

Appendix B

Environment and Community Safety Scrutiny Panel

Cycling Review – Draft Scope and Terms of Reference (2015/16)

Review Topic	Review / Project Title
Rationale	<p>Currently, 3% of journeys in Haringey are made by bicycle, which is comparable to a London average of 2.7%. This has increased from 1.7% in 2011. In an analysis of frequency of cycling, 8% of Haringey residents described themselves as regular cyclists (3+ days per week), 4% described themselves as occasional (1-2 days a week) and 10% described themselves as irregular (less than once a week). 7% had not cycled recently and 71% never cycled. In relation to access to cycles, 49% of Haringey residents had access to a bike compared to 35% for London.</p> <p>Objective 3 within Priority 3 of the Corporate Plan states: “We will make Haringey one of the most cycling and pedestrian friendly boroughs in London”. The Council’s role is stated as being to promote cycling and walking by introducing a 20 mph speed limit, increasing dedicated cycle lanes and encouraging sustainable forms of transport through a smarter travel campaign</p> <p>Action by the Council to increase the use of cycling as a means of travel is undertaken through development of the infrastructure and encouragement of behaviour change.</p> <p>In respect of infrastructure, there are a number of significant projects currently taking place within the borough;</p> <ul style="list-style-type: none">• The Cycle Super Highway, which will pass through Tottenham, is scheduled to be completed by spring next year;;• Work is also taking place between the Council and Sustrans to develop quieter routes for cyclists by using residential roads;• An electric bike hire scheme is to be introduced within the borough by TfL. This will be aimed at the more hilly areas of the borough; and

	<ul style="list-style-type: none"> • The development of cycling hubs is continuing and includes increasing facilities for cycle parking at Tottenham Hale station. <p>LIP funding of £550,000 from TfL is being used to develop local schemes. The Council also contributes and there is also funding from Section 106 and 278 agreements.</p> <p>Work to bring about behaviour change and encourage people to take up cycling is mostly funded by LIP funding and includes the following;</p> <ul style="list-style-type: none"> • Cycle training, which was received by 380 adults and 1,000 children last year; • Free cycle maintenance training; • Regular Dr Bike sessions in three different parks between May and October; • Organised cycle rides, including a cycle ride for schools this year; • A scheme aimed at encouraging more women to cycle; • A personal travel planning project, which was delivered in the Crouch End area from June to September 2014 and is currently being delivered in the Harringay and St Ann’s wards; and • A cycle conference on 24 September at the Bernie Grant Arts Centre. <p>A Biking Borough strategy was developed in 2010 following the award of a grant for £25,000 from TfL. A new cycling and walking strategy is to be developed and the review will provide an opportunity to influence this emerging strategy.</p> <p>The issue of cycling was initially suggested as a possible issue for scrutiny by the Panel during the last Council year, following discussion with the Cabinet Member regarding the key areas within his portfolio. It has been suggested that one particular role that scrutiny could play a part in the achievement of this objective by looking at how the issue is approached by boroughs with higher rates of cycling.</p>
<p>Scrutiny Membership</p>	<p>Members of the Environment and Community Safety Scrutiny Panel will carry out this review:</p> <p>Councillors: Adam Jogee (Chair), Pat Berryman, John Bevan, Barbara Blake, Sarah Elliott, Bob Hare and Sheila</p>

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Terms of Reference (Purpose of the Review/ Objectives)	<p>To consider how and make recommendations on how the Council can develop further its strategy on for increasing the use of cycling for travel and, in particular:</p> <ul style="list-style-type: none"> • The targeting of investment in the cycling infrastructure in order to achieve maximum benefit; • How can the Council maximise the take up of cycling; • The balance between work to develop the cycling infrastructure and encouraging behaviour change; • Successful initiatives undertaken by other local authorities and especially other London boroughs; and • To what extent cycling can help address the borough’s regeneration and growth agenda.
Links to the Corporate Plan	<p>This review relates to Priority 3 – “A clean, well maintained and safe borough where people are proud to live and work”</p> <p>Objective 3 is “We will make Haringey one of the most cycling and pedestrian friendly boroughs in London”. The Council’s role within this will be to promote cycling and walking by introducing a 20 mph speed limit, increasing dedicated cycle lanes and encouraging sustainable forms of transport through a smarter travel campaign</p>
Evidence Sources	<p>This will include:</p> <ul style="list-style-type: none"> - Biking Borough Strategy (2010) - Haringey Loop Cycle Route Study (2013) - North London Cycle Strategy (2013) - Smarter Travel Haringey Baseline report (2012) - Smarter Travel Year Two Evaluation Report (2014) - Borough Local Implementation Plan (LIP) performance indicators (2014)

Witnesses	<p>The following witnesses will be invited to take part in the review / submit evidence:</p> <ul style="list-style-type: none"> - Malcolm Smith – Team Leader, Transportation Planning - Denise Adolphe – Smarter Transport Manager - Cllr Antonia Mallet (Cycling Champion) - Adam Coffman and Michael Poteliakhoff (Haringey Cycling Campaign) - Andrew Gilligan – Mayor’s Cycling Commissioner - Sergeants Mick Doherty and Wayne Ironside - Police Safer Transport Team - Danielle Shap - TfL - Sarah O’Carroll – North Haringay School
Methodology/Approach	<p>A variety of methods will be used to gather evidence from the witnesses above, including:</p> <ul style="list-style-type: none"> - Desk top research - Attendance at the Haringey Cycling Conference on 24 September 2015 - Evidence gathering sessions with witnesses - Visits or evidence from local authorities who have been successful in increasing the level of cycling - Review of evidence sources (listed above – including written submissions)
Equalities Implications	<p>There is evidence that levels of cycling are lower amongst black and ethnic minority (BME) groups, women, people from more deprived neighbourhoods, those with disabilities and older people. The review will look at what action is being taken to address these issues, what other action could be considered and what has worked well elsewhere.</p>
Timescale	<p><i>To be determined following finalisation of work plan for review</i></p>

Reporting arrangements	The Assistant Director for Environment and Community Safety will coordinate a response to Cabinet to the recommendations.
Publicity	The project will be publicised through the scrutiny website and scrutiny newsletter providing details of the scope and how local people and community groups may be involved. The outcomes of the review will be similarly published once complete.
Constraints / Barriers / Risks	Risks: Not being able to get key evidence providers to attend on the agreed date of evidence gathering. Not being able obtain evidence from key informants e.g. local authorities
Officer Support	Lead Officer; Robert Mack, Scrutiny Policy Officer, 0208 489 2921 rob.mack@haringey.gov.uk