

London Borough of Redbridge

Sustainable Transport Strategy – 2025 to 2041



Keep Redbridge Moving

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Foreword

Redbridge is a diverse and thriving borough, which is one of the fastest growing boroughs in London. Our transport network is vital to our economy and our communities. The choices we make about investments and priorities will shape the borough for years to come.

The choices people make about how they travel also have critical impacts on their health, safety and wellbeing and are defined by the transport opportunities available. These transport choices also have wider impacts on the economy, the environment, air pollution and wider climate.

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 and 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 and economy 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 the actions within 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, more affordable and greener travel choices.

A separate Parking Strategy for Redbridge will be developed once the extent of the action plans have been determined to support the delivery of this strategy.

The borough has seen significant population growth in recent years 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 increase the demand for 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.

The evidence base can be found in Appendix A. An easy read version of the strategy can be found in Appendix B. The long list of actions can be found in Appendix C. A summary consultation report of the key findings that have informed this strategy is provided in Appendix D.

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 (TfL) 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 developments, as well as longer-term travel impacts from the global Covid-19 pandemic, might influence travel behaviours and impact the requirements of our transport network. 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 which are provided in Appendix C. 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 the conclusion.

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 three quarters 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. The recommendations included actions for the Council, as well as areas for the Council to lobby TfL to improve transport choices 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 improve the accessibility of our transport networks, to keep people safe and active, to encourage greener travel choices and to keep the borough moving:

Safety: There are too many injuries and deaths on our roads. According to Transport for London, in 2023, there were 772 casualties on the road network in Redbridge, including 8

fatalities¹. There are persistent challenges with speeding and dangerous driving, impacting the most vulnerable and deprived people in our communities. Bus and rail services and stations do not feel safe for all people, particularly women.

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

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

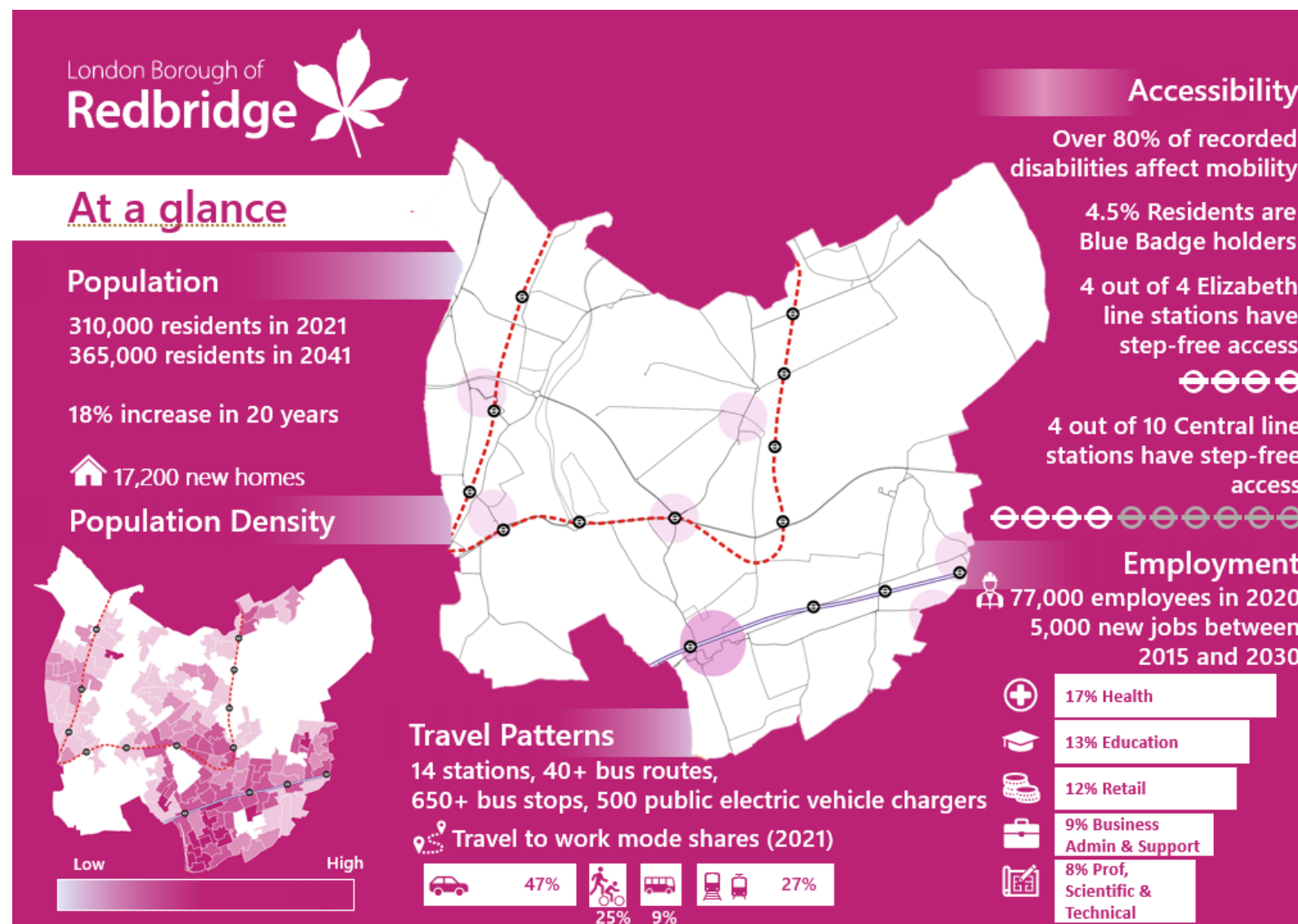
Poor health: As well as air and noise pollution hotspots, obesity levels, long-term illnesses and physical inactivity rates are higher in Redbridge than other London boroughs, with 38.4% of children in Redbridge in year six of primary school overweight or obese². Too often, the transport system and transport 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 adding costs to the local economy. Population growth in Redbridge and neighbouring boroughs, as well as high levels of car dependency in some parts of the borough, will increasingly exacerbate congestion, without efficient, sustainable and appealing alternatives.

¹ Transport for London (2024), Road collision statistics

² Fingertips, Department of Health and Social Care (2024). Year 6 prevalence of overweight (including obesity) (10-11 yrs).

Figure 1: Redbridge at a glance



Where will Redbridge be if we don't act?

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

- Residents will continue 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. 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.**

Policy linkages and principles

This strategy is essential as the UK tackles the legacy from the Covid-19 pandemic, Brexit, inflation and cost of living challenges, and the climate crisis. The strategy will aim to complement the borough's response to its declared Climate Emergency, help to 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.

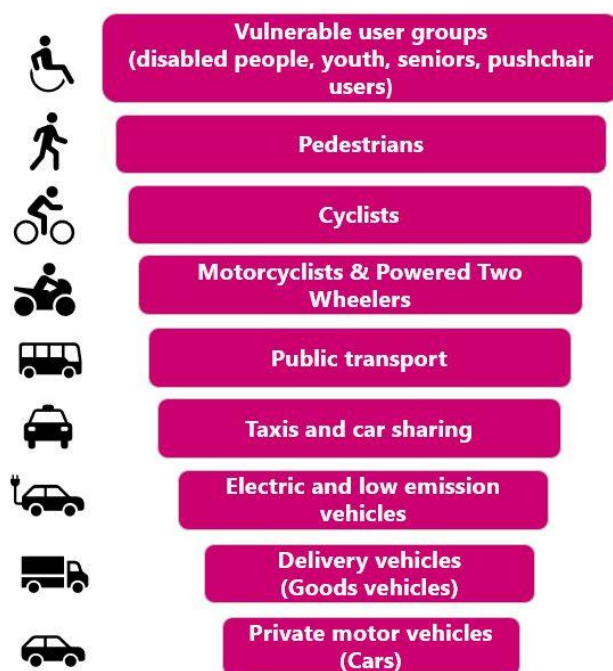
Our strategy is closely aligned with the Mayor of London's Transport Strategy and 'Healthy Streets Approach', which focuses on embedding public health in transport, public realm and planning. In turn, this will improve road safety, relieve road congestion, improve air quality and increase physical activity.

The strategy complements and integrates 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 (LIP) for Transport (2019 - 2041). The Council will report progress on the action plan (provided in Appendix C) 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.

We have adopted a sustainable transport 'Road User Hierarchy', which 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 who are most at risk from road traffic: 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.

Figure 2: 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 Figure 3 sets out five types of areas which the Council will consider when planning transport between now and 2041. This framework aligns with that used by TfL to define areas by their 'movement' and 'place' roles. Figure 3 provides an insight into how different neighbourhoods, centres and roads should be characterised to keep Redbridge moving and rebalance street priority to ensure vulnerable road user groups, pedestrians and cyclists feel safe.

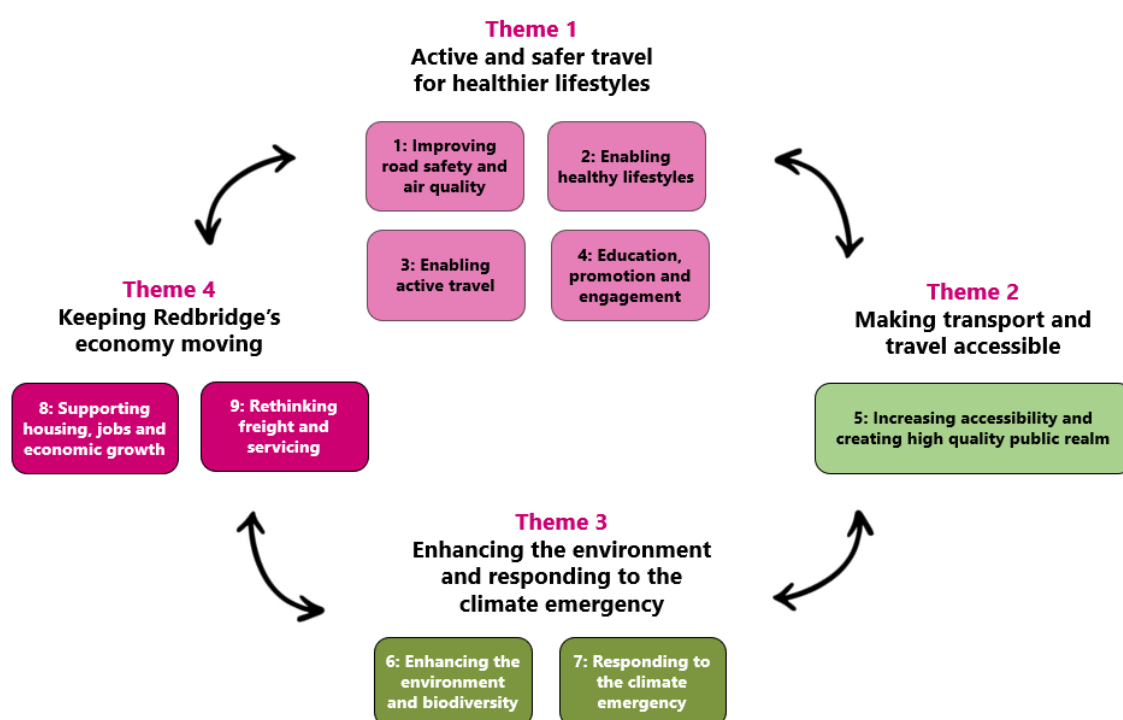
Figure 3: Movement and Place Framework



How the Transport strategy will be used

- The **nine priorities** for the strategy are shown in Figure 4 – 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 in order 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 C) spread across the short-term covering the next five years, the medium-term covering the next ten years, and the long-term to 2041.

