

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	2018/19 update	Status
<p>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</p>	<p>Agreed We will include a vision for cycling and walking as part of a new Transport strategy.</p>	<p>Cabinet Members for Environment and Planning and Team Leader, Transportation Planning April 2017</p>	<p>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.</p>	<p>The Haringey Transport Strategy was adopted in March 2018. The adopted vision for the strategy is: <i>"to deliver a transport system that matches our growth and prosperity ambitions, whilst also improving our environment, providing accessible choices and making walking, cycling and the use of public transport a first choice for all."</i> The Council is now preparing a cycling and walking action plan to deliver the above vision. Public consultation on the action plan will be in 2019 following Cabinet approval to consult.</p>	<p>Complete</p>
<p>2. That the overriding priority of the cycling content of the Council's</p>	<p>Agreed We will seek to provide</p>	<p>Cabinet Members for Environment</p>	<p>This is an important part of Outcome 2 and the</p>	<p>The Haringey Transport Strategy was adopted in March 2018 with the priority</p>	<p>Underway</p>

<p>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</p>	<p>segregated cycle facilities wherever possible. We recognise many cyclists and potential cyclists are discouraged from cycling by traffic speed and volume.</p>	<p>and Planning and Team Leader, Transportation Planning Ongoing</p>	<p>priority in 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.</p>	<p>to be 'one of the most cycling and pedestrian friendly boroughs in London'. The Council is now preparing a cycling and walking action plan to deliver the vision set out in the Transport Strategy. The action plan will have regard to the priority afforded by the Panel to the quality cycle infrastructure, including for segregated provision where possible. Public consultation on the action plan will be in 2019 following Cabinet approval to consult.</p>	
<p>3. That, in order to promote and develop cycling in the 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>Not agreed We consider the development and implementation of cycling infrastructure, management of soft measures to encourage more cycling and cycling policy matters</p>				<p>N/A</p>

	<p>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</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</p>	<p>HCC continue to be an important stakeholder engaged in the implementation of the adopted transport strategy. HCC actively participate on the Transport Forum. The new Cabinet member for Environment has met HCC on a number of occasions since taking up her position last summer.</p>	<p>Implemented & Ongoing</p>

	partnership		Environment has met with members if the Campaign.		
5. That the structure of the Transport Forum be reviewed so that it encourages wider involvement of the community, particularly pedestrians and cyclists	Agreed We will review the structure of the Transport Forum in discussion with the Cabinet Member for Environment	Cabinet Member for Environment and Team Leader, Transportation Planning November 2016	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.	The forum continues to be well attended and membership is expanding. Since the review, the forum is proving effective and popular. We will continue to monitor and review the forum moving forward.	Implemented & Ongoing
6. That the long term cycle route network for the borough and priorities within this be clearly publicised within strategy new Transport Strategy	Agreed It is intended to include a cycle route network and a prioritised action plan within a new Transport strategy	Cabinet Members for Environment and Planning and Team Leader, Transportation Planning April 2017	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	The walking and cycling action plan is intended to review the cycle route network to help achieve the aims of the adopted Transport strategy.	Underway
7. That the long term cycle route network includes provision for a specific east-west route that crossed the	Agreed We have included an east-west route as a	Cabinet Members for Environment and Planning and Team	We are preparing a walking and cycling action plan as part of the Transport Strategy and it is	We are still preparing a walking and cycling action plan to deliver the vision set out in the adopted Transport Strategy and it is intended to	Underway

borough	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.	Leader, Transportation Planning April 2017	intended to review cycle routes east-west to help achieve the aims of the Strategy	review cycle routes east-west. We continue to engage TfL regarding the strategic cycle network and to seek priority being afforded to the provision of orbital routes alongside the axial routes into the city.	
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	Not agreed In theory most cycling infrastructure can be put in on a temporary basis. However, we consider that with a limited				N/A

effectively	<p>budget for implementing cycling infrastructure much better value for money can be achieved by developing, 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.</p>				
9. That the Council's	Partially	Cabinet	We continue to	We continue to work with	Underway

