

5.8. Mayoral Priority Area: Encourage cycling by improving conditions for cyclists and through the use of travel demand measures

MTS Policy and/or Proposals

Proposal 4J.1: TfL will establish a Cycling Centre of Excellence that will prepare a plan to guide the development of cycling initiatives in consultation with the boroughs and cyclist user groups.

Proposal 4J.3: The Cycling Centre of Excellence (CCE) will co-ordinate the LCN in partnership with a lead London borough. A project management model similar to the London Bus Initiative will be followed, with increased support to the boroughs to ensure delivery. (Priority higher demand routes will be completed by the end of 2004, and the remaining network will be completed by 2008 to a consistent high standard.)

Proposal 4J.4: TfL will work with the London boroughs and cyclist user groups to develop extended high quality cycle routes, which will largely be based on the LCN. By early 2002 a pilot high quality route will be identified. The London-wide network will be identified by the end of 2002, with the aim of completing the extended high quality cycle routes within 10 years.

Proposal 4J.5: TfL and the London boroughs will look at the problems that cyclists encounter, particularly key accident locations, to see if these can be solved by specific junction treatment or other traffic management solutions.

Proposal 4J.6: All new major highway and transport infrastructure and traffic management schemes should be cycle audited, and TfL and all boroughs should have cycle audit procedures and include cycling in safety audit procedures.

Proposal 4J.7: TfL and the boroughs, working in partnership with rail operators, businesses and educational establishments, will provide additional secure cycle parking facilities, including at shopping centres and transport interchanges. The Mayor will also encourage the provision of these and other facilities required by cyclists at workplaces and places of education, and will expect the boroughs to require developers, wherever practicable, to: provide good cycle access to the development; install secure cycle parking; provide showers and lockers and changing facilities.

Proposal 4J.8: TfL will work with the London boroughs and the police to support effective training for children and adults for safer cycling. TfL will work with the London boroughs, the voluntary and community sectors to increase awareness of the problems caused by cycling on the footway and other offences, and will develop effective measures for addressing them.

Performance Indicators/Targets

TfL and the Boroughs are to achieve an increase of at least 80% in cycling in London between 2001 and 2011. The target applies at the London-wide level.

5.8.1. The Council has developed a Cycling Action Plan that includes a series of actions to support the London-wide target. The Action Plan forms Appendix 2 at the end of this section.

STATEMENT OF COMMITMENT TO THE LONDON CYCLE NETWORK (LCN+)

The Mayor's vision is to make London a city where people of all ages, abilities and cultures have the incentive, confidence and facilities to cycle whenever it suits them. Cycling is integral to the Mayor's vision to develop London as an exemplary sustainable world city.

Policy Context

The Mayor's Transport Strategy (MTS) includes a commitment to prepare a plan to guide the development of cycling initiatives. To meet this commitment Transport for London published the London Cycling Action Plan (LCAP) in February 2004. LCAP includes a target increase in cycling of at least 80% by 2010, and 200% by 2020 when compared to year 2000 levels.

LCAP sets out a balanced package of measures that will help achieve the Mayor's vision and deliver all the economic, social and environmental benefits of an increase in cycling.

Objective 1 in LCAP is to complete the delivery of the London Cycle Network+ (LCN+) by 2009/10. This is to be a 900 Km long network of strategic routes that will provide cyclists with fast, safe and comfortable conditions.

This authority is committed to the implementation of LCN+ network links numbered 78,79,80,81,82,83,84 and 85 on land under its control (as shown on the attached map in Fig 5.7.1) We confirm that these routes and sites are safeguarded, to give protection against contrary proposals.

Additionally this authority commits to working with TfL's Lead Borough (London Borough of Camden, LBC) and TfL and other stakeholders to achieve this.

The Traffic Management Act imposes a network management duty on all local traffic authorities to secure the expeditious movement of traffic (including pedestrians and cyclists) on their road networks, and to facilitate the expeditious movement of traffic on other authorities' networks.

In fulfilment of its responsibility to deliver LCN+ schemes, this authority is committed to securing the expeditious movement of traffic (including pedestrians and cyclists), and will ensure a balance of network capacity and safety for all modes. Given that cyclists are particularly vulnerable road users, this borough undertakes to pay particular attention to accommodating their needs through sites where works are taking place.

