**Newham Cyclists: Emergency Transport Measures**

Urgent and ambition action to promote walking and cycling in Newham is necessary, not least because of limited public transport capacity. If commuters switch to private motor cars there will be unprecedented gridlock and pollution. Those in the 52% of households without access to a car face a stark choice between exposure to the virus on public transport and continued employment, and a disproportionate restriction of their social and cultural life.

The Cabinet Paper does not adequately meet the imperative of urgent and ambitious action as set out in the [detailed analysis](https://www.newhamcyclists.org.uk/) provided by Newham Cyclists. Newham is already falling behind other comparable boroughs.

Keep Newham Moving money should be made immediately available for a greater scale of urgent action on which work should start immediately. The following suggestions are for immediate and urgent work. Newham Cyclists have made many more suggestions to improve the infrastructure for active travel.

 **Safe Journeys for Commuters - Replicate Public Transport**

* Create two “through corridors” for cycling along the Romford Rd (already partly funded by TfL) and the Barking Rd, using temporary cycle lanes, 24 hour bus lanes and rephrasing pedestrian crossing lights.
* Remove obstructions and rephase lights along The Greenway to prioritise pedestrians and cyclists, in order to allow for effective social distancing.

**Parents and Children - Measures around schools**
Reinstate all school streets programmes, and expand the programme immediately to at least 20 more schools in the borough without making the creation of a school street dependent on the consent of the school.

**Social Distancing for Shoppers**

* Widen pavements in all principal shopping areas in the borough. Railings and other obstructions should be removed. If necessary find alternative areas for cycle parking.

**Supporting Local Journeys**

* Immediate implementation of the Low Traffic Neighbourhood schemes identified as schemes 1 to 5 in Appendix C. Forest Gate to Stratford (in conjunction with Waltham Forest) has already been partly developed and is now partly funded by TfL . Customs House has already been partly developed. The other 3 schemes at Stratford, Forest Gate and Manor Park have been recognised as posing fewer challenges than elsewhere in the borough.
* Pavement parking should be removed across the borough, particularly around parks, schools and hospitals.