



## MERTON CYCLING CAMPAIGN: CLIMATE SAFE STREETS

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

## MERTON AND THE CLIMATE

Merton has set targets to achieve a net zero carbon council by 2030 and a net zero carbon borough by 2050. After declaring a climate emergency in 2019, they formed the Climate Emergency Working Group to advise on the development of their [Climate Strategy and Action Plan](#). This group was made up of a diverse bunch of individuals who acted as a conduit for the residents, businesses and services of the borough. Transport makes up 19% of Merton's borough emissions and their vision is to make active travel more accessible so this becomes the default mode of getting around.

In light of Merton 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.

## MERTON CYCLING CAMPAIGN'S ASKS

### **1. Develop an Active Travel Network and Delivery Plan for the Borough in the first 12 months and implement the top five highest priority interventions to the highest standards by 2026.**

- This should include at least all 'in flight', 'highest', 'high' and 'medium' priority cycle routes in TfL's current Strategic Cycling Analysis (SCA; mapped [here](#)) built to the DfT's funding criteria for [LTN 1/20](#) (p6 1.1.2; 'a minimum score of 70% under the Cycling Level of Service (CLoS), no critical fails and under the Junction Assessment Tool (JAT) no red-scored turning movements').

- Aim to implement 50% of the network by 2030 and the remainder by 2041 so that by 2041 all of Merton's residents are 400m or less from a strategic cycle route and all town centres are safe and attractive to walk and cycle to and through.
- The Active Travel Network and Delivery Plan should also include inputs from local stakeholder groups.

**2. Make 75% of suitable residential areas in the borough safer and more appealing for walking and cycling.**

- All possible residential areas, as identified in TfL's Strategic Neighbourhood Analysis (SNA; mapped [here](#)) should be covered by area-wide and high-quality low traffic neighbourhoods substantially removing cut through motor traffic, and prioritising those with greatest need (shown as darker green areas in the SNA).

**3. Improve at least five of the most dangerous junctions in the borough to high standards, provide pedestrian signals at all signalised junctions and improve facilities for pedestrians to cross the road where there are strong desire lines or existing safety risks.**

- Junctions are the most dangerous parts of the cycling and walking network.
- Improved junctions must have 'no [CLOs] critical fails and under the JAT no redscored turning movements' as per DfT's [LTN 1/20](#) guidance.
- There should be no signalised junctions without signalised pedestrian crossing arms, and the borough should work with TfL to ensure pedestrian crossing lights are installed on all arms of all suitable crossings. Cycle crossing lights and markings should also be considered for junctions being improved at the same time.
- Take action to reduce air pollution at these junctions where it exceeds standards.
- Junctions to consider are: South Wimbledon junction, Streatham Road/London Road junction and Carshalton Road/Croydon Road junction, London Road/Lower Green West.

**4. Tackle high levels of congestion and HGV movements in the borough by cutting freight motor vehicle movements by at least 10% and rapidly rolling out shared mobility points.**

- Work with businesses that generate a high level of HGV movement in Merton to agree suitable routes through the borough and invest in improving pedestrian and cycle safety on these routes.
- Freight consolidation centres, last-mile distribution centres, cargo bike loan schemes and other measures should be rolled out to ensure deliveries, servicing and other freight motor vehicle movements are reduced by at least 10%.
- All homes and workplaces should be less than 600 metres from the nearest cycle/e-scooter access point and less than 600 metres from an electric car club bay.

**5. Make it easier and cheaper to park a cycle than it is to park a car everywhere in the borough.**

- Rapidly roll out secure and inclusive cycle parking for people who live in, work in and visit the borough at transport interchanges, town centres, amenities, on

residential streets, in council estates and social housing and flats that lack space to store cycles.

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