

# CYCLING ACTION PLAN

## Introduction

Countless studies in London have revealed that, over short distances at least, the pedal cycle in all its forms is capable of being the fastest, most inexpensive, most reliable and most beneficial form of wheeled transport.

1 The pedal cycle is eminently suitable for local trips, a third of which are under a mile long, and 85% of which are less than five miles in length. Cycling, together with other measures such as travel plans, traffic restraint and initiatives to encourage more walking are crucial to reducing congestion, improving the environment and promoting social inclusion and better health.

2 London is becoming a cycling city. Following the introduction of the Congestion Charge in 2003, the number of people cycling into the charging zone has increased by a third or more, depending on counting regimes. The business community now recognises that, when compared with cars, taxis and public transport, the pedal cycle provides the most reliable and stress-free form of commuter transport.

3 The benefits of encouraging more cycling are clear:

**Health:** According to the Health Survey for England, 60% of men and 70% of women are not active enough to benefit their health. The impact of this is a rising obesity epidemic, leading to shorter lifespans, additional sick days, lower productivity, costs to the NHS estimated at £1.5bn per year and costs to the economy amounting to some £22bn per year.

Research suggests that regular cycling can produce a number of impressive health gains, including protection against coronary heart disease, stroke, type 2 diabetes, colon cancer, stress, high blood pressure and obesity. On average, people who cycle 20 miles or more a week experience the health of people ten years younger. New cyclists covering short distances can reduce their risk of death (mainly due to the reduction of heart disease) by up to 22 per cent.

A Department for Transport survey of motorists who had changed to cycling for some of their short journeys found that over a third had done so to improve their fitness, compared to eight per cent to help the environment and 2% to reduce congestion. Cycling can provide both a realistic alternative to the car and public transport for short journeys and an excellent form of exercise that is very inexpensive and can be incorporated into daily routines.

**Improved air quality:** It has been estimated that up to 24,000 people die prematurely each year, and similar numbers are admitted to hospital due to exposure to high levels of air pollution. Cycling is an almost pollution-free, environmentally sustainable mode of transport: a

tenfold increase in cycling would result in a reduction of individual pollutants of several million tonnes each year.

It is often assumed that cyclists are exposed to higher levels of pollution than motor vehicle occupants are. In fact, car drivers in slow-moving traffic inhale two to three times as much pollution as pedestrians and cyclists do.

**Social Inclusion:** High volumes of traffic can increase the extent to which people are cut off from essential facilities including shops, employment, health facilities, parks, friends and family. A significant proportion of population, including children, the elderly, people on low incomes and disabled people do not have access to private cars for transport. Many may not be able to access or afford to use public transport regularly.

Even though cycling is a low-cost and widely available form of transport, Londoners with lower incomes actually cycle only about half as much as higher income groups. In addition, cycling in London is half as popular among women as it is among men. The London Cycling Action Plan suggests that possible barriers to cycling among lower income groups include the cost of cycles, lack of storage space and lack of security at home.

The pedal cycle offers the opportunity to fill a transport gap by providing inexpensive and accessible transport for a wider spectrum of the population, including those on low incomes and people with disabilities. For example, London Cycling Campaign's All Abilities Cycling Group demonstrates clearly that disabled people can benefit from the fitness, inclusion and independence that cycling can bring.

At the same time, promoting cycling as part of a package of policies for sustainable transport, can achieve reductions in noise pollution and community severance from heavy flows of traffic and greater independence for children through, for example, safer routes to school and home zones.

**Economic Benefits:** In London, commuters make roughly half of all cycled trips. Employers benefit if their employees cycle to work: advantages include higher productivity, higher loyalty and fewer days off sick. As a result, cycling is now a central feature of travel plans – a good quality cyclists' network is an essential prerequisite to changing travel behaviour and producing the benefits arising from having a cycling workforce.

