

DRAFT SCOPE on Scrutiny Review: An analysis of cycling in the borough with respect to the position of cyclists within the road user hierarchy as outlined by the Walking and Cycling Action Plan (WACAP).

Rationale	Through this investigation, the Climate, Community Safety and Environment Scrutiny Panel aims to explore how residents have been experiencing the outcomes of the Walking and Cycling Action Plan. The review will focus on the effect on safety that an increase in cycling in the borough has seen as well as an increase in the use of electric bikes, as this has become a talking point amongst residents which has been reflected in member enquiries. The Panel will seek to consider evidence from key witnesses and experts. Using this information, it will decide on recommendations to the Overview and Scrutiny Committee and then Cabinet. (More information is as below)
Scrutiny Membership	The Members of the CCSE Scrutiny Panel that will carry out this review are: Councillors: • Lester Buxton (Chair), • Luke Cawley Harrison, • Ibrahim Ali, • Liam Carroll, • Gina Adamou, • Eldridge Culverwell, • Co-opted member: Ian Sygrave. • Possibly a youth panel member.
Terms of reference	The aims of this project are:

	• To identify what residents' experiences are of the principles the WACAP (ie. reduced cars, improved experiences of walking in neighbourhoods and beyond, improved experiences in cycling including ebikes) • To support safety for cyclists and other parts of the road user's hierarchy and establish what steps need to be taken to produce safer and more considerate cycling with both conventional bikes and ebikes. • To ascertain whether recommendations can be made to the Cabinet and improvements made to the Walking and Cycling Action Plan. • How Haringey compares with other local authorities and what can be learned from their experiences. • Consider how all the above effects those with 'protected characteristics'
Indicators of success.	• The Committee gains more insight of resident experience regarding walking and cycling in the borough. • The Committee are able to make recommendations to improve the safety of pedestrians and cyclists in the borough.
Links to the CDP	Improving resident health and wellbeing, improving the walking and cycling environment, reducing carbon emissions and environmental sustainability are all mentioned as cross-cutting priorities in the Corporate Delivery Plan. The scrutiny review is closely linked to the Expanding Active Travel outcome and four activities. • Enhance the current cycling network within Haringey • Expand dockless cycle parking locations to maximise use of dockless cycles. • Improve walking environment. Engagement, consultation, and delivery of several projects to improve pedestrian safety and accessibility, • Work towards Vision Zero targets by: Implementing new 20mph speed limits on Haringey-controlled roads; speed reduction measures; additional pedestrian crossings; and deliver measures to better safeguard powered two-wheeler users.
Witnesses/sources of evidence	Witnesses and sources of evidence will include: i) Resident opinion and experience. - A resident focus group - An online survey

	- Local group focus groups - including Haringey Living Streets, Haringey Cycling Campaign, Disability Action Group, Haringey Climate Forum. ii) Officer Panel – Policy - Mark Stevens - Maurice Richards - Zoe Robertson - Ann Cunningham - TBC iii) A review of research currently held by The Police, Department of Transport, Mayor of London, and more. Briefings Research reports
Methodology/Approach	This project is envisaged as a scrutiny project involving: • An in-person focus group • An online survey gathering quantitative resident opinion. • Three committee evidence gathering sessions with experts and witnesses over a week April ○ Issues of safety for cycle users raised by local groups. ○ Meeting with council officers to understand issues at hand with electric bikes, scooters and more. ○ Meeting with officers from City of London Council (safest London borough for cyclists) to learn more about how they are approaching cycle safety. • A review of up to date research currently held.
Equalities Implications	The Council has a Public Sector Equality Duty under the Equality Act (2010) to have due regard to the need to: (1) Eliminate discrimination, harassment and victimisation and any other conduct prohibited under the Act; (2) Advance equality of opportunity between people who share those protected characteristics and people who do not; (3) Foster good relations between people who share those characteristics and people who do not. The three parts of the duty applies to the following protected characteristics: age; disability; gender reassignment; pregnancy/maternity; race; religion/faith; sex and sexual orientation. In addition, marriage and civil partnership status applies to the first part of the duty.

	The Panel should ensure that it addresses these duties by considering them during the FINAL scoping, evidence gathering and final reporting. This should include considering and clearly stating: • How policy issues impact on different groups within the community, particularly those that share the nine protected characteristics • Whether the impact on particular groups is fair and proportionate • Whether there is equality of access to service and fair representation of all groups within Haringey • Whether any positive opportunities to advance equality of opportunity and/or good relations between people, are being realised. Impact on Equalities will be a key consideration in the evidence gathering process.
Timescale	The review aims to be completed by the June Scrutiny Meeting and discussions are to be held as to whether progress this further.
Reporting arrangements	Scrutiny Review and Recommendations go to the June 2025 Climate, Community Safety and Environment Meeting, then to Overview and Scrutiny Committee and then to Cabinet
Constraints/Barriers/Risks	- It is anticipated that this Scrutiny Review would be conducted over a relatively short timescale with the bulk of the oral evidence gathered over one or two days. - However, it is possible that timescales would need to be extended if Panel Members subsequently felt that further exploration of key lines of enquiry were required. The implications of not scrutinising this work area - • The Active Transport Policy will be developed without scrutiny input. • Resident opinion about ebikes and power two wheelers will be un- investigated and unresolved. • Safer and more considerate methods of cycling and cyclist behaviour change would not have been investigated • Issues regarding cycling and pedestrian accessibility would be un- investigated.