LCN+ Programme

5.8.2. LCN+ is programmed to be substantially complete by 2009/10.

5.8.3. The table below is an outline programme to deliver the LCN + network over the period 2005/6 to 2009/10.

Link Number and Scheme	CRISP Study (yr)	Works commence (yr)	Works Complete (yr)
79 Station Road by Wood Green Common – non-signalised crossing	2005/6	2005/6	2005/6
79 Wood Green Common – widening of footpath across Common	2005/6	2005/6	2005/6
83 Green Lanes – schemes to be developed following CRISP	2004/5	2005/6	2007/8
84 Tottenham High Road – schemes to be developed following CRISP	2004/5	2005/6	2007/8
79 Links to toucan crossings at Wood Green High and Mayes Road	2005/6	2005/6	2005/6
79 Tottenham High Road – crossing by St Loys Road	2005/6	2005/6	2005/6
81 St Michaels Terrace – contra-flow cycle lane	2005/6	2005/6	2005/6
79 Chesnut Road – contra-flow cycle lane	2005/6	2006/7	2006/7
83 Spouters Corner junction - improvements	2004/5	2006/7	2007/8
83 Wood Green High Road -signage	2004/5	2006/7	2006/7
83 Turnpike Lane junction – cycle facilities	2004/5	2006/7	2007/8

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83 Turnpike Lane junction to Falkland Road – cycle facilities [linked to bus priority]	2004/5	2006/7	2007/8
83 Falkland Road to Williamson Road – extend bus lane	2004/5	2006/7	2006/7
83 St Ann's Road gyratory – cycle facilities	2004/5	2006/7	2007/8
83 Williamson Road to Manor House junction – cycle lanes, enhanced cycle crossing	2004/5	2006/7	2006/7
84 Whole link – signage and logos	2004/5	2006/7	2007/8
84 Hillside Road junction with High Road - study	2004/5	2006/7	2006/7
84 Philip Lane – traffic calming	2004/5	2006/7	2006/7
84 White Hart Lane jn Devonshire Hill Lane – upgrade to crossing	2004/5	2006/7	2006/7
84 The Roundway – design of cycle track improvements	2004/5	2006/7	2006/7
78 Design and implementation	2005/6	2006/7	2007/8
79 Design and implementation	2005/6	2006/7	2007/8
79 Chesnut Road – contra-flow cycle lane	2005/6	2006/7	2006/7
80 CRISP	2006/7	2007/8	2008/9
81 CRISP	2006/7	2007/8	2008/9
82 CRISP	2006/7	2007/8	2008/9
85 CRISP	2005/6	2006/7	2006/7

Process

5.8.4. The LCN+ programme for the London Borough of Haringey will be developed with our officers and the LCN+ team at LBC.

5.8.5. In order to ensure that the LCN+ network requirements are to be met, the individual scheme proposals will be initiated through the Cycle Route Implementation Stakeholder Plan (CRISP) process. This is a feasibility assessment on an LCN+ link that is intended to support this borough in scheme planning, programming, design and implementation by engaging stakeholders at an early stage. Using information gathered on existing conditions, opportunities and constraints, the CRISP assessments will recommend strategic solutions on each link. This borough is committed to use the CRISP process.

5.8.6. Additionally, this borough is committed to ensuring that schemes are designed in accordance with the TfL's London Cycling Design Standards (LCDS).

5.8.7. In pursuance of this commitment, this borough will send scheme design proposals to TfL's Lead Borough (LBC) for checking using the 'LCN+ Design Check Procedure'.

5.8.8. All the links within the LCN+ network will have been subject to a CRISP assessment by 2006/7.

5.8.9. This borough commits to using existing and new processes that may be developed to support the delivery of this programme, including for example: the Monthly Monitoring (MM) reporting forms and the variation pro-forma, for network and scheme change control.

5.8.10. This borough commits to using road safety audit procedures on cycling schemes.

Monitoring and Performance

5.8.11. Delivery of LCN+ by 2009/10 is a key task in LCAP as a contributor to the achievement of the LCAP objective of an 80% increase in cycling in London.

5.8.12. Progress on the LCN+ programme will be measured by:

- the number of CRISP assessments completed,
- schemes designed and ready for implementation,
- additional route length delivered.

5.8.13. A method for measuring additional route length (based on measures of level of service) is being developed by TfL

5.8.14. The above is reported through the LCN+ Annual Report produced for

TfL by LB Camden.

5.8.15. Another action arising from LCAP is the need to support highway authorities to maintain cycling routes and facilities to give confidence and demonstrate the long term commitment of TfL. A pilot asset management initiative was undertaken in 2004/05 and this will be reviewed and developed further in 2005/06.

