

Ayshe Simsek,
Democratic Services
and Scrutiny Manager

020 8489 2929

ayshe.simsek@haringey.gov.uk

16 November 2020

To: All Members of the Full Council

Dear Member,

Full Council - Monday, 16th November, 2020

I attach a copy of the following reports for the above-mentioned meeting which were not available at the time of collation of the agenda:

12. TO ANSWER QUESTIONS, IF ANY, IN ACCORDANCE WITH COUNCIL RULES OF PROCEDURE NOS. 9 & 10 (PAGES 1 - 14)

Response to written questions

13. TO CONSIDER THE FOLLOWING MOTIONS IN ACCORDANCE WITH COUNCIL RULES OF PROCEDURE NO. 13 (PAGES 15 - 22)

Amendment to Motion B

Yours sincerely

Ayshe

Ayshe Simsek, Democratic Services and Scrutiny Manager
0208 489 2929

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**Full Council Questions Oral and Written
16 November 2020**

Written questions with Responses

Cllr Barnes to the Cabinet Member for Communities

What discussions has the Cabinet Member and other representatives of the Council had with the Metropolitan Police about the use of suspicionless stop-and-searches under s.60 of the Criminal Justice and Public Order Act within our borough?

Response

The Cabinet Member for Communities and officers in the Safer and Stronger Communities service will meet with the Borough Commander as and when required, based on the level of need, on the proportionate intelligence-led use of s.60 power. These discussions would also normally form part of the monthly meeting the Leader and Cabinet Member hold with the Borough Commander.

In line with the Metropolitan Police response to s.60 powers the number of stop and searches for anticipated violence has reduced in the past 3 months for both London and Haringey.

Last week the Mayor of London, Sadiq Khan, published an Action Plan aimed at improving trust and confidence in the Metropolitan police and addressing community concerns about the disproportionality in the use of police powers affecting Black Londoners.

We look forward to engaging with the Borough Commander and her team in delivering on the Action Plan locally in Haringey and proactively addressing the concerns that were raised in our Black Lives Matter motion which was unanimously passed at full council in July.

Cllr Cawley-Harrison to the Leader of the Council

I am sure the Leader will join me in paying tribute to the work of mutual aid groups during the Covid-19 crisis and agree that they have demonstrated the significant benefits of devolving power to communities. Will this administration look to reinstate Local Area Forums removed by the previous Haringey Labour administration, with financial support, so that local residents are given greater power to improve the areas they live in?

Response

Haringey Together reflects the strength and impact of collaboration across sectors to improve outcomes for local residents, brought together by the Covid-19 pandemic. Mutual Aid Groups in Haringey are a spontaneous and creative response to need with neighbours and residents coming together to ensure very localised support and to link to statutory and established community sector provision too. They grew up quickly through friends and neighbours often supported by social media – and part of their power lies in their flexibility and ability to mobilise at speed, bringing together expertise and capacity in innovative and creative ways.

Their modus operandi is very different from Local Area Forums as they focus on action and interventions, rather than on grant giving or deciding through others what a local area needs. Mutual Aid Groups represent a genuinely different way of residents taking leadership in their own

**Full Council Questions Oral and Written
16 November 2020**

areas and are to be encouraged – the parallel with Local Area Forums is, however, not applicable in this case.

I fully support and appreciate the work of all community groups, including mutual aid groups and also the voluntary sector who have responded and worked with the council to support communities. With regards to the Local Area Forums, these were abolished in 2015 following a review where they were found to be no longer the most effective tool for Councillors to engage with local communities. Attendance had been variable and it was felt that the process had become rather transactional.

In recent years, a number of London Boroughs have reviewed their systems of neighbourhood/ward committees/forums and mechanisms for engaging their community. There have been a variety of approaches adopted; some have continued with forums but on a more informal basis and without dedicated officer support. Local ward councillors are able to organise and facilitate their own meetings with local groups and use online platforms as a way forward.

Cllr Chenot to the Leader of the Council

What actions have been taken so far to implement the resolutions of the “Black Lives Matter and the impact of Covid-19 on BAME Communities” motion passed at Full Council in July 2020?

Response

This Council is committed to tackling the entrenched injustices and inequalities that continue to exist in our borough. In this spirit we have made significant progress in taking forward many of the important actions highlighted in the motion passed in July.

The following summary sets out actions against each of the points from the original motion:

1. That all Councillors stand with Black residents in asserting their fundamental right to raise significant issues concerning their community:

We have facilitated routes for black residents to raise significant issues concerning their community through, for example:

- Establishing the Partnership Co-ordinating Group (co-chaired by the Bridge Renewal Trust and the Council) for addressing racial injustice and discrimination.
 - Supporting the Bridge Renewal Trust roundtable discussions and facilitating presentation of their recommendations to the Health and Wellbeing Board, where they have been adopted formally.
 - Initiating a joint Community Safety Partnership and Health and Wellbeing Board meeting which will meet regularly to oversee the partnership work
2. That the values and beliefs outlined in this motion should guide the Council’s interactions and tackling of racism and bigotry.