Figure 4: Transport strategy priorities

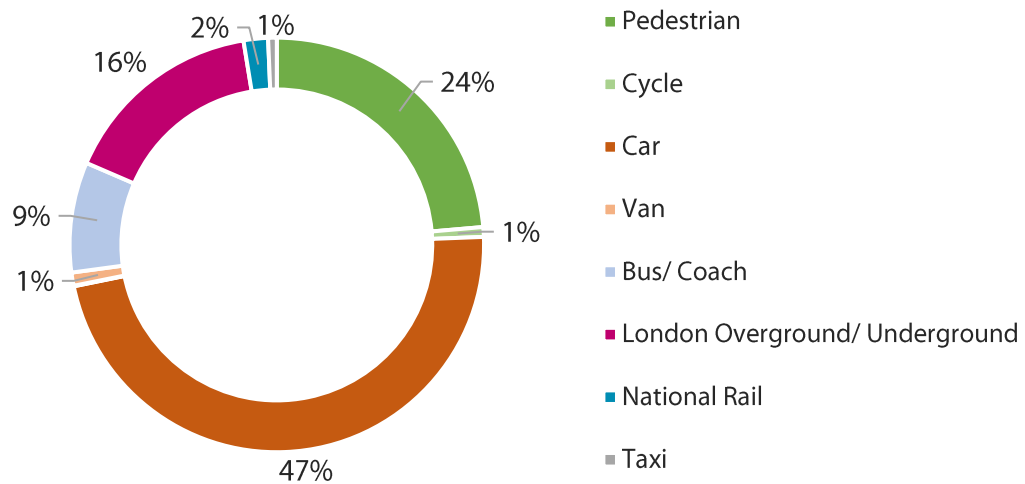


How people move around in Redbridge

Population growth in Redbridge and the surrounding boroughs will lead to increased levels of congestion on Redbridge's roads, especially if people continue to rely solely on private car use. To keep Redbridge moving, reliable sustainable travel options that involve walking, wheeling, cycling and public transport are required.

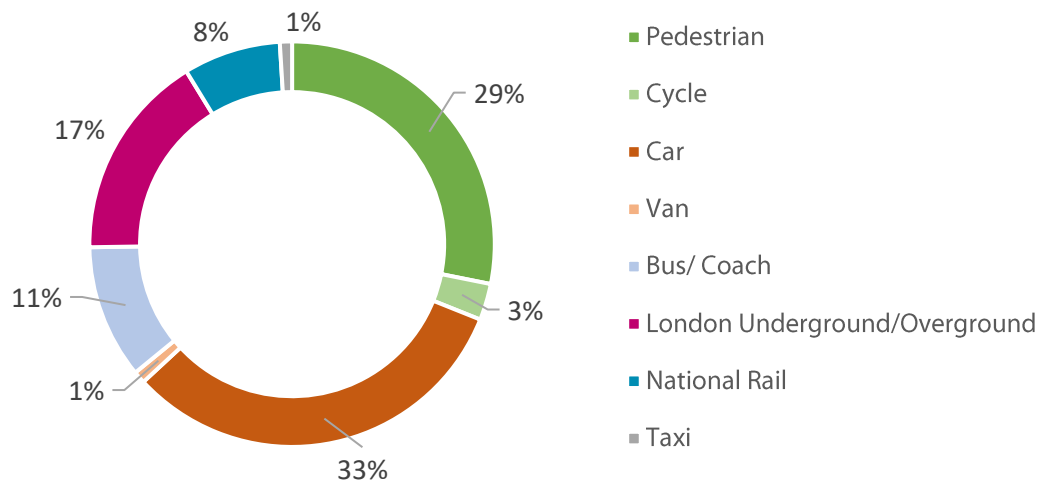
The split in transportation mode use over recent years and the future mode share split are shown below. **This strategy aims for 75% of all trips to be made by sustainable and active modes, including public transport, walking/wheeling and cycling by 2041.** This is in line with the targets identified in the Redbridge LIP and the Mayor's Transport Strategy.

Figure 5: How people travelled in Redbridge in 2021



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

Figure 6: 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 recognises 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 and reducing the number of serious and fatal injuries is a priority 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. To accomplish this, we will work with the relevant partners to improve infrastructure, safety, information for pedestrians and cyclists, and increase 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 the 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

We will address key road safety issues to reduce serious and fatal injuries to those travelling within the Borough, which may also currently prevent people from making active and sustainable travel choices.

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.

We will work with women's safety groups, the Metropolitan Police, TfL, the British Transport Police, the Council's Community Safety team and other stakeholders, to raise issues round women's safety on the street and on public transport.

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 that people are aware of the choices available. Schools and workplaces across the borough will commit to promoting greener and safer forms of travel where possible.

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, 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 26 primary schools across Redbridge to improve safety, encourage modal shift and improve air quality around schools.

Community Road Watch: This 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 for exceeding the speed limit at operating locations.

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, which include measures to reduce speeds for vehicles along those routes and improved wayfinding.

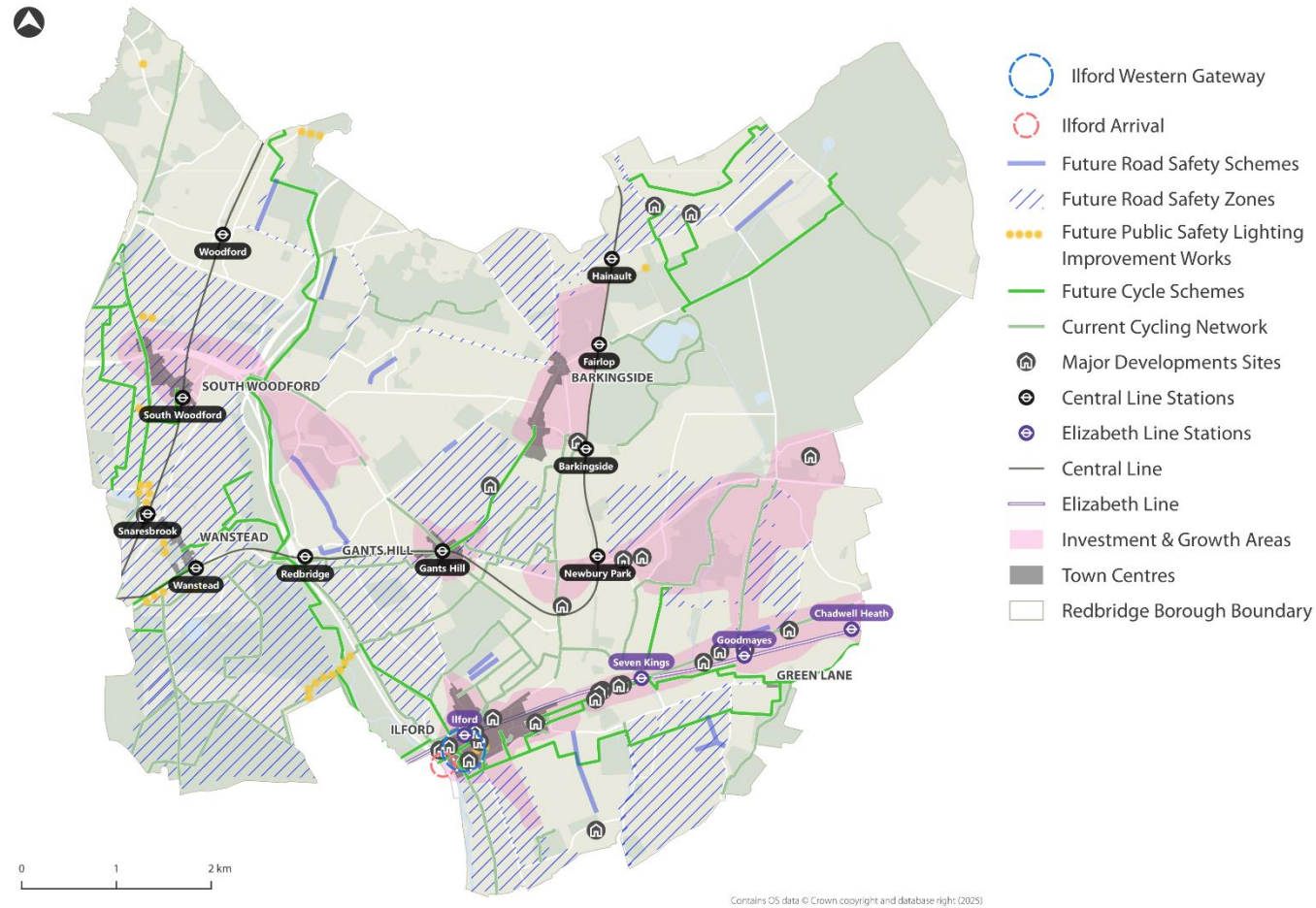
Working With Communities: Since February 2020, the borough has provided support to communities through loan bikes, training, and matched grant assistance. In 2023, over 520 bikes were safety checked and had minor adjustments made for free, to ensure they are roadworthy in schools and community settings.

Cycle training hubs are 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. In 2023, 1,200 school pupils were 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.

The Council will also work with various stakeholders, including the women's safety group, to improve safety for women and vulnerable residents around the borough and while using public transport. The first programme has identified locations whereby women feel unsafe at night and the Council, as part of this strategy, will complete improvements to the lighting in those areas to make women feel safer. Redbridge is also working towards recognition as a UNICEF Child Friendly Community, therefore, measures within this theme will support the achievement of this ambition. The other priority is around the public transport network, taxis and private hire vehicles, where the borough will work with organisations such as TfL, British Transport Police, Community Safety and the Metropolitan Police to address harassment, crime, and other safety issues women raise in the borough, to ensure that people can travel safely within Redbridge.

Future Projects: 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 in Figure 7 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 Arrival proposals, which seek to create a green gateway to Redbridge and Newham from the A406 North Circular Road.

Figure 7: 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 2019³. 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.

During consultation for the strategy, improving road safety and air quality was selected as the most important priority by survey respondents, with 58% of respondents ranking this priority as being 'very important'.

Road Safety

Table 1 shows the number and type of collisions from 2019 to 2023 in Redbridge. Over the past five years, there has been an average of 819 reported incidents per year 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 be described as "life changing" for people and will have serious consequences for their future life.