Schemes for 2005/6 and 2006/7

5.8.16. Support has been received for the following LCN plus and local cycle schemes for 2005/6 and 2006/7.

Table 5.8.1 2005/06 LCN Plus and Local Cycle Schemes		
Transport area	Scheme	Funding £k
LCN plus	Station Road by Wood Green Common – non-signalised cycle crossing; Wood Green Common – widening of footway across Common	166
LCN plus	Asset Management Initiative	212
LCN plus	Green Lanes	58
LCN plus	Tottenham High Road – schemes to be developed following CRISP study	57
LCN plus	Gladstone Mews and Caxton Road links to Mayes Road and Wood Green High Road toucan crossings	30
LCN plus	St Michaels Terrace between Buckingham Road and Avenue Gardens – contra-flow cycle lane	64
LCN plus	Beaconsfield Road – contraflow cycle lane	36
LCN plus	Bounds Green Road – toucan crossing	44
LCN plus	CRISP study link 78	10
LCN plus	CRISP study link 79	10
Local cycle route	Watermead Way	160
Cycle parking		20
Cycle training		80
Total		947

Table 5.8.2 2006/7 LCN Plus and local cycle schemes		
Transport Area	Scheme	Funding £k
LCN plus	83 Spouters Corner junction – detailed design	25
LCN plus	83 Wood Green High Road – signage and road markings	5
LCN plus	83 Turnpike Lane junction – design	20
LCN plus	83 Green Lanes [Turnpike Lane to Falkland Road] – design [linked to bus priority]	10
LCN plus	83 Green Lanes [Falkland Road to Williamson Road] – extend hours of bus lane	10
LCN plus	83 St Anns Road gyratory - design	10
LCN plus	83 Green Lanes [Williamson Road to Manor House junction]	30
LCN plus	84 Whole link – signage and logos	30
LCN plus	84 Hillside Road jn High Road - study	10
LCN plus	84 Philip Lane – traffic calming	90
LCN plus	84 White Hart Lane jn Devonshire Hill Lane – upgrade toucan	15
LCN plus	84 The Roundway - design	10
LCN plus	79 Chesnut Road – contraflow cycle lane	10
LCN plus	78 design and implementation of schemes	100
LCN plus	79 design and implementation of schemes	100
LCN plus	85 design and implementation of schemes	20
LCN plus	80, 81, 82 CRISP study	20

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LCN plus	80 design and implementation of schemes	20
LCN plus	81 design and implementation of schemes	20
LCN plus	82 design and implementation of schemes	20
LCN plus	85 design and implementation of schemes	20
Local cycle route	Parkland Walk	40
Cycle training	Cycle training	60
Cycle parking	Cycle parking	5
Total		695

Schemes for 2007/8 – 2010/11

5.8.17. The development of schemes for the LCN plus is informed by the CRISP [Cycle Route Implementation and Stakeholder Plan] process. The programme for CRISP studies. All CRISP studies are scheduled to be complete by 2006/7.

Table 5.8.3 Programme for 2007/8

Scheme	Funding estimate £k
Spouters Corner junction [link 83]	100
Turnpike Lane junction [link 83]	25
Green Lanes [Turnpike Lane to Falkland Road link 83]	25
Link 83 – signage and logos	30
Link 83 – Green Lanes [Woodberry Down to Manor House]	80
Link 78 – schemes identified in CRISP	100
Link 79 – schemes identified in CRISP	100
Link 80 – schemes identified in CRISP	50
Link 81 – schemes identified in CRISP	50
Link 82 – schemes identified in CRISP	25
Link 85 – schemes identified in CRISP	25
Total	610

Table 5.8.4 Programme for 2008/9

Scheme	Funding estimate £k
Link 83 Turnpike Lane junction	130
Link 83 Green Lanes [Turnpike Lane to Falkland Road]	100
Link 83 St Anns Road gyratory	150
Link 84 The Roundway	150
Link 78 schemes	50
Link 79 schemes	50
Link 81 schemes	50
Link 82 schemes	50
Total	730

Table 5.8.5 Programme for 2009/10

Scheme	Funding estimate £k
Link 78 schemes	50
Link 79 schemes	50
Link 81 schemes	50
Total	150

Greenways (Cycling)

5.8.18. We have been allocated £120,000 for 2006/7 by TfL to develop two Greenways corridors in Haringey. The corridors are:

- Highgate station to Alexandra Palace station [estimated cost £400,000]
- Finsbury Park to White Hart Lane station [estimated cost £290,000]

The funding will be used for further feasibility study work including a Green CRISP study. Part of the funding would be for initial implementation following the studies.

