



HARINGEY CYCLING CAMPAIGN: CLIMATE SAFE STREETS

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

HARINGEY AND THE CLIMATE

Haringey has set a goal of becoming a net zero carbon council by 2027 and a net zero carbon borough by 2041. In 2021, Haringey's Cabinet voted unanimously to adopt the Haringey [Climate Change Action Plan](#) which details how the borough will achieve their net zero carbon objectives. Transport is the third largest source of emissions in the borough and the council is aiming to reduce road transport emissions by 50% by 2025. Actions to help them achieve their aims include community engagement initiatives and implementing infrastructure that promotes active travel.

In light of Haringey 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.

HARINGEY CYCLING CAMPAIGN'S ASKS

- 1. Two additional north-south cycle lanes and a continuous east-west cycle lane**
 - The cycle lanes must be fully protected and must connect at both ends into cycle lanes of neighbouring boroughs.
 - One of the north-south cycle lanes must go down Green Lanes and Haringey Cycling Campaign should be consulted on all routes.
- 2. Commit to 100% borough-wide LTN coverage, delivering 75% coverage by 2026**
 - The phased implementation of LTNs should include the delivery of the greater of a minimum of 3 LTNs per year or LTN coverage to increase by 15% of the borough per year.

3. School streets to be introduced for every school in Haringey

- This includes Primary and Secondary schools, and colleges.
- Where schools are located on main roads, alternative safe cycling arrangements and air quality mitigations should be introduced.

4. To commit to Vision Zero: eliminating all serious cycle injuries caused by motor vehicles

- Haringey's cycle injury elimination strategy must include reducing speed limits to 20mph on all remaining 30mph & 40mph roads by 2024 and upgrading all dangerous road junctions.

5. Create a pro-cycling culture in Haringey

- This should include additional school cycle training (Bikeability) Level 1 to Level 3 inclusively to all primary school children with linked training for parents; and secondary school Bikeability refresher projects; and every transport interchange, town centre, retail parade, residential street and residential estate to have either a bike hangar or cycle stand.

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