Table 1: Collisions in Redbridge (2019 – 2023)

Collision category	2023	2022	2021	2020	2019	Average
Fatal	8	2	3	2	2	3
Serious	90	94	76	83	100	89
Slight	674	767	749	665	785	728
Total	772	863	828	748	887	819

Source: Transport for London (2024), Road collision statistics

³ Department for Rural and Foreign Affairs (2020), Air pollution statistics

In 2022, Redbridge had the second highest number of collisions in comparison to its neighbouring Boroughs. These figures, taken from TfL 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.

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 areas⁴.

As shown in Figure 8, Redbridge has a higher number of casualty types compared to the Outer London average, and has a higher number of fatal casualties than Barking and Dagenham, Havering and Waltham Forest.

Figure 8: 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 Borough's 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.

⁴ Transport for London (2023) Inequalities in road danger dashboard, Redbridge

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.

Table 2: 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

Community and Personal Safety

Improving safety for all is integral to encouraging individuals to switch from using their car to travelling by public transport, foot or cycle. Often the perception of personal safety can be a barrier to using these modes, and so is imperative to delivering the goals of this transport strategy. The perception of safety when navigating journeys may vary across individuals and our diverse communities. For instance, in response to the fear of violence, women and girls routinely make strategic decisions about where, when, and how they travel through public space. 68 per cent of female Londoners reported that they worry about harassment on public transport⁵. To improve this experience for women, the council can consider improved lighting and surveillance on active travel routes and public transport networks. Furthermore, the widening of the pavements along key desire lines can help indicate safe and accessible public spaces. These measures collectively can improve the experience of places and transport in our borough.

LGBT+ individuals experience higher rates of discrimination and harassment in public spaces and on public transport. The 2021 Walking and Cycling Index found that only 51 per cent of people who identified their gender 'in another way' (including transgender and non-binary) feel welcome and comfortable walking in their neighbourhoods compared to 65 per cent of women and 67 per cent of men. Similarly, only 59 per cent of LGBT+ individuals feel welcome and comfortable walking in their neighbourhoods,

⁵ <https://www.london.gov.uk/sites/default/files/2024-09/Safety-Women-Girls-and-Gender-Diverse-People-Phase-II.pdf>

compared to 67 per cent of heterosexual people. Religious groups may also face issues in relation to personal safety in public spaces, as religious hate crimes have increased over recent years.

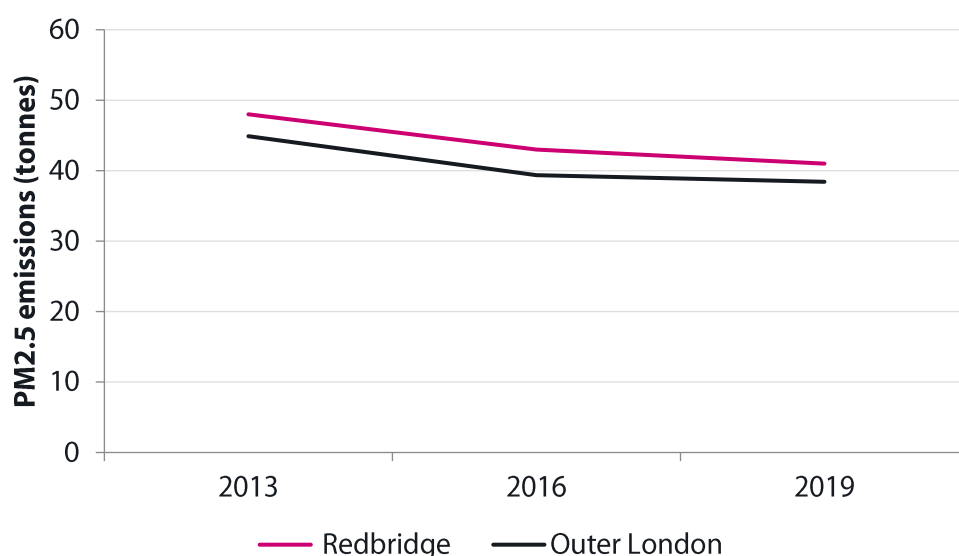
Therefore, ensuring that the public realm which accompanies our transport network enhances the perception and experience of personal safety will be critical to ensuring that the benefits of our Sustainable Transport Strategy are extended equitably to all users. Moreover, creating safe environments for all street users and enabling individuals to pursue travel by healthier modes will increase the attractiveness of living, working and visiting the Borough.

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

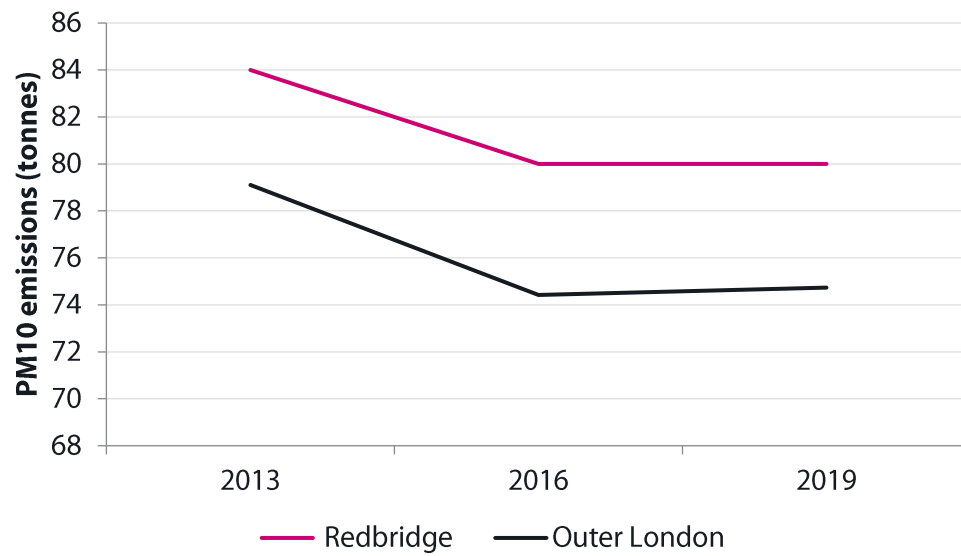
The main sources of air pollutants within the Borough originate from road transport emissions, particularly from heavily used roads including the A406, A12, A1400 and M11. Levels of particulate matter (PM2.5 and PM10) have remained higher in Redbridge than the Outer London average between 2013 and 2019. 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.

Figure 9: Levels of PM2.5 across Redbridge and Outer London (2013 to 2019)



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

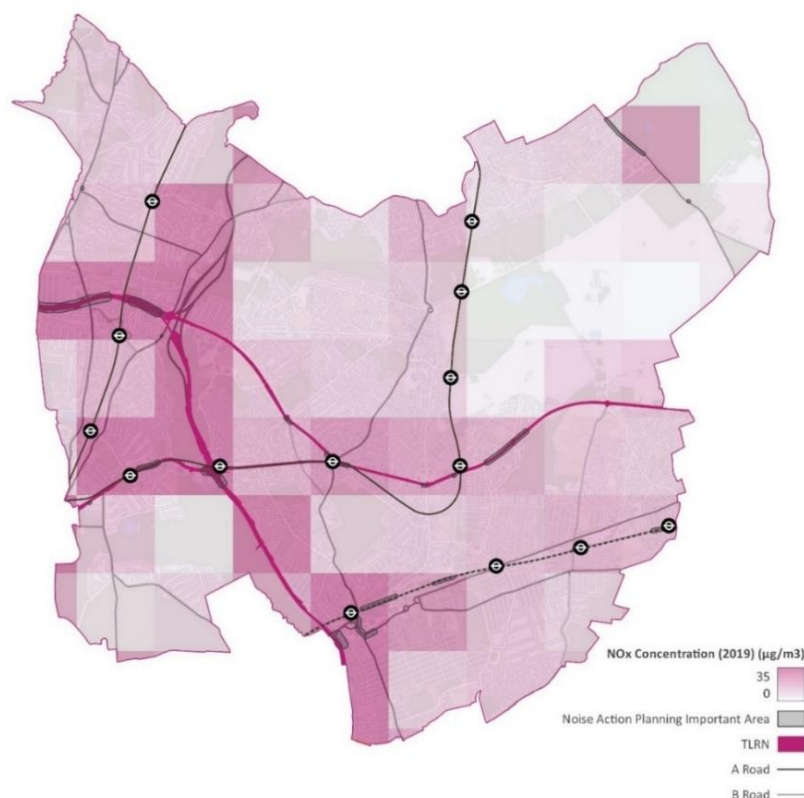
Figure 10: Levels of PM10 across Redbridge and Outer London (2013 to 2019)



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

The London ULEZ One Year Report⁶ shows that concentrations of NO_x have fallen over time at monitoring sites in Redbridge. At Gardner Close, levels dropped from 37 µgm⁻³ in 2019 to 25 µgm⁻³ in 2022, and at Ley Street from 30 µgm⁻³ in 2019 to 25 µgm⁻³ in 2021. The Council will continue to review the impacts of ULEZ on reducing NO_x emissions going forward.

Figure 11: NO_x concentration across Redbridge



Source: Department for Environment, Food and Rural Affairs (2020), nitrogen oxides concentrations

Poor air quality and high levels of noise affect those most vulnerable, particularly children and the elderly. 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.

⁶ Inner London ULEZ Expansion 1 Year Report

What are we going to do?

- Develop a rolling programme of the top ten most dangerous junctions and begin to create improvement plans for them
- Continue to actively engage and consult on our road safety schemes with residents.
- Look to implement road safety zones that are data driven. These zones may include a reduction in speed limit and subsequent traffic calming measures alongside better pedestrian crossings where applicable
- 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.
- Install more cycle parking facilities at Council properties, public areas and key destinations across the borough.
- Ensure that every resident is within a 3 minute walk of an electric vehicle charge point by 2030.
- As part of the sustainable neighbourhoods programme improve provision of cycle networks helping people choose alternative forms of transport; our proposed cycle network expansion represents our initial focus areas, and building upon this vision over the course of the Transport Strategy will be critical to achieve our 2041 vision.
- Work with the Police, TfL and other stakeholders in influencing behaviours on speeding and driver behaviour.
- Work with partner organisations, such as TfL and emergency services, when implementing traffic calming measures.
- Implement mandatory road safety audits for all transport projects on Redbridge's roads, throughout design to post-construction.
- Undertake road safety reviews at key collision hotspots across the borough.
- Work across different parts of the Council to consider safety requirements in the planning, design and delivery of transport interventions
- Work with all stakeholders and women's safety groups to improve women's safety within the borough.

Targets (subject to funding)

Goal	Baseline (2025)	Short Term (up to 2030)	Medium Term (up to 2035)	Long Term (up to 2041)
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>An annual mean concentration of 20 µg/m³ of PM_{2.5} 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>An annual mean concentration of 20 µg/m³ of PM_{2.5} should not be 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>An interim annual mean concentration of 12 µg/m³ of PM_{2.5} should not be 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 shall not be exceeded</p> <p>An annual mean concentration of 10 µg/m³ of PM_{2.5} should 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 the physical and mental health of residents. TfL'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 community⁷.

