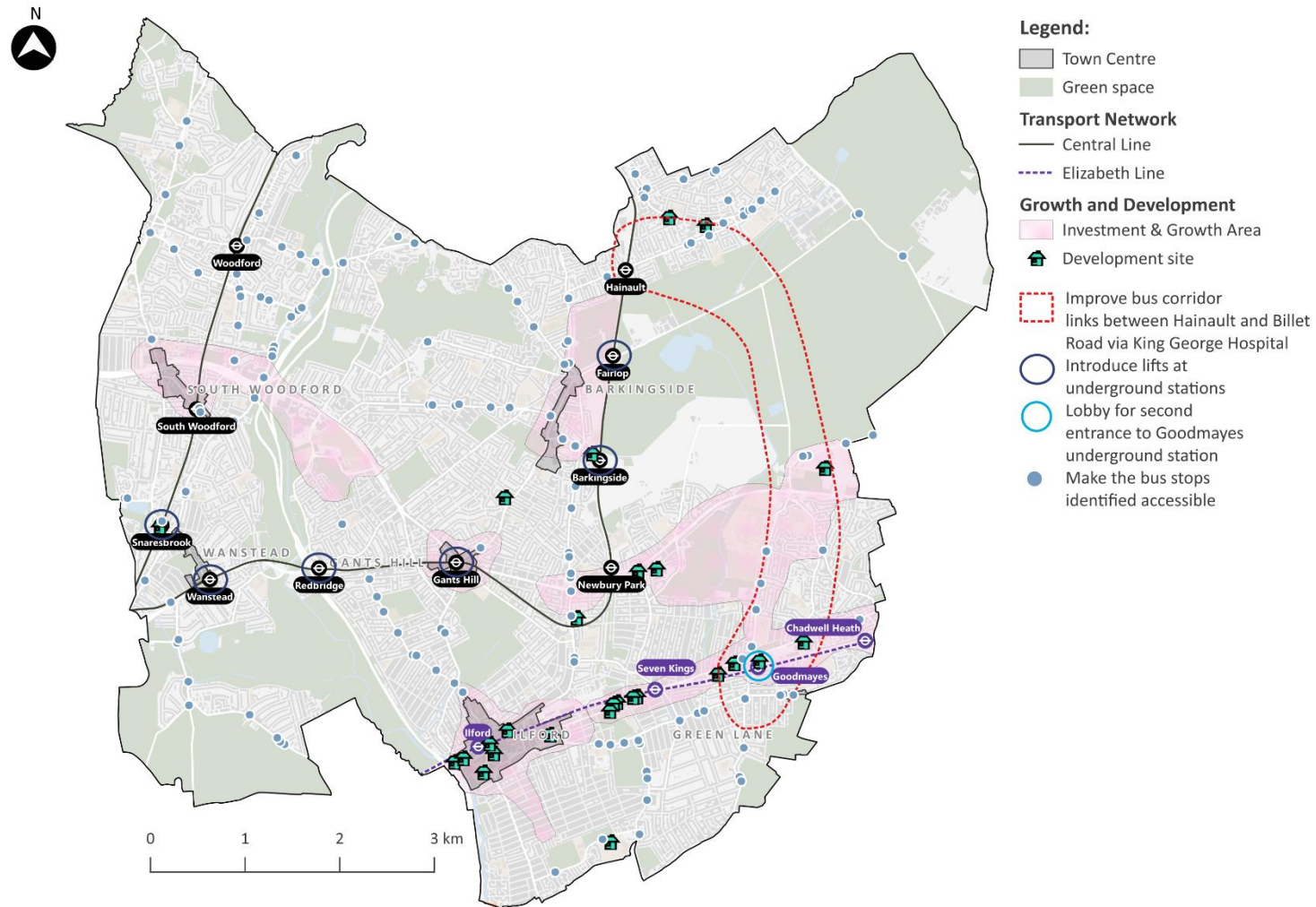
Iford town centre transformation: A recent success includes the new public realm improvements including new natural stone paving, benches, lamp columns, childrens play activities, and bins.

Iford Lane walking improvements: The Council engaged with residents, businesses and schools to identify what would make it easier to walk around and to shop in Iford Lane. The proposals include signalised pedestrian crossings, and footway improvements to accommodate residents and the local commercial activity providing key crossing points based on desire lines gathered from video surveys and noting key accident hotspots along Iford Lane.

Footway renewal programme: The Council on an annual basis review the condition and quality of the walking environment across the Borough and identify improvements.

This Strategy proposes a range of actions and schemes to help achieve the goal to support healthier, safer and active lifestyles. These are shown in the Figure overleaf.

Schemes the borough is lobbying to make transport and travel accessible



Priority 5 – Increasing accessibility and creating high quality public realm

Background

Increasing accessibility and creating high quality public spaces removes barriers to sustainable travel choices. This Strategy will help to address the challenges and opportunities for how the built environment and transport services can cater for the needs of a diverse population and ensure transport infrastructure is not a barrier. This priority considers the needs of all ages, incomes and abilities. We recognise that access to the car provides opportunities for many people that are unable to travel in any other way.

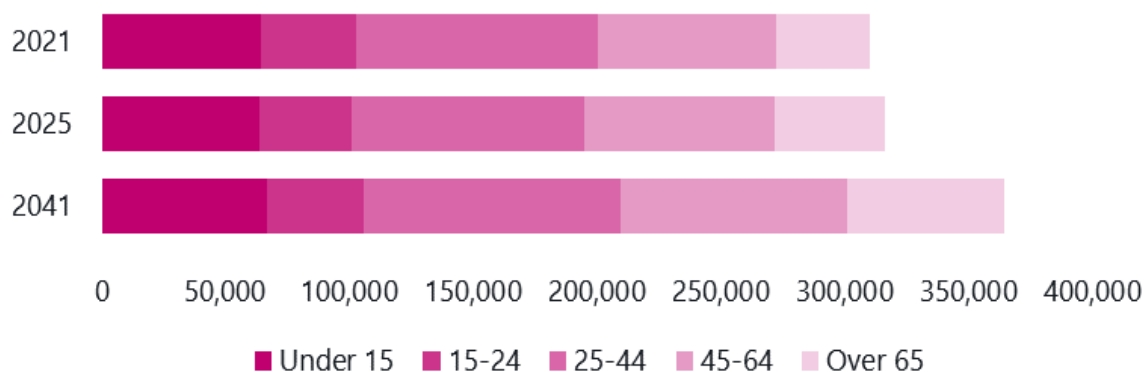
Redbridge trialled two mobility hubs as part of the 2021 ULEZ expansion to the North Circular Road with hubs on George Lane, South Woodford and Wanstead High Street. The hubs were located near Underground stations and included a seating area, planting, EV hire and cycle parking to support the transition from more polluting vehicles.

An ageing population

Redbridge's over 65 population is forecast to rise 67% from around 38,000 to over 63,000 by 2041. It is key to note that 2021 Census data highlights that the retired population already represents 11% of all residents, which is higher than the average across the whole London area (10.2%).

While the overall trend is in line with the expected population ageing in London and outer London areas, the shift will have significant implications in terms of mobility, as those in the older age groups need more accessible infrastructure.

