



## HARROW CYCLISTS: CLIMATE SAFE STREETS CAMPAIGN

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

## HARROW AND THE CLIMATE

Harrow declared a climate emergency in 2019 and are aiming for a carbon neutral organisation and borough by 2030. Their [interim strategy and action plan](#) is just that, an interim strategy, so it lacks detail but there is mention of maximising the use of active and public transport options through actions such as a trial of School Streets, delivering a Liveable Neighbourhoods project and developing new walking and cycling routes in the borough.

In light of Harrow 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.

## HARROW CYCLISTS' ASKS

- 1. Safe routes from catchment areas to all secondary schools in the borough of Harrow**, for students to be able to cycle and walk safely and independently by 2026, **and protected cycle lanes on all TfL strategic cycle analysis routes by 2026**; or if not on the main roads, on reliably direct, safe (24/7, 4-season), very low-traffic equivalent direct routes

- Education Act 1996, Section 508A: Local authority duty to promote sustainable modes of travel:

<https://www.legislation.gov.uk/ukpga/1996/56/section/508A/2016-07-12>

2. **Borough-wide 20 mph limit by April 2024**, with effective enforcement measures as needed; **and Harrow Council to set targets and produce action plan by December 2022 to reduce the number of motor vehicle miles in the Borough to 2010 levels, for implementation beginning in 2023 and completion by 2026**
3. **Harrow Council to set up a Healthy Streets Panel by December 2022, chaired by the Public Health Team, to review all transport provision from an active travel perspective**, and to incorporate Disabled cycling into the Public Health approach to rehabilitation and social prescribing
4. **Enable a far wider range of adults and children to cycle confidently in Harrow – ensure availability for all children and all adults, to be trained to cycle and ensure full borough coverage of a “Try before you bike” scheme.**
  - Continue to support the local charity, Harrow Cycle Hub, where volunteers are already helping women in BAME communities who have not had the chance to learn before to cycle.
  - We also ask for adult cycle training to be continued, especially for new-to-cycling people, to help them adopt cycling long-term.
  - See <https://www.harrowcyclehub.org> and <https://www.peddlemywheels.com>
5. **Install 100 modestly-priced accessible cycle hangars, including spaces for non-standard cycles, in areas of multiple occupancy or terraced housing where people have nowhere to store a bike, by 2024; new developments to be low-car, high cycle storage; Disabled cycle users should be able to apply for free, secure cycle parking spaces just as Blue Badge drivers can**
  - London Cycle Design Standards, Ch. 8, Cycle Parking:  
<https://content.tfl.gov.uk/lcds-chapter8-cycleparking.pdf>
  - See Harrow small sites design code (draft) section 3.1.14 (cycle storage) and section 3.1.16 (car parking):  
[https://www.harrow.gov.uk/downloads/file/29811/Harrow\\_Small\\_Sites\\_Design\\_Code\\_Draft.pdf](https://www.harrow.gov.uk/downloads/file/29811/Harrow_Small_Sites_Design_Code_Draft.pdf)
  - Electric vehicle charge points must never be placed on footways.

[lcc.org.uk/harrow](http://lcc.org.uk/harrow)