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, it is important to ensure residents and those travelling within the Borough feel safe in doing so. The consultation engagement highlighted that safety is often a barrier for women making journeys around Redbridge. Residents should have adequate access to that infrastructure that connects well with other forms of transport, such as bus routes and train stations, as well as to 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, as well as a lack of safe and secure cycle parking facilities. The Borough also lacks high-quality wayfinding within 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.

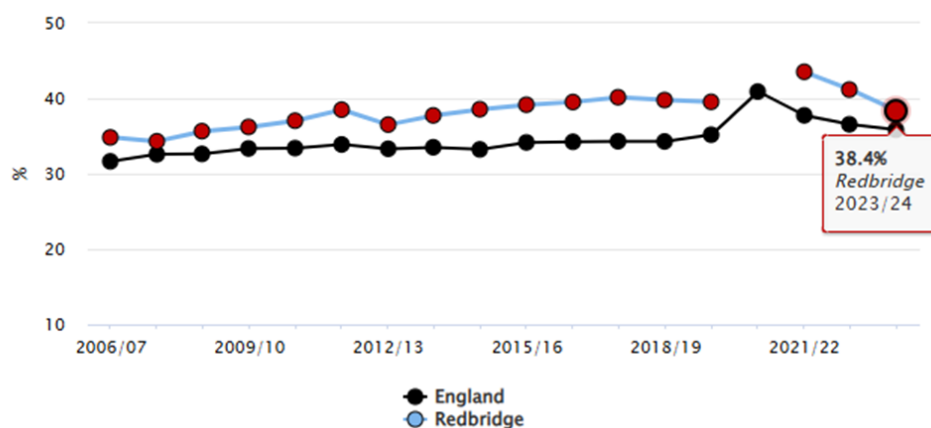
In early 2024, the active travel network was reviewed by the Council's Clean and Green Policy Development Committee. Recommendation number 10 involves improving cycle infrastructure in the borough and linking routes together combining quiet routes with segregated lanes. Quiet routes are routes that mixing cyclists with vehicular traffic can be safe on roads with existing low volumes of traffic, with the provision of additional signs, lining, and some speed reduction measures.

⁷ **Walking and cycling: the economic benefits**. Transport for London.

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. 38.4% of Year 6 children are considered either overweight or obese⁸, compared to an England average of 35.8%. The Council and its partners need to act now 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 Outer London Borough average 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.

Figure 12: Prevalence of overweight (including obesity) in Year 6 children in Redbridge, compared to the England average (2006/7 – 2023/4)

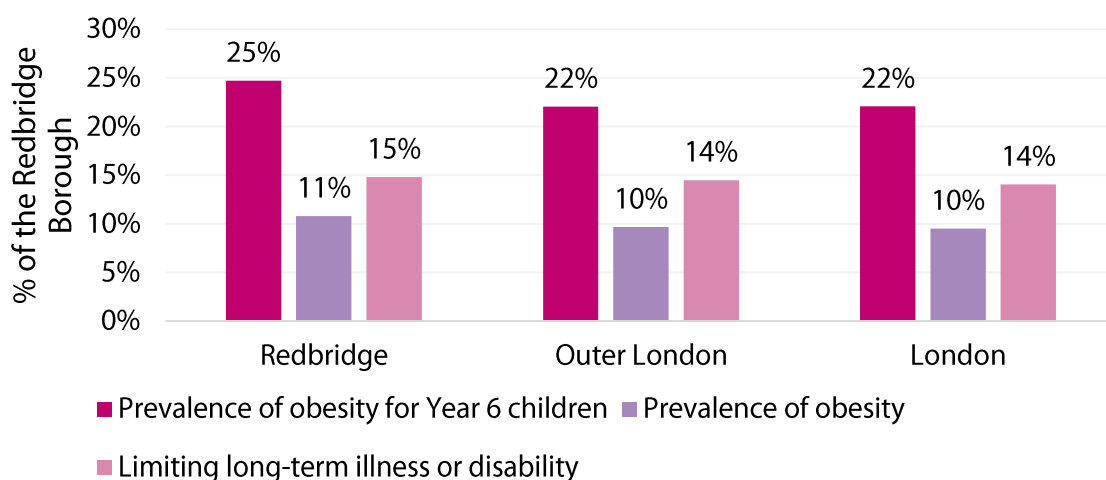


Source:

Department of Health and Social Care (2024). Year 6 prevalence of overweight (including obesity) (10-11 yrs)

Figure 13: Prevalence of obesity across Redbridge, Outer London and London (2017 – 2020)

⁸ Fingertips, Department of Health and Social Care (2024). Year 6 prevalence of overweight (including obesity) (10-11 yrs).



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, 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.
- The Council's Highways and Transportation team will work with other services to continue engaging with women to better understand their travel experiences and how these can be improved.

Targets (subject to funding)

Goal	Baseline (2025)	Short Term (up to 2030)	Medium Term (up to 2035)	Long Term (up to 2041)
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%

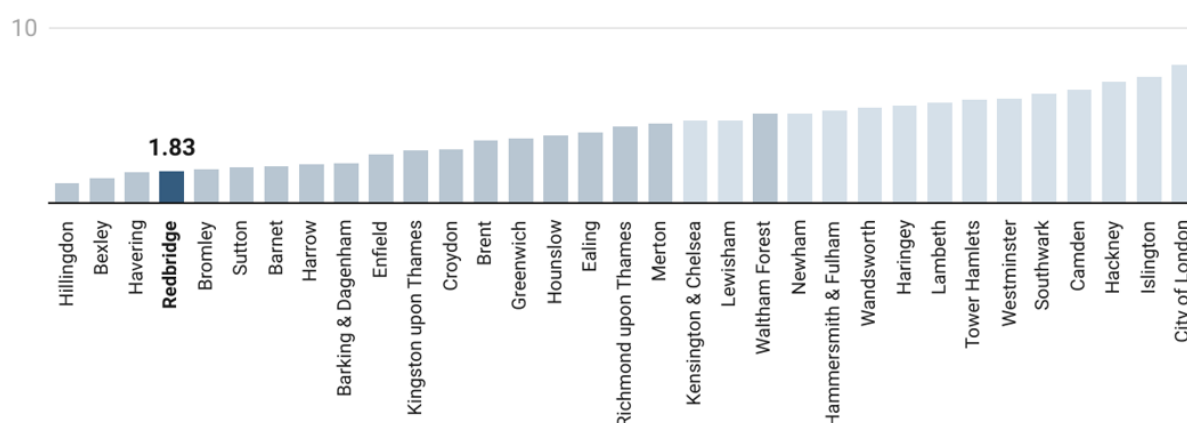
NOTE: Average journey times reflect public transport times to destination calculated by DfT Journey Time Statistics (2019)

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 more needs to be done to meet Redbridge's target of 65% of trips to be made by these sustainable modes, as outlined in the borough Local Implementation Plan.

Figure 14: 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. Moreover, mode shift towards active travel can help to reduce congestion and help to keep Redbridge's roads moving.

The Council's Clean and Green Policy Development Committee report (February 2024)⁹ sets out three clear recommendations to focus on improving the walking and cycling networks in Redbridge:

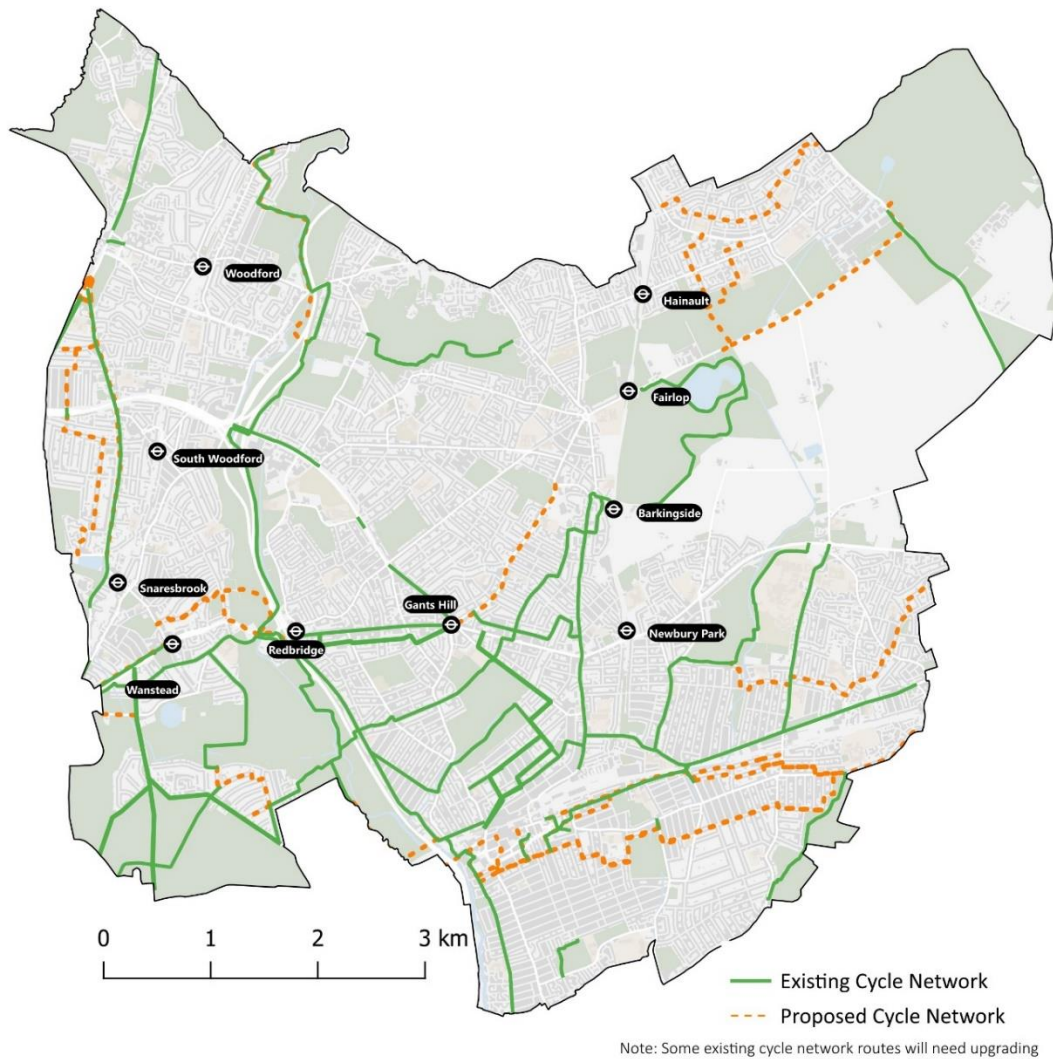
1. Build up knowledge on the condition of the footway and produce a forward programme for footway renewals
2. Improve signage and development of walking maps to encourage people to walk
3. Improve cycling infrastructure in the borough and look to link routes together combining quiet routes with segregated lanes

Our cycle network

Analysis conducted by TfL shows that 19% of the borough's population lives within 400 metres of London's strategic cycle network, as of 2024, which is above the Outer London median of 14%. There are significant opportunities in Redbridge to increase this figure with borough strategic routes on quiet residential roads and on-street cycle amenities, utilising the space available for safe crossings and junction improvements. Implementing proposed cycle routes and upgrading existing routes would bring the cycle network within reach of many more residents. The existing and proposed cycle network is shown in Figure 15. The proposed cycle routes represent the first five-year phase of the programme towards achieving our 2041 vision and will evolve and expand over time subject to funding received.