Redbridge age profile 2021, 2025 and 2041



Source: Census (2021) Age profile

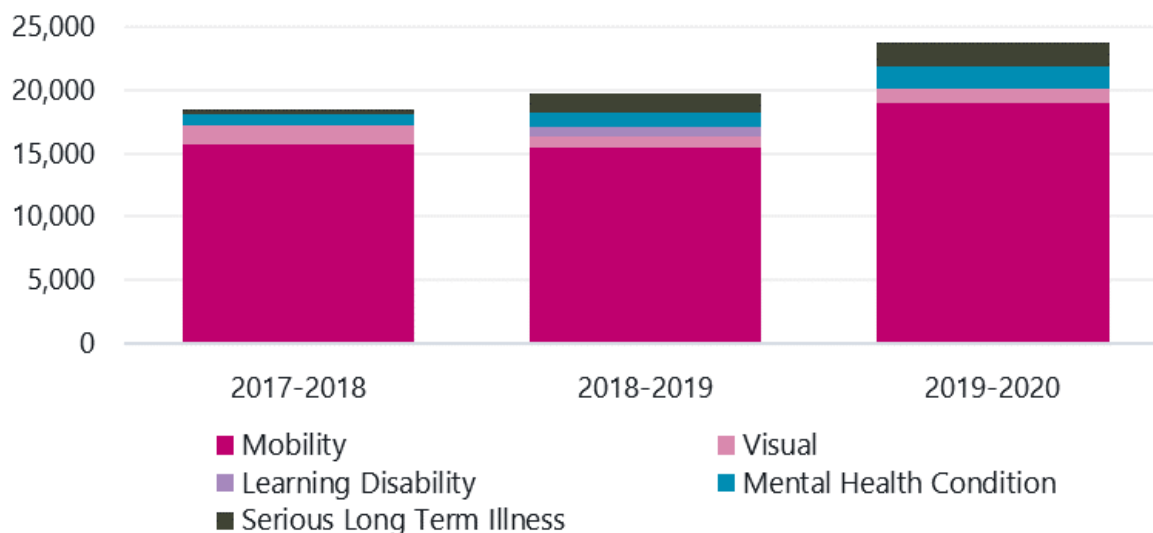
Prevalent disabilities

London Travel Demand Survey data⁶ indicates that mobility impairments are the most prevalent disability amongst Redbridge's residents, constituting between 78% and 80% of all disabilities (visual, mental health, long term illnesses). Between 2017 and 2020 the

⁶ Transport for London (2021), London Travel Demand Survey

Borough has seen an increase in mobility, visual, mental health and serious long-term illnesses, as shown below.

Categorisation of disabilities for Redbridge (2017-2020)



Source: Transport for London (2021), London Travel Demand Survey Data

Based on projections, the population is ageing and we expect a greater number of blue badge holders and others with mobility impairments. This necessitates improvements to public spaces, stations, bus stops and Council services so they are accessible to everyone, including disabled and vulnerable road users with specific needs.

Accessibility and affordability

There is poor public transport connectivity between the northeast and south east and south west of the Borough, including to hospitals and business parks. Pavements are often cluttered with street furniture (bollards, signs, and guard rails) which limits space for pedestrians. In addition, there is limited provision at key amenities and transport hubs for people eligible under the Disabled Persons Parking Scheme (i.e. for Blue Badge holders).

Public transport is not affordable for everyone, especially by rail and Underground. Public transport provision needs to support workers with night-time shift patterns so they have more transport options. The MTS suggests that the Central Line will reach up to four to five passengers standing per square metre by 2041 on the section upward from Snaresbrook and Redbridge, with over five passengers standing per square metre south of Leytonstone. This suggests the upgrading of the Central Line to be arguably a priority as it already is close to capacity encouraging more residents to use public transport especially those that require step free access to have more choice of stations to use that step free access but also have enough space to board the trains in a timely manner.

Living Environment Deprivation

The Living Environment Deprivation Domain (one of the indices of deprivation) reflects the quality of the environment in terms of both residential buildings and public realm. Out

of 33 London Boroughs, Redbridge is in the 20% most deprived, with an average rank of 67 out of 317 local authority districts (1 is most deprived, 317 is least).

Iford has very limited provision of publicly accessible open spaces, and with this comes the challenge of an increasingly densely populated urban environment. Alternative approaches are needed to enhance the public realm, include pocket parks, civic spaces and squares for people to gather and relax.

What are we going to do?

- Work with TfL and local communities to improve bus priority, including bus lanes and junction/signalling measures (e.g. signal priority and bus gates).
- Lobby TfL to make all bus stops across the Borough accessible.
- Lobby TfL to introduce lifts at Wanstead, Redbridge, Gants Hill, Barkingside, Fairlop and Snaresbrook Underground stations.
- Lobby TfL to improve the bus corridor links between Hainault and Goodmayes, connecting to Billet Road and King George Hospital.
- Improve the public realm by de-cluttering our streets.
- Encourage schools to utilise walking buses (a group of children walking to school with one or more adults).
- Build up knowledge on the condition of the footway and produce a forward programme for footway renewals.
- Improve signage and development of walking maps to encourage people to walk.

Theme 3: Enhancing the environment and responding to the climate emergency

The Council is committed to tackling the climate emergency and recognise that people's travel choices are an opportunity for change that will help the Borough achieve carbon neutral status by 2030 and net zero by 2050. Acknowledging the immediacy of the climate emergency and to accelerate the shift to sustainable travel and mitigating impacts on the environment are critical to the Borough's long-term sustainability. Transport is one of the greatest contributors to climate change, responsible for over 16% of CO₂ emissions worldwide and as much as 36% of emissions within Redbridge. Minimising the negative impacts of transport and travel, in particular car dependency is essential, but we must also seize opportunities for change by enhancing existing green infrastructure when planning and delivering new schemes.

Nature (our green spaces) is coming under increasing pressure in our urban environment, compounded by the changing climate with more frequent extremes of weather.

To deliver the vision, we need to maximise the opportunities for active and low carbon travel and support the transition to electric vehicles, as well as improving biodiversity and improving climate resilience by including and increasing the amount of planting and sustainable drainage in all highway schemes.

With stakeholders, we have developed two priority areas to be addressed under the responding to the climate emergency and enhancing our local environment theme:

Priority 6 – Enhancing the environment and biodiversity

Priority 7 – Responding to the climate emergency

Key objectives

- Encouraging the movement of both people and goods by cleaner and greener options wherever possible to help the Borough to reduce congestion, keep Redbridge moving and achieve our goals of Carbon neutrality by 2030 as well as Carbon net zero by 2050.
- Changes to the transport network will aim to reduce congestion and minimise the negative environmental impacts of transport, improving the quality of green spaces, while protecting and enhancing biodiversity across the Borough.
- Continue to deliver the Climate Emergency Action Plan targets and support the development and delivery of more ambitious climate targets.

