

<u>MEETING</u> ENVIRONMENT COMMITTEE
<u>DATE AND TIME</u> THURSDAY 13TH JANUARY, 2022 AT 7.00 PM
<u>VENUE</u>

Dear Councillors,

Please find enclosed additional papers relating to the following items for the above mentioned meeting which were not available at the time of collation of the agenda.

Item No	Title of Report	Pages
9	SOCIAL DISTANCING MEASURES Report TO FOLLOW .	3 - 64

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Environment Committee

AGENDA ITEM 9

13 January 2022



Title	Social Distancing Measures
Report of	Chairman of the Environment Committee
Wards	All
Status	Public
Urgent	No
Key	No
Enclosures	None
Officer Contact Details	Geoff Mee, Executive Director Environment Geoff.Mee@Barnet.gov.uk

Summary

At the Environment Committee of 11 March 2021 progress on schemes under the three social distancing threads (cycling, School Streets and town centres) was discussed. It was noted that future reports would provide a review of the schemes, including assessment of survey data, with recommendations to retain, remove or review longer term options incorporating design changes.

This report provides an update on these measures.

Officers Recommendations

- | |
|---|
| <p>1. That the Environment committee notes government requirements in maintaining or removing social distancing measures as outlined in Department for Transport letter, dated 30th July 2021 (Appendix A)</p> |
| <p>2. That Members note the current status of the A1000 scheme and that Officers continue to develop the improvements outlined within the report and collect traffic data, to inform scheme development and any future consultation.</p> |
| <p>3. That a further report will be brought to Environment Committee in March 2022 about the scheme.</p> |
| <p>4. That the Environment Committee notes the current status of the Area Traffic Management Measures schemes, referencing the expectations set out by the Central Government funding requirements and the scheme's potential contribution to Barnet's Long Term Transport Strategy.</p> |

1. WHY THIS REPORT IS NEEDED

- 1.1 The Environment Committee of 11 March 2021 noted the status of a number of Coronavirus pandemic emergency schemes. These included schemes related to Social Distancing, covering 3no threads: cycling and sustainable alternatives to public transport, measures to assist the re-opening of schools and measures to assist with the re-opening of town centres.
- 1.2 The Town Centres thread is now essentially complete and so this report will concentrate on the cycling and schools measures. Design work in relation to schools measures has evolved since 2020 and expanded to include Area Traffic Management Measures. Therefore, this report will also reference these measures.
- 1.3 Cycling and School Streets measures, undertaken following the offer of emergency funding by the Government were put in place during the latter half of 2020, utilising Experimental Traffic Management Orders (ETMOs) with a maximum duration of 18 months.
- 1.4 The following cycle scheme orders where made:
- The Barnet (Free Parking Places, Loading Places, Waiting, Loading and Stopping Restrictions) (Amendment No.115) (Experimental) Order 2020
 - The Barnet (Cycle Lanes) (No.1) (Experimental)Traffic Order 2020
 - The Barnet (Charged-for Parking Places) (Amendment No.83) (Experimental) Order 2020
 - The Barnet (Bus Lanes) (No.1) (Experimental) Traffic Order 2020
- 1.5 The expiry of these ETMOs is approaching in the early part of 2022.
- 1.6 This report sets out the current position with regard to the measures put in place to date.

2. REASONS FOR RECOMMENDATIONS

- 2.1 Experimental Traffic Management Orders (ETMOs) for the Social Distancing schemes were published between July and September 2020. These last for a maximum of 18 months.

A1000 Cycle Scheme

- 2.2 The 18 month duration has provided a period to allow the scheme to 'bed in', during which traffic and air quality data has been collected. This continues as traffic volumes and commuting habits continue to find stability in developing travel patterns and habits.
- 2.3 The 6 month statutory consultation period, previously reported in the March 2021 provided considerable feedback both in support and opposition to the scheme. We continue to receive feedback through this route as well as other lines of communication. This includes the two e-petitions set up earlier this year.

Area Traffic Management Measures

- 2.4 Following correspondence between officers and TfL/DfT there has been confirmation that subject to committing to a scheme via a chief officers decision in March 2022 the available funding of (approx. £ 293K) will be ringfenced for the Colindale / Burnt Oak Traffic Management measures scheme. This scheme is currently out to public consultation until January 31st 2022. If the consultation feedback is positive it is anticipated that the scheme will proceed on the basis of an experimental traffic order in the Autumn/Winter of 2021.

3. RECOMMENDED OPTIONS

A1000 Phase 1

- 3.1 Government requirements for schemes introduced as covid response measures are that wider consultation must take place prior to removal, modification or retention of the scheme.

