



LAMBETH CYCLISTS: CLIMATE SAFE STREETS CAMPAIGN

We're calling on the next leader of Lambeth 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 Lambeth Council to play a full and fair part in cutting road transport emissions and ensuring London becomes a zero-carbon city by 2030.

LAMBETH AND THE CLIMATE

Lambeth has declared a climate emergency and has committed to carbon neutral council operations by 2030. It seems they are taking a more co-creative, collaborative approach to developing a climate action plan and are consulting with major institutions and local businesses in the borough. Lambeth also conducted a citizen's assembly in 2021 and one of the recommendations that came out of this was to encourage and enable cycling through the development of better cycle routes and cycle storage in the borough.

In light of Lambeth 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.

LAMBETH CYCLISTS' ASKS

- 1. Deliver FOUR new Low Traffic Neighbourhoods (LTN) per year from Lambeth's existing prioritisation plan, with at least one safe crossing between adjacent LTNs so that more cross-London journeys can be cycled easily, safely and efficiently.**
 - LTNs to be cycle and pedestrian safe by including 100% of all possible residential areas within each LTN.
 - Safe crossings between LTNs to include existing and new LTNs eg.
 - Leigham Avenue - Mount Nod Road between Streatham Wells and Streatham Hill LTNs

- Railton-Ferndale at Atlantic Road
- Brixton Hill-Tulse Hill/Brockwell via Lambert Road and Brixton Water Lane/Josephine Avenue
- Clapham-Ferndale at Bedford Road
- Clapham-Oval at Lansdowne Way
- Oval-Vassal/Camberwell across the A3

2. Deliver SIX Healthy Routes to create safer cycling conditions along high-cycle-demand roads which are under council control, by 2026.

- Lambeth Cyclists are promoting work along these north-south and east-west routes which complement existing and planned cycleways along TFL-controlled routes. Protected space should be a priority on route segments such as:
 - Cedars Road-Queenstown Road
 - Clapham Park Road-Acre Lane
 - Extending the Kennington Road cycleway to Kennington Park
 - Streatham Vale
 - Streatham to Crystal Palace

3. Implement a new kerbside strategy that prioritises active travel and inclusive pedestrian spaces. The kerbside strategy should start from 2023 and include:

- Additional pedestrian crossings on pedestrian desire lines (eg Rosendale Road approach: <https://lambethcyclists.org.uk/2020/01/30/new-brockwell-park-to-gipsy-hill-consultation/>)
- Pedestrian pavements to meet minimum width standards by review and removal of obstructions to make sure pavements are safe and inclusive.
- No more than a 6 month wait for a space in a cycle hangar close to your home.
- Large scale, secure, cycle parking at town centre destinations and transport hubs eg. Brixton Central, Herne Hill, Streatham Hill station, and Lambeth Parks such as Brockwell, Clapham, Kennington, Norwood, Streatham, Tooting); South Bank.
- Electric car charging infrastructure positioned in the carriageway by default to improve car charging access whilst maintaining pedestrian safety.
- Street trees planted on road space to preserve pedestrian space.
- All future and refurbished vehicle crossovers to be at pavement level so that pedestrian passage along pavements is on a constant, flat surface.

4. Rapid rollout of a dense network of shared mobility points.

- All homes and workplaces to be less than 300m from nearest car club bays and nearest shared cycle/e-scooter access point by 2026.
- Freight consolidation centres, cargo bike loan schemes and other measures to collectively ensure deliveries, servicing and other freight motor vehicle movements are reduced by 2026 by 10%.

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