Delivering for Redbridge

We are already delivering progress against this goal to improve infrastructure to help incentivise greener travel and enhancing the local environment, including:

Electric Vehicle Charging Points: In total there are 100 publicly available charge points across the Borough with another 450 charge points that have been procured to be installed⁷. The Borough has adopted an Electric Vehicle Charging Strategy to deliver more

⁷ Redbridge Council, 2024, Electric Vehicle Charging Strategy

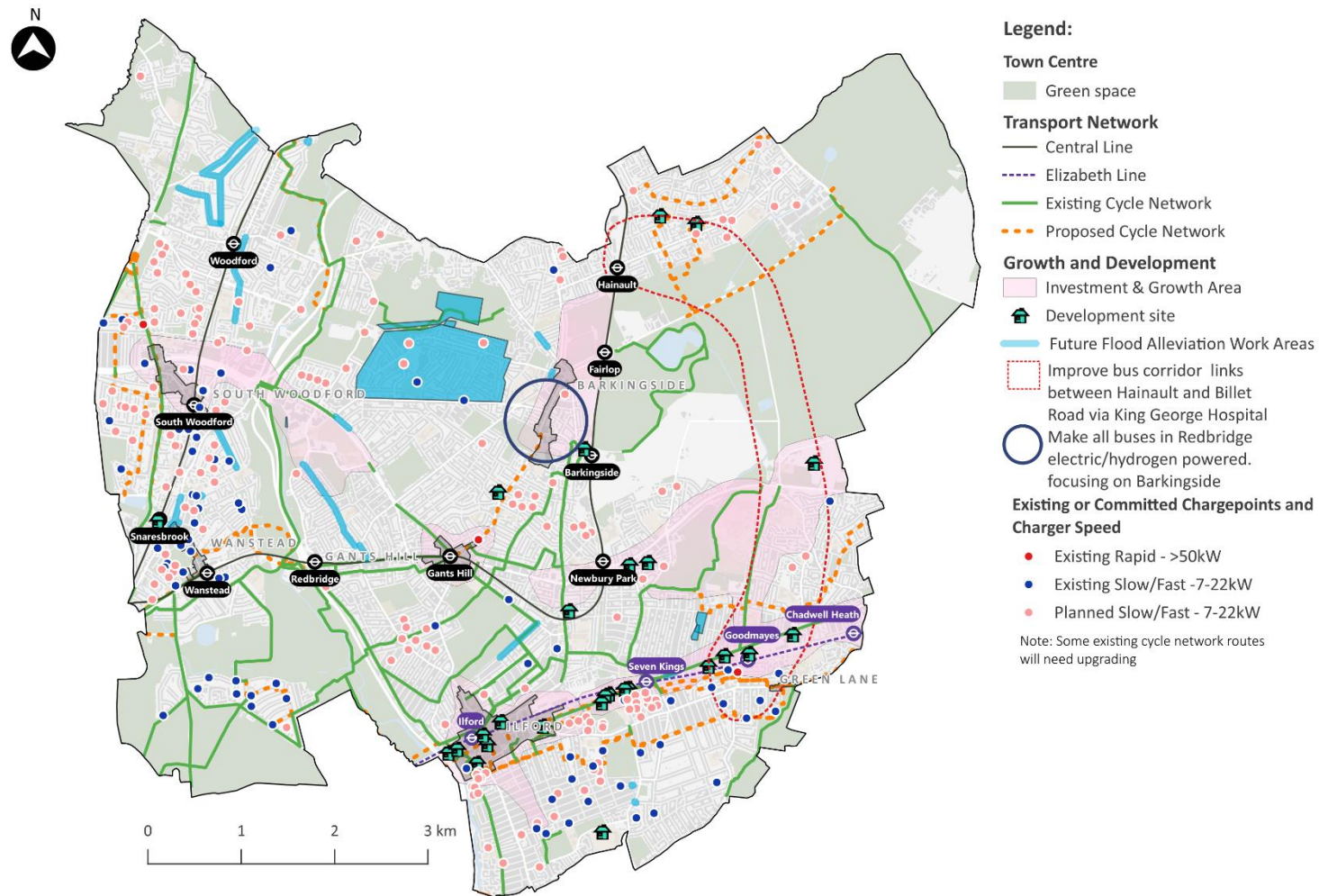
charge points and meet future demand, with its key focus in making charge points accessible, reliable, and fairly priced for residents, businesses and visitors.

Identifying sites for green corridors and urban open space: Opportunities for green corridors along the sides of railways and adjacent land to enhance the local environment and enable habitat creation.

Cultivating our biodiversity: As part of the regeneration of Ilford's town centre, House Sparrow habitat creation has been considered, including reintroducing planters along the High Road, 'green rooves' and 'green walls', and nest boxes, alongside sustainable building design. In addition, Redbridge has zones where bats are known to roost or feed. There is a 500-metre buffer zone to ensure any development considers the presence of bats.

This Strategy proposes a range of actions and schemes to help achieve the goal to respond to the climate emergency and enhance the local environment. These are shown in the figure overleaf.

Schemes that enhance the local environment and respond to the local climate emergency



Priority 6 – Enhancing the environment and biodiversity

Background

Redbridge has over 250 green spaces (as designated by the Ordinance Survey), ranging from large open areas, to small, dedicated play or sports spaces. These are well-distributed across the Borough, allowing many residents to access green space within a short walk or cycle.

Emissions from road transport degrade the environment and results in poor air quality which makes for an unpleasant walking and cycling experience. This coupled with the naturally higher car dependency in outer London highlights the need for the Strategy to encourage travel by greener and cleaner modes that have limited negative impact on the environment.

It is vital that we protect our residents and businesses from flooding. As the climate changes we anticipate more frequent flooding which requires sustainable management of areas prone to flooding. The Council have identified a growing package of flood alleviation work areas (some of which are shown on page 43) across the Borough to help remedy the impacts of more frequent flooding. It is also important to protect the Borough from extreme heat and planting more trees and increasing our green cover will help to reduce the worst impacts from this threat.

Green spaces

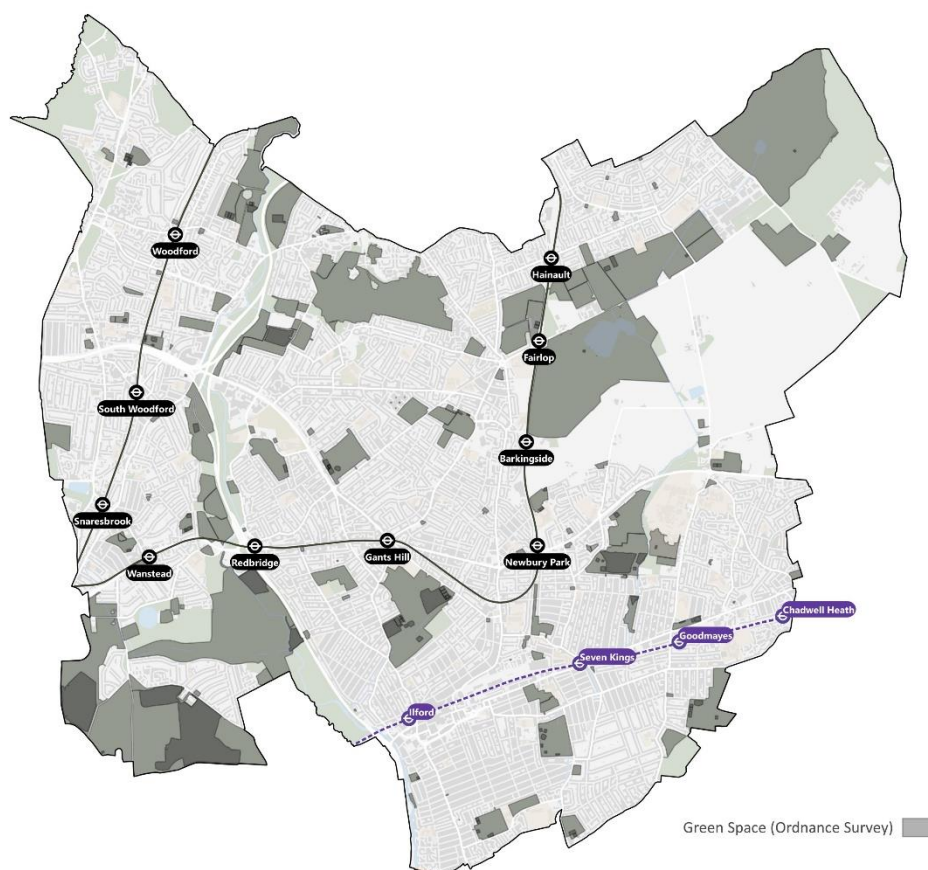
The green spaces of Redbridge are one of the borough's biggest natural assets, and serve as places to enjoy nature, encourage outdoor activity, allow people to meet, and benefit from improved well-being. The Borough's existing Local Plan recognises that greenery plays a pivotal role in improving people's quality of life. The distribution of green spaces in the Borough is shown on the Figure overleaf, where some communities do not benefit from easy access by foot to a quality green space. The Friends of the Earth report concludes that 42% of neighbourhoods in Redbridge are in the bottom category for access to green spaces, with very small gardens, no green space within a five-minute walk, and limited access to spaces further afield⁸.