5.8.19. Funding will be sought to fully implement each scheme in 2007/8, currently estimated at £570,000 in total. This estimate is likely to be refined following the study work.

5.8.20. Work on the Parkland Walk [between Finsbury Park and Highgate] green corridor has already commenced through TfL funding in 2005/6 and 2006/7. The Walk is part of Capital Ring strategic walk as well as commuter and leisure cycling route. Additional funding will be sought to complete the work in 2007/8 and 2008/9. Full details are provided in a Form 1.

Local Cycle Network

5.8.21. The development of local cycle network schemes has been informed by a consultants study. The level of cycle accidents has been used to

prioritise this programme.

5.8.22. The three year accident statistics (2003-2005) show that 160 accidents involving cyclists were recorded during that period. The total number of accidents within Haringey during the 3 year period is 2,213 showing that cycling accidents account for approximately 7% of all accidents within the Borough.

5.8.23. An analysis of the accident data identified six areas for actions to reduce cycle accidents. These are detailed in the table below

Table 5.8.6 Cycle Accident Locations

Area	Total accidents	Cycle accidents	Proportion of cycling accidents
<i>Haringey</i>	<i>2213</i>	<i>160</i>	<i>7%</i>
Hornsey Lane	11	5	45%
Crouch End town centre	87	13	15%
Green Lanes town centre	113	18	16%
Wood Green High Road south of Wood Green station	19	2	11%
Bounds Green Road	50	5	10%
Wood Green High Road north of Wood Green station	44	5	11%

5.8.24. Some of the above locations for concentrations for cycle accidents are located on existing or planned LCN Plus routes. The issue of cycle accidents would be addressed as part of that programme. Table 5.8.7 below details the measures planned for each of the above locations.

Table 5.8.7 Cycle Accident Remedial Measures

Location	Proposed Measures
Hornsey Lane	Extend waiting restrictions to remove pinch points
Crouch End town centre	Provide southbound cycle lane on Crouch End Hill; review waiting and loading restrictions; provide ASLs at each signalised junction
Green Lanes town centre	Proposals as part of Link 83 CRISP
Wood Green High Road south of Wood Green station	Proposals as part of Link 83 CRISP

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Bounds Green Road	Northbound and southbound cycle lanes as part of local safety scheme being implemented in 2006/7
Wood Green High Road north of Wood Green station	To be part of Link 78 CRISP; possible northbound and southbound cycle lanes

5.8.25. The development of the local cycle network is focused on the Borough's town centres and other attractors such as rail stations, leisure facilities and health centres. The area based schemes for town centres provides the focus for improved access by cycle.