**Full Council Questions Oral and Written
16 November 2020**

We think that the Council would benefit from a clearer statement setting out our values and beliefs – co-produced with partners through the Partnership Co-ordinating Group – and we will include these in the proposed ‘refresh’ of the Borough Plan.

3. That our work, as elected representatives, must be to play a substantive and public role in ensuring racism and discrimination are challenged and eradicated at all levels.

This is an action for all of us as elected Members.

4. That we will seek the views of BAME communities across the London Borough of Haringey on the issues arising from the Black Lives Matter protests.

We are seeking views of Black, Asian and Minority Ethnic Communities in a number of ways, but as examples include the roundtable work with Bridge Renewal Trust; through the Partnership Co-ordinating Group, through the Multi-Faith Forum, through responding to the Haringey Health Watch reports on ‘Living Through Lockdown’ and the ‘Understanding the impact of Covid-19 on Turkish/Kurdish communities in Haringey’.

We will continue to work to get better qualitative and quantitative data on and from our local communities.

5. That we will read and understand the Public Health England report on the effect of Covid-19 on Black and Minority Ethnic Communities.

This report has shaped our planning for the second wave of Covid and our Recovery and Renewal work.

6. That we will address the structural inequality identified in the Public Health England report in its planning for the Borough’s recovery.

This work has begun but will be long-term in nature.

**Full Council Questions Oral and Written
16 November 2020**

Addressing equity of access and equity of treatment both fall within the Partnership Programme Plan of the Co-ordinating Group and will be part of the refreshed Borough Plan, as a key priority.

7. To carry out a comprehensive risk assessment of the working conditions of all our BAME staff both working at home, in Council offices and across the community.

All staff working arrangements are risk assessed. This forms part of "Working Safely" in our Covid-19 toolkit. The advice offered will vary depending on if staff are working from home, in the office or out in the community.

This approach does not assume a 'one solution fits all' and allows us to tailor solutions by offering options such as team job rotation, temporary re-assignment of roles, differing start times or shifts and access to professional medical advice via Occupation Health or our 24/7 Employee Assistance Programme.

However, we are looking at whether anything additional is required.

8. To ask the Cabinet to explore providing further support, training, and mentoring to the Council's BAME staff to help them rise to senior positions.

This work is currently being explored and will be followed up by the relevant Cabinet Members. Ensuring a diverse workforce at the senior levels is a top priority for the administration.

9. That the values and beliefs outlined above should guide the Council's interactions, discussions and work on these issues.

We are taking the opportunity afforded by the refresh of the Borough Plan to articulate a clearer vision, narrative and set of priorities in response to discussions and work on these issues.

10. That the Corporate Plan is updated to reflect the values outlined in this motion.

As noted above, we will make sure the refresh of the Borough Plan really takes the opportunity to make a strong statement and create the framework for addressing inequalities.

**Full Council Questions Oral and Written
16 November 2020**

The approach will be wider than racial injustice but will have a clear focus on racial discrimination and a much more active statement on inequalities more broadly.

11. That we will call on the Metropolitan Police Service to rise to the challenge of recognising the inherent dignity of all Londoners and eschewing any tactics which have a discriminatory impact. To further this, Council asks the Cabinet Member for Communities and Equalities to write a joint letter with their Liberal Democrat Shadow to the Home Secretary, the Mayor of London and the Commissioner of the Metropolitan Police asking them to ensure that no stops-and-searches are conducted in Haringey under S.60 Criminal Justice and Public Order Act 1994 and that live facial recognition technology is not deployed in the borough.

The Leader and Cabinet Member have been clear with the Metropolitan Police of the need to ensure that policing is fair and proportionate. A meeting was convened between the Mayor of London, senior Metropolitan police officers and community leaders in Tottenham in the summer to discuss issues of significant concern including stop and search, use of taser and the need for transparency and accountability.

The police are core partners to the Partnership Programme Plan work and co-leading a workstream on community safety and policing.

12. That the Council endorses the Diversity Reform Initiative and asks the Cabinet Member for Children and Families to write a joint letter with their Liberal Democrat Shadow to the Cabinet Member for Education to express our support.

We are continuing to strengthen the current Black and Minority Ethnic Attainment work being led by Haringey Education Partnership and have delivered the Fairer Education Fund bursary scheme.

13. Finally, that provision will be made for Councillors to debate the achievements and successes of Haringey's Black Community at the next available full meeting of all members.