Redbridge is home to nine coveted Green Flag awards for its parks which have been recognised officially as being the best parks in the country since 2011. The Borough also has various schemes within its parks such as conservation volunteers across its parks and community works at parks such as Hainault Forest and Claybury Park for natural flood management. There are also opportunities to improve current green spaces in the Ilford area and returning their use for nature rather than solely human purposes.

The Council's teams also arrange regular community litter picks to keep green spaces tidy and thriving which are well attended and bring the community together. The Borough has also introduced adopt a tree pit and pollinator pathway schemes that help boost biodiversity and help our streets bloom. In the current year 327 residents have adopted 668 tree pits across the borough, there are currently 11 pollinator pathways in the Borough. This is in addition to the full replacement of all trees that were the lost during the previous year due to disease or structural damage.

⁸ Friends of the Earth (2020) England's green space gap, How to end green space deprivation in England

Green spaces in Redbridge



Sources: Green Spaces data set (Ministry of Housing, Communities and Local Government (2019), Green spaces data and Office for National Statistics (2021), Indices for Multiple Deprivation. The borough has classified more areas than the map as green spaces, but the dataset only includes those with an area 2ha or larger, or a linear distance of 1km or more.

The Council's Green Urban Landscape policy identifies the need to achieve a more equitable distribution of greenery across Redbridge. Greenery includes natural assets that are important in a suburban area like Redbridge, and include trees, shrubs, planters and grass areas. By encouraging communities to make these greener and healthier journeys where possible, we can help to reduce the negative impacts of air quality on the enjoyment of these green spaces, and the biodiversity of these areas.

Biodiversity

The Borough's Biodiversity Action Plan outlines areas where significant transport improvement works overlap with designated biodiversity and biodiversity action zones. The Elizabeth line rail corridor, where significant transport improvements have recently taken place, aligns with a bat buffer zone area. This proximity highlights the need to consider impacts of any future transport interventions of biodiversity, as well as specific biodiversity initiatives underway in Redbridge.

Across Redbridge, 13 rain gardens are helping to reduce flood risks while boosting biodiversity⁹. These gardens feature plants, shrubs and other greenery that absorb rainwater and drain it away slowly to prevent our sewer systems from being overwhelmed. This is helping to reduce the impact of floods in the most vulnerable streets in the Borough.

Further rain gardens have been planned as part of a package of flood alleviation works that will increase biodiversity in the borough and encouraging community planting and adoption of the new green spaces.



Blake Hall Road rain garden

What are we going to do?

- Improve biodiversity within the public realm by introducing community planting at stations, increased planting of street trees, creating parklets, and protecting the greenbelt.
- Manage biodiversity, habitats, and other natural resources during construction of new developments and transport infrastructure.
- Reduce the negative impact of travel on the environment, specifically heavy traffic, vehicle emissions and noise.
- Ensure that urban drainage is managed sustainably, and the likelihood of flooding reduced through repurposing linear green infrastructure such as verges and embankments along roads, railways and waterways; and protecting existing assets that support urban drainage system functions, such as street trees, parks and gardens.
- Support increased biodiversity via transport infrastructure and assets, and by including trees and SuDS where feasible as part of the Council's road safety, cycling schemes and other improvement works.
- Support the community to identify and adopt Council owned or unadopted spaces such as grass verges, former shrub beds, that would benefit from community gardening, and supporting community planting days.
- Support and promote the pollinator pathways and tree pit adoption schemes.

⁹ Redbridge Council (2024) News, May 2024: 'Redbridge rain gardens are helping reduce flood risks in the Borough whilst boosting biodiversity'

Targets

Goal	Today	Short Term	Medium Term	Long Term
Ensure that all new transport and infrastructure proposals support sustainable urban drainage	Develop Redbridge Design Guide to incorporate SuDS into transport and infrastructure proposals	Include sustainable urban drainage into schemes		
Ensure that all new transport and infrastructure proposals support a net increase in biodiversity and achieve the biodiversity duty	Develop Redbridge Design Guide to incorporate SuDS into transport and infrastructure proposals	Adhere to biodiversity duty – which requires a 10% net gain in biodiversity per major scheme		
Number of trees planted for every kilometre of new cycle route delivered	0	1	3	5



Priority 7 – Responding to the climate emergency

Background

Responding to the climate emergency will accelerate the Borough's trajectory to become Carbon neutral by 2030 and net zero Carbon by 2050. By reducing emissions from vehicles, the embedded Carbon from associated transport infrastructure and supporting greater use of sustainable transport we can contribute towards these goals. This priority is essential to address the Borough's contribution to global warming and to improve air quality.

Emissions from transport

Over one third (36%) of the Borough's total emissions come from transport¹⁰. The Borough's Climate Change Action Plan indicates that 61% of the Borough's transport emissions arise from on-road transport, the second highest carbon emitter in Redbridge¹¹. This, coupled with the naturally higher car dependency in outer London highlights the need for the Borough to provide more choices to travel by greener and cleaner modes. To maximise the greener and cleaner transport modes that will minimise emissions and impacts on biodiversity, change needs to happen between now and 2041. There is more to do to encourage electric vehicle ownership, which is currently less than 3% of total number of registered vehicles¹².