Cycle Training

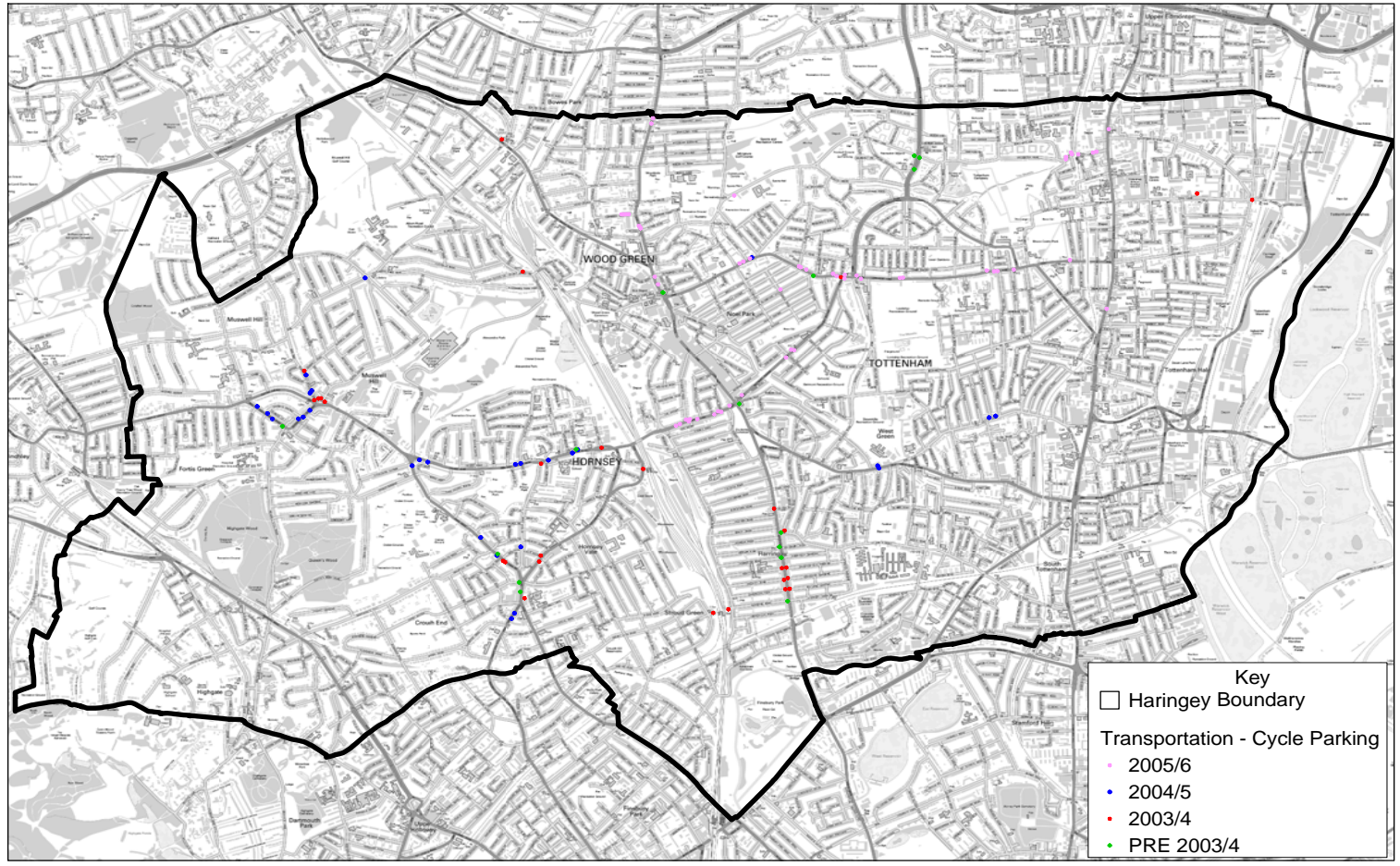
5.8.26. We have supported a high quality cycle training programme since 2003/4 covering school training and individual training. Surveys of individuals following training have shown more cycling being undertaken and greater confidence in cycling on all roads.

5.8.27. We wish to maintain or enhance our cycle training programmes for school pupil training which is linked to our work on School Travel Plans and for adult cycle training.

Cycle Parking

5.8.28. A programme of implementing cycle parking has been maintained since 2003/4. The focus has been mainly on cycle parking at key destinations such as shopping centres and leisure facilities. We are looking to provide and enhance cycle parking at rail stations as part of the programme to improve integration and accessibility to the public transport network. In addition we have implemented secure cycle parking on housing estates to support more cycle ownership and usage.

5.8.29. Further cycle parking for estates and on the public highway is required. Figure 5.8.1 shows the location of existing cycle parking provision which forms the background to the development of our future programme. Input has been received from the local cycling group on preferred locations for cycle parking.



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HARINGEY CYCLE PARKING LOCATIONS

Figure 5.8.1 Cycle Parking

5.8.30 Table 5.8.8 details our progress on delivering cycle parking.

Table 5.8.8 Cycle Parking Provision

Year	No of Stands	Allocation £k
2003/4	56	10
2004/5	42	10
2005/6	80	20
2006/7	81	20
Total	259	60

5.8.31 Our future cycle parking programme is described in detail in a Form 1.

Advanced Stop Lines [ASLs]

5.8.32 A programme of ASLs is detailed in a Form 1. CRISP studies have identified ASLs where appropriate. Signalised junctions on the TLRN are excluded from the programme.

5.8.33 The table below provides details of our actions to implement the London Cycling Action Plan.

Pool Bike Scheme

5.8.34 As part of the Council's strategy towards improving the environment and supporting sustainable transport we are seeking to introduce a pool bike scheme for Council staff. The scheme would be focused on the Council offices in Wood Green where a number of offices are located and benefits from excellent access to public transport. Limited on-site parking would encourage take-up of the pool bikes. The aim of the scheme is to reduce car dependency for trips during the working day and to encourage more staff to use public transport to and from work. Full details of the proposal are provided in a Form 1.