A debate on the contribution and successes of Haringey's black community should take place at Full Council at the next available meeting.

In addition, it's worth highlighting the Black History Haringey 365 webpages which are a wealth of information on the achievements and successes of Haringey's Black Community now available all year round! <https://www.haringey.gov.uk/culture/black-history#:~:text=Explore%20our%20Black%20History%20Haringey%20365%20webpages%20Haringey%E2%80%99s,education%20and%20community%20activism%2C%20making%20history%20every%20day.>

**Full Council Questions Oral and Written
16 November 2020**

Cllr Connor to the Leader of the Council

What steps has the Council taken to prepare for the potential disruption of a no-deal Brexit?

Response

I am on record on saying Brexit will be a disaster for Britain and will impact negatively on Haringey and our residents.

There is a programme of work in train to map and track the risks associated with a potential 'no deal' EU Transition and to ensure that appropriate risk mitigation activity is being undertaken by the Council and partners. This work assesses any identified risks in combination with the risks and impacts arising from the Covid-19 pandemic. Inputs to this work are being provided by a senior officer group representing a range of services, and are organised under a series of workstreams including: citizen's rights and community support; community cohesion; business preparedness; communications; workforce; supply chain; and, adults and children's safeguarding and social care.

These workstreams, with the exception of supply chain, correlate with the current Covid Gold workstreams, and from December, monitoring and reporting on the risks associated with EU Transition and associated mitigation activity will be undertaken as part of 'Gold' Strategic Coordination group meetings.

Cllr da Costa to the Cabinet Member for Adults and Health

How will the Council deliver parity of esteem between physical and mental health in its role as a public health authority and especially in the distribution of its public health grant, and what additional mental health support is the council looking to put in place in the coming years in response to the mental impact of the pandemic?

Response

Haringey Council is committed to ensuring that residents are supported with their mental health and are able to access appropriate support when needed. The Public Health grant has been used to fund a range of initiatives. These include 'Good Thinking' which is a wellbeing digital platform for adults which supports with sleep, anxiety, depression and stress.

We provide funding for the Haringey Suicide Prevention Group and have worked with partners to set up a support after suicide service across North Central London.

We commissioned the charity Cruse to provide bereavement training. Over 200 people from different organisations across the borough and from BAME groups have been trained to provide bereavement support.

We have produced an online book of remembrance for the borough which is available on the council, Clinical Commissioning Group (Clinical Commissioning Group) and VCS (Voluntary and Community Sector) and Voluntary Sector websites. We plan to hold a memorial event once it is safe to do so.

**Full Council Questions Oral and Written
16 November 2020**

We have only limited scope for increasing public health grant spend on mental health, as mental health prevention is not a mandated area and the grant is mainly used to cover mandated public health services. However, we are working with partners on how we can increase system wide investment in mental health prevention because we agree that there should be parity of esteem between physical and mental health services.

Cllr Dennison for Transformation and Public Realm Investment

How many complaints or reports have been received by Veolia and Haringey Council about missed rubbish collections since the amendments to collection times on Monday October 5th?

Response

In the 5 weeks between Monday 5th October and Sunday 8th November, 2,149 service requests were received with respect to bin collections. This represents 0.136% of the total number of planned collections in this time frame.

Week	Missed Collections	Total Planned Collections	% of collections completed
<i>w/c 5th Oct</i>	<i>400</i>	<i>315000</i>	<i>99.873</i>
<i>w/c 12th Oct</i>	<i>450</i>	<i>315000</i>	<i>99.857</i>
<i>w/c 19th Oct</i>	<i>276</i>	<i>315000</i>	<i>99.912</i>
<i>w/c 26th Oct</i>	<i>443</i>	<i>315000</i>	<i>99.859</i>
<i>w/c 2nd Nov</i>	<i>580</i>	<i>315000</i>	<i>99.816</i>
<i>5th Oct to 8th Nov</i>	<i>2149</i>	<i>1575000</i>	<i>99.864</i>

**Full Council Questions Oral and Written
16 November 2020**

Cllr Dixon to the Cabinet Member for Planning and Corporate Services

Why has the Council been so slow to deliver appropriate traffic calming and reduction measures for Alexandra Ward?

Response

We are committed to traffic reduction and modal shift, as per the objectives of the Borough Plan, Transport Strategy and Climate Change Action Plan. However, the delivery of LTNs and other traffic reduction measures require funding. Since TfL's Local Implementation Plan money was withdrawn due to the pandemic in March, we haven't had funding to progress these schemes – this has caused the delay.