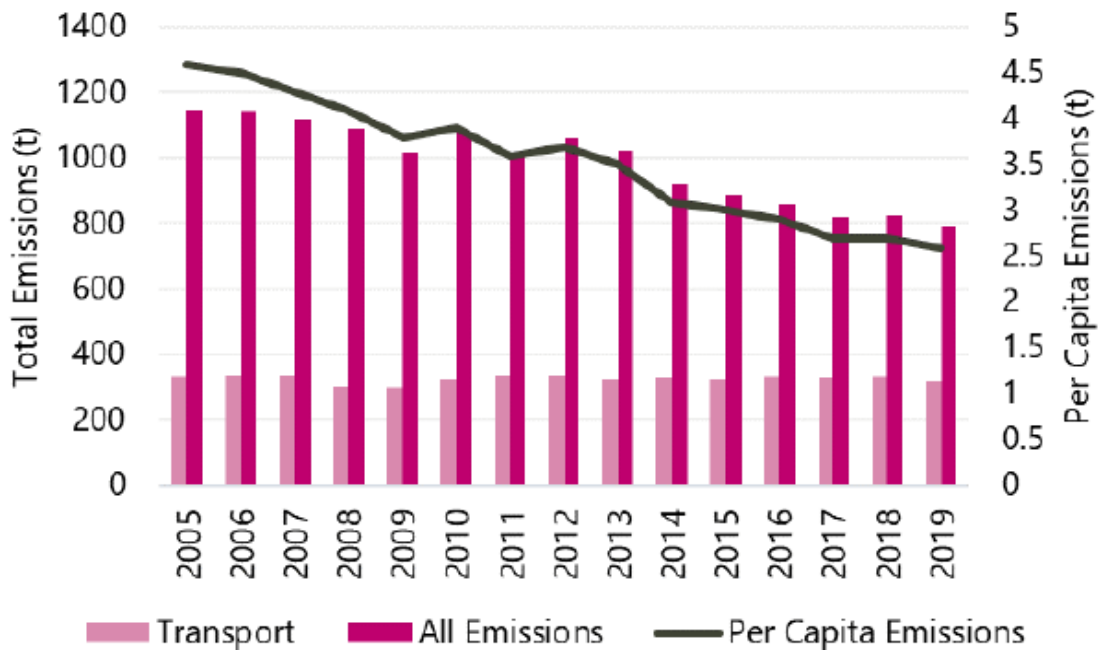
The London Ultra Low Emission Zone (ULEZ) was expanded on 29 August 2023 to cover the entire Borough which will improve air quality and the experience of walking and cycling.

¹⁰ Redbridge Council (2022) Overview of Council and Borough emissions

¹¹ Redbridge Council (2021), Climate Change Action Plan

¹² Redbridge Council (2021), Draft Electric Vehicle Strategy

Emission trends for Transport



Source: Business Energy and Industrial Strategy (2019), Transport emissions

Redbridge has seen declining emissions trends over the last few decades. The graph above shows overall per capita emissions decreasing by 43% between 2005 and 2019. This is as a result of tighter emission standards and new engines that are less polluting. In addition, as of October 2021, the central London Ultra Low Emission Zone expanded to create a single larger zone which includes western areas of Redbridge such as South Woodford, Snaresbrook, Wanstead and Aldersbrook. The Zone was expanded from 29 August 2023 to cover the entire Borough.

In order for this trend to continue, the Borough needs to focus on low carbon forms of travel to drive down emissions. Making walking and cycling more accessible and available will help to reduce the impacts of transport on the climate and our environment. This is a key step to helping us achieve carbon neutrality by 2030.

What are we going to do?

- Lobby TfL to electrify the bus fleet and improve the accessibility and availability of electric vehicle charge points.
- Improve the resilience of infrastructure to climate change, including enforcing planning requirements regarding drainage of driveways to soakaways, and improving flood mitigation measures around rail stations and local centres.
- Work with internal teams on any new and updated Climate Action Plans.

Targets

Goal	Today	Short Term	Medium Term	Long Term
Reduction of CO ₂ and NO _x emissions relative to 2021 baseline	225,600 tonnes of CO ₂ from road transport in 2021 360 tonnes of NO _x from road transport in 2021	30% CO ₂ and NO _x	50% CO ₂ and 60% NO _x	68% CO ₂ and 86% NO _x
Reduction in annual vehicle kilometres travelled	1,100 million car vehicle kilometres in 2019	5% reduction	10% reduction	15% reduction
Move to net zero operations for Highways works	Trialling materials to reduce carbon output	Continue to trial and establish cost neutral products as part of material and operations	Write net zero into new contracts and requirement for trialled products and operations	Establish set of materials and working practices as part of standard operations
Number of publicly available electric vehicle charge points across the Borough	59 publicly available charge points in 2021	1,000 charge points by 2026 (EV strategy target)	2,000	3,000
Improve access to electric charge points	Two-third of Redbridge population will have access to a chargepoint within 5-minutes' walk from their homes/place of residence by end 2023/24	Every resident is within a 5-minute walk of a charge point by 2025 (EV Strategy target)	All residents to be within a 3-minute walk of a charge point by 2030	



Theme 4: Keeping Redbridge's economy moving

Our economy needs a sustainable transport system to keep people and the economy moving and growing sustainably. Congestion is one of the key factors that will prevent economic activity, sustainability and growth. According to Transport for London data in 2019 £1.22bn is the estimated total cost of annual vehicle delay on the Borough's Principal Road network for all London boroughs¹³. Congestion on the Principal Road network and on the strategic roads that are operated by Transport for London such as the A12 and A406 exacerbates rat running and congestion on residential roads that should not be taking the levels of traffic they currently are.

The Council is committed to ensuring that transport infrastructure and connectivity can spur economic activity and deliver sustainable growth. The Elizabeth Line in Redbridge is a key corridor for socio-economic development. High quality, sustainable transport connections between residential areas and key employment and commerce opportunities will be vital for ensuring Redbridge's sustainable economic growth. The Seven Kings, Goodmayes and Chadwell Heath corridor has transport capacity to support more new homes, schools and community infrastructure – all of which can support and encourage sustainable journeys. For Redbridge there is a target to deliver a minimum of 16,465 new dwellings in the period 2015 to 2030¹⁴. This growth is an opportunity to increase the use of sustainable public transport.

Broadmead Bridge has been closed since July 2023 due to severe structural defects found following an inspection of the bridge for public safety reasons. The Council are awaiting an options report to provide the high-level options and costs on the different options available to it in order to re-open the bridge either through repairs or building a new bridge. The bridge is a key route for residential, business and commuter traffic and the Council acknowledges that having the bridge closed is impacting upon the levels of congestion in the area.

Supporting housing, jobs, and economic growth involves connecting people with employment opportunities, enhancing business connectivity to supply chains and markets within and beyond the Borough, and promoting sustainable development for overall Borough prosperity and well-being. We need to rethink freight and servicing to reduce the impact of vehicle fleet movements, servicing of sites, and deliveries through better co-ordination, retiming and sustainable last mile deliveries and servicing where possible. The Council is committed to ensuring that road safety is a priority for the freight sector, and the number of accidents is reduced on the network.

With stakeholders, we developed two priority areas to be addressed under this theme:

Priority 8: Supporting housing, jobs and economic growth

Priority 9: Rethinking freight and servicing

¹³ Mayors Question Time 24 February 2022 "Economic Impact of Congestion in London"

¹⁴ Redbridge Council (2018) Local Plan 2015 – 2030

Key objectives

- The transport network will connect people with places of employment, education and opportunity, allowing businesses to access supply chains within and beyond Redbridge, to help meet the needs of a growing Borough and stimulate future prosperity.
- The transport network will reduce the impact of delivery and servicing vehicles through better co-ordination and encouraging greener choices of transport for first and last mile of journeys.