Area Traffic Management Measures

- 3.2 Await the outcome of the consultation, the subsequent report of consultation and the Chief Officers Decision on the scheme in the light of comments received. The Chair of the Environment Committee will be briefed on progress with the scheme at regular points in the process. Prior to the decision to make an experimental traffic order, a report will be prepared for the Environment Committee setting out progress and the proposed course of action.

4. PROGRESS ON REVIEW AND DEVELOPMENT

A1000 Cycle Scheme

Feedback

- 4.1 Feedback continues to be received after the closure of the statutory consultation in March 2021. The current summary of this is shown in the table below:

Main Issue	Number of responses received during Statutory Consultation Period (between 21 September 2020 - 20 March 2021)	Number of responses received after Statutory Consultation Period (between 21 March 2021 - December 2021)
Additional congestion in the area / Increase in air pollution	202	39
In support of the scheme	75	20
Duplicate or N/A to trend work	61	9
Impact on local businesses parking (cust & delivery)	49	3
Low levels of cyclists	26	1
Lack of consultation	24	5
Removal of traffic Island / Right hand turn junction concerns	17	0
Rat-running on side streets	14	0
Safety Issues - Bollards issue or lane design is unclear for cyclists	10	6
Loss of parking concerns	8	5
Access issues for emergency vehicles	7	0
Cars parking in the cycle lane - enforcement issues	7	2
Safety Issues - Vehicles pulling left over cycle lane/overtaking	6	2
Request for scheme plan and order (decision)	4	2
Query around use of lane - Taxis and e-scooters	3	2
Existing bus stop query	2	0
Total no. of responses	515	96

4.2 Members will be aware of the two e-petitions that were posted earlier this year, one for removal and one for retention. The broadly comparative responses indicate growing support for active travel.

4.3 Specific feedback has also been received from 'Better Streets for Barnet' who have offered suggestions for improvements for the route. The scheme, by necessity, was designed and put in put in within short timescales. We have a number of proposals to improve the scheme and as part of that process will undertake to consider suggestions from those directly affected by the measures.

Survey Data – Traffic Volume and Journey Times

4.4 It is important to emphasise that any survey data taken over the last 15 months reflects a transport situation that has been evolving to reflect the impact of covid restrictions. The coming months will see a levelling out of these changes as we emerge from the worst of the covid crisis and we begin to see new traffic movement patterns emerging. The data collected on the A1000 will provide important data for Barnet's future transport strategies.

4.5 Cycle volume data has been collected throughout the duration of the scheme and will continue to be so.

- 4.6 The figures show a general consistency during the course of the last year. Currently the figures reflect the progression from summer to winter and the effects that lockdown will have had on non-essential journeys on cycle numbers over the course of the year.
- 4.7 Journey time surveys were taken in July 2021 using manual surveys and comparing with historical mobile phone data. A comparison of the 2021 and 2019 (pre-covid) journey times indicates that overall journey times between Bishops Avenue and Tally Ho corner in both directions have not changed.

Northbound		June 2019 (Tom Tom Data)			June 2021 (Manual Survey)			July 2021 (Manual Survey)		
		Journey Time (minutes)			Journey Time (minutes)			Journey Time (minutes)		
Period	Time range	Min	Max	Average	Min	Max	Average	Min	Max	Average
AM Peak	07:00 - 10:00	15	18	16	6	14	10	6	12	9
Inter-peak	12:00 - 14:00	16	17	17	7	14	11	8	12	10
PM Peak	14:30 - 18:00	16	22	19	8	17	13	9	23	16

Southbound		June 2019			June 2021			July 2021		
		Journey Time (minutes)			Journey Time (minutes)			Journey Time (minutes)		
Period	Time range	Min	Max	Average	Min	Max	Average	Min	Max	Average
AM Peak	07:00 - 10:00	16	29	22	8	18	13	7	20	13
Inter-peak	12:00 - 14:00	15	17	16	7	12	9	7	11	9
PM Peak	14:30 - 18:00	15	20	18	8	15	11	9	13	11

Table 1 – Journey Time Data

Further journey time surveys will take place to reflect evolving traffic patterns.

- 4.8 Whilst the journey time data may seem at odds with the reallocation of lanes to the cycle scheme it should be noted that the majority of the inside lane (81% in the N/B direction and 76% in the S/B) was allocated to parking and never operated as a free flowing traffic lane. The majority of the remaining road sections that did comprise 2no running lanes was across the A406 (8% N/B and 8% S/B). As outlined elsewhere in this report, we are looking to reintroduce those lanes.

