

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.