<p>Regeneration, Planning and Development service undertake a review of cycle pinch points to ensure that these do not compromise the safety of cyclists</p>	<p>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</p>	<p>Member for Environment and Team Leader, Transportation Planning December 2016</p>	<p>work with HCC and this will be explored as part of the walking and cycling action plan.</p>	<p>HCC and this will be explored as part of the walking and cycling action plan.</p>	
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	other physical measures to support more cycling.				
10. That the Cabinet Member for Environment be requested to confirm that the Council's policy remains that that parking on corners is prohibited and, if so, that it is enforced	Agreed	Cabinet Member for Environment and Ann Cunningham, Head of Traffic Management October 2016	This remains operational practice.	This remains operational practice.	Complete
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	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	Cabinet Member for Environment and Group Manager, Sustainable Transport Ongoing	These will continue to delivered annually from the LIP funded measures to support contra flow cycling within the limits of the available funding.	These will continue to be delivered annually from the LIP funded measures to support contra flow cycling within the limits of the available funding.	Underway

	delivery of such schemes.				
<p>12. That the Regeneration, Planning and Development service be requested to:</p> <p>a) Commission a review of cycle paths within the borough where there is shared use with pedestrians; and</p> <p>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</p> <p>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</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>We are continuing to prepare a walking and cycling action plan as and it is intended to investigate all methods to help achieve the aims of the adopted Transport Strategy.</p>	<p>Underway</p>

	motorcycles				
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	Agreed	Cabinet Member for Environment Team Leader, Transportation Planning and Group Manager, Sustainable Transport Spring/summer 2017	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.	Engagement with HCC is ongoing and cycle rides have taken place as part of the preparation of the cycling and walking action plan.	Implemented & ongoing
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	Agreed We will continue to install secure cycle parking including bike hangars	Cabinet Member for Environment and Group Manager, Sustainable Transport Ongoing	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.	Additional bike hangars have been installed year on year (21 in 16/17 and 14 in 17/18 and 12 to date in 2018/19). It is proposed to continue this roll-out once the TfL Local Implementation plan (LIP) funding has been agreed in early 2019. It is expected we will deliver 14 bike hangars through the LIP in 2019 but we are looking at other opportunities to secure additional hangars such as through the development process and other TfL funding	Implemented & ongoing

				<p>cycling infrastructure such as through the development of Cycle Future Route 2 and the Crouch End liveable neighbourhood project.</p> <p>There is a wider intention to review the feasibility of bringing the bike hangar delivery, management and maintenance in house but work has not yet commenced on this review.</p>	
15. That the Environment and Community Safety service install additional bike racks where genuine demand can be demonstrated	Agreed Subject to funding, we will continue to install cycle parking facilities where demand is evident	Cabinet Member for Environment and Group Manager, Sustainable Transport Ongoing	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.	Same response as the last progress update.	Implemented & ongoing
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	Partially agreed This study will need to be considered as part of the overall	Cabinet Member for Environment and Team Leader, Transportation Planning	We are preparing a walking and cycling action plan as part of the Transport Strategy and it is intended to investigate all	<p>Please see the response to recommendation 14 above.</p> <p>The cycling and walking action plan will investigate opportunities for cycle hubs in Haringey.</p>	Underway

Waltham Forest and part financed by a charge to users, could be established in Haringey	programme to enhance cycle facilities.	March 2017	methods to help achieve the aims of the Strategy.		
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	Cabinet Member for Environment and Neighbourhood Action Team Ongoing	This work is ongoing	This work is ongoing	Underway

	<p>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.</p>				
<p>18. That Haringey Cycling Conference be made into a bi-annual event but with a wider focus, including walking and "living streets" initiatives</p>	<p>Not agreed Unfortunately The Council does not have sufficient staff and financial resources to undertake a</p>	<p>Cabinet Member for Environment and Team Leader, Transportation Planning and the Smarter</p>		<p>Despite not agreeing to the original report recommendation, a Cycling Conference is being considered for 2019. How the conference will be funded, the conference theme and the most suitable date will be</p>	<p>N/A</p>

	<p>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.</p>	<p>Travel Team</p>		<p>investigated as part of the considerations</p>	
<p>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 Harringay School and that this include cycle training and facilities</p>	<p>Partially agreed We acknowledge the excellent work being carried out by North Harringay school to promote the use of bicycles. We are happy to</p>	<p>Cabinet Member for Environment and Ann Cunningham, Head of Traffic Management March 2017</p>	<p>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</p>	<p>We are continuing to do 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</p>	<p>Implemented & ongoing</p>

	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		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 programme	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	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 since 2016	Implemented & ongoing

			2016/17 and 2017/18.		
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