We do have three bids submitted to TfL and the Department for Transport for funding to help pilot LTN schemes in St Ann's ward, Bruce Grove and West Green wards, and Alexandra and Bounds Green wards. We are also looking for ways to invest our own capital money in this and future financial years, and plan on bringing proposals to that effect to the next Cabinet alongside the Council's wider budget proposals. We have been engaging with local residents, groups and councillors to develop the most appropriate scheme for each area. Regarding specifically the Alexandra and Bounds Green scheme, we are working closely with Enfield to ensure the best possible low-traffic neighbourhood, regardless of ward or borough boundaries. These schemes, if funded, will help provide a basis for rolling out further LTNs across the borough.

Cllr Emery to the Cabinet Member for Local Investment and Economic Growth

Above and beyond their general responsibility to ensure there is no modern slavery within their supply chains, are the Council and Homes for Haringey taking any specific steps to ensure that no products it purchases that originate wholly or in part from the People's Republic of China were made using forced labour, especially in the Xinjiang Uyghur Autonomous Region or the Democratic People's Republic of Korea?

Response

All procurements undertaken by the Council and Homes for Haringey fully comply with EU regulations and are bound by the provisions contained within the regulations (including any disqualification). The Council and Homes for Haringey are committed to ensuring that Modern Slavery does not exist within our supply chain and approach this on a global basis rather than specially related to People's Republic of China or the Democratic People's Republic of Korea.

Depending upon the type and nature of the goods, works and services the Council procures, this commitment will depend upon whether additional requirements relating to Modern Slavery are incorporated during the procurement. We generally request suppliers demonstrate how they are complying with the Modern Slavery Act and how they undertake due diligence within their supply chains.

Where it is possible we can refer to Modern Slavery registries to validate information provided in tender submissions and proposed supply chains, where they are known.

**Full Council Questions Oral and Written
16 November 2020**

The Council will be publishing a Modern Slavery Action Plan early in 2021.

Cllr Hare to the Cabinet Member for Finance and Strategic Regeneration

In light of the difficulties facing large retail units, does the Cabinet Member agree that now more than ever Wood Green needs additional leisure facilities in order to drive footfall to the area?

Response

A mix of leisure, retail and community spaces is key to a thriving high street. Footfall on Wood Green high street has been falling as result of the Covid-19 restrictions, although fortunately not as significantly as some high streets in the borough or other parts of London.

In response the Council is working with businesses and Future Wood Green BID (Business Improvement District) on a range of measures to support the revival of the high street and increase footfall. These include:

- Touch and Pay in Haringey: will promote contactless payments at local businesses
- Digital local shopping facility: an online portal for SMEs
- Pavement widening: creating outdoor space for businesses to use
- Encouraging and investing in market trading
- Vacant units: work with landlords to bring into use as meanwhile spaces or pop-up shops for Haringey creative/arts and other local businesses
- Greening town centres: including pop-up parks and tree-planting
- Support businesses to reduce energy use and use greener vehicles
- Support businesses to reduce utility costs
- High Street Shutter Gallery and Mural Projects: artworks for shop security shutters.
- Develop an Evening Economy strategy
- Place Promotion Campaign (virtual and physical)

Our full range of measures is set out in the High Streets Recovery Action Plan.

Alongside this, investment in the High Road will be made through the Adaptive Wood Green programme - an innovative approach to address issues, such as reduced footfall, facing the high street using a town centre re-positioning strategy and a pilot project to convert an existing retail unit into a piece of civic infrastructure.

Cllr Morris to the Cabinet Member for Climate Change, Equalities and Leisure

What is the Cabinet Member's best estimate of how many current primary school pupils in Haringey will leave their current school before a School Street is installed as per the timetable presented to Cabinet last week?

**Full Council Questions Oral and Written
16 November 2020**

Response

The Council has set out measures to deliver 20 School Streets by the end of this financial year. These 20 primary schools were prioritised according to objective criteria:

- Level of air quality
- Level of parental traffic
- Level of SEND provision
- COVID-related factors - including whether school had pavement-widening measures implemented, and the number of Black, Asian and Minority Ethnic pupils, given disproportionate impact of COVID
- Local road safety issues
- Level of active travel promotion by the schools

Many of these schools already have temporary measures outside the school gates. This programme will make them permanent alongside street closures.

Over the next 4 years, a further 10 school streets will be delivered from our own allocated funding, alongside anticipated funding from local and national government. That takes us to almost half of the number of primary schools in the borough. If there is any further external or internal funding available, we will claim it to try and maximise the number of School Streets in our borough.

It is not true that all primary schools in the borough are suitable for School Streets. This may be because they are on strategic roads such as bus routes or TfL roads. Or, the school in question may not want them and we cannot force them. We of course want to persuade as many teachers and parents as possible of the benefits of School Streets – we anticipate the 20 School Streets this year will provide a leading example across the borough.

We will continue to design our future School Streets with the engagement and consensus of schools and school communities, based on need and positive impact.