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London Cycling Action Plan Objectives	London Cycling Action Plan Actions	Haringey Actions
Objective 2 Increase cycle safety, access and priority	2.1 Remedial safety – Agree priority locations for a rolling programme of remedial safety work on the TLRN and encourage the boroughs to undertake a similar programme	Programme described in a Form 1.
	2.2 Audits and checklists – Publish and promote use of audits and checklists of cyclists’ needs and ways to minimise the negative impacts of cycling upon pedestrians and other road users	We will be developing audit procedures which will be based on the principles of the DETR’s Cycle Audit and Review Guidelines. Cycle audits will be carried out on all cycle schemes and on all traffic and highway schemes likely to have a significant impact on cyclists. This would be done at the initial design stage. Cycle reviews of existing schemes would be undertaken where safety or other issues have been identified. The London Cycling Design Standards would be used as the basis for audits and reviews.
	2.4 Advanced stop lines – Investigate the effectiveness of existing advanced stop lines [ASLs] and in collaboration with the boroughs install ASLs at signalled junctions where appropriate	Programme described in a Form 1.
Objective 3 Increase cycle parking provision	3.1 On-street parking – Review and publicise existing provision in each borough, identify deficiencies, develop costed programmes and accommodate demand	Existing provision outlined in Table 5.8.9 above. We are preparing a new cycle map for the Borough which will show location of cycle parking. Future programme described in a Form 1.

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	3.2 Cycle parking at schools – Implement a programme to introduce quality cycle parking at London schools and further education establishments	We have introduced cycle parking at a number of schools as part of TfL’s school parking project. School cycle parking also being considered as part of School Travel Plans.
	3.3 Cycle parking at workplaces – Examine impacts and set-up a programme to support provision of good quality and secure cycle parking to meet commuter and workplace needs	Cycle parking has been provided at Council offices. We are working with partners in the North Central Travel Network supporting provision of cycle parking at workplaces.
	3.5 Cycle parking at home – Encourage provision of good quality and secure parking for residents [particularly in regeneration areas and new developments], targeting places with known demand, a high proportion of people on low incomes	Minimum cycle parking standards including residential parking standards in adopted UDP. We have supporting an estate parking scheme. The lack of secure cycle parking at home, particularly on deprived housing estates is a deterrent to owning and using a cycle. Three estate parking schemes were implemented in 2005/6. Programme described in a Form 1.
Objective 4 Support innovative cycling schemes	4.1 Off-highway routes – Encourage the development of cycling through parks and green corridors	We are keen to promote walking and cycling through parks and green corridors. Top priority is being given to three routes: Parkland Walk; Highgate station to Alexandra Palace station green corridor; and Finsbury Park to White Hart Lane station green corridor. Programme described in a Form 1.
	4.3 Transport for freight and people –	We support more use of cycles for freight

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	Investigate the potential for licensing pedicabs and promote use of bicycles for freight and delivery services and by couriers	and delivery. The LCN+ and the local cycle route networks would promote quicker and more direct routes within and through the borough.
	4.4 Bike loan systems – Investigate the development of bicycle loan and pool bike schemes	We are encouraging the use of pool bikes through NCTN. The Council has its own pool bike scheme and is conducting a feasibility study to implement a bicycle and electric bicycle scheme at two of its offices. A staff survey indicates widespread support for the idea. Programme described in a Form 1.
Objective 5 Promote cycling and improve its status	5.1 Cycling information – Develop, update and make widely accessible route, parking, trip planning and other practical cycling information through mapping, print and electronic media	We produce a Cycling, Walking and Public Transport map of Haringey which includes cycle routes and cycle parking and bike shop locations. The map is distributed widely through libraries, bike shops and Customer Service Centres across the Borough. The cycle route map will be placed on the Council's website by January 2007. The map is being updated with a new version expected in August 2006.
	5.2 Market research – Conduct market research into cycling to fill knowledge gaps and provide information to ensure effective targeting of investment	We carry out a cycle training survey to monitor the effectiveness of the cycle training programme in the Borough including questions on provision of cycle infrastructure. We are updating the survey and will include questions on the type of