Delivering for Redbridge

We are already delivering progress against this goal to investment and grow in areas with opportunity, including:

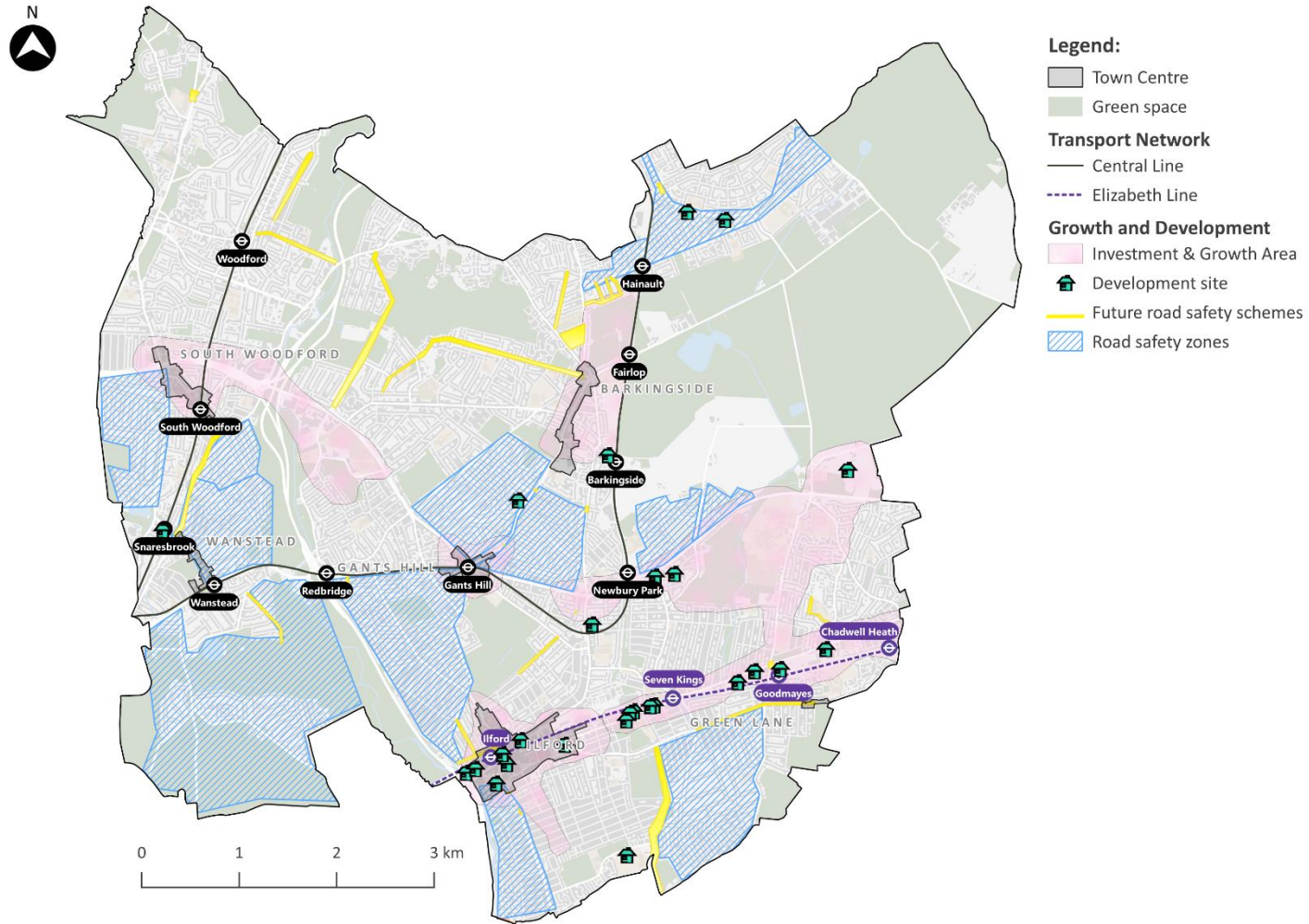
Investment and growth areas: There are five key Investment and growth areas in Ilford, Crossrail Corridor, Gants Hill, South Woodford and Barkingside that will accommodate the majority of the Borough's growth up to the end of the current Local Plan period in 2030. These areas are serviced by the Central and Elizabeth Lines and provide a good basis for more sustainable travel choice with economic growth. Each of these areas will entail new investment in homes, jobs, schools and healthcare that are accessible by sustainable transport options.

Regeneration initiatives and public realm improvements: The Borough has ambitious plans for sustainable growth by 2025, it is aiming to deliver over 17,500 new homes, generate 5,000 jobs and create a new leisure, cultural and community offer¹⁵.

This Strategy proposes a range of actions and schemes to help achieve the goal to support healthier, safer and active lifestyles. These are shown in the Figure overleaf.

