

Appendix 2 - Progress update on the Scrutiny Cycling Review Recommendations

Recommendation from Scrutiny Review	Response [Agreed/Partially agreed/Not agreed]	Who and When	2017/18 update (if required)
1. That, as part of the forthcoming Cycling and Walking Strategy, a transformational vision for cycling be developed by the Council for the borough and promoted as part of a wider "Living Streets" strategy, encompassing both walking and cycling and backed up with strong and political will	Agreed We will include a vision for cycling and walking as part of a new Transport strategy.	Cabinet Members for Environment and Planning and Team Leader, Transportation Planning April 2017	This is an important part of the vision of the new Haringey Transport Strategy which was consulted on before the new year and is being presented to Cabinet for adoption in March 2018.
2. That the overriding priority of the cycling content of the Council's forthcoming Cycling and Walking Strategy be to create a high quality cycle network that is, as far as possible, segregated from road traffic where speed differences between cycles and motor vehicles are large or where traffic is heavy	Agreed We will seek to provide segregated cycle facilities wherever possible. We recognise many cyclists and potential cyclists are discouraged from cycling by traffic speed and volume.	Cabinet Members for Environment and Planning and Team Leader, Transportation Planning Ongoing	This is an important part of Outcome 2 and the priority in the the new Haringey Transport Strategy to make Haringey 'one of the most cycling and pedestrian friendly boroughs in London'. The draft strategy was consulted on before the new year and is being presented to Cabinet for adoption in March 2018.
3. That, in order to promote and develop cycling in the	Not agreed We consider the		

<p>borough further, a dedicated post of cycling officer be created, with an overarching responsibility for all aspects of the development of cycling within the borough</p>	<p>development and implementation of cycling infrastructure, management of soft measures to encourage more cycling and cycling policy matters can be managed within existing staff and financial resources. We do not consider a dedicated cycling officer will add value to the work already being undertaken.</p>		
<p>4. That quarterly meetings regarding cycling issues be scheduled between relevant officers, the Cabinet Member for Environment and Haringey Cycling Campaign and linked into meetings of the Transport Forum</p>	<p>The HCC will be engaged in the development of a new Transport Strategy and, as part of the review of the Transport Forum, we will ensure cycling and cyclists are properly represented in any new partnership</p>	<p>Cabinet Member for Environment and Team Leader, Transportation Planning November 2016</p>	<p>The HCC have been engaged as part of the development of the new Transport Strategy and they will continue to be a key stakeholder. The Transport Forum met in September 2016 and the next meeting is scheduled for Feb/March 2018. The Cabinet Member for Environment has met with members if the Campaign.</p>
<p>5. That the structure of the Transport Forum be reviewed so that it encourages wider involvement of the community, particularly pedestrians and cyclists</p>	<p>Agreed We will review the structure of the Transport Forum in discussion with the Cabinet Member for Environment</p>	<p>Cabinet Member for Environment and Team Leader, Transportation Planning November 2016</p>	<p>The Structure of the Forum was reviewed and wider involvement was sought. The last meeting was well attended by a range of different interests and we hope this will continue.</p>

<p>6. That the long term cycle route network for the borough and priorities within this be clearly publicised within strategy new Transport Strategy</p>	<p>Agreed It is intended to include a cycle route network and a prioritised action plan within a new Transport strategy</p>	<p>Cabinet Members for Environment and Planning and Team Leader, Transportation Planning April 2017</p>	<p>We are preparing a walking and cycling action plan as part of the Transport Strategy and it is intended to review the cycle route network to help achieve the aims of the Strategy</p>
<p>7. That the long term cycle route network includes provision for a specific east-west route that crossed the borough</p>	<p>Agreed We have included an east-west route as a priority in the Quietway cycle route programme, funded by TfL. The previous Mayor's Cycling Commissioner supported such a route in evidence to the panel. Its implementation will depend on the availability of funding from TfL.</p>	<p>Cabinet Members for Environment and Planning and Team Leader, Transportation Planning April 2017</p>	<p>We are preparing a walking and cycling action plan as part of the Transport Strategy and it is intended to review cycle routes east-west to help achieve the aims of the Strategy</p>
<p>8. That cycle infrastructure projects be piloted in the first instance wherever possible in order to provide the necessary flexibility to amend them if necessary so that concerns raised by residents may be responded to effectively</p>	<p>Not agreed In theory most cycling infrastructure can be put in on a temporary basis. However, we consider that with a limited budget for implementing cycling infrastructure much better value for money can be achieved by developing,</p>		

	consulting and implementing effective and widely supported schemes. Consultation with local residents and stakeholders is a key element of developing schemes and we seek to address resident concerns as part of this process.		
9. That the Council's Regeneration, Planning and Development service undertake a review of cycle pinch points to ensure that these do not compromise the safety of cyclists	Partially agreed We will work with Haringey Cycling Campaign to identify such locations. We will need to consider the needs of other road users and the impact of traffic speed in considering options for removing pinch points. Such a review would also need to be considered in the context of a limited budget for delivering cycling infrastructure and balanced against delivering other physical measures to support more cycling.	Cabinet Member for Environment and Team Leader, Transportation Planning December 2016	We continue to work with HCC and this will be explored as part of the walking and cycling action plan.
10. That the Cabinet Member for Environment be requested	Agreed	Cabinet Member for Environment and Ann	This remains operational practice.

