



WALTHAM FOREST CYCLING CAMPAIGN: CLIMATE SAFE STREETS

We're calling on the next leader of Waltham Forest 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.

WALTHAM FOREST AND THE CLIMATE

Waltham Forest has declared a climate emergency and is working towards becoming a net zero carbon borough by 2030. While they haven't yet published a climate action plan, through their Mini-Holland schemes, they have transformed infrastructure in the borough to promote active travel. The borough has almost halved its emissions levels since 2005, and in 2019, it had the tenth lowest emissions in London.

In light of Waltham Forest 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.

WALTHAM FOREST CYCLING CAMPAIGN'S ASKS

1. Complete the cycle network on the highest priority routes to the highest standards.

- Complete safe cycle routes between:
 - Stratford and Chingford via Walthamstow Central (including completing the link between Selbourne Road and Hoe St)
 - Whipps Cross and Stratford via Leytonstone (Green Man interchange)
 - Blackhorse Road & Stratford including the Church Road to High Road Leyton gyratory link

- All “in flight”, “highest”, “high” and “medium” priority cycle routes in TfL’s current Strategic Cycling Analysis (e.g. as 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”).

2. Deliver low traffic neighbourhoods for more residential areas in the borough:

- Higham Hill and Lloyd Park
- Forest ward between Whipps Cross and Leyton Midland
- Leytonstone West between James Lane and the A12
- Upper Walthamstow
- Chapel End (bounded by Forest Road, Fulbourne Road, North Circular & Sturge Avenue/Spruce Hills Road)
- To look at potential for further LTNs and other improvements in Hale End and areas north of the North Circular.

3. Improve at least 5 of the most dangerous junctions in the borough to high standards and provide pedestrian signals at all signalised junctions.

Junctions are the most dangerous parts of the cycling and walking networks and improving safety and priority at junctions is a key measure to support active travel.

- The five improved junctions must be safe and convenient for people walking and cycling and have “no [CLOS] critical fails and under the JAT no red-scored turning movements” as per [DfT’s LTN 1/20 guidance](#).
- There should be no signalised junctions without signalised pedestrian crossing arms. 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.
- Improve pedestrian safety by providing additional crossings, continuous footways and improving junctions on minor roads.

4. Support new cyclists, provide alternatives to car ownership and double the proportion of deliveries made by cargo bike by 2026.

Build on Waltham Forest’s excellent work supporting a modal shift from motor vehicle use to active travel.

- Support the development of one or more freight consolidation centres, with the use of cargo bikes or other EVs for last mile delivery to increase low carbon freight mileage by 25% per annum.

- All homes and workplaces should be less than 300m from the nearest electric car club bay.
- Continue to develop the cargo bike loan scheme.
- Continue to support residents to hire bikes with the option of purchasing them. Investigate the potential to involve local bike shops in this scheme.
- Continue to provide cycle training to adults and children who want to improve their cycling skills.

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

- Continue to roll out Controlled Parking Zones across 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 and in council estates.
- Reduce pavement parking by 5% per year and ensure that electric car charging does not obstruct pavements.

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