



CROYDON CYCLING CAMPAIGN: CLIMATE SAFE STREETS

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

2022's council elections are a vital point in London's zero-carbon journey. Motor vehicles are the largest and most stubborn source of London's emissions, and borough councils control 95% of the city's roads. We need all our councils to act in the next four years and be bold – or it'll be too late to get to zero carbon roads by 2030. That's what's needed for councils to do their bit. That's why we're calling on the council's next leaders to commit to cutting road transport emissions fast and enabling lots more walking & cycling.

CROYDON AND THE CLIMATE

As part of the Place-Based Climate Action Network, Croydon council and the New Economics Foundation formed a partnership to create the Croydon Climate Crisis Commission. The commission has since submitted their final report outlining what the borough needs to do in order to become carbon neutral by 2030. The recommendations in the report encourage active travel and if the council follows through, there will be improvements to cycling infrastructure in the borough. [You can view the full report here.](#)

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

CROYDON CYCLING CAMPAIGN'S ASKS

1. Implement Croydon's Cycling Strategy

Implement Croydon Council's existing cycling strategy, ensuring it can deliver cycling routes sufficient to address the considerable gaps highlighted by the [Safe Cycling in London map](#) to make the borough safe and enjoyable to travel by bike.

2. Deliver Safer Streets across the borough

Deliver:

- a school street in the immediate vicinity of every school in Croydon borough to ensure somewhere quiet and safe for children and young people walking and cycling to school;
- new low-traffic neighbourhoods (LTNs), at a rate of four per year, in the top 12 areas identified in [the Strategic Neighbourhood Analysis](#).

3. Create safer junctions that prioritise people on foot and cycles

Ensure:

- pedestrian signals on every arm of all signalised junctions, aiming for single-stage crossings everywhere possible, and removing all unnecessary 'beg buttons';
- conversion each year of no fewer than 10 'traffic island' non-priority pedestrian crossings, on identified desire lines on 20mph-roads, to zebra or pelican style crossings, with raised-table/level surface crossings;
- improve at least five of the most dangerous junctions to Gear Change funding criteria.

4. Reduce the need for cars - make Croydon more equitable

Commit to rapid rollout of shared mobility points so that:

- all homes and workplaces are less than 600m from the nearest car club bays and nearest shared cycle/e-scooter access point;
- there are consolidation centres, cargo bike loan schemes and other measures to ensure deliveries, servicing and other freight motor vehicle movements are reduced by 2026 by 10%.

5. Increase secure storage space for bikes and non-standard cycles across the borough

Provide secure and inclusive cycle parking at transport interchanges, town centres, parks and green spaces, other public amenities, and residential streets whilst simultaneously reducing overall car parking availability & amenity, so it is never cheaper or easier in the borough to park a car than it is to cycle.

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