According to a Chartered Management Institute survey (2004) of 4,000 of their members, cyclists are more likely to arrive at work on time, and are more productive and less prone to stress than their counterparts arriving by car or public transport. The Institute found that 58% of cyclists say they are never disrupted by traffic, compared to only four

per cent of drivers. Nine per cent of cyclists say they are stressed by their journey to work, compared to nearly 40% of drivers; almost a quarter of motorists feel their productivity is affected by the stress of their commute, compared to zero percent of the cyclists. Respondents also said that traffic conditions had led them to miss work deadlines, job interviews and quality time with their families.

Pedal cycles can offer employment opportunities in their own right. There are plenty of cycling entrepreneurs and employees earning a living as, for example, rickshaw operators, bicycle messengers, sandwich delivery riders and post-office staff. The Council currently employs a firm of cyclists for cycle training. Cyclists overcome congestion and unreliability, which otherwise act as barriers to London's economic efficiency, growth and competitiveness.

Cyclists are excellent consumers, since they need minimal parking space and purchase the same quantity of goods as motorists (EC 1999). Roughly a quarter of cycled trips in London are to shops and services. Many traditional high streets have been adversely affected by the growth of out-of-town and other car-based retail developments. By encouraging and facilitating walking and cycling, together with enhancing local centres, it may be possible to stem their decline.

**Transport:** An average four-mile journey in Central London can take 40 minutes in a car, 30 minutes on the Tube, an hour on the bus and just 22 minutes on a bicycle. The annual cost of running a bicycle is just £250; by comparison running a car costs £6,000 per year (from TfL Cycling Action Plan). Cycling is one of the few transport options that are relatively unaffected by congestion or overcrowding. If more people cycled – they would play a part in relieving congested transport systems and, with proper traffic management, enable road space to be reassigned to the benign modes, thus increasing safety and contributing to a better travelling environment for all.

**Environment:** Investment in cycling will, together with other measures such as walking, travel plans and road traffic reduction, assist the Government's objective of meeting National Air Quality Strategy objectives for carbon monoxide, lead, nitrogen dioxide, particles, sulphur dioxide, benzene and 1,3- butadiene. It will also contribute to meeting the challenging targets that need to be achieved to combat global warming and avoid harmful global chain-reactions that will affect the survival and quality of life of the human species.

**Crime reduction:** The presence of cyclists and pedestrians on the streets can help to reduce crime by increasing 'natural surveillance'. In addition, several London police forces have now reintroduced bicycles as part of their policing strategies because they are extremely effective at reducing crime (by over two-thirds in some cases) as well as providing a visible community presence.

**Safety in numbers:** Increasing the amount of cycling also increases the safety of cyclists. A research article in the British Medical Journal concludes that 'the likelihood that a given person walking or bicycling will be struck by a motorist varies inversely with the amount of bicycling or walking'.

Government surveys show that cycle use in the UK has increased by 10% between 1993 and 2002, yet the number of reported pedal cyclist casualties has decreased by 34% over the same period. Furthermore, European cities with a higher level of cycling than London are also safer. For example in York around one in five of trips are cycled and in the peak hours cycling has increased by a third, yet over the past ten years casualties have been reduced by 30%.

Locally, there has been an 8% reduction in cyclist casualties between 1994 and 2003.

**Value for Money:** Compared to other modes, the cost of providing infrastructure, training and promotion for cycling is minimal, relative to the very high cost and land-take associated with accommodating demand for motorised transport. Value can be measured in terms of the savings achieved through realising the health, transport, safety and other benefits that accrue from investing in cycling. The approach adopted in this Strategy is designed to deliver an inexpensive and effective infrastructure for cycling, based on the existing Borough street network, the London Cycling Network Plus (LCN+) and community links.

### **Tapping the benefits**

4 This action plan sets out to build upon the investment already made in the Borough to make cycling safer and more attractive, and to confirm its importance as a transport choice. It forms part of the Council's general policy of reducing traffic levels and speeds, achieving greater social inclusion and improving air quality and health.

## Part 1: Context

### 1.1. London-wide and local policies

- **London-wide Cycling Policy:** The Mayor's Transport Strategy sets the high level framework for cycling within London. It states that, "*Transport for London and the London boroughs, in consultation with cycling groups, will undertake and support measures to make the cycling environment safer and more convenient for all users*".