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		cycling infrastructure is needed to encourage the daily commute by cycle.
	5.4 Flagship events – Investigate the feasibility of international flagship events and sponsorship and support local initiatives	We are supporting TfL’s initiative for the Tour de France to commence in London. Similarly we are supporting the Tour of Britain in London, organised through TfL.
Objective 6 Provide incentives and support for target groups	6.1 Cyclist training – Support a rolling programme of cyclists’ training for children, teenagers and adults that will meet London’s needs. This will build upon the work currently undertaken by the London boroughs and cycling organisations and link to developments in curriculum and quality control, supported by the National Cycling Strategy Board	We have been carrying out cycle training for adults and children since 2003/4, funded by TfL. We are seeking to continue this work. The standard of cycle training meets the national cycle training requirements. Programme described in a Form 1.
	6.3 Children and schools – Work with partners to develop cycling within schools. This will include support for cycle parking facilities, developing incentives, training and marketing materials	We have supported the Mayor’s Cycle Parking at schools project. Several schools in Haringey have benefited from this programme. As part of our School Travel Plan strategy we are seeking greater use of cycles to school by staff and pupils. Full details are provided in the separate School Travel Plan Strategy.
	6.4 Employers – Encourage London employers to facilitate cycling by staff, visitors and contractors. This will include TfL’s Bike and Business programme and support for travel plan co-ordinators	As part of our work with sub-regional partners within North Central Travel Network we are promoting the use of cycles by businesses, setting up pool bike schemes and seeking provision of cycle parking at workplaces.

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<p>Objective 7 Increase mutual awareness and respect between cyclists, pedestrians and other road users</p>	<p>7.2 Mutual awareness campaigns – Develop guidance and awareness campaigns that promote respect towards pedestrians and other vulnerable road users. This will include developing of a series of fact sheets and locally targeted campaigns.</p>	<p>We are supporting a TfL campaign to raise awareness of safety issues between HGVs and cyclists. As part of our school travel plan work we are working with schools and the Metropolitan Police Safer Schools Patrol to promote better behaviour on buses and to raise awareness of the issue of cycling on footways.</p>
	<p>7.3 Enforcement – Develop effective measures for addressing problems caused by cycling on the pavement and other offences and fully integrate cycling into enforcement regimes</p>	<p>As part of their responsibilities our Street Wardens within the Enforcement service take action against cyclists cycling on the footway.</p>
<p>Objective 8 Promote cycle links and interchange schemes</p>	<p>8.1 Cycle parking and cycle access at stations – Support the introduction of improved cycle facilities and cycle access at stations through Borough Spending Plan and TfL interchange programmes</p>	<p>Details of cycle parking and cycle access at stations are provided in Section 5.6. Programme described in a Form 1.</p>
<p>Objective 9 Optimise the contribution to cycling from other schemes</p>	<p>9.2 Town centre, local area schemes and major developments – Ensure that cycling objectives are achieved in town centre and local area schemes and major developments</p>	<p>We have a programme for town centre based local area schemes. Priority is being given to Tottenham Town Centre, Wood Green Town Centre and Green Lanes Town Centre. Promoting better access for cyclists is part of these projects. Full details are provided in Section 5.10. UDP policy M3 requires new development proposals should have a design and layout that encourages</p>

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		walking and cycling. The policy is supported by Supplementary Planning Guidance
	9.3 Cycling, traffic and bus priority schemes – Seek synergies between cycling, traffic and bus priority schemes through co-ordinated planning and impact assessment	A programme for reviewing A roads and busy bus routes is provided in Section 5.4.
	9.4 Cycle parking standards – Update and further develop cycle parking standards	Cycle parking included as minimum standards in the adopted UDP. Revision to the cycle parking standards would be undertaken as part of preparing the Local Development Framework. This would take into account TfL Cycle Parking standards.
	9.5 20mph limits and zones – Support the introduction of 20mph limits and zones and other conflict mitigation measures such as traffic calming at side roads and surface treatments	Programme of 20mph zones prepared.
	9.6 Cycling promotion within other schemes – Support the boroughs and other stakeholders to maximise opportunities for cycling growth, promotion and consultation where there is scope for cyclists to benefit from other schemes	Regular liaison with local cycling groups carried out. Cycling groups are part of the statutory consultees for new traffic schemes. Cycle audits will be carried out to maximise the benefits.

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 2km² on foot, to around 19km² 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.