¹⁵ Redbridge Council (2021) Growing a new Redbridge: a partnership plan for 2025

Schemes to keep Redbridge's economy moving

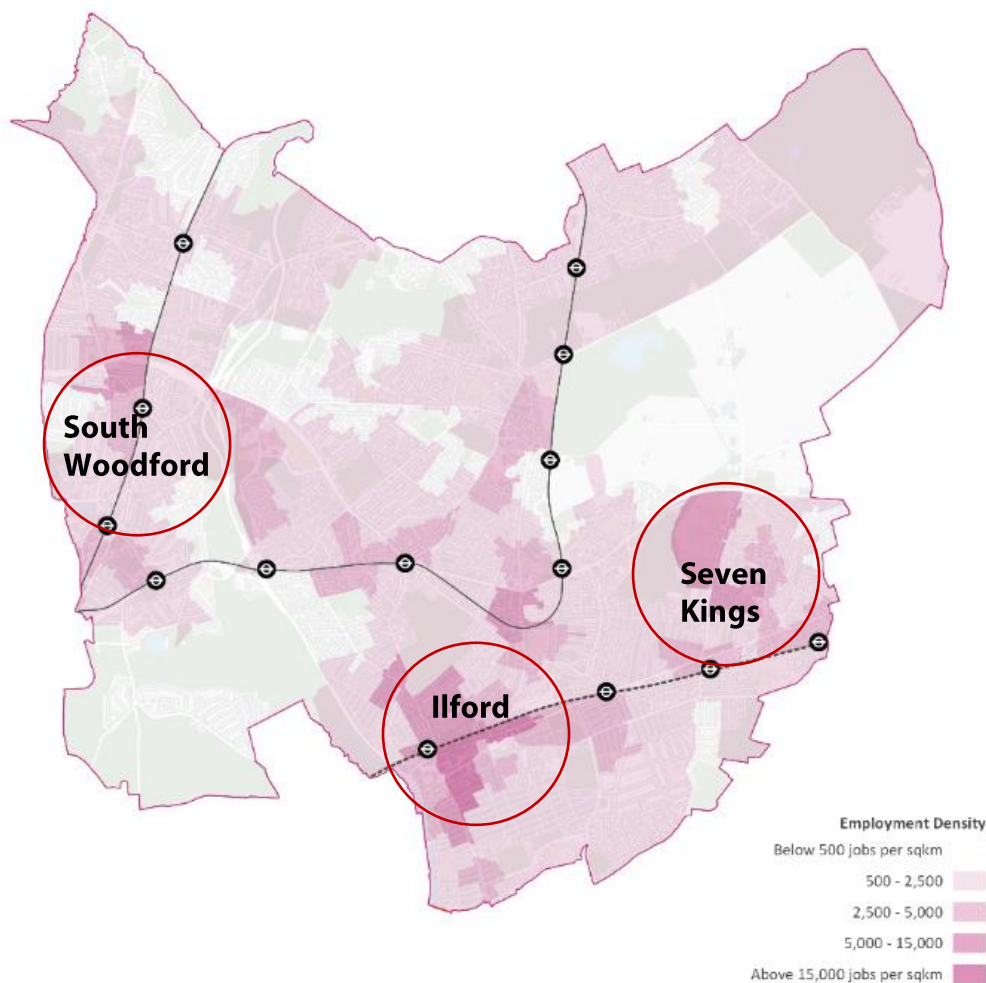


Priority 8 – Supporting housing, jobs and economic growth

Background

According to the 2021 Census, the Borough’s working age employment rate is 70%, which is below the London and national averages of 74% and 75% respectively. Those working in Redbridge tend to be in public and part-time employment, requiring safe, flexible, transport solutions available throughout the day and night. Employment in the Borough is focused in three key locations as shown in the figure below - Ilford (mix of uses), South Woodford (largely retail) and Seven Kings (King George Hospital). There are 16,895 businesses registered in Redbridge. The Redbridge business base is made up of 94.7% microbusinesses of up to 9 employees, which is higher than the London average of 90.9%¹⁶ and is slowly increasing.

Employment density in Redbridge



Source: Census (2021) Employment density

Reflecting the key employment characteristics of public-sector work and part-time work, the main employment sectors are health and social work (17%), education (13%) and retail (12%). Employees in these sectors often need to travel outside the established peaks,

¹⁶ Redbridge Council (2022) Employment, Skills & Enterprise Strategy 2022 – 2027

requiring safe and reliable transport services and connections. According to the 2021 Census, Redbridge residents tend to work in the Borough itself or in neighbouring or other Boroughs including Newham (6,631), Tower Hamlets (4,590), Waltham Forest (4,403), Barking and Dagenham (4,000) and Westminster (3,629). Notably, these figures have been impacted by the prevalence of home working since 2021. For those that travel further into London the requirement for safe and reliable transport network is critical as that also provides money back into the borough through that employment.

Housing

According to the latest Census data from 2021, Redbridge is among the top 10% most densely populated English local authority areas. This adds to overcrowding and demand on the surrounding transport network. Between the last two census (2011 and 2021), the population of Redbridge has increased by 11.2%¹⁷. The 2015-2030 Local Plan for Redbridge assumes one third of the Borough's new housing growth (17,000 homes) by 2030 is expected to be around the Ilford area¹⁸. There is a need for the public transport, walking and cycling infrastructure to cater to increased demand and support sustainable journey choices in order to keep Redbridge moving. The strategy presents a plan to reduce the risk of increased congestion from new development sites by encouraging transport by active and sustainable means. The risk if these means are not taken up result in increased congestion in an already congested network.

Night-time economy

A high-quality night-time economy contributes to local economic growth by attracting visitors to the Borough, sustaining local businesses and jobs. All town centres in the Borough have an evening offer including retail, entertainment, places to eat and socialise. Ilford Lane represents a great day time economic but has a bustling night-time economy that has endured the pandemic and come out stronger than other areas of the borough.

The London Plan recognises Ilford as having a night-time economy status of 'regional/sub-regional importance'. The introduction of the night service on the Underground and night bus networks has played a role in enhancing the night-time economy, and more can be done to support these businesses further.

Development and growth

Redbridge is undergoing economic development and there are clear growth plans for investment in affordable and accessible homes that are within easy reach of the public transport system. We know that congestion has negative impacts on our economy, so by providing choice to people making journeys by private car where sustainable travel options exist, we can keep Redbridge moving. Key issues include:

- Congestion on key routes and poor connectivity by public transport impacting journey times, reliability, ease of conducting business, and attracting investment.
- Residents and businesses do not always have attractive, reliable and affordable transport connectivity to major employment centres (e.g. business parks, hospitals).

¹⁷ Census (2021) How life has changed in Redbridge

¹⁸ Redbridge Council (2017) Regeneration Strategy 2017 – 2027

Targets

Goal	Today	Short Term	Medium Term	Long Term
All residential areas will be within a sustainable transport journey to large employment sites (250 or more employees)	30 minutes	30 minutes	27 minutes	25 minutes
Minimising disruption of roadworks by encouraging collaborative working by utilities and Council works	Setting collaborative working principles with utilities and Council works	30 days saved annually through collaboration	40 days saved annually through collaboration	50 days saved annually through collaboration
All Council contracts to include a requirement to adhere to safety standards such as FORS or CLOCS schemes	The Highways contract is compliant with the FORS standard	All contracts are compliant with national safety standards		

NOTE: Average public travel times from DfT Journey time Statistics (2019) – make sure consistent with above note

Priority 9 – Rethinking freight and servicing

Background

Traffic levels in Redbridge were growing steadily before the pandemic and have generally now recovered back to these levels. The Department for Transport's Vehicle Kilometres Travelled Statistics (2020) show that the levels of travel in Redbridge have increased at a rate higher than London's average. The change in all traffic including vans between 2000 and 2014 has increased by 47% compared to 19% across London as a whole. There has been a 43% increase in van kilometres which is reflective of the number of small businesses operating locally.

Freight is expected to grow with the weight of goods transported by heavy freight transport projected to increase by between 27% and 45% in the next thirty years. An increase in home deliveries, which have become particularly popular since the pandemic, will place further stress on the transport network and worsen air quality and noise nuisance.

It is important to support (large and small) freight industries to minimise their impacts on journey times and reliability, environmental impacts and ensure the safety of all road users. Redbridge is growing in population, housing and job demand which adds capacity pressure to the road, public transport and active travel networks. This is where management of the road network, deliveries and servicing, and working with TfL where possible is key.

There are concerns of unsafe driving of motorcycles and mopeds, which highlights the need to provide training for them. Motorcycle users are vulnerable road users themselves being involved in a disproportionate number of accidents which often involve other road users.