9 Agenda Document for Clean and Green Policy Development Committee,
15/01/2024

Figure 15: Existing and proposed cycle network (first five-year plan)



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, representing the first five-year phasing plan towards achieving our 2041 vision, and will be expanded upon in the next phasing plan.
- Upgrade existing cycle routes and implement new cycle routes to make cycling to work and school quicker and safer.
- Improve on-street cycle parking facilities in town centres and near to key services across the Borough.
- Provide new safe cycle links to improve connectivity within and between town centres, places of employment, green spaces and transport hubs.
- 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.
- Investigate new leisure walking routes by improving park and green space access, or through route access for walking.
- Improve on-street cycle parking facilities and storage facilities, informed by user demand.
- Identify interventions that will help to support different cycle users (such as commuter, leisure, and everyday cyclists).
- Explore incentives for young people to engage in active travel.

Targets (subject to funding)

Goal	Baseline (2025)	Short Term (up to 2030)	Medium Term (up to 2035)	Long Term (up to 2041)
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

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

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 the benefits of travelling by sustainable modes. Providing people and groups with the tools and knowledge necessary to engage in sustainable travel will help to reduce the number of journeys by private car and encourage an uptake in 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 congestion using promotions and incentives to make the change fun and engaging.

Meeting the Council'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 to 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 205 cycle parking facilities, providing a mix of daily use and long-term secure cycle storage. In the last financial year, the Borough has installed 13 bike hangars.

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*¹⁰, who run regular weekday and weekend rides specially for women only.

¹⁰ **Cycle Sisters | Muslim womens' cycle group charity**

Figure 16: Examples of promotion and engagement initiatives on travel in Redbridge



What are we going to do?

- 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.
- Adopt an inclusive approach to engaging with different community 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.
- Work with vulnerable road users, such as children, to understand experiences and perceptions of personal safety and security around stations and on the streets and explore options for interventions such as better lighting and security measures.
- 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 improvements, use their knowledge and actively engage when designing new routes or upgrading existing ones.
- Lobby TfL for additional funding for cycle hangars and consult on potential locations.

Targets (subject to funding)

Goal	Baseline (2025)	Short Term (up to 2030)	Medium Term (up to 2035)	Long Term (up to 2041)
Increase share of schools signed up to TfL 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, 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 for 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, recommended from the work undertaken by the Council's Clean and Green Policy Development Committee, is critical for encouraging walking, wheeling, cycling and using public transport. The public realm needs to be versatile and accessible to people from different cultural and age groups (including children, disabled people and the elderly) who will use spaces in different ways.

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 will 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:

Ilford town centre transformation: A recent success includes the new public realm improvements, such as new natural stone paving, benches, lamp columns, children's play activities, and bins.

Ilford Lane walking improvements: The Council engaged with residents, businesses and schools to identify ways of making it easier to walk and shop on Ilford Lane. The proposals include signalised pedestrian crossings and footway improvements to accommodate residents and local commercial activity. Potential crossing points were identified, based on desire lines gathered from video surveys and noting key accident hotspots along Ilford 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.

Our initial accessibility improvement proposals are shown in Figure

Priority 5 – Increasing accessibility and creating high quality public realm

Background

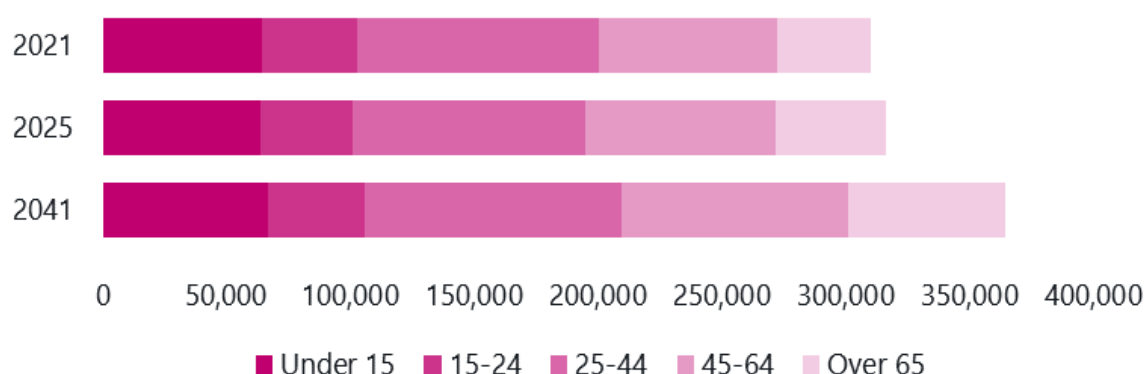
Increasing accessibility and creating high quality public spaces can remove barriers to sustainable travel choices. This strategy will help to address the challenges and opportunities for how the built environment and transport services can cater for the needs of a diverse population. This priority considers 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.

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 tend to need more accessible infrastructure.

Figure 18: Redbridge age profile 2021, 2025 and 2041



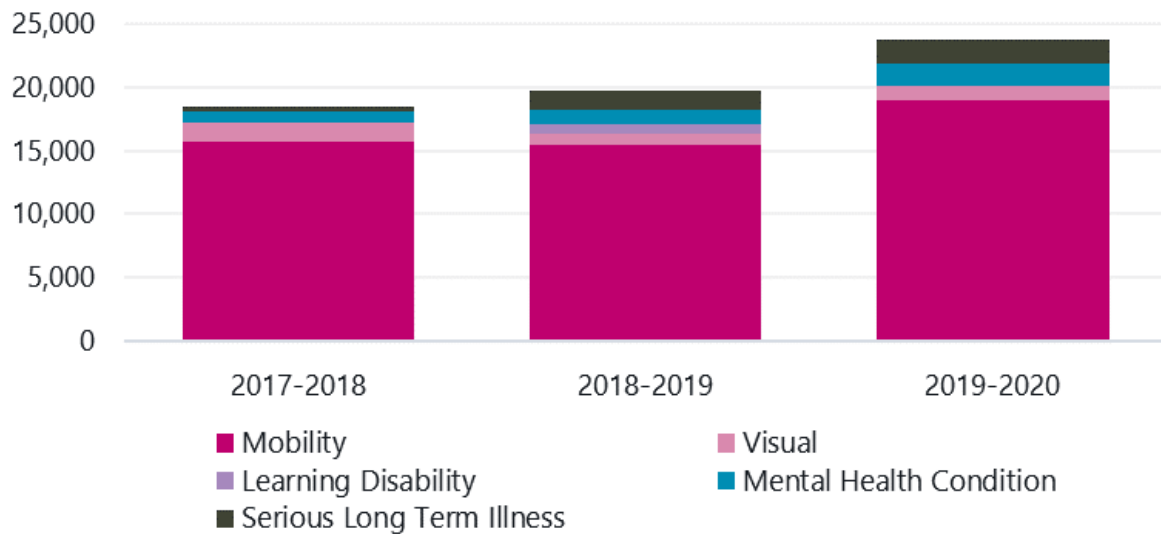
Source: Census (2021) Age profile

Prevalent disabilities

London Travel Demand Survey data¹¹ 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 Borough has seen an increase in mobility, visual, mental health and serious long-term illnesses, as shown below:

¹¹ Transport for London (2021), London Travel Demand Survey

Figure 19: 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 reliability

In order to encourage people to travel by public transport, public transport needs to be frequent, reliable and high-quality

There is poor transport connectivity in certain parts of the borough, such as Hainault, Aldersbrook and Clayhall, as well as insufficient public transport to hospitals and business parks. Pavements are often cluttered with street furniture which limits space for pedestrians.

The Central Line, an important connection across the borough and towards central London, can be difficult to access for people who have physical impairments, often due to an absence of lifts. Furthermore, ageing Central Line fleets will likely impact reliability in the coming years. Lobbying TfL to implement step-free access in all of the stations across Redbridge, as well as incoming upgrades to Central Line carriages, will work to improve reliability accessibility, providing a sustainable alternative to the private car.

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).

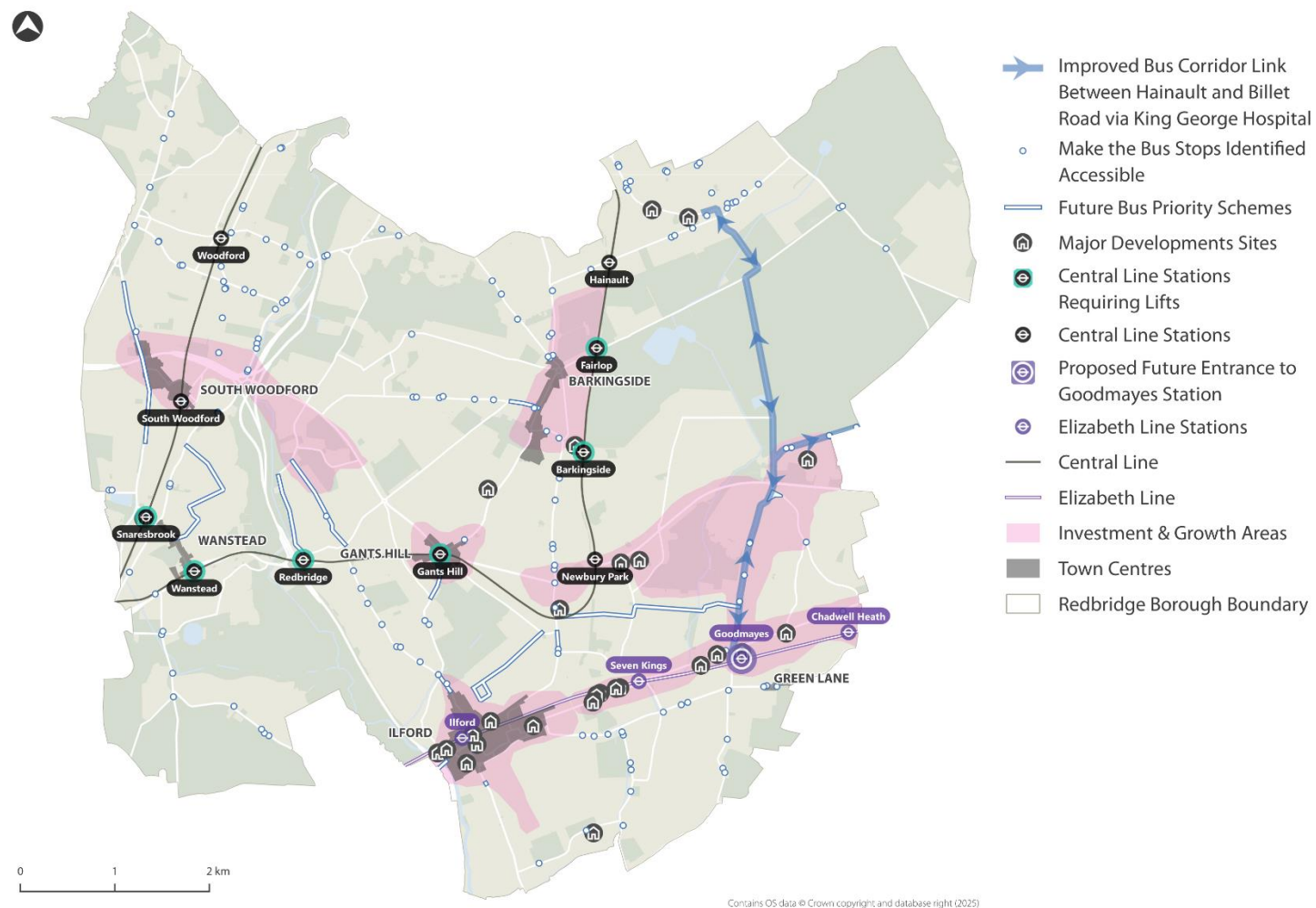
Ilford has few publicly accessible open spaces, as an increasingly densely populated urban environment. Alternative approaches are needed to enhance the public realm, which

