



EALING CYCLING CAMPAIGN: CLIMATE SAFE STREETS

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

The 2022 council elections are a fundamental point on London's zero-carbon journey. Road transport emissions are the largest and most stubborn source of London's emissions and borough councils control 95% of the city's roads. We need a strong commitment from all our borough councils now – that's why we're calling on Ealing Council to play a full and fair part in cutting road transport emissions and ensuring London becomes a zero-carbon city by 2030.

EALING AND THE CLIMATE

Ealing declared a climate emergency in 2019 and are aiming to become carbon neutral as a borough and an organisation by 2030. Nearly a third of their emissions come from transport and their [climate and ecological emergency strategy](#) sets out to provide more safe space for active travel. The council also supports the Mayor's Streetspace for London programme. Since 2011, council staff have had access to a zero emissions fleet of bicycles and their climate objectives include reducing vehicle usage in the borough and increasing active travel.

In light of Ealing 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.

EALING CYCLING CAMPAIGN'S ASKS

1. Define a borough cycle network that forms part of a London-wide cycle recommended network with high quality, inclusive design and protection suitable for cycle users of all ages and abilities:

- Provide protected, continuous 24/7 cycle lanes or tracks on all A and B roads to [LTN 1/20 standard](#) (see 1.1.2).

- On main traffic routes (including the A4020) that for short sections provide the only cycle link between two traffic calmed areas either side, provide proper crossing facilities to give continuity within the quiet street network. Target: 6 sites by end 2023.
- Allow cyclists to proceed during pedestrian all-green stage at selected junctions such as Warple Way/The Vale. Target: 6 trial sites by end 2023.
- Provide clear route guidance to replace the old London Cycle Guides, showing the defined cycle network, and its links with the networks of neighbouring boroughs, and make it available both in digital and paper formats.
- Initiate meaningful dialogue between TfL, LCC and the key digital mapping providers (Google, Waze, TfL Journey Planner, OpenStreetMap) to ensure the same recommended network is used for cycle route searches.

2. Remove through motor traffic from all unclassified residential roads in the borough, to enable cycle users of all ages and abilities to access schools, services, and shops locally and to enable residents to make more use of their most immediate outdoor environments.

- Commence programme of installing signalled straight-across cycle crossings parallel to pedestrian crossings over main roads (similar to Leopold Avenue), to avoid the need for cyclists to deviate from their route. Initial target sites include: Olive Road to Cemetery path, Mansell Road to Acton Park, Longfield Avenue to Barnes Pikle.
- Give priority to resurfacing streets that form part of the cycle network.

3. Produce a comprehensive long-term plan for the road in front of Ealing Broadway station and Haven Green, as part of the current Local Plan review.

- This should include a two-way dedicated cycle track between the A4020 and the north side of Haven Green, and cycle parking to fully replace the temporary stands on common land.

4. Audit existing traffic calming measures including speed humps, point closures and barriers and upgrade those that do not comply with the London Cycle Design Standards (LCDS) requirements, or in the case of round top speed humps be removed.

- Priority to be given to the cycle network, for which compliance with [LCDS](#) should be achieved by mid 2024.
- LCDS compliance will facilitate the use of cargo bikes for 'last mile' deliveries to replace vans.

5. Borough-wide shared mobility hubs/share scheme offering bookable e-cars, e-vans, e-bikes, e-cargo bikes, and e-scooters, to reduce the burden of car ownership on individuals and the local environment.

- 600m proximity aim for all borough – start with a pilot in a low-traffic neighbourhood, or in two adjacent LTN zones.
- Hubs to include e-car, e-van, e-bike, e-cargo bike, e-scooter (potentially).
- This is to reduce the burden of car ownership on individuals and to free up valuable space assets - kerbside and parking spaces for carbon capture, walkable/sociable/playable space:
 - We know that most cars spend 95% of their existence parked up.
 - People who own cars are more likely to use them for the 'I shouldn't really drive for this but' type of very short trip, which accounts for 1/3 of London's driven journeys (sub 2 miles) than people who have to hire or sort out a share.
 - Obviously that then impacts on (a) congestion and (b) safety in local streets for people walking and cycling.

6. Last mile deliveries: Encourage use of cycles, e-bikes and e-cargo bikes for final mile deliveries in preference to petrol driven vans and motorcycles.

- Progressively re-designate loading bays and motorcycle parking areas specifically for use only by e-powered vans and cycles.
- Enforce 24/7 parking ban on petrol driven motorcycles as well as other vehicles on cycle lanes.

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