<p>to confirm that the Council's policy remains that that parking on corners is prohibited and, if so, that it is enforced</p>		<p>Cunningham, Head of Traffic Management</p> <p>October 2016</p>	
<p>11. That action be taken by the Regeneration, Planning and Development service to increase the number of exemptions for cyclists from one way restrictions and that these be signposted clearly and trialled in the first instance in order to ensure that they do not compromise the safety of pedestrians</p>	<p>Agreed Subject to funding we will look to increase the number of exemptions for cyclists to one-way roads. The impact on road safety and particularly on pedestrian safety will be monitored as part of the delivery of such schemes.</p>	<p>Cabinet Member for Environment and Group Manager, Sustainable Transport</p> <p>Ongoing</p>	<p>These will continue to delivered annually from the LiP funded measures to support contra flow cycling within the limits of the available funding.</p>
<p>12. That the Regeneration, Planning and Development service be requested to: a) Commission a review of cycle paths within the borough where there is shared use with pedestrians; and b) Investigate methods of slowing cycles and deterring motorcycles and scooters which do not impact on cyclists using trailers, child tag-alongs and cargo cycles</p>	<p>Partially agreed We do not consider a general review of all shared use paths in the borough to be worthwhile. Where specific issues have been identified, we will investigate and seek to address these issues, subject to funding. Subject to funding, we will investigate options for slowing cycles and deterring motorcycles</p>	<p>Cabinet Member for Environment and Group Manager, Sustainable Transport</p> <p>December 2016</p>	<p>We are preparing a walking and cycling action plan as part of the Transport Strategy and it is intended to investigate all methods to help achieve the aims of the Strategy.</p>

<p>13. That an annual cycle ride around the cycling infrastructure be undertaken by relevant officers with representatives of Haringey Cycling Campaign and interested Councillors to determine any issues relating to it that require attention, particular signage and repairs</p>	<p>Agreed</p>	<p>Cabinet Member for Environment Team Leader, Transportation Planning and Group Manager, Sustainable Transport</p> <p>Spring/summer 2017</p>	<p>Engagement with HCC is ongoing and a cycle ride is in the pipeline for the near future and will form part of the research for the walking and cycling action plan.</p>
<p>14. That strong support be given to a major expansion by the Council, working with Transport for London, of the amount of secure cycle parking, such as bike hangars</p>	<p>Agreed We will continue to install secure cycle parking including bike hangars</p>	<p>Cabinet Member for Environment and Group Manager, Sustainable Transport</p> <p>Ongoing</p>	<p>Additional bike hangars have been installed year on year.(21 in 16/17 and 14 in 17/18). It is proposed to continue this roll-out subject to continued funding.</p>
<p>15. That the Environment and Community Safety service install additional bike racks where genuine demand can be demonstrated</p>	<p>Agreed Subject to funding, we will continue to install cycle parking facilities where demand is evident</p>	<p>Cabinet Member for Environment and Group Manager, Sustainable Transport</p> <p>Ongoing</p>	<p>Additional bike racks have been installed year on year (12 in 16/17 and 11 in 17/18).). It is proposed to continue this roll-out subject to continued funding.</p>
<p>16. That a feasibility study should be undertaken to see if secure and contained cycle parking facilities, similar to that provide by cycle hubs in Waltham Forest and part financed by a charge to users, could be established in</p>	<p>Partially agreed This study will need to be considered as part of the overall programme to enhance cycle facilities.</p>	<p>Cabinet Member for Environment and Team Leader, Transportation Planning</p> <p>March 2017</p>	<p>We are preparing a walking and cycling action plan as part of the Transport Strategy and it is intended to investigate all methods to help achieve the aims of the Strategy.</p>

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17. That clarification be provided on the procedure and responsibility for the removal of abandoned bicycle parts from cycle parking facilities and the timescale involved and that specific action be taken to speed up this process	Partially agreed Responsibility for removing bicycle parts falls within the remit of the Neighbourhood Action Team. Abandoned bicycles are regarded as a highway obstruction under the Highways Act 1980. NAT instructs the contractor Veolia to remove the bicycle parts within 2 working days of being reported if it is obviously abandoned. There is a requirement to issue a Statutory Notice of the intention to remove a bicycle if it looks in a good state of repair rather than just bicycle parts. This gives an owner 28 days to appeal against the notice.	Cabinet Member for Environment and Neighbourhood Action Team Ongoing	This work is ongoing
18. That Haringey Cycling Conference be made into a bi-annual event but with a wider focus, including walking and "living streets" initiatives	Not agreed Unfortunately The Council does not have sufficient staff and financial resources to undertake a bi-annual event. Our		

	resources will be targeted at delivery of cycling projects and programmes. However the Council would welcome engaging with a community group or partners to deliver such an event.		
19. That a Haringey Cycling Charter for schools should be developed as a way of building and extending the work that had been undertaken by North Haringay School and that this include cycle training and facilities	Partially agreed We acknowledge the excellent work being carried out by North Haringay school to promote the use of bicycles. We are happy to work with schools in encouraging more cycling. Subject to funding we will support more cycle training for schools and provision of cycle facilities such as parking. We will be preparing a School Charter setting out our proposals	Cabinet Member for Environment and Ann Cunningham, Head of Traffic Management March 2017	We are doing this via the school travel plan rather than having a separate charter for the schools to sign up to they are encouraged via the travel plan to sign up to and take part in cycling initiatives. It's an active travel policy that schools are being asked to adopt – https://stars.tfl.gov.uk/explore/idea/details/73
20. That further efforts be made to engage with secondary schools within the borough and include them in cycle training provided as part of the Smarter Travel	Agreed We will continue efforts to engage with secondary schools	Cabinet Member for Environment and Ann Cunningham, Head of Traffic Management Ongoing	We have worked with our cycle training provider to engage much more with the secondary schools and we have increased the number of secondary schools that have taken up cycle training in 2016/17 and 2017/18.

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