



GET SUTTON CYCLING: CLIMATE SAFE STREETS CAMPAIGN

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

SUTTON AND THE CLIMATE

Sutton has declared a climate emergency and is intent on becoming London's most sustainable borough. According to their [Sustainable Transport Strategy](#), Sutton has the highest number of potential trips by foot or bike of any London borough yet also has relatively low levels of cycling at present with only 1.1% of all journeys made by bicycle. Their Sustainable Transport Strategy is aligned with the Mayor's Transport Strategy and has Supplementary Planning Document status which means it will need to be taken into account when making planning decisions.

In light of Sutton 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.

GET SUTTON CYCLING'S ASKS

1. Cycle-friendly town centres

- Protected space on main roads and separated space or movement at junctions so that people feel able to try cycling local trips
- Well-designed, inclusive and coherent routes within active travel zones for walking, wheeling and cycling
- Use of bus gates to exclude most motor traffic whilst retaining access to public transport
- Create one town centre per year until 2026

2. Safe, inclusive and accessible cycle routes, built to LTN 1/20 standards

- Protected space on main roads and at junctions (or separated movement at junctions)
- Prioritise routes to schools by 2025
- Routes between transport, healthcare, commercial and further/higher education
- Supported by cycle hubs
- Link up with accessible cycle routes through parks and green spaces, such as Carshalton South and Clockhouse, while recognising that these cannot form part of the cycle network because of personal safety issues for women, Disabled and BAME cycle users outside daylight hours
- Revitalise the existing cycle network ensuring clearly marked uninterrupted cycle lanes with adequate signage

3. Remove and manage through motor traffic to create safer streets for residents, especially children, Disabled people, and non-drivers

- Manage traffic so that long-distance and through traffic stays on roads with signalised junctions where it is safest
- Controlled parking zones in more dense areas, and a ban on kerbside parking where residents have driveway space; introduce three per year from 2023
- Reducing speed and volume of motor traffic in residential zones will make these spaces excellent for cycling and walking – part of the borough-wide cycle and walk network for a very low cost
- School streets default at all schools by 2026
- Consult Disabled active travel representatives to ensure accessibility in all the necessary fine detail (widths, dropped kerbs, cambers, corners, etc)
- Improve streets with tree shading, places to rest or perch, community gardening and play

4. Borough-wide 20mph speed limit to make all streets and junctions safer for people to get around and use their nearest outdoor environment safely and actively

- Lower traffic speeds have a high impact on reducing the likelihood of collisions and reducing the severity of the impact of collisions on people outside motor vehicles
- Lower traffic speeds create inclusive, accessible streets

5. Reduce movement and impact of private and delivery vehicles across the borough by setting up (1) shared mobility hubs and (2) freight consolidation centres and measures to reduce the carbon footprint of deliveries and servicing and to reduce freight vehicle movements by 10% by 2026.

- Aim for no household to be further than 600m away from a shared mobility hub across the borough; start with a pilot of three mobility hubs in a low-traffic neighbourhood, or in two adjacent LTN zones
- Hubs to include e-car, e-van, e-bike, e-cargo bike
- 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;
- Support local businesses in swapping from van to e-bike
- Work with larger delivery firms to find consolidation spaces and incentivise e-cargo for last mile

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