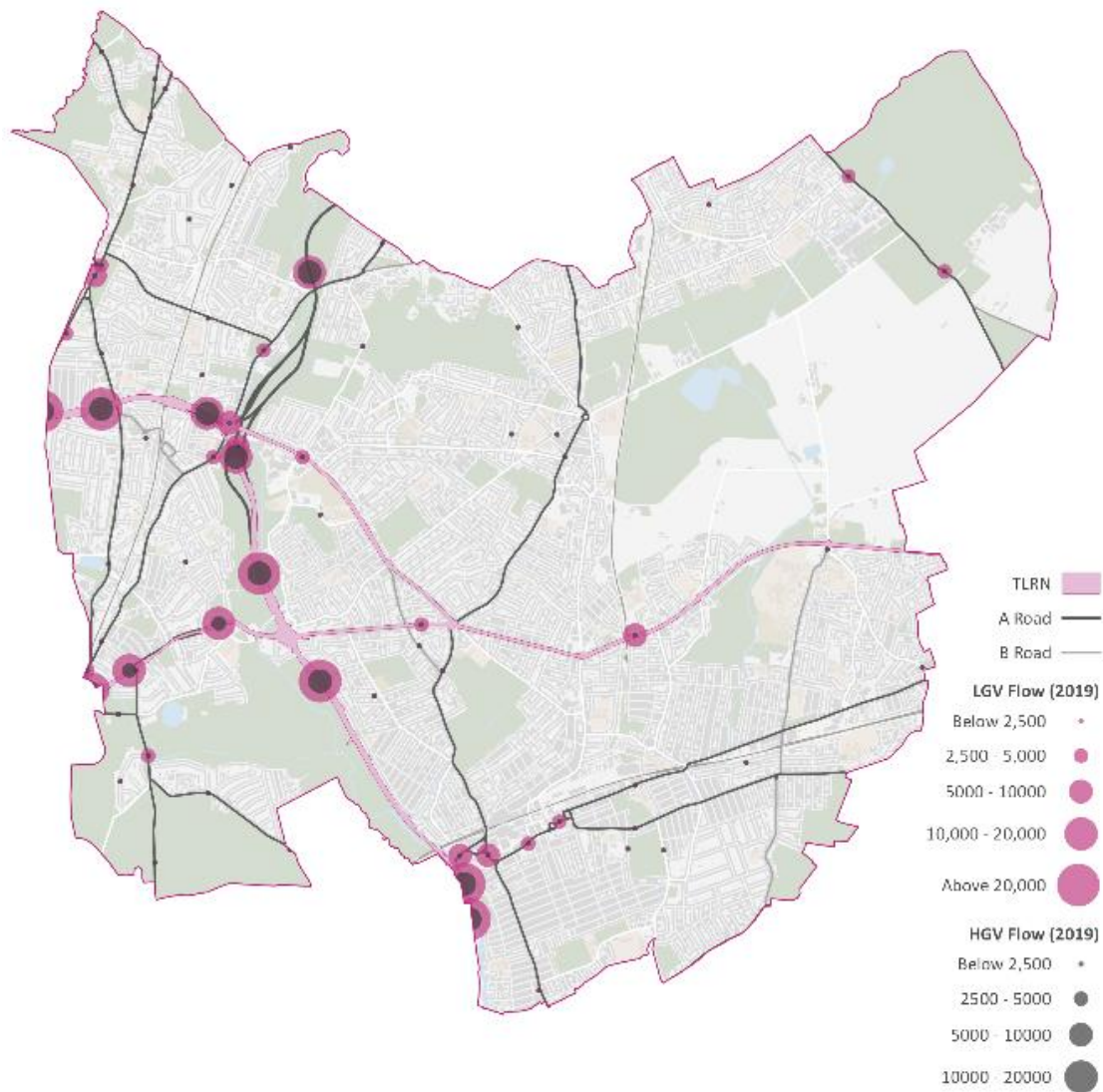
Freight in Redbridge

As shown in the figure overleaf there are several hot spots of freight vehicle flows across the Transport for London Road Network and the local highway network, concentrated in the west of the Borough on key roads such as the A406 (North Circular Road), A12 and M11. The Council can encourage the sustainable management of deliveries and servicing to relieve pressure at these pinch points on our road network.

Key issues include:

- Congestion impacting (and partially caused by) freight in and around the Borough.
- Air pollution, noise and other negative impacts of local deliveries and servicing (i.e. hours of delivery and servicing).
- Lack of local co-ordination of deliveries and servicing for businesses limiting the potential efficiency of operations.
- Lack of micro- consolidation centres to facilitate sustainable last-mile deliveries.
- Freight and fleet vehicles are not decarbonising fast enough to align with the Borough's targets.

Road traffic flows in the Borough (Light and Heavy Goods Vehicles)



Source: Road traffic statistics (Department for Transport, 2019)

What are we going to do?

- Support business deliveries and servicing by helping businesses and employers to coordinate last mile delivery services, establishing micro-consolidation centres and encouraging the use of green last-mile vehicles
- Lobby delivery companies to ensure delivery drivers using powered two-wheel vehicles and bicycles are road safety trained.
- Provide safe parking facilities for delivery drivers using two-wheeler vehicles and bicycles.
- Enforce existing weight bans in areas with high traffic flows and high pedestrian footfall.

Conclusion, Monitoring and Delivering the Strategy

The Sustainable Transport Strategy for Redbridge is a long-term vision for a greener, healthier and more connected borough, where people can enjoy safer, cleaner and more accessible transport options to keep Redbridge moving. It is based on four key themes: improving air quality and reducing emissions, enhancing road safety and security, increasing connectivity and accessibility, and supporting sustainable growth and regeneration. These themes were brought about from working with key stakeholders in the community that form the basis of the strategy.

The strategy outlines a range of ambitious actions and targets that will be delivered over the next 17 years, such as expanding upon and upgrading the network of cycle routes and road safety zones the borough has, making the Borough feel safer for women and vulnerable groups, increasing the electric vehicle charging network, lobbying for improved rail and bus services, increasing the number of school streets and developing more and better travel plans, implementing measures to improve accessibility and inclusivity, and working with developers and stakeholders to ensure new developments are well-connected and support sustainable transport modes. It also provides key actions and targets around improving biodiversity, enhancing the environment and responding to climate emergency that the borough declared. These actions and targets are in line with the current Mayor's Transport Strategy up to 2041 and the actions set in the strategy are broken down into short, medium, and long term objectives.

The strategy also recognises the challenges and risks that the borough faces if it does not act to address the current and future transport issues, such as increasing road casualties and injuries, worsening air quality and public health, growing congestion and delays, reduced access and mobility, and loss of character and identity.

We will need to work closely with local communities and partners to deliver the vision for transport in Redbridge. The ambitious targets we have set cannot be achieved by Redbridge working alone; efforts will include working in partnership with all sectors of the local community and external partners including Transport for London, the health sector, the police, employers, schools and neighbouring authorities.

Future reporting

To keep the Sustainable Transport Strategy current with the continually evolving policy context, and to ensure the action plan remains ambitious and focused on local delivery, this document will be refreshed every five years.

The next reviews will be in 2029 and 2034. These regular reviews will also ensure that the Council can reflect on the progress made against targets, the delivery of actions and allocation of funding. Annual monitoring of the report will be required to ensure the necessary steps are being taken to achieve the short- and medium-term targets. This is likely to involve collaboration with other Council departments, TfL, local residents, businesses and schools.

Funding sources

The Strategy is aspirational with what we want to achieve. The actions identified show the opportunities that are available for Redbridge to create a more sustainable transport system to keep Redbridge moving. However, it should be noted that this is a guiding

document for the Council and to achieve everything set out in the strategy is subject to funding. Every opportunity will be taken to secure funding to improve the transport opportunities and quality of the environment in Redbridge.

The Strategy will be funded through a variety of potential sources. These could include Council funding, the Local Implementation Plan, Mayoral Community Infrastructure Levy and we will seek opportunities to co-fund schemes and projects with other service areas, to enable the best use of the funding available.

Finally, the strategy provides a clear and comprehensive framework for keeping Redbridge moving, and delivering a better quality of life for everyone who lives, works, studies or visits the borough that is deliverable, yet ambitious. It provides the policy framework to unlock funding, and ensure accessibility to transport is equitable across the borough and the Council will look to deliver on of its actions and targets set out in this strategy.