



BARNET CYCLING CAMPAIGN: CLIMATE SAFE STREETS

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

BARNET AND THE CLIMATE

Barnet are in the process of developing a Sustainability Strategy to help them achieve their target of being a net zero council by 2030 and a net zero borough by 2050 at the latest. A glimpse at their transport targets reveal a focus on electric vehicles, car clubs with low and zero-emissions vehicles, and School Streets. Until their Sustainability Strategy is published, their [Long Term Transport Strategy](#) provides a more comprehensive look at their plans for cycling in the borough.

In light of Barnet 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.

BARNET CYCLING CAMPAIGN'S ASKS

1. Continue delivery of TfL's strategic protected cycle lane network by:

- Expanding the A1000 protected cycle lane to High Barnet
- Implement three further protected lanes in the borough by 2026
 - One North South on the west side of the borough (A5)
 - One North South in the centre of the borough (Tally Ho to Golders Green/Childs Hill)
 - One East West across the whole borough (Mill Hill - Totteridge, High Barnet to Cockfosters)

- Create a network of pedestrian priority on side roads to every A road in the borough by extending the pavements over the junctions - building 'continuous footways' that keep the walking route over junctions at the same height as the pavement
 - Removing slopes and cambers improves the environment for people using wheelchairs or buggies, and slows motor traffic when they approach the junctions.
- 2. Identify three traffic reduction areas by 2024 (including prioritising the Brent Cross redevelopment) and implement all three by 2026. Alongside this, engage with all schools/colleges in the borough on active travel plans, and implement school streets and safe cycling routes to schools to match.**
- 3. Undertake a public information campaign in 2022 and 2023 aimed at enabling informed discussion around the benefits of cycling infrastructure.**

Key points to be highlighted include (TFL & GLA can help with statistics on all points):

- Cycling infrastructure is for everyone - not just current cycle users.
- Need for equitable transport infrastructure across the borough
- Highlighting the long-term effects on children's health and development of safe streets and the school run
- Benefits of active travel on health, reducing pressure on NHS
- Benefits of active travel on the revenue generated on both our high streets and local centres – working towards the inclusive and accessible '15-minute city' for all residents
- Urgent need to reduce pollution in the Borough

4. Reduce motor traffic volumes in the borough, in particular:

- Work with courier and logistic companies to deliver viable alternatives to last mile delivery by e-cargo cycles by 2026 to cut freight motor vehicle movements by at least 10%
- Roll out shared mobility points where residents can hire e-cars, e-vans, e-bikes, e-cargo bikes and e-scooters
 - On-street car share is a more efficient use of space as most privately owned cars are parked, unused, for 95% of their lifetime.
 - Where streets have an adequate saturation of car share, households are able to reduce their car ownership
 - People who own their own cars are more likely to drive very short distances than people who use car share. Reducing these shortest driven trips has huge benefits for the safety and pollution levels of local environments
 - This may simply mean that some households are able to drop from 2 cars down to one, for instance, and that is still a good result.

5. Reduce the dependency on cars for journeys within the borough:

- Make it easier to park a bike than a car in the borough
- Replace of 1-2 parking bays on every street in every CPZ with cycle hangers
- Adopt a 15-minute city urban planning strategy, so that households are all within 15-minutes' walk of everyday essential shops.

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