TfL's London Cycling Action Plan states the Mayor's Vision for cycling in London and sets out strategic targets, objectives and actions. These relate to the LCN+, resources, maintenance, design standards, safety, auditing, cycle parking, promotion, inclusiveness, transport, contributions from other schemes, integration and co-ordination, partnership and legislation.

- **Borough Planning Policy:** The Revised Deposit UDP (September 2004) supports the development of cycling in the Borough. Policy M3 states that:

*"The Council requires that new proposals should have a design and layout that encourages walking and cycling"*

This policy is supported by Supplementary Planning Guidance, which provides further details about cycle parking standards and the specification of stands.

- **Road Safety Plan:** This reflects the Council's commitment to the Road Danger Reduction Charter and sets out a series of initiatives aimed at meeting national targets for reducing the number and severity of crashes. More information about the Council's approach to road safety in relation to cycling is provided in Part 2.
- **School Travel Plans and Safer Routes to School:** The Council will continue to support the development of school travel plans by investing in developing safe routes to school and supporting measures such as local waiting / parking restrictions. The Council is currently supporting a programme of school cycle parking and school travel planning, with funding from Transport for London.
- **Local Agenda 21 Action Plan** seeks to increase the role of cycling in terms of its contribution to 'Sustainable Haringey'. Its policies seek to restrain the use of private cars and encourage cycling through the reallocation of road space.

### The Council's approach to planning for cycling

- 1.2. The Council considers all the road network should be available for cyclists. There will, however, be a need to cater for less experienced or younger cyclists who may not be confident of cycling on some of the

Borough's main roads. Segregated cycle facilities would be appropriate as well as alternative routes along quieter roads.

- 1.3. Local screenline cycle counts reveal that the heaviest peak-hour cycle flows are generally to be found on the major arterial roads, which also happen to serve the facilities, including shops, services, employment and entertainment that cyclists wish to use. However these major arterials, particularly Tottenham High Road, Green Lanes and Seven Sisters Road, are also the locations that experience the largest number of accidents.
- 1.4. In this context, the Council considers it sensible to pursue the objective of assisting cyclists to integrate with traffic on all roads, including major roads that form the majority of the Cyclists' Network. Improving safety through Road Danger Reduction will provide benefits, not just for cyclists, but for all road users, since it involves a redefinition of the hierarchy of the highway to be more accommodating of all users. Cycle training is complementary to this objective, as it demonstrably increases cyclists' confidence to make safe use of the whole available network.

### **Categorising the Cyclists' network**

- 1.5. The "*Cyclists' Network*" in Haringey comprises all of the Borough's roads. The network can be expanded through the provision of additional off-road links that are not adequately provided for by the road network. These 'missing' connections are known as "*Community Links*" because they are generally of most benefit to local people.
- 1.6. The Council will invest in infrastructure for cycling in the Borough, on the basis of the following categorisation of the cyclists' network as described below:

- **The LCN+** is the London-wide 900-kilometre formal cycle network, which is being implemented at Borough level with dedicated funding sought from Transport for London (TfL). Project management is with the London Borough of Camden, as the lead authority. Implementation of the whole network will cost in the region of £110m and will be completed by 2009/10.

The Mayor's vision for the LCN+ is a network of high-demand routes that are fast, safe, comfortable, coherent, of high quality and easy for cyclists to use. The routes will also give cyclists greater priority over other traffic.

- **Principal roads and other busy through routes** enable [more experienced] cyclists to make faster and more direct journeys. They are also most often the focus for shops and other facilities that cyclists wish to reach. The principal road network, together with busy through roads, railway lines and other linear 'barriers', form 'cell walls' around areas of quieter streets and carry the majority of cyclists. Principal roads experience the greatest concentration of injury accidents.