Cllr Ogiehor to the Chief Whip

Would the Chief Whip like to take this opportunity to confirm that he received my email of 3rd October 2020 on the chairing of OSC for 2021/22 and that he will respond to it as soon as possible to ensure that discussions can commence about the Chair of OSC being independent from the majority council group in future years, as he indicated he supported at the recent Council AGM?

Response

As I reported at the Annual council, I am happy to consider this proposal in the round and this will involve consideration of how this proposed change will impact on committee composition, the scrutiny function and allocation of Special Responsibility Allowances (SRA).

**Full Council Questions Oral and Written
16 November 2020**

Cllr Palmer to the Cabinet Member for Housing & Estate Renewal

What is the Council doing to tackle one aspect of hidden poverty in our borough, that of the problem of Haringey residents living in substandard housing association properties - in particular where requests for maintenance or improvements to property such as better insulation and damp proofing are simply ignored by Housing Association Landlords; and how many enforcement cases has the Council taken against housing associations for poor quality accommodation during this administration?

Response

Protecting the rights of tenants across the borough is a priority for this council. We do, for example, provide help for private renters through a dedicated Housing Improvement Service that focuses on investigating issues in the private rented sector where tenants have no recourse to a complaints platform.

In terms of Housing Association tenants, the council has an internal policy for responding to complaints, that in the first instance focusses on facilitating and supporting tenants to utilise their housing association's own complaints process. It is important that where necessary, social housing tenants use this platform and that of the Local Government Housing Ombudsman so that individual complaints are properly dealt with and examined.

The Council will consider taking formal action where there have been significant failures by housing associations to meet their responsibilities as a landlord. I would urge Members who have examples of housing associations failing to meet their responsibilities to bring them to the attention of the housing team.

Within the period of the current administration, the Council has not been required to take any formal enforcement action against any housing association with stock in the borough, but we would certainly consider this if necessary.

Cllr Ross to the Cabinet Member for Housing and Estate Renewal

Can the Cabinet Member explain the process by which Council buildings are named including who has the final decision? In particular, can we have an explanation of the rationale behind naming the new building on the Ashley Gardens site in Tottenham Hale after 'Rosa Luxemburg', despite her never having visited Haringey nor having any other connection with the borough?

Response

The naming of council buildings is a decision for the Leader and Cabinet. Applications do need to adhere to the council Street Naming and Numbering guidelines, the London Fire Brigade guidelines and the British standard for addressing.

This administration believes that naming new buildings and monuments carries important symbolism as these names reflect the values of the community which we all cherish. Rosa Luxemburg has been chosen as the name for one new block as she was a dedicated feminist, campaigner for equality and defender of freedom.

**Full Council Questions Oral and Written
16 November 2020**

The council's overall policy is not to name buildings after a living person, applications to name a development should be submitted to the Council's Local Land Charges Team once planning is approved and development has commenced.. As part of our ambitious home building plans which will deliver more than a thousand new council homes across the borough a number of blocks will need names. Members or residents who would like to propose a potential name should send them to Leader@haringey.gov.uk

Cllr Rossetti to the Cabinet Member for Communities

How is the Council supporting our cultural sector during this difficult time?

Response

The impact of COVID 19 on the culture sector has been immense, and has been felt locally by our venues, organisations, community groups and individual artists. The council has provided support to the sector by supporting, connecting, signposting and showcasing. This includes:

- 1:1 support and group discussions
- rethinking council-led Initiatives/projects and programming increasing opportunities for the creative sector be commissioned
- Advocacy for the role arts and culture play in delivering wider agendas – wellbeing, community cohesion etc.
- Funding application support - ACE bids, Culture Recovery Grant, GLA Culture at Risk Fund
- Enhanced digital offer to support to online programming
- Cultural strategy development – in light of COVID
- Submission of funding bids – for co-produced projects
- Enhanced communication and marketing support for sector-led creative initiatives and projects
- Use of Haringey COVID Support webpages and social media to include information for creative sector - internal and external funding opportunities, guidance and support – with further support to be uploaded to new Culture pages (in development)
- Creative Callings & Made by Tottenham - directory of local creatives and includes signposting to funding and networking opportunities
- Connecting sector with wider support and networks – ACE, Culture at Risk Office etc.
- Council staff in regular communication with DCMS, ACE, GLA
- Contribution to Government COVID enquiry

**Full Council Questions Oral and Written
16 November 2020**

- As part of the Arts Council England's Museum & Schools Programme – Bruce Castle Museum are supporting schools to engage with museum collections through artist-led curriculum-based projects
- Successful Cultural Impact Award – delivery which focuses on showcasing local creatives
- Provided craft packs so that residents were able to continue to participate in cultural activity during lockdown
- Supported community-led activity such as Tottenham Art Trail, and will continue to do so

