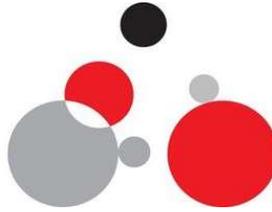


HARINGEY CYCLISTS



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Haringey Cycling Campaign



www.lcc.org.uk/boroughs/haringey

Winter 2017

Happy Holidays: Part I

In place of our monthly meeting in December, we will be having a Christmas social. Instead of consultations and kerbs, there will be fun and festive cheer. We would love to have as many of our members as possible there and it is a great time to introduce yourself if you haven't been along to one of the regular meetings.



Happy Holidays: Part II

One of our members, Carlos, recently returned from Colombia and was really impressed with the changes being made to make Bogotá a more cycle friendly place. If you have seen anything that stands out as a development we want to see in Haringey (whether that's in Palmers Green or Panama) we would love to hear from you and give a wider audience to your holiday snaps.



Avenida El Dorado, Bogotá.
Clear separation of bikes, pedestrians and buses is provided

Bogotá is the capital of Colombia, a tropical country in the north of South America. With an altitude of more than 2600 meters and unpredictable rains brought by the surrounding Andes Mountains, it has less tropical weather than the rest of the country and some could argue that cycle commuting is not a feasible option.

But despite these headwinds, mass cycling was feasible. Cycling was largely restricted to the already popular "Ciclovía" – a closure of main roads for cars, allowing people on foot and on bicycles to circulate freely on Sundays.

From 1995 to 2003 a couple of mayors, advocates for civic culture and cycling, shook the city from its grounds, building 185 miles of "ciclorrutas" or segregated cycle lanes. Following mayors built 100 miles more until 2016, and there are 74 miles more to be built before 2020. This process started top-down: the city hall started the process and citizens began to use the public cycling infrastructure, building campaign groups for improving or speeding up the process.



A *ciclorruta* in Bogotá. As with most, these are physically separated from the main roadway, but on the same level as pedestrians

In the early years of *ciclorrutas* mainly students and blue-collar workers used bicycles to commute, but now middle-income and lately high-income people use them too as they noticed bicycle trips were faster, cheaper and environmentally cleaner.

Currently, around 500,000 (12%) daily trips are done by cycle in Bogotá, whereas London needs a week to see that many cycle trips (total modal share for cycles was estimated at 2.6% by TfL in 2016). Both cities are of a similar size as Bogotá is estimated to have 8 million people and growing quickly.

We meet the 2nd Monday of the month at 7.30pm in the upstairs bar of the Great Northern Railway Tavern, 67 Hornsey High Street, London N8 7QB. Drop in and say hello!



Avenida El Dorado, Bogotá.
Detail of the ciclorruta, separating motor traffic, cycles and pedestrians

Although there is still room for improvement with issues such as incomplete networks, Bogotá has witnessed a change from an almost zero-cycling environment to a city that is seeing bicycles as an alternative to chaotic traffic for all its citizens, from all walks of life.

All words and photos: Carlos Valencia

Local engagement

The Haringey 2018 transport strategy is currently available and out for consultation. HCC will make a response but would be good to have many voices highlighting the positive impact changing our streets to be more people and cycle friendly could have in the area. Current plans are available at:

<http://www.haringey.gov.uk/parking-roads-and-travel/travel/haringeys-transport-strategy-2018>

And you can respond, until December 22nd, via email at: transport.strategy@haringey.gov.uk

As you may be aware from all the publicity around the Labour party selections, next year sees council elections in the borough and across London. Early 2018 will be a critical time for the Campaign to engage with prospective councillors and try to get commitment for improvements for people wanting to travel by bike. We and the broader London team will have specific campaign objectives for this election, but please also take the time to speak to candidates about how improving conditions for cycling could improve lives in your area and the borough as a whole.

Before the May elections, there are still lots of ways you can make a difference by making your voice heard in local forums. In our experience these can often be sparsely attended, so it only takes a few unsympathetic voices to skew priorities. Take a 2018 resolution to be more involved in your local community groups:

- Councillor surgeries: Your ward will have 3 councillors and each will hold regular drop in meetings to hear from constituents. If you are not getting the responses you want from letters, try seeing them in person
 - Don't know your councillors? Find them here: <https://www.minutes.haringey.gov.uk/mgFindMember.aspx>

- Safer Neighbourhood Team meetings: These are the forum for engaging with the police at a ward level and helping set policing priorities. Each ward has its own schedule and the best way to contact and hear about upcoming events is via twitter (e.g. [@MPSStAnns](https://twitter.com/MPSStAnns))

Calling all writers!

Would you like to write something for our newsletter? Or maybe you'd like us to feature a community project, bike shop or bike friendly café? If the answer to either of these is 'yes', please get in touch with us at Haringey@lcc.org.uk.

If you'd like to write your own review, please email it to the same address. Please include photos, if possible.

HELP NEEDED

There's always a lot going on in Haringey, but there's so much more we could do to improve cycling in the borough if we had your help. Get in touch and help make Haringey better for everyone: haringey@lcc.org.uk

Note: regular meetings will resume in 2018 on January 8th at the regular time and place:

2nd Monday of the month at 7.30pm in the upstairs bar of the Great Northern Railway Tavern, 67 Hornsey High Street, London N8 7QB

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