- **Quiet roads** are mainly residential in nature. They comprise ‘cells’ of lightly trafficked streets surrounded by busier roads, railways and other linear barriers that form the ‘cell walls’. The cells are increasingly designated as traffic-calmed 20mph zones or home zones, and may be suitable for less experienced cyclists. Formal routes may be signed to guide cyclists through networks of quiet routes. The signed routes often lead to dedicated crossings and other facilities that enable cyclists to cross linear barriers such as railways and busy roads, thus avoiding the need to encounter heavy traffic.
- **Local Cycle Routes** are roads on which specific cycle facilities may be provided such as cycle crossings to assist the safe movement across busy roads or could be signed only routes with little cycle infrastructure.
- **Community Links:** are complementary to the road network and comprise predominantly off-road cycle tracks and paths that cater for ‘missing links’ and short-cuts, making cycling quicker and more convenient than other modes. Some community links may be very short, for example cycle gaps or exemptions from regulations such as one-way streets, or longer, for example forming part of the National Cycle Network. These links may also perform a leisure role, for example by providing ‘green links’ across and between public open spaces or along canal towpaths. Such links may not be available 24 hours a day – for example park gates may be closed at dusk.
- **Cycle Parking** forms an integral part of the cyclists’ network, because cyclists need to be able to park securely at the ends of their journeys. The London Cycling Action Plan states that a variety of cycle parking solutions are required in order to meet the different convenience and security needs of cyclists. For example, short-term ‘Sheffield’ type parking should be provided along shopping streets, while more sophisticated medium-to-long stay parking solutions are needed for locations at which cyclists are likely to remain for longer periods, such as at home or at educational establishments.

The Council requires covered cycle parking to be provided as part of new development, in accordance with parking standards in its Supplementary Planning Guidance.

## **Part 2: Aim, Objectives and Targets – Mechanisms for delivery of the Action Plan**

### **2.1 Overall aim**

- Overall Aim **The Council's aim is to maximise the role of cycling in Haringey within an overall framework of road danger and traffic reduction, and sustainable development.**

### **2.2 Infrastructure**

- Objective 1 **The Council will develop infrastructure for cycling to a high standard of planning, design and implementation, in particular to assist cyclists to integrate with traffic through measures such as speed reduction and improved traffic management.**

2.3 Reflecting the advice contained in *Cycle Friendly Infrastructure* (DoT 1996) and *Planning and design for Walking and Cycling – Consultation Draft* (DfT April 2004) the Council will invest in infrastructure for cyclists on the basis of the following hierarchy of solutions:

- **Traffic reduction** – can traffic volumes be reduced sufficiently to achieve the desired improvements in attractiveness and safety. Can heavy lorries be restricted or diverted?
- **Traffic calming** – Can speeds be reduced and driver behaviour modified to achieve the desired improvements?
- **Junction treatment and traffic management** – Can the problems that cyclists encounter, particularly at accident locations, be solved by specific junction treatment or other traffic management solutions such as contra-flow cycle lanes?
- **Reallocation of road space** – Can the carriageway be reallocated to give more space to cyclists, perhaps in conjunction with buses?
- **Cycle lanes and cycle tracks** – Having considered and, where possible, implemented the above, what specific cycle lanes or cycle tracks are now necessary?

2.4 The Council will ensure careful attention to the design and implementation of infrastructure for all cyclists including those with disabilities. On the basis of the categorisation of the cyclists' network described in Part 1, this strategy defines a framework for continued investment, as follows:

- **Plain Links:** The majority of the cyclists' network comprises plain links (principal roads and quiet streets), on which there are few or no specific cycling measures existing or planned. When considering options for improving conditions for cyclists, the Council will consider ways of

assisting them to integrate with traffic within the broader context of reducing road danger. Appropriate measures include traffic speed and volume reduction, improved traffic management, wider bus lanes (4m wherever possible) and the careful application of cycle lanes and other features where necessary to facilitate manoeuvres such as right-turns or to cross busy roads. The Council will not normally invest in fully segregated facilities adjacent to the carriageway. However, it is appropriate for priority to be given to cyclists at road junctions where feasible and at traffic signal controlled junctions where advance stop lines and lanes can be valuable in improving cycle safety and priority.

- **Cycle lanes, tracks and paths:** Considerable investment has been made in cycle lanes, tracks and paths. On the LCN+ they provide continuity for the defined routes; on other parts of the network they form predominantly off-road community links that complete missing connections in the road network.

Cycle paths and tracks are complementary to the cyclists' network, and the Council will invest in them if they can achieve clear and demonstrable network and community benefits, for example, providing safe routes to stations avoiding busy roads.