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Widening participation in cycling

Labour Group amendments

Proposed by Cllr White

Seconded by Cllr Stone

Council notes:

1. That [the Walking and Cycling Commissioner for London](#) has stated that *“More people cycling frees up space on overcrowded buses and trains. It makes our air cleaner. It gives everyone the chance to get around London quickly and affordably. It improves our mental and physical health. It makes our high streets and public places more vibrant. Making it easier to cycle means our city will be a better place to live, to work, to invest in, to raise children in.”*
2. That [data from TfL](#) shows that, prior to the spring lockdown, there were an average 4.6 million daily car trips in London, and of these, 35% (1.6 million) were journeys of under 2km (1.2 miles).
3. That a survey of 16,923 residents across 12 UK cities by [NatCen](#) found that 28% “do not cycle but would like to”. [This number rose](#) to 55% amongst people from ethnic minority groups, 38% for people at risk of deprivation, 36% for women, and 31% for people with disabilities and that safety concerns were particularly acute amongst these groups.
4. That between February and June of this year, the [distance travelled by Lime electric bikes](#) increased by 129% across London, and by 253% on roads where new bike lines were constructed during the COVID-19 pandemic.
5. That [TfL records](#) show that in 2019 there were 126 cyclist casualties on roads in Haringey, a 17% increase on the previous year, and the second highest number across all Outer London boroughs.
6. That the Council’s LIP concedes that *“the borough lacks a coherent cycle network, reducing the ability for people to partake in active travel.”*
7. That [DfT guidance on Cycle Infrastructure design](#) says that *“light segregation adds some protection to a mandatory cycle lane. It can be installed relatively cheaply, for example when routine maintenance and general highway improvements are being carried out.”*
8. That since April 2020, the Council has utilised funding from the Department for Transport [to improve the safety of existing cycle lanes in the borough. ~~to install a number of supposedly segregated cycle lanes, which are in fact only divided from motor traffic by “mini orcas” which can be easily driven over, and DfT guidance states “can present a tripping hazard to pedestrians and should not therefore be used on pedestrian desire lines.”~~](#)
9. That the Council’s Good Economy Recovery Action Plan, published in August 2020, [has committed the Council to explore a ‘15-minute city’ approach where residents have the facilities, shops, and services they need within walking distance.](#)
- 8-10. [That the Council is looking for ways to invest our own capital money into walking and cycling infrastructure in this and future financial years, and plan on bringing proposals to that effect to the next Cabinet alongside the Council’s wider budget proposals.](#)
- 9-11. [That the vehicle miles travelled on Haringey’s roads](#) has increased by a third since 2010.

Council believes:

1. That a modal shift towards cycling, along with other forms of active travel, has enormous potential to improve the wellbeing of Haringey residents, improve the borough's air quality, and reduce the number of vehicles on the borough's roads.
2. That these benefits not only accrue to cyclists but to the community as a whole.
3. That as a local authority Haringey should do all it can to promote walking and cycling for the following reasons:
 - a. There is "clear evidence" that segregated routes lead to significant reductions in deaths and serious injuries.
 - b. The impact of obesity and inactivity leads to its own epidemic of disease.
 - c. The fact that road pollution is the "~~principal~~ principle source" in the capital of toxic air that causes the early deaths of thousands of Londoners every year.
 - d. The impact on reducing climate change.
 - e. The negative impact of people being unwilling to spend time outside in heavily trafficked neighbourhoods.
4. That Haringey has [delivered a range of improvements to existing cycleways in the borough to improve the safety for cyclists and pedestrians. The Council continues to pursue funding opportunities internally and externally to deliver new routes which will continue to increase cycling rates in the borough.](#) ~~failed to deliver adequate safe, segregated cycling infrastructure to date.~~
- 5.4. ~~A number of issues prevent That this failure has likely prevented~~ many of the Borough's residents from cycling despite their wish to do so. It seems likely that this will be especially so for people from the groups mentioned in Council notes #3.
- 6.5. That there must be a fresh focus on ensuring that any Haringey resident who want to cycle feel, and are, safe doing so.