could include opening up access to land around the River Roding, 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, as well as junction and signalling measures (such as signal priority and bus gates).
- Lobby TfL for funding to make all bus stops across the borough accessible.
- Work with TfL to prioritise, and secure funding for, the introduction of 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.
- Continue to lobby for bus provision in the northwest of the borough, with particular focus on the route from Snaresbrook to Hackney.
- Continue to lobby TfL for improvements to the reliability and frequency of bus connections to Whipps Cross hospital.
- Engage with accessibility groups to develop a Council design guide that prioritises accessible transport infrastructure, such as dropped kerbs and street furniture.
- 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.
- Work with TfL to promote Dial-a-Ride service in the borough and increase awareness of the operation for users.
- Work with TfL to improve the Dial-a-Ride service for our residents.

Figure 17: Schemes the Council is lobbying to make transport and travel accessible



Targets (subject to funding)

Goal	Baseline (2025)	Short Term (up to 2030)	Medium Term (up to 2035)	Long Term (up to 2041)
Improve average length of footway condition per year	2km	5km	6km	7km
Introduce mobility hub schemes	Limited pilot schemes	Make pilots permanent	Pilot schemes Borough-wide	Further developed schemes, Borough-wide
Creation of walking maps for leisure, historic, school and to transport hubs	Some schools have walking maps that have School Streets schemes	Walking maps created for all schools	Walking maps created for leisure and historic routes and transport hubs	Walking maps developed for any new developments
Initiate de-cluttering programme on the footways	Conduct audit on High Streets and initiate de-cluttering		Conduct audit on Principal Roads and initiate de-cluttering	Further areas audited and de-cluttered by parks and schools
Lobby TfL to reduce the number of stations without step-free access	All Elizabeth line stations have step free access, 5 out of 10 Central line stations have step free access			All Central line stations to have step free access.
Implement additional seating at high streets and key transport hubs in the Borough to enhance convenience and comfort	Some high streets, rail stations and bus stops have seating	Identify possible locations for additional public seating within town centres and near to stations,	Aim to have at least one bench or other seating every 100 meters on town centre high streets	

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, accelerating the shift towards sustainable travel and mitigating impacts on the environment are critical to the Borough's long-term sustainability. Transportation 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 increasing the amount of planting and sustainable drainage in all highway schemes. The Council will need to secure or allocate funding to help maintain biodiversity and sustainable drainage systems.

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

- Wherever possible, we will encourage the movement of both people and goods by cleaner and greener options to help the Borough to reduce congestion and achieve our goals of Carbon neutrality by 2030 and 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 and 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 just under 500 publicly available charge points across the Borough with over 700 more charge points that have been procured to be installed¹². The Council has adopted an Electric Vehicle Charging Strategy to deliver more charge points and meet future demand, with its key focus in making charge points accessible, reliable, and affordable for residents, businesses and visitors.

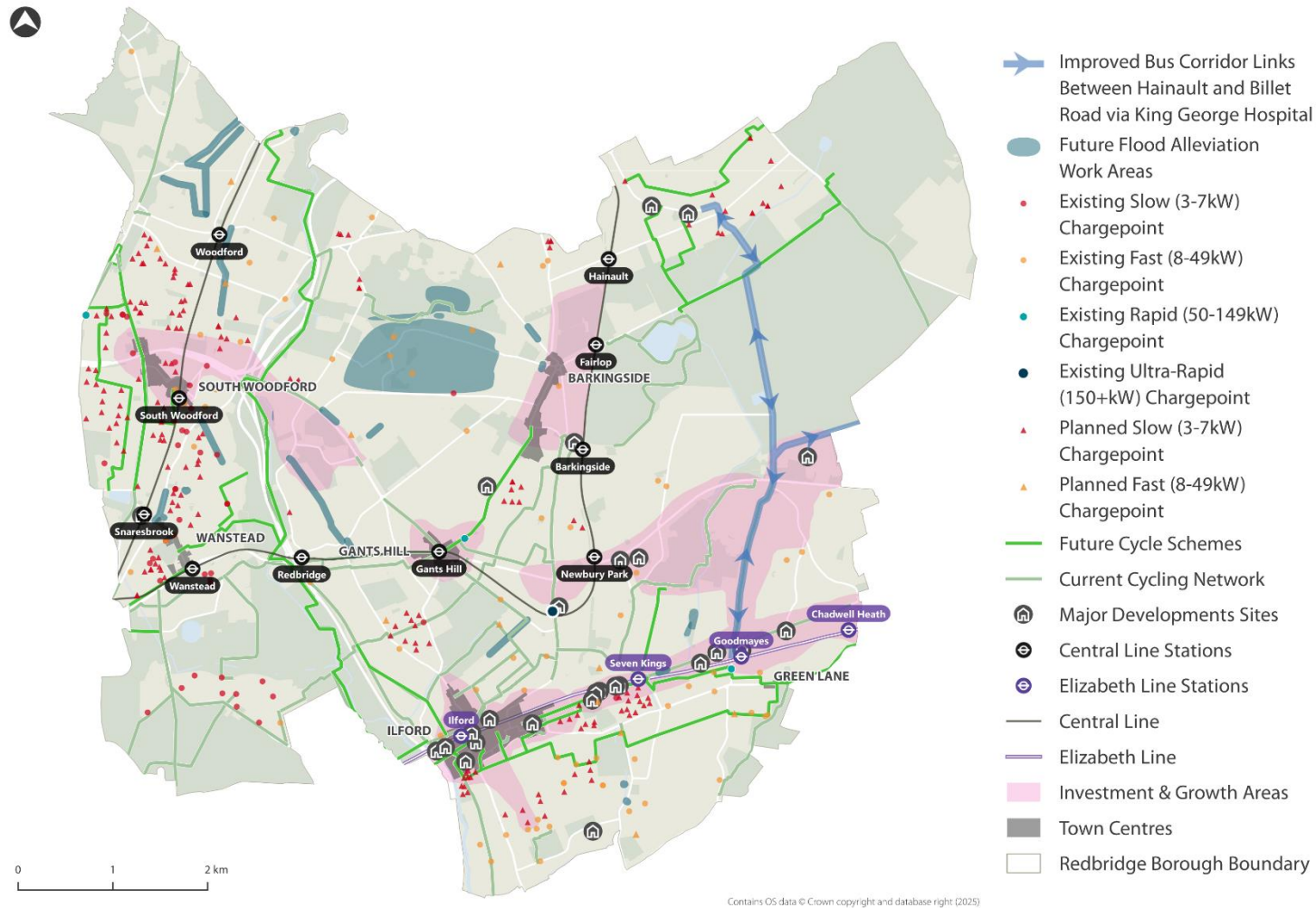
Identifying sites for green corridors and urban open space: There are opportunities for green corridors along the sides of land adjacent to roads and railways to enhance the local

¹² Redbridge Council, 2024, Electric Vehicle Charging Strategy

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 roofs, 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 Figure 20.

Figure 20: Responding to the climate emergency, flood risk and moving to cleaner vehicles (first five-year plan)



Priority 6 – Enhancing the environment and biodiversity

Background

Redbridge has over 250 green spaces (as designated by the Ordnance Survey), ranging from large open areas, to small, dedicated play or sports spaces. These are 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 can make 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 50) across the Borough to help remedy the impacts of more frequent flooding. It is also important to protect the Borough from extreme heat; 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. Redbridge is home to nine coveted Green Flag awards for its parks, which have been recognised officially as being some of the best parks in the country. There has been significant investment in Hainault Forest, including a new visitor centre and cafe, as well as additional tree planting. Fairlop Waters has also expanded with more plans under consideration for enhancing this important green space. They serve as places to enjoy nature, encourage outdoor activity, provide people with a place to meet, and benefit from improved well-being. The Redbridge 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 in Figure 21. Despite significant areas of green space in the borough, a Friends of the Earth report concludes that, in 2020, 42% of neighbourhoods in Redbridge, predominantly in the south of the borough, were 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 afield¹³. This strategy considers how we can improve access to green spaces across Redbridge, particularly for those in built-up areas.

The Borough also has various schemes for resident involvement within its parks, such as conservation volunteers and community works for natural flood management in Hainault Forest and Claybury Park. 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's "Adopt a Tree Pit" and Pollinator Pathway schemes help to boost

¹³ Friends of the Earth (2020) England's green space gap, How to end green space deprivation in England

Figure 21: Green spaces in Redbridge

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 improving public transport and active travel links, people may be encouraged to make greener and healthier journeys where possible.

Biodiversity and transport

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 simultaneously boosting biodiversity¹⁴. 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 as well as enhancing biodiversity.

¹⁴ Redbridge Council (2024) News, May 2024: 'Redbridge rain gardens are helping reduce flood risks in the Borough whilst boosting biodiversity'

Figure 22: Blake Hall Road rain garden planted by Wanstead Community Gardeners



Further rain gardens and other sustainable drainage schemes have been planned as part of a package of flood alleviation works that will increase biodiversity in the Borough while also encouraging community planting and adoption of the new green spaces.

What are we going to do?