The Council will also ensure that opportunities are taken to provide cycle gaps, contraflows and other exemptions to general traffic regulations where they can be safely applied. Stakeholders are encouraged to identify and report potential opportunities for investigation.

Such facilities are termed in this Action Plan as 'Community Links', to demonstrate their local function.

- **Formal routes for cyclists:** From the mid-1990s, the London Cycle Network established a network of formal routes throughout the Borough. These routes are useful to less experienced cyclists in particular, because they make it easier for them to navigate through and between the 'cells' of quiet streets. The routes also connect with cycle-specific facilities, such as cycle tracks and paths and toucan crossings. Other formal routes are specifically designed for leisure cyclists, and may follow linear features such as canal towpaths and link 'strings' of open space. In principle, formal routes should be continuous, fast, safe, comfortable and easy to use.

The Council will continue to maintain and invest in improvements to the LCN+, as well as implementing local cycle routes to link with local town centres, rail stations and other attractors. However this action plan recognises that the whole of the Borough's road network is available to cyclists and investment will be planned on this basis. The LCN+ has a separate stream of funding and design guidance. The Council will prioritise investment on parts of the LCN+ that are subject to the highest demand and suffer the highest incidence of personal injury collisions. We will also prioritise the completion of short 'missing links' in the network in order to aid its completion.

- **Cycling and Public Transport:** Cycles can be carried free of charge on most rail services and certain Underground lines in the Borough outside of peak hours. The exceptions are the Stansted Express, the Finsbury Park to Moorgate line and the tunnel sections of the Piccadilly, Victoria and Northern Lines.

Providing for cyclists at stations can increase their catchment area. If it is assumed that people will travel for up to 10 minutes to a station then the area within the catchment increases from 2km<sup>2</sup> on foot, to around 19km<sup>2</sup> by pedal cycle. Thus, the typical catchment population for a Haringey station increases from 13,000 to 120,000. The potential for cycle-based park and ride is therefore considerable, particularly for stations with higher frequency train services.

The average distance currently travelled to stations by car and cycle are under 5km, demonstrating that there is scope for increasing cycle trips. Most drivers cite perceptions of road danger and lack of secure parking as reasons for not cycling. 73% of cycles used for trips to the station are taken on-board the train, so that the cycled journey can be continued from the destination station.

According to the London Cycling Action Plan, some 25% of rail commuters say that it would be advantageous for them if cycle parking could be improved to allow them to cycle from home to their local station, where they could confidently leave their cycles parked all day.

The Council will continue to work with rail-based public transport operators to improve cycle parking facilities at stations and to maintain and expand current capacity for cycle carriage on trains.

The Council will support other initiatives to improve interface between cycling and public transport use, for example through the provision of secure cycle parking at major interchanges, and additional 'Sheffield' stands at other public transport stops.

We will also seek to provide safer links to stations, particularly where this will increase the likelihood that cycling becomes a first-choice mode of transport for travel to them as part of multi-modal trips.

- **Cycle Parking:** The Council will seek to ensure that an adequate supply of cycle parking is provided across the Borough:
  - *Street cycle parking:* The Council is committed to its ongoing programme of providing comprehensive street cycle parking across the Borough, using Sheffield stands featuring tapping rails as standard. Cycle parking provided as part of town centre regeneration schemes may be of a different appearance, to be consistent with the overall desired 'look' of the streetscape of the area, however it must generally conform with the design characteristics of Sheffield stands.

- *'Long-term' cycle parking*, for example in the form of lockers and supervised parking and workshop facilities, may be provided at locations such as public transport nodes and rail stations and on local authority and housing association housing estates where access to flats with cycles is difficult.
- *Cycle parking at schools and workplaces* will be sought as part of travel plans. According to London Cycling Campaign, 24% of employees say they would travel to work if adequate cycle parking were in place.
- *Minimum Cycle Parking Standards*: The Council requires the provision of a minimum number of cycle parking spaces for new development. Cycle Parking Standards are given at the end of this strategy.
- **Maintenance and improvement:** Failure to maintain and improve facilities is counterproductive to the purpose of investment in the first place. The Council undertakes general network maintenance: additional funding may be required specifically for cycle facilities including infrastructure and cycle parking.

