



## **CYCLE ISLINGTON: CLIMATE SAFE STREETS CAMPAIGN**

We're calling on the next leader of Islington 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.

## **ISLINGTON AND THE CLIMATE**

Islington Council has committed to net zero carbon Islington by 2030, but is clear that it only has direct control of council operations and holdings. It has said it will work to follow London Environment Directors' Network (LEDNet) and the Transport and Environment Committee (TEC) joint priorities including "halve petrol and diesel road journeys" and independently to "reduce emissions in the borough from transport" and "reduce the need for cars by making active travel (i.e. walking, cycling and public transport) the easiest option". You can read its full report [here](#).

In light of Islington 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.

## **CYCLE ISLINGTON'S ASKS**

### **1. Protected cycle routes on all busy roads in the borough by 2026.**

- This to include both Islington and TfL roads. Residents should be able to access shops, schools, community centres and places of worship easily by cycle. Our LTNs should be joined up so that cyclists of all ages can safely cycle from one to the next. Dangerous junctions should continue to be improved.

**2. People Friendly Streets (Low Traffic Neighbourhoods) to cover the borough by 2024.**

- The council has made an excellent start; now LTNs need to be cross borough with safe links between LTNs in Islington and neighbouring boroughs.

**3. The creation of at least ten hubs, possibly on Council property, where all freight is delivered for final delivery by non-polluting, sustainable means – target May 2026.**

- 'Last mile delivery' by cargo bikes, for example, to cut down traffic, noise and dangers on residential streets.

**4. Bring forward the target date for reaching 90% sustainable transport modal share as measured by TfL from 2041 to 2030.**

- This is to increase the percentage of journeys in the borough made by walking, cycling and scooting.

**5. Deliver secure, affordable and flexible bike parking and ensure that it is never cheaper to park a car or van than to park a cycle.**

- Reduce the cost of bike hangar rental and ensure that people can get refunds if they move, that they can buy family spaces at reduced prices and that the current cost inequalities are addressed to enable everyone to park bikes securely.

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