Survey Data - Air Quality

- 4.9 Scientific Services, Environmental Health have installed three diffusion tubes for ambient NO₂ monitoring along the experimental A1000 cycle lane. Monitoring at Diploma Court, High Road, N2 8NY (CL 1) and Granville Place, High Road, N12 0AY (CL 2) commenced in February 2021, and monitoring close to Martin Primary School, N2 9JP (CL 3) commenced in June 2021.
- 4.10 Current monitoring to November 2021 indicates that the stations have typically lower concentrations than at Tally Ho Corner, just north of the cycle scheme: excluding March and April 2021 at CL 1, and August 2021 at CL 3; despite all three locations having relatively similar levels of traffic.

4.11 Additional details are included as **Appendix B**. Figure 2 in Appendix B displays the monthly trends at all monitors. The lower concentrations are likely because the cycle lane monitors are located further away from the carriage lane, due to the cycle lane in between. The removal of parking on A1000 also likely contributes to improved conditions, as traffic can flow more freely without cars manoeuvring to park or re-join the running lane and potentially blocking the carriageway

Design

- 4.12 A number of measures are being developed to address feedback received over the past year.
- 4.13 A design for the length of the S/B section between **Sandringham Gardens and Summers Lane** has been developed. This will return a number of parking spaces, following relocation of the cycle facilities to the wide footway and verge in front of residential properties. Installation will be subject to the outcome of the consultation.
- 4.14 The development of this design will also inform further development of the **Granville Road / Summers Lane** junction where the introduction of pedestrian facilities would be beneficial.
- 4.15 Officers are currently working with TfL to re-introduce two lanes to the **A406 flyover**, by again transferring cyclists to the footways. A permanent scheme to achieve this will necessitate changes to the flyover which are likely to require long term planning. However, options for a 'quick win' low key solution are being examined to assess the outcome of the proposals as soon as possible.
- 4.16 Officers are reviewing the location of the bus cage just south of the junction and also at the parking and loading arrangements to address and ease congestion and loading concerns.
- 4.17 In terms of **parking**, The Council has recently undertaken an engagement in East Finchley where residents, and other key stakeholders, will have had an opportunity to feedback their concerns on parking via an online survey. Plans in 2022/23 include engaging properties on a section of the A1000 between the A406, up to the junction Sandringham Gardens. We will be liaising with Ward Councillors, and the area Committee Chair, prior to launching engagement with the local community later in the year year. This will provide an opportunity for people to feedback on the parking issues.
- 4.18 Discussions have been taking place with LB Haringey and TfL over continuation of the route. LB Haringey have their own proposals for cycling facilities along the A1000. Development of this will enable the A1000 to evolve into a strategic cross borough cycle route towards central London.
- 4.19 A petition was submitted to the Finchley & Golders Green Area Committee in February 2021 outlining the concerns relating to speeding, pedestrian and road safety along **Long Lane**. A feasibility study was undertaken based on these concerns and as part of the study, traffic surveys were undertaken at 5 locations on Long Lane between Church Lane and Squires Lane. Two sets of speed surveys were carried out from 29/04/21 – 06/05/21 and 17/07/21 – 23/07/21. It was found that the 85th Percentile Speed was below 30mph which is the speed limit for this road. It was proposed to implement 'Watch your speed 30mph limit' signs on Long Lane to remind drivers of the current 30mph speed limit. Double yellow

lines were also recommended to address the visibility issues on Long Lane at junctions with side streets.

- 4.20 It was not in the scope of the feasibility study to resolve rat-running issue as mentioned in some of the responses that were received as part of the A1000 Cycle Lane consultation. However, having reviewed the survey data, it shows that more vehicles were travelling northbound than in the southbound direction on Long Lane. Unfortunately, survey data prior to the implementation of the cycle lanes is not available to compare the before and after traffic volume. However, by comparing this road to other roads in the borough which have similar characteristics to Long Lane, i.e Gainsborough Road and Stapylton Road, both runs parallel to the A1000, the recent traffic data for these roads indicated that Long Lane has lower traffic volume (24hour count) than these two roads. Therefore, it is not considered that Long Lane is experiencing significantly high traffic volume causing rat-running issues.

Schools

- 4.21 Using DFT/ TFL funding of £ 93k 5No. school streets were designated under experimental traffic orders at Chalgrove School, Holy Trinity, Deansbrook, St Catherine and Garden Suburb schools. These schemes were subsequently consulted on, resulting in proposals to abandon 2no schemes due to lack of support for measures whilst confirming that 2 locations should revert to camera operation. The other scheme, at Garden Suburb, was designed with camera operation from the outset.
- 4.22 A further allocation of £ 30k was utilised providing emergency measures at Great Strand and responding to an emergency traffic situation at Blessed Dominic and St James school and exploring options for a long term solution.
- 4.23 Using LIP funding, a number of additional school streets have been consulted on and chief officers decision reports signed to enable a further 5 school streets to be implemented in the coming months at Wren, St Agnes, St Paul, Colindale, Summerside. These school would all be enforced by Cameras rather than staffed barriers.
- 4.24 Lastly, using TFL funding of £ 72k there are proposals to designate a further two proposed school streets using cameras, at Childs Hill and St Mary's schools.

5. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

A1000 Cycle Route

- 5.1 This is an update report and options for this scheme will be considered in the March report to this committee.

Area Traffic Management Measures

- 5.2 Three potential schemes for Area Traffic Management Measures were submitted to TFL - at Brunswick Park, Colindale/Burnt Oak and at Cricklewood. All these schemes were

selected based on the detail contained in the adopted Transport Strategy and TFL guidance.

- 5.3 TFL in their response to the borough supported implementing measures at Brunswick Park and Colindale / Burnt Oak and placed Cricklewood on the reserve list of schemes. Officers later sought further funding from TFL/DFT to increase the budget for these schemes which was subsequently approved. Dialogue took place with ward Cllrs to introduce the schemes and see if they had in principle support and to get feedback from Cllrs about the design of initial proposals. It became apparent through this process that there were difficulties designing a suitable scheme at Brunswick Park to meet Cllr objectives and aspirations and this scheme was subsequently abandoned.
- 5.4 The Colindale/Burnt Oak scheme is currently out to consultation with residents the alternative to proceeding with this scheme would be to abandon this scheme and leave the situation as it currently is, however, doing so would leave concerns about traffic, noise and pollution unresolved and in the present funding climate there is little certainty that another potential scheme to deal with these issues would come forward in the short to medium term.

6. POST DECISION IMPLEMENTATION

A1000 Cycle Route

- 6.1 A report will be brought to the March committee regarding this scheme. Officers will continue to collect responses and survey data to include in this report. and developed design options to allow a decision to be made on retention or revocation with due process to then be followed to remove the cycle lane or retain it under a new permanent Order or to make new experimental orders.

Martins School

The design of the reintroduction of parking just to the south of Martins School has been completed. Installation on site has been delayed but is due to commence early in the New Year.

A406 Flyover

Following initial discussions with TfL we are looking at options to remove the northbound and southbound cycle/bus lanes over the A406.

It is proposed to relocate cyclists to a shared footway/cycle way facility. The proposals will initially comprise a 'quick win' temporary solution allowing time for development of a longer term solution should the cycle lane be made permanent later next year, post consultation.

Sandringham Gardens to Summers Lane

A design to transfer southbound cyclists from the carriageway to the footway has been completed. This entails a new shared footpath/cycle facility using the wide footway and verge along this section of the route and will gain approximately 8no parking spaces along the carriageway.

Granville Road/Summers Lane junction

Design work has previously been carried out at this junction. The revised layout of the cycle lane on the southbound approach to this junction facilitates a further review to include the introduction of pedestrian facilities at the junction as part of an overall improvement.

East Finchley

Congestion and parking issues at the East End Road/Fortis Green junction and south into East Finchley town centre have been raised. We are looking at relocation of the existing bus cage to the south of the junction, to ease traffic movements. We are also looking at possible removal of sections of the segregated cycle route, to ease loading and parking for the shops.

Traffic data

- 6.2 Monitoring will continue at a suitable, cost effective frequency. As before, this will cover traffic and cycle volume, journey times, queue lengths at the signal junctions and air quality.

School Streets

- 6.3 The alternative to School Streets schemes is effectively to leave the areas around schools unchanged however this would risk the safety of vulnerable road users and could also cause a great deal of inconvenience to residents due to traffic congestion.

7. IMPLICATIONS OF DECISION

7.1 Corporate Priorities and Performance

7.1.1 The Council's Transport Strategy

7.2 Resources (Finance & Value for Money, Procurement, Staffing, IT, Property, Sustainability)

7.2.1 Finance & Value for Money

Current available funding and sources comprise:

Social Distancing Thread	Govt Direct Funding	Govt (via TfL Funding)	LIP Funding
A1000			
Phase 1 – LB Haringey to Tally Ho Corner	£ 51,000	£ 263,800	
Phase 1 - review and mitigation measures		£ 208,975	
Schools			
Distancing & school streets at 9no. schools	£ 15,000	£ 77,986	
ANPR Enforcement at 2no schools		£ 72,965	
Safety issues on Grand Strand		£ 30,000	
Additional school streets programme in the LIP			£ 