Street cleansing is crucial to preventing punctures and to maintaining the attractiveness of the cyclists' network. The Council's cleansing team is able to extend its regular cleansing regime to include cycle tracks and paths at an annual cost per metre, subject to the availability of resources.

- **Monitoring:** TfL requires regular ongoing appraisal of the use of facilities that have been implemented. The Council will undertake surveys to measure satisfaction with infrastructure and will monitor the usage of completed schemes.

## **Road Danger Reduction**

2.5 Perceptions surrounding traffic conditions, fear of accidents and unsuitable road design are key issues affecting people's propensity to cycle. In the Introduction, we showed that the chance of an individual cyclist being struck by a motorist varies inversely with the amount of walking and cycling, and that locally, the number of collisions involving cyclists has decreased over ten years from 1993-2003.

2.6 We conclude from this that actively promoting an increase in cycling will help us to meet headline targets for *reducing* the number of collisions involving cyclists, particularly those resulting in serious injury or death (KSI).

2.7 The Cycling Action Plan seeks to contribute to meeting the national target of reducing the number of people killed or seriously injured (KSI) in road collisions by 40 per cent, and the number of children killed or seriously injured by 50% by 2010. This compares with the average for 1994-1998.

2.8 A genuine reduction in road danger at source is a central part of the overall aim of increasing the amount of cycling in the Borough and reducing the number of injury accidents. The Council has adopted as policy the Road Danger Reduction Charter, which seeks to reduce and eliminate road hazards at source. The charter is set out as follows; the Council will:

- 1. Seek a genuine reduction in danger for all road users by identifying and controlling the principal sources of threat;*
- 2. Find new measures to define the level of danger on our roads. These will more accurately monitor the use of and threat to benign modes;*
- 3. Discourage the unnecessary use of private motor transport where alternative benign modes or public transport are equally or more viable;*
- 4. Pursue a [balanced] transport strategy for environmentally friendly sustainable travel based on developing efficient, integrated public transport systems. This would recognise that current levels of motor traffic should not be increased;*
- 5. Actively promote walking and cycling, which pose little threat to other road users, by taking positive and co-ordinated action to increase the safety and mobility of these benign modes; and*
- 6. Promote the adoption of this Charter as the basis of both national and international transport policy.*

2.9 The road danger reduction objective is as follows:

- **Objective 2 The Council will seek a reduction in road danger for cyclists by identifying and controlling the principal sources of threat.**

2.10 A number of schemes that meet this objective are already being introduced within the Borough, including 20mph zones, Safer Routes to Stations / Schools, local safety schemes, Streets for People (home zones) and town centre schemes with increased pedestrian priority.

2.11 In relation to all highway infrastructure including cycling-specific infrastructure, the Council will appraise schemes on the basis of their contribution to road danger reduction objectives, particularly where they are designed to enable cyclists to safely integrate with traffic and where cycle tracks and paths meet traffic and pedestrian flows.

2.12 The design and positioning of cycle parking and off-road cycle links will have regard to the needs of partially sighted pedestrians and the likelihood of interference with footway continuity and desire lines.

## **Training**

2.13 The Council continues to invest in providing free cycle training in the Borough for children and adults to established National standards, with emphasis placed upon assisting cyclists to safely integrate with traffic on the Borough's road network. This investment will continue to meet the following objective:

- **Objective 3 The Council will pursue the objective of road danger reduction through investment in appropriate road-based cycle training to the National Standard, for children, adults and people with disabilities.**

2.14 Mobile 'Dr. Bike' sessions and regular workshops such as that provided by Haringey Cycling Campaign provide an opportunity for local people to benefit from basic training and access to free or low-cost basic cycle maintenance. The Council will support these initiatives, which are often provided as part of wider publicity initiatives in support of cycling.

### **Promoting cycling**

2.15 The development of the cyclists' network, including roads, the LCN+, community links, signed quiet / advisory routes and provision of complementary infrastructure including cycle parking and high quality training will make a considerable contribution to increasing the attractiveness of cycling.