- Improve biodiversity within the public realm by introducing community planting, increasing the planting of street trees, creating parklets, and protecting the greenbelt.
- Manage biodiversity, habitats, and other natural resources during construction of highway schemes 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 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 and former shrub beds, that would benefit from community gardening.
- Supporting community planting days.
- Support and promote the pollinator pathways and tree pit adoption schemes.
- Create a pocket park and bridge over the Roding from Ilford using Greater London Authority funding.

Targets (subject to funding)

Goal	Baseline (2025)	Short Term (up to 2030)	Medium Term (up to 2035)	Long Term (up to 2041)
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		

Priority 7 – Responding to the climate emergency

Background

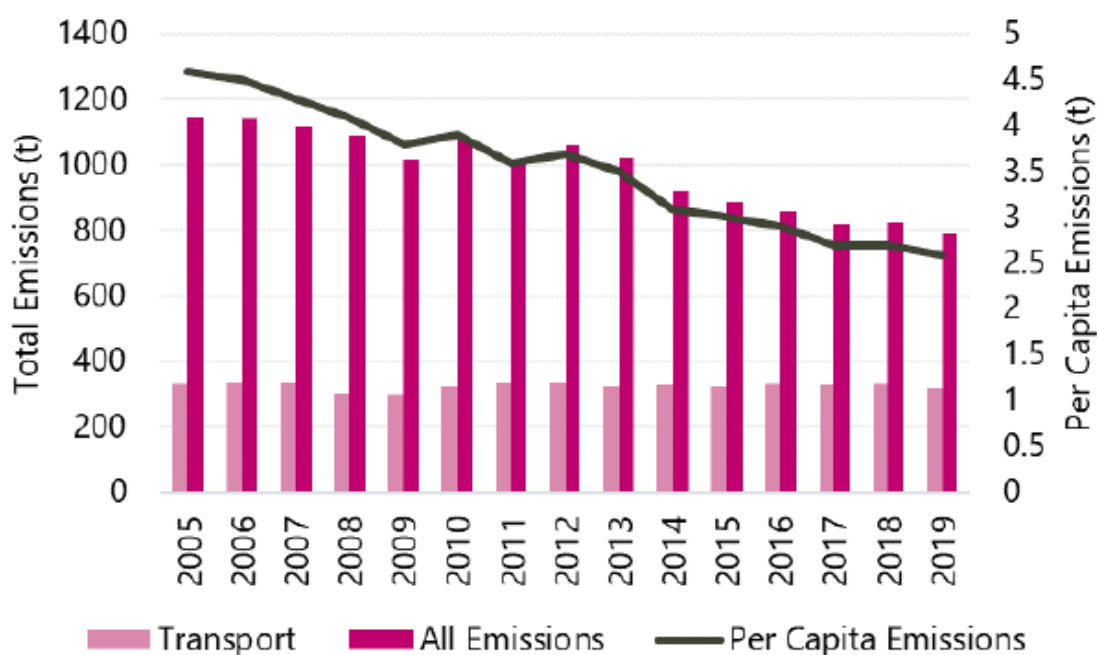
By reducing emissions from vehicles, the embedded carbon from associated transport infrastructure and supporting greater use of sustainable transport, we can contribute towards the Council's goals to be carbon neutral by 2030 and net zero carbon by 2050. This priority is essential to address the climate emergency and to improve air quality.

Emissions from transport

Over one third (36%) of the Borough's total emissions come from transport¹⁵. The Council'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 Redbridge¹⁶. This, coupled with the naturally higher car dependency in Outer London, highlights the need for the Borough to have more choices available to travel by greener and cleaner modes. Recognising that for many journeys and residents, cars may still be the most convenient option to get around, electric vehicles will be critical to reduce emissions. Electric vehicle ownership is currently less than 3% of total number of registered vehicles¹⁷.

The London Ultra Low Emission Zone (ULEZ) was expanded on 29 August 2023 to cover the entire borough, which has improved air quality¹⁸.

Figure 23: Emission trends for Transport



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

¹⁵ Redbridge Council (2022) Overview of Council and Borough emissions

¹⁶ Redbridge Council (2021), Climate Change Action Plan

¹⁷ Redbridge Council (2024), Electric Vehicle Strategy

¹⁸ Transport for London (2025) London-wide ULEZ One Year Report

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 a result of tighter emission standards and new engines that are less polluting. This decline in vehicle emissions has also been affected by the Ultra Low Emission Zone which has covered the entirety of Redbridge since 29 August 2023¹⁹.

Transport for London is continuing to make progress in reducing the environmental impact of its bus network by looking to firstly ensure all of its 9,000 buses comply with the Euro VI emission standards that align with the ULEZ requirements. And secondly, increase the deployment of zero-emission buses of which there are over 1,900 electric and hydrogen powered vehicles now in operation across the network which is more than 21% of the fleet. Transport for London is looking to increase this number as bus contracts are re-tendered. This fleet increase will be complemented by new technology using pantograph systems that enable electric buses to rapidly recharge at specific points in their routes.

In order for this trend to continue, low carbon forms of travel need to be encouraged within the Borough to drive down emissions. Making walking and cycling a more accessible and attractive option 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 continue to electrify the bus fleet.
- Improve the accessibility and availability of electric vehicle charge points across the Borough.
- 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.

¹⁹ [London-wide Ultra Low Emission Zone One Year Report March 2025](#)

Targets (subject to funding)

Goal	Baseline (2025)	Short Term (up to 2030)	Medium Term (up to 2035)	Long Term (up to 2041)
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 carbon neutral products as part of material and operations	Begin writing net zero practices into future 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	475 publicly available charge points in 2024	1,000 charge points by 2026 (EV Strategy target)	2,000	3,000
Improve access to electric charge points	Two-thirds of Redbridge population will have access to a charge point within 5-minutes' walk from their homes/place of residence by the end of 2025	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 TfL data in 2019 £1.22bn is the estimated total cost of annual vehicle delay on the Principal Road network for all London

Boroughs²⁰. Congestion on the Principal Road network and on the strategic roads that are operated by TfL, 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 are vital for ensuring Redbridge's sustainable economic growth.

The Seven Kings, Goodmayes and Chadwell Heath corridor has benefitted from transport capacity created by the Elizabeth Line, to support more new homes, schools and community infrastructure – all of which can encourage sustainable journeys. For Redbridge there is a target to deliver a minimum of 16,465 new dwellings in the period 2015 to 2030²¹. The Elizabeth Line, as well as the rest of the public transportation network, will have an important role in keeping people moving across Redbridge into the future. Failing to do so will increase congestion on key route corridors in the Borough.

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 bridge is a key route for residential, business and commuter traffic and its closure is having significant economic and social impacts on the local community, as well as exacerbating congestion on alternative routes. Re-opening the bridge is a priority for the council, and we are continuing to work with our partners to lobby government and TfL to secure capital investment to undertake the work necessary to re-open the bridge.

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. We need to rethink freight and servicing to reduce the impact of vehicle fleet movements, servicing of sites, and deliveries. This could be done 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 that the number of accidents is reduced on the network.

Priority 8: Supporting housing, jobs and economic growth

Priority 9: Rethinking freight and servicing

²⁰ Mayors Question Time 24 February 2022 "Economic Impact of Congestion in London"

²¹ Redbridge Council (2018) Local Plan 2015 – 2030

Key objectives

- The transport network will connect people to places of employment, education and opportunity, allowing businesses to access supply chains within and beyond Redbridge, helping to 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 invest and grow in areas with opportunity, including:

Investment and growth areas: There are five key investment and growth areas: in Ilford, the Crossrail Corridor, Gants Hill, South Woodford and Barkingside. These areas 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 involve new investment in homes, jobs, schools and healthcare that need to be accessible by sustainable transport options.

Regeneration initiatives and public realm improvements: The Council 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 facilities²².

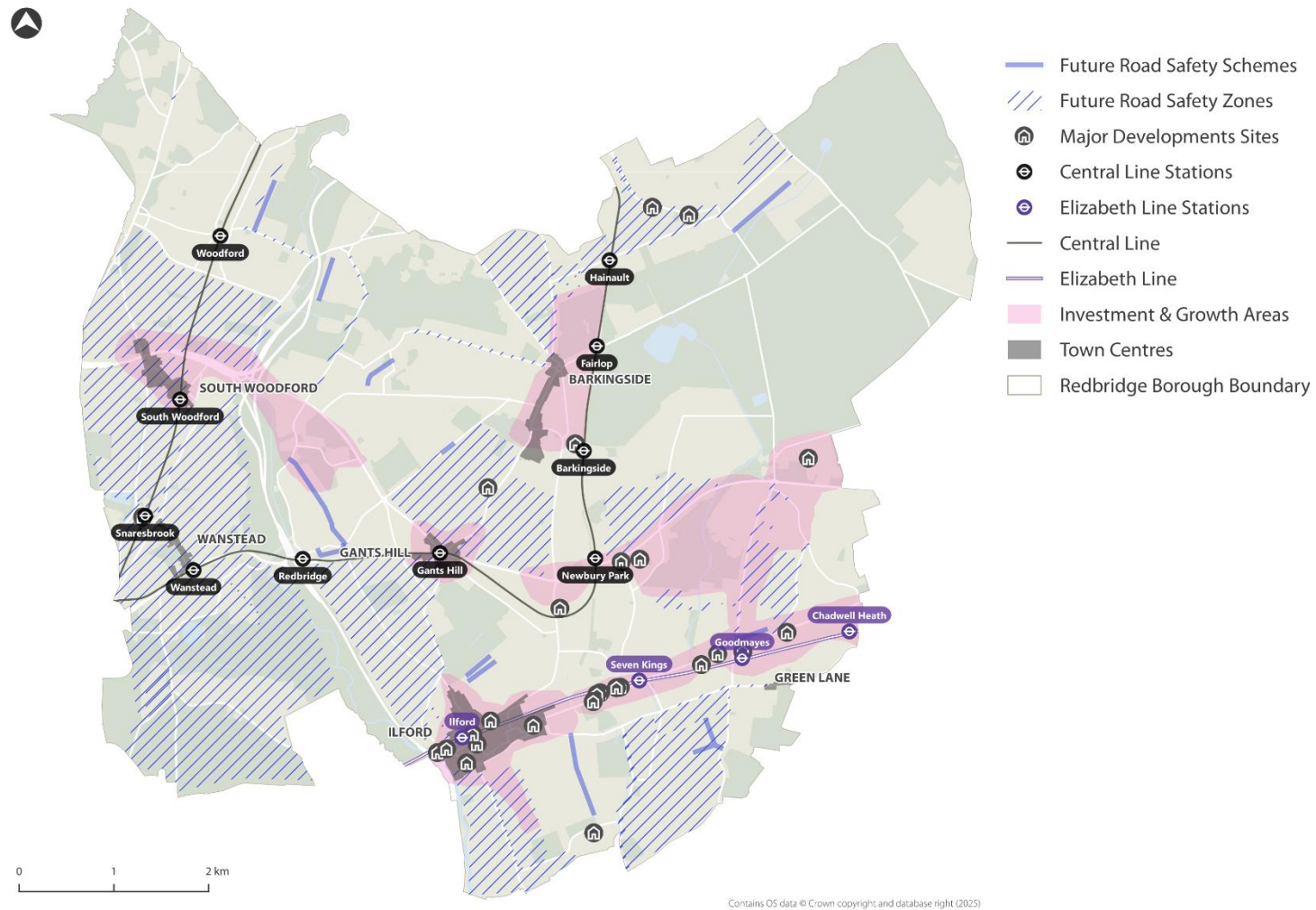
This strategy proposes a range of actions and schemes to help achieve the goal to support healthier, safer and active lifestyles. These are shown in Figure 24.

