



GOVERNANCE COMMITTEE

17 November 2013

Subject Heading:

Appointment of Member Champion for Cycling

CMT Lead:

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Policy context:

As part of the Council's work to improve health and well-being of residents, reduce congestion and achieve a clean, safe and green borough, the appointment of a Member Champion for Cycling is proposed

Financial summary:

There are no direct financial costs associated with the appointment and the creation of this position may help to secure external funding.

The subject matter of this report deals with the following Council Objectives

Ensuring a clean, safe and green borough	<input checked="" type="checkbox"/>
Championing education and learning for all	<input type="checkbox"/>
Providing economic, social and cultural activity in thriving towns and villages	<input type="checkbox"/>
Valuing and enhancing the lives of our residents	<input checked="" type="checkbox"/>
Delivering high customer satisfaction and a stable council tax	<input type="checkbox"/>

SUMMARY

Local cycling groups have called for the appointment of a Member Champion for Cycling. The Leader of the Council indicated that this matter merits consideration by the Governance Committee, in correspondence with representatives of the groups. This report sets out the potential benefits and risks associated with creating this position.

RECOMMENDATIONS

That the Committee **RECOMMEND to the Council** that a Member Champion for Cycling be appointed.

REPORT DETAIL

Background

1. In recent years, there has been an increasing focus on cycling in London, as a result of the GB team successes at the 2012 Olympics and the London Mayor Boris Johnson's public commitment to cycling. This growing interest has been translated into significant proposals for investment in cycling. The appointment of Andrew Gilligan as the Cycling Commissioner for London was accompanied by announcements of budgets of £913m for cycling interventions in London over the next 10 years, with £300m earmarked for Boroughs.
2. Cycling has the potential to deliver outcomes across a number of corporate priority areas, with contributions to improved health and reduced congestion being particularly topical. As a subject area, cycling can be seen as a transport, sport, road safety, education, leisure and/or health issue, and consequently falls within the remit of a number of portfolio areas. Currently there is no clear Member lead for cycling within the Council.
3. Local cyclists have called for the Council to create a Member Champion for Cycling, arguing that Havering needs someone to champion the cause of cycling and cyclists across the borough. Their perspective is that Havering, like many outer London Boroughs, is quite a long way behind in cycling take-up compared to inner London Boroughs and other towns and cities across the UK. In fact, Havering is a Biking Borough and works closely with Transport for London to promote cycling and to deliver a wide range of cycling initiatives and programmes within its overall approach of a balanced approach to transport provision. Nevertheless, the local groups believe that the council needs to take a leadership position on this within itself and also with the numerous stakeholders across the borough. They see that a cycling champion is key for the Borough to be able to implement a comprehensive cycling strategy that delivers many benefits to the residents of Havering.
4. Local cycling representatives consider that the role of a cycling champion should include amongst other things:

Governance Committee, 13th November 2013

- Ensuring that the needs of cyclists are taken into account in all council strategies, plans and projects, with a specific emphasis on safety.
 - Working with local stakeholders to ensure that their plans and strategies support cyclists, seeking their feedback (and funding) into the council's strategy and plans. These stakeholders to include: Havering NHS trust, Metropolitan Police, major local employers, Havering Chamber of Commerce, key developers and construction companies, schools and colleges, train operating companies, neighbouring authorities and TfL, cycling groups and Sustrans, older peoples groups.
 - Working with other London council cycling champions to identify best practice and to gain ideas from their work.
 - Promoting the benefits of cycling, examples of best practice both within and outside Havering, and cycling plans and ambitions for Havering, to internal and external stakeholders.
 - Advocating how cycling can benefit and contribute to Havering Council's strategies and plans as a whole.
5. Local cycling groups have raised the issue with the Leader of the Council, suggesting that a Champion for Cycling be created. In correspondence with representatives of a local cycling group, the Leader indicated that the issue merited consideration by the Governance Committee.

Benefits

6. There are a number of benefits that could be realised from the creation of a Champion for Cycling. This appointment would provide a single political point of contact for cycling related enquiries from the community, deterring the current scatter-gun approach, in which a number of Cabinet Members receive the same enquiry from the cycling fraternity and respond separately. This would reduce the risk of divergent responses being provided, strengthening the "One-Council" approach and assisting with more effective deployment of staff time in responding to correspondence delegated for a response.
7. The emerging funding opportunities being offered by TfL for investment in cycling interventions are subject to bidding processes, some of which are in competition with other boroughs. The recent "Borough Cycling Programme" bid required inclusion of a statement demonstrating political support for cycling in the first section of the application form, highlighting the importance of strong political support for cycling to those considering bids. It is considered that the appointment of a champion, with a clear remit to promote and support cycling in Havering will further assist the borough in demonstrating strong political support for cycling interventions, improving the borough's chances of success in bidding processes.

Risks

8. However, as indicated above, the list of activities that local cycling representatives consider should fall within the remit of a Champion for Cycling is extensive. There is a risk that creating a Champion for Cycling could raise expectations of this group and place undue pressure on the Member taking up this position and detract from his / her ability to address other Member roles and responsibilities.

Role

9. It is customary for Member Champions to undertake their duties as they see fit. Limited support is available from within Committee Administration and Member Support, principally in carrying out routine clerical and administrative tasks. The cost of such activity is met from existing budget provision. Technical support would be provided by the Council's TfL funded Cycling Officer and the Development and Transport Planning group, again from within existing budget provision. On occasion there may be a need for support to be provided by staff in Culture and Leisure and StreetCare.
10. There are no specific terms of reference for this appointment but the Member appointed would be expected to establish and maintain links with the cycling groups with which the Council has a relationship, such as the Havering Cyclists' Touring Club, Havering Cyclists branch of the London Cycle Campaign, Sustrans volunteer rangers, as well as emerging groups. Liaison may also be required with organisations such as Sport England and British Cycling. They would be expected to maintain awareness of cycling matters in London, the UK, and across Europe and proactively promote the interests of cyclists within council business.
11. It is suggested that terms of reference for the post be developed in consultation with the Member Champion, once appointed, to ensure that expectations of local cycling groups are appropriately managed.

IMPLICATIONS AND RISKS

Financial implications and risks:

No direct costs are associated with making this appointment. The creation of this position may help to secure external funding from TfL for cycling related projects, reducing pressure on diminishing LIP budgets and Council Capital. To the extent that the post holder might require clerical or administrative support, it will be provided by Committee Administration & Member Support from within existing

budget provision. Technical support will similarly be provided by the Council's Cycling Officer from within existing budget provision.

Legal implications and risks:

There are no direct legal implications or risks

Human Resources implications and risks:

There are no Human Resources implications or risks.

Equalities implications and risks:

There are no Equalities implications or risks arising from this proposal.

BACKGROUND PAPERS

None.