2.16 Marketing initiatives and campaigns are complementary to investment in infrastructure and will improve the value for money offered by that investment.

- **Objective 4 The Council will support Transport for London's (TfL) role in promoting cycling, for example by distributing leaflets and maps.**

2.17 The Council will:

- Emphasise the importance and benefits of cycling in its Cycling Action Plan and through the distribution of publicity on behalf of TfL, and will seek to raise political and public support for cycling through its promotional and media activities.
- Support or facilitate promotional events organised by local cycling groups. These include, for example Bike Week and Finfest, which provide opportunities for the distribution of information and the promotion of cycling within the Borough. Use events to generate community involvement in developing the cycling network.
- Support the development of the Council's own travel plan and associated promotional activities that encourage people to cycle to and from work and for business journeys.

## 2.19 Planning and Cycling

- **Objective 5 Through its policies in the Unitary Development Plan, the Council will ensure that new development is cycle-friendly, and that where required, travel plans include cycling as a key alternative to the car and public transport.**

## Working in Partnership

2.20 This Action Plan reflects a number of other Action Plans and Strategies including the UDP. Its implementation will be carried out in consultation with stakeholders and in partnership with local cycling groups.

2.21 In particular, the Council will continue to consult with cyclists at the Cycling Liaison Group, held every three months, and will continue to contribute to the work of the Borough Cycling Officers' Group, LCN+ lead authority and Cycling Centre of Excellence.

### **Part 3: Targets and Actions**

3.1 This Strategy is about doing. The preceding text sets out the Council's commitment to a series of aims, objectives and principles with a framework for their implementation across the Borough. The London Cycling Plan states that targets should be 'smart', ie:

- Specific
- Measurable
- Attainable
- Realistic
- Targeted

3.2 The targets and actions are designed to be both challenging and achievable. They are a tool for the measuring progress and ongoing success of implemented schemes and are divided into groups that relate to the activity needed to meet the aims and objectives.

PROGRAMME FOR IMPLEMENTING HARINGEY CYCLING  
ACTION PLAN

OBJECTIVE		RESPONSIBILITY OF		
<b>Overall Aim: To maximise the role of cycling within an overall framework of road danger, traffic reduction and sustainable development</b>		AD, PEPP		
TARGETS AND PERFORMANCE MEASURES		TIMESCALE		
<ul style="list-style-type: none"> <li>Produce a draft Cycling Action Plan for consultation</li> </ul>		June 2004		
<ul style="list-style-type: none"> <li>Finalise Cycling Action Plan</li> </ul>		September 2005		
<ul style="list-style-type: none"> <li>Contribute to Achieving an 80% increase in cycling levels by 2010 and a 200% increase by 2020 (London-wide)</li> </ul>		2010 and 2020		
<ul style="list-style-type: none"> <li>Implementation of Plan to contribute to reducing total number of KSI road casualties from 180 (2002) to 145</li> </ul>		March 2006		
ACTIVITIES TO BE UNDERTAKEN				
Headings in <i>italics</i> relate to the Aim and Objectives in the Action Plan main text.				
Actions	Milestones	By Whom?	When?	Resources
Develop and implement Borough Cycling Action Plan	<ul style="list-style-type: none"> <li>Draft to be produced</li> <li>Consultation and adoption as part of LIP process</li> <li>Implementation</li> <li>Annual review</li> </ul>	AD, PEPP	June 2004  Sept 2005	Existing budgets
<i>Infrastructure</i>				
Implementation of London Cycling Network+ in Haringey	<ul style="list-style-type: none"> <li>Scheme development</li> <li>BSP Bid</li> <li>Detailed design</li> <li>Consultation</li> <li>Implementation</li> </ul>	AD, PEP P	2009/10	TfL (Lead Borough: Camden)
Implementation of local cycle network to the high standard of planning, design and implementation required for the LCN+.	<ul style="list-style-type: none"> <li>Audit and maintenance of existing facilities</li> </ul>	AD, PEPP	Ongoing	Highway Maintenance funds