Electric fleet vehicles: The Redbridge Electric Vehicle Strategy²³ sets out a vision to support the borough's transition to electric vehicles. One of the actions for the Council is to develop a phased fleet transition plan to reduce emissions from the borough's fleet.

²² Redbridge Council (2021) Growing a new Redbridge: a partnership plan for 2025

²³ Redbridge Council (2024) Electric Vehicle Strategy

Figure 24: Schemes to keep Redbridge's economy moving (first five-year plan)



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, requiring safe and reliable transport services and connections. According to the 2021 Census, Redbridge residents tend to work in the Borough itself (175,000) 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.

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 Censuses (2011 and 2021), the population of Redbridge has increased by 11.2%²⁵. The 2015-2030 Redbridge Local Plan assumes one third of the Borough's new housing growth (17,000 homes) by 2030 is expected to be around the Ilford area²⁶. There is a need for the public transport, walking and cycling infrastructure to cater to increased demand and must 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. If these means are not taken up, it could 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 a vibrant night time economy, including retail, entertainment and places to eat and socialise. Ilford Lane has both a bustling day and night-time economy that has endured the pandemic and has 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'. Taxis and private hire vehicles, as well as the introduction of the night service on the Underground and Night Bus networks have played a role in enhancing the night-time economy, and more can be done to support these businesses further. Night service for public transport is a vital alternative to the private car for people who work evenings, early mornings and night-shifts; the Council will work with TfL to support these services where possible.

Development and growth

Redbridge is undergoing economic development and there are 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

²⁵ Census (2021) How life has changed in Redbridge

²⁶ Redbridge Council (2017) Regeneration Strategy 2017 – 2027

- ## What are we going to do?
- Ensure new developments adhere to cycle parking, car parking and electric vehicle charge point standards.
 - Support car-free development in well-connected locations in the borough including town and district centres.
 - Expand Controlled Parking Zones and on-street parking controls, particularly around car-free developments, to ensure that nearby streets are not affected by an increase in non-residential parking and to protect resident parking (to be addressed by the forthcoming Parking Strategy).
 - Ensure new developments support sustainable travel using travel plans for assessment of deliveries, servicing and construction and logistics.
 - Work in partnership with TfL and neighbouring boroughs to identify cross-borough interventions to manage congestion on borough and TfL roads.
 - Acquire data on congestion and areas of heavy rat running and work with residents on how to alleviate through traffic on those residential streets.
 - Leverage new Department for Transport (DfT) legislation to rigorously enforce roadworks and actively collaborate with utility companies for improved infrastructure management.
 - Investigate implementing a Redbridge Lane Rental Scheme to incentivise collaboration of street works and reducing impact during peak times on major routes in the borough
 - Work in partnership with TfL and neighbouring boroughs to secure funding for new infrastructure and transport initiatives.
 - Ensure that Future development proposals are accompanied by a Transport Assessment (and other supporting reports as appropriate), to be developed in line with TfL guidance. Development proposals will also need to comply with the prevailing London Plan policy requirements.

Targets (subject to funding)

Goal	Baseline (2025)	Short Term (up to 2030)	Medium Term (up to 2035)	Long Term (up to 2041)
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

NOTE: Average public travel times from DfT Journey time Statistics (2019)

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 between 27% and 45% in the next 30 years. An increase in home deliveries, which have become increasingly popular since the pandemic, are placing further stress on the transport network, and can worsen air quality and create additional noise nuisance.

It is important to support (large and small) freight industries to minimise their impacts on journey times, the environment and 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.

Unsafe driving of motorcycles and mopeds, as well as adapted bicycles, is a growing problem. Motorcycle users are vulnerable road users themselves, being involved in a disproportionate number of accidents which often involve other road users. Legislation, enforcement of existing rules, and action by delivery companies, as well as driver training, are all necessary actions to address this growing issue.

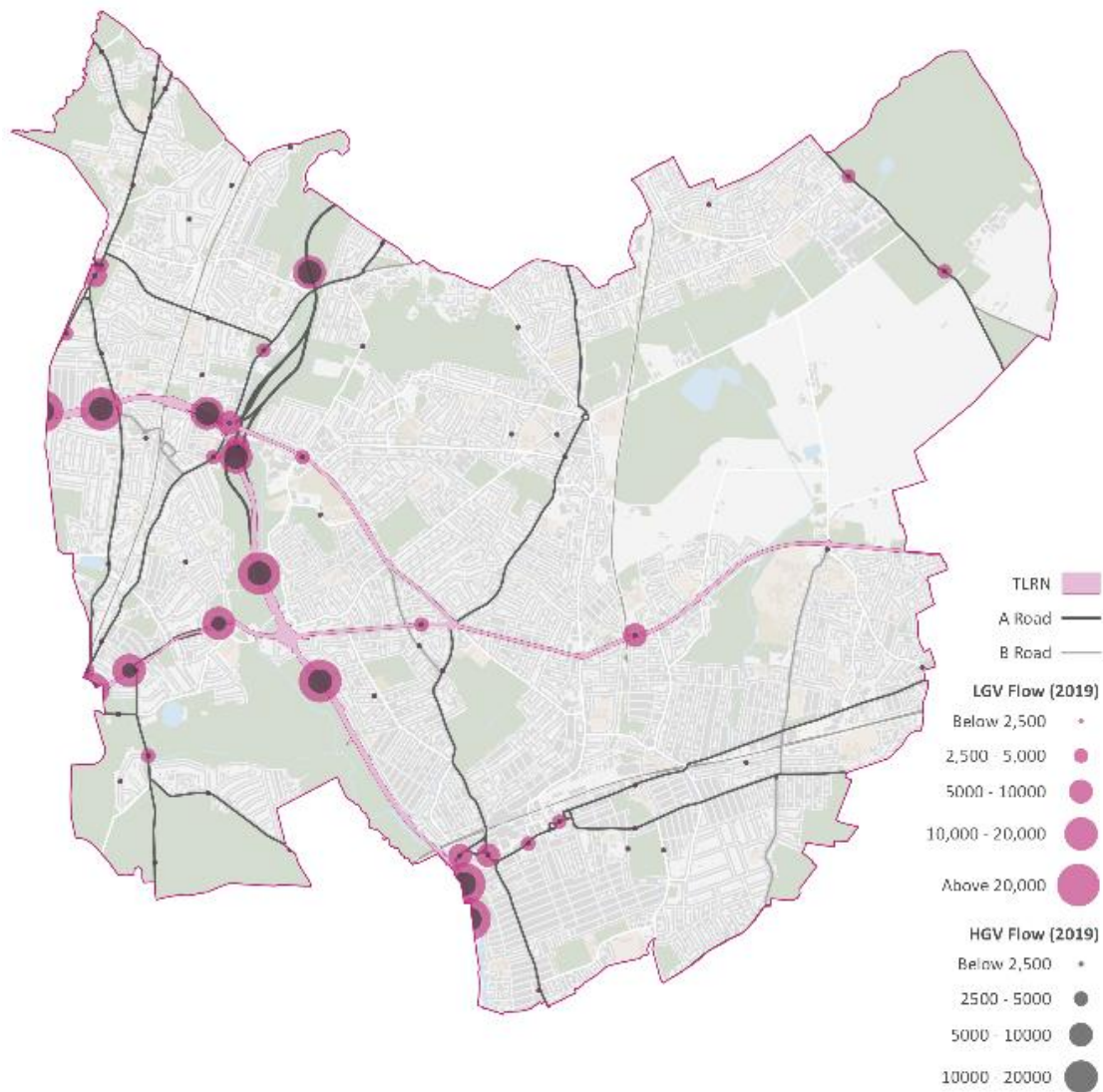
Freight in Redbridge

As shown in Figure 26, there are several hot spots of freight vehicle flows across the TLRN 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)
- A lack of local co-ordination of deliveries and servicing for businesses, which limits the potential efficiency of operations.
- A 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.

Figure 26: 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 by 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.
- Lobby Transport for London, Department for Transport, and the Metropolitan Police to provide legislation for improved safety and driver training for powered two-wheel delivery drivers.
- 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.
- Collaborate with local businesses to better co-ordinate and reduce the number of heavy goods vehicle deliveries, and to consider more sustainable delivery alternatives.

Targets (subject to funding)

Goal	Baseline (2025)	Short Term (up to 2030)	Medium Term (up to 2035)	Long Term (up to 2041)
Share of Council fleet to be zero emission	4%	10%	All vehicles to be zero emission	
Parking provision for powered two-wheelers	No powered two-wheeler parking	Increase provision of parking spaces for two-wheelers in town centres and near key employment sites		
Last mile delivery hubs	0	0	Trial a last mile delivery hub near a town centre to increase sustainable last mile deliveries made by cargo bikes	
Identify and improve hotspot incident locations with delivery vehicles		Identify sites	Seek funding and begin improvements	
Increase number of staff travelling to, from and for work by sustainable or active means	40%	Establish current dataset (2016 levels showed 60% of staff used the car)	Work with HR to establish and expand set of active and sustainable incentives for work such as cycle to work schemes and car clubs to reduce single car use to at least 50% (target subject to new dataset)	

Re-open Broadmead Bridge	Completing testing and analysis of options	Write options report, select option and get funding required.	Enact decision from options report
All Council contracts and all Council vehicle fleet to include a requirement to adhere to safety standards such as FORS or CLOCS or other similar schemes	The Highways contract is compliant with the FORS standard	All contracts are compliant with national safety standards	All Council contracts and all Council vehicle fleet to include a requirement to adhere to safety standards such as FORS or CLOCS or other similar schemes

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, which form the basis of the strategy, were developed with key stakeholders in the community.

The strategy outlines a range of ambitious actions and targets that will be delivered over the next 16 years. 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 potential challenges and risks that the Borough faces if it does not act to address the current and future transport issues. This includes an increasing number of road casualties and injuries, worsening air quality and public health, growing congestion and delays, reduced access and mobility, and a loss of character and identity across the Borough.

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 TfL, the health sector, the police, employers, schools and neighbouring Boroughs.

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. 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. T

The strategy sets out an aspirational vision for the borough. Its delivery is dependent on resources available. Whilst some actions are deliverable within existing budgets, others will require additional resources. We will continue to identify internal and external funding opportunities to deliver this strategy and our transport aspirations, including from TfL, the GLA, central government other council service areas, and developer contributions.