Council resolves:

1. ~~To, subject to funding and engagement with relevant stakeholders and residents, To immediately~~ roll out temporary cycle lanes on main roads in accordance with the priority routes as set out in Haringey's draft walking and cycling action plan, so as to ensure the safe movement of people during the current Covid-19 pandemic.
2. To increase the provision of segregated cycle lane in the borough ~~by 30%~~ year on year for the next three years, [to be further detailed in the draft emerging Walking & Cycling Action Plan. measured in kilometres across the borough, at which point a new target will be set by Council.](#)
3. That all future cycle routes in the Borough should abide by the key design ~~principals~~ principles set out in the DfT's "[Gear Change: A Bold Vision for Cycling and Walking](#)" that, [where possible](#):
 - a. Cyclists must be separated from volume traffic, both at junctions and on the stretches of road between them.
 - b. Cyclists must be separated from pedestrians.
 - c. Cyclists must be treated as vehicles, not pedestrians.
 - d. Routes must join together; isolated stretches of good provision are of little value.
 - e. Routes must feel direct, logical and be intuitively understandable by all road users.
 - f. Routes and schemes must take account of how users actually behave.
 - g. Purely cosmetic alterations should be avoided.
 - h. Routes should be designed only by those who have experienced the road on a cycle.
4. ~~That all future cycle routes~~ [As many future cycle routes as possible](#) in the Borough must be properly segregated from motor traffic ~~and that neither visual markings nor 'orcas/mini-~~

orcas' provide this. Henceforth, a form of segregation at least as robust as flexible "wands" should be considered a baseline requirement.

5. ~~To create a new all-party working group of councillors and officers to push forward the delivery of cycling infrastructure across the borough, and ensure that any future schemes abide by the key principles as set out above.~~
- 6.5. ~~To create a Haringey Quality Review Panel for Cycling To utilise/expand the existing Transport Forum to include cycling projects,~~ involving cycling professionals and organisations that would be consulted in an official capacity on all future cycling infrastructure, with any recommendations of the panel incorporated into infrastructure designs.
6. ~~To create a new~~strengthen our outreach ~~group to engage groups~~to include groups that have traditionally cycled less to ensure the Council is making effective efforts to increase their access to cycling through training, access to equipment/facilities, sign posting to safe routes etc, so that behavioural change is encouraged with all residents, not just those predisposed to cycling. Examples of the Council's existing outreach projects include:
 - a. The Green Wheels Project - created to engage with the local community and give local residents the opportunity to learn key skills in bicycle maintenance, safety skills riding on public roads and participating in cycle rides to aid health and wellbeing.
 - b. Living Under One Sun (LUOS) – providing cycling and walking activities in Tottenham.
 - c. The Markfield Project – providing structured travel training for up to 7 young people and adults aged 16+ with learning disabilities and autism.
7. To work with residents, businesses, bike hire providers, other boroughs and/or the Mayor of London, to bring a publicly accessible trial ~~electric~~ bike hire provision to Haringey ~~by November 2021.~~
8. That by May 2021, reports should be brought to Cabinet:
 - a) Outlining the work the Council is already doing in Aassessing existing cycle routes to see if they fulfil the standards set out in the resolutions #1 and #2 and relevant cycle route design guidance from TfL and the DfT, detailing ~~an action plan~~actions for resolving ~~these any identified~~ deficiencies.
 - b) Detailing ~~an action a~~ plan to reallocate enough road space, currently used for motor vehicle parking, so that it is repurposed for 'cycle corrals' or bike hangars to ensure that it is as easy to securely a park as a car where feasible.
 - c) ~~Set out how Haringey can move towards a '15-minute city' model where everyone can reach the bulk of the facilities they use on a regular basis within a quarter of an hour's safe travel by active transport.~~

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Widening participation in cycling

Labour Group amendments

Proposed by Cllr White

Seconded by Cllr Stone

Council notes:

1. That [the Walking and Cycling Commissioner for London](#) has stated that *“More people cycling frees up space on overcrowded buses and trains. It makes our air cleaner. It gives everyone the chance to get around London quickly and affordably. It improves our mental and physical health. It makes our high streets and public places more vibrant. Making it easier to cycle means our city will be a better place to live, to work, to invest in, to raise children in.”*
2. That [data from TfL](#) shows that, prior to the spring lockdown, there were an average 4.6 million daily car trips in London, and of these, 35% (1.6 million) were journeys of under 2km (1.2 miles).
3. That a survey of 16,923 residents across 12 UK cities by [NatCen](#) found that 28% “do not cycle but would like to”. [This number rose](#) to 55% amongst people from ethnic minority groups, 38% for people at risk of deprivation, 36% for women, and 31% for people with disabilities and that safety concerns were particularly acute amongst these groups.
4. That between February and June of this year, the [distance travelled by Lime electric bikes](#) increased by 129% across London, and by 253% on roads where new bike lines were constructed during the COVID-19 pandemic.
5. That [TfL records](#) show that in 2019 there were 126 cyclist casualties on roads in Haringey, a 17% increase on the previous year, and the second highest number across all Outer London boroughs.
6. That the Council’s LIP concedes that *“the borough lacks a coherent cycle network, reducing the ability for people to partake in active travel.”*
7. That [DfT guidance on Cycle Infrastructure design](#) says that *“light segregation adds some protection to a mandatory cycle lane. It can be installed relatively cheaply, for example when routine maintenance and general highway improvements are being carried out.”*
8. That since April 2020, the Council has utilised funding from the Department for Transport to improve the safety of existing cycle lanes in the borough.
9. That the Council’s [Good Economy Recovery Action Plan](#), published in August 2020, has committed the Council to explore a ‘15-minute city’ approach where residents have the facilities, shops, and services they need within walking distance.
10. That the Council is looking for ways to invest our own capital money into walking and cycling infrastructure in this and future financial years, and plan on bringing proposals to that effect to the next Cabinet alongside the Council’s wider budget proposals.
11. That [the vehicle miles travelled on Haringey’s roads](#) has increased by a third since 2010.