	<ul style="list-style-type: none"> <li>• Identification of potential network improvements and Community (off-road) Links including links to rail stations and other key destinations</li> <li>• BSP bids</li> <li>• Feasibility Studies</li> <li>• Detailed Design</li> <li>• Consultation</li> <li>• Implementation</li> <li>• Monitoring</li> <li>• Maintenance and improvement</li> </ul>	AD, PEPP	Substantive completion of Cyclists' Network by 2011.	TfL / Alternative funds including SRB, European funds, developer contributions.
Work with rail operators to improve cycle parking facilities at stations and maintain / expand capacity for carriage of cycles on trains	<ul style="list-style-type: none"> <li>• Establish dialogue with rail operators</li> <li>• Negotiate infrastructure (including cycle parking) provision as appropriate</li> </ul>	AD, PEPP		TfL / Rail operators
Provision of appropriately designed cycle parking to according to length of stay and security requirements	<ul style="list-style-type: none"> <li>• Identification of cycle parking locations</li> <li>• Identification of appropriate design specification to meet requirements</li> <li>• Installation</li> <li>• Monitoring</li> </ul>	AD, PEPP	2006  Ongoing	TfL, SRB, European funding, developer contributions  Developer funding through application of Parking standards to new development
Maintenance of facilities: the council will maintain cycle tracks and paths through regular cleansing and sweeping	<ul style="list-style-type: none"> <li>• Sweeping</li> <li>• Cleansing</li> </ul>	Waste Management	As appropriate	Identified budgets
Monitoring user satisfaction with and use of infrastructure	<ul style="list-style-type: none"> <li>• Sample surveys for non-LCN+ schemes</li> <li>• Performance</li> </ul>	AD, PEPP	As appropriate	Existing budgets

	Indicators			
<b>Road Danger Reduction:</b>				
<ul style="list-style-type: none"> <li>Appraisal of all highway schemes including cycle-specific schemes to assess their contribution to road danger reduction objectives through high quality planning, design and implementation</li> <li>Safety Audits to take into account road danger reduction principles</li> </ul>	<ul style="list-style-type: none"> <li>Cycle audit of new highway schemes</li> </ul>	HoH; AD, PEPP	Ongoing	Existing budgets
<ul style="list-style-type: none"> <li>Appraisal of off-road cycle tracks and paths and cycle parking to ensure that hazards are not present that would be a danger to pedestrians and partially-sighted pedestrians.</li> <li>Safety Audits to take into account road danger reduction principles</li> </ul>	<ul style="list-style-type: none"> <li>Pedestrian audit of all new cycle schemes provided off-road</li> </ul>	HoH; AD, PEPP	Ongoing	Existing budgets
Implement measures to reduce road danger	<ul style="list-style-type: none"> <li>Local safety schemes</li> <li>20mph zones</li> <li>Safer Routes to schools</li> <li>Home Zones</li> <li>Town Centre schemes</li> </ul>	HoH; AD, PEPP	Ongoing	BSP and other ad-hoc funding
<b>Training.</b>				
Provide free cycle training for adults and children to National standards	<ul style="list-style-type: none"> <li>Annual tender</li> <li>Appointment of cycle training organisation</li> <li>Implementation</li> <li>Monitoring of satisfaction and degree of increased cycling activity</li> </ul>	AD, PEPP	Ongoing	TfL, SRB, European funding

<b>Promotion and Marketing</b>				
Promotion of cycling	<ul style="list-style-type: none"> <li>• Distribution of maps and other literature</li> <li>• Emphasise the importance of cycling in Cycling Action Plan and raise political support for cycling</li> <li>• Facilitate or support promotional events organised by local cycling groups</li> <li>• Support development of Council's own travel plan</li> </ul>	AD, PEPP	Ongoing	Existing budgets / TfL publicity materials
<b>Working in Partnership</b>				
Working in Partnership	<ul style="list-style-type: none"> <li>• Regular meetings with Haringey Cycling Campaign</li> </ul>	AD, PEPP	Quarterly meetings	Existing budgets

Key:

AD, PEPP - Assistant Director, Planning, Environmental Policy and Performance

HoH - Head of Highways