Final Local Implementation Plan Chapter 5 Cycling Action Plan

PROGRAMME FOR IMPLEMENTING HARINGEY CYCLING ACTION PLAN

OBJECTIVE		RESPONSIBILITY OF		
Overall Aim: To maximise the role of cycling within an overall framework of road danger, traffic reduction and sustainable development		AD, PEPP		
TARGETS AND PERFORMANCE MEASURES		TIMESCALE		
• Produce a draft Cycling Action Plan for consultation		June 2004 [completed]		
• Finalise Cycling Action Plan		September 2005 [completed]		
• Contribute to Achieving an 80% increase in cycling levels by 2010 and a 200% increase by 2020 (London-wide)		2010 and 2020		
• Implementation of Plan to contribute to reducing total number of KSI road casualties from 180 (2002) to 145		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"> • Draft to be produced • Consultation and adoption as part of LIP process • Implementation • Annual review 	AD, PEPP	June 2004 Sept 2005 [completed]	Existing budgets
<i>Infrastructure</i>				
Implementation of London Cycling Network+ in Haringey	<ul style="list-style-type: none"> • Scheme development • BSP Bid • Detailed design • Consultation • Implementation 	AD,PEPP	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"> • Audit and maintenance of existing facilities 	AD, PEPP	Ongoing	Highway Maintenance funds
	<ul style="list-style-type: none"> • Identification of potential network improvements and Community (off-road) Links including links to rail stations and other key destinations • BSP bids • Feasibility Studies • Detailed Design • Consultation • Implementation • Monitoring • Maintenance and improvement 	AD, PEPP	Substantive completion of Cyclists' Network by 2011.	TfL / Alternative funds including SRB, European funds, developer contributions.

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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"> Establish dialogue with rail operators Negotiate infrastructure (including cycle parking) provision as appropriate 	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"> Identification of cycle parking locations Identification of appropriate design specification to meet requirements Installation Monitoring 	AD, PEPP	Ongoing 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"> Sweeping Cleansing 	Waste Management	As appropriate	Identified budgets
Monitoring user satisfaction with and use of infrastructure	<ul style="list-style-type: none"> Sample surveys for non-LCN+ schemes Performance Indicators 	AD, PEPP	As appropriate	Existing budgets
Road Danger Reduction:				
<ul style="list-style-type: none"> 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 Safety Audits to take into account road danger reduction principles 	<ul style="list-style-type: none"> Cycle audit of new highway schemes 	HoH; AD, PEPP	Ongoing	Existing budgets
<ul style="list-style-type: none"> 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. Safety Audits to take into account road danger reduction principles 	<ul style="list-style-type: none"> Pedestrian audit of all new cycle schemes provided off-road 	HoH; AD, PEPP	Ongoing	Existing budgets
Implement measures to reduce road danger	<ul style="list-style-type: none"> Local safety schemes 20mph zones Safer Routes to schools Home Zones Town Centre schemes 	HoH; AD, PEPP	Ongoing	BSP and other ad-hoc funding
Training.				

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Provide free cycle training for adults and children to National standards	<ul style="list-style-type: none"> • Annual tender • Appointment of cycle training organisation • Implementation • Monitoring of satisfaction and degree of increased cycling activity 	AD, PEPP	Ongoing	TfL, SRB, European funding
Promotion and Marketing				
Promotion of cycling	<ul style="list-style-type: none"> • Distribution of maps and other literature • Emphasise the importance of cycling in Cycling Action Plan and raise political support for cycling • Facilitate or support promotional events organised by local cycling groups • Support development of Council's own travel plan 	AD, PEPP	Ongoing	Existing budgets / TfL publicity materials
Working in Partnership				
Working in Partnership	<ul style="list-style-type: none"> • Regular meetings with Haringey Cycling Campaign 	AD, PEPP	Quarterly meetings	Existing budgets

Final Local Implementation Plan
Chapter 5 Cycling Action Plan

Type of Land Use	No. of Spaces (minimum)
<i>A1 – Shops</i> - Food - Non-food	1 space per 150 sqm 1 space per 350 sqm
<i>A3 – Food and Drink</i> - Take-away/restaurant - Public house/wine bar	1 space per 15 seats or part thereof 1 space per 30 sqm licensed floor space
<i>B1/A2 - Business/financial and professional services</i>	2 spaces per 500 sqm or part thereof
<i>B2-B7 - Industrial and B8 - Storage & Distribution</i>	2 spaces per 500 sqm or part thereof
<i>C1 – Hotels and hostels</i>	Hotels - 1 space per 20 members of staff should be provided that can be used by guests Hostels- 1 space per 20 students in students hostels; 1 space per 30 bedrooms for other hostels
<i>C2 – Residential institutions</i>	For hospitals, by individual assessment. For elderly persons home and nursing/convalescence home, 1 space per 20 members of staff
<i>C3 – Dwelling houses</i>	1 space per residential unit should be provided where possible. The cycle parking can be either internal or external to the residential dwelling provided it is secure, safe and undercover.
<i>D1 – Non-residential institutions</i> - Doctors and dental surgeries, health centres and clinics - Further education colleges - Primary schools - Secondary schools - Museums, galleries, libraries, public halls & exhibition halls - Places of worship	1 space per practitioner By individual assessment By individual assessment By individual assessment By individual assessment By individual assessment
<i>D2 – Assembly and Leisure</i>	By individual assessment