Council believes:

1. That a modal shift towards cycling, along with other forms of active travel, has enormous potential to improve the wellbeing of Haringey residents, improve the borough’s air quality, and reduce the number of vehicles on the borough’s roads.
2. That these benefits not only accrue to cyclists but to the community as a whole.

3. That as a local authority Haringey should do all it can to promote walking and cycling for the following reasons:
 - a. There is “clear evidence” that segregated routes lead to significant reductions in deaths and serious injuries.
 - b. The impact of obesity and inactivity leads to its own epidemic of disease.
 - c. The fact that road pollution is the “principal source” in the capital of toxic air that causes the early deaths of thousands of Londoners every year.
 - d. The impact on reducing climate change.
 - e. The negative impact of people being unwilling to spend time outside in heavily trafficked neighbourhoods.
4. That Haringey has delivered a range of improvements to existing cycleways in the borough to improve the safety for cyclists and pedestrians. The Council continues to pursue funding opportunities internally and externally to deliver new routes which will continue to increase cycling rates in the borough. A number of issues prevent many of the Borough’s residents from cycling despite their wish to do so. It seems likely that this will be especially so for people from the groups mentioned in Council notes #3.
5. That there must be a fresh focus on ensuring that any Haringey resident who want to cycle feel, and are, safe doing so.

Council resolves:

1. To, subject to funding and engagement with relevant stakeholders and residents, roll out temporary cycle lanes on main roads in accordance with the priority routes as set out in Haringey’s draft walking and cycling action plan, so as to ensure the safe movement of people during the current Covid-19 pandemic.
2. To increase the provision of segregated cycle lane in the borough year on year for the next three years, to be further detailed in the draft emerging Walking & Cycling Action Plan.
3. That all future cycle routes in the Borough should abide by the key design principles set out in the DfT’s [“Gear Change: A Bold Vision for Cycling and Walking”](#) that, where possible:
 - a. Cyclists must be separated from volume traffic, both at junctions and on the stretches of road between them.
 - b. Cyclists must be separated from pedestrians.
 - c. Cyclists must be treated as vehicles, not pedestrians.
 - d. Routes must join together; isolated stretches of good provision are of little value.
 - e. Routes must feel direct, logical and be intuitively understandable by all road users.
 - f. Routes and schemes must take account of how users actually behave.
 - g. Purely cosmetic alterations should be avoided.
 - h. Routes should be designed only by those who have experienced the road on a cycle.
4. As many future cycle routes as possible in the Borough must be properly segregated from motor traffic.
5. To utilise/expand the existing Transport Forum to include cycling projects, involving cycling professionals and organisations that would be consulted in an official capacity on all future cycling infrastructure, with any recommendations of the panel incorporated into infrastructure designs.
6. To strengthen our outreach to include groups that have traditionally cycled less to ensure the Council is making effective efforts to increase their access to cycling through training, access to equipment/facilities, sign posting to safe routes etc, so that behavioural change is encouraged with all residents, not just those predisposed to cycling. Examples of the Council’s existing outreach projects include:

- a. The Green Wheels Project - created to engage with the local community and give local residents the opportunity to learn key skills in bicycle maintenance, safety skills riding on public roads and participating in cycle rides to aid health and wellbeing.
 - b. Living Under One Sun (LUOS) – providing cycling and walking activities in Tottenham.
 - c. The Markfield Project – providing structured travel training for up to 7 young people and adults aged 16+ with learning disabilities and autism.
7. To work with residents, businesses, bike hire providers, other boroughs and/or the Mayor of London, to bring a publicly accessible trial bike hire provision to Haringey.
8. That by May 2021, reports should be brought to Cabinet:
 - a) Outlining the work the Council is already doing in assessing existing cycle routes to see if they fulfil the standards set out in the resolutions #1 and #2 and relevant cycle route design guidance from TfL and the DfT, detailing actions for resolving any identified deficiencies.
 - b) Detailing a plan to reallocate enough road space, currently used for motor vehicle parking, so that it is repurposed for 'cycle corrals' or bike hangars to ensure that it is as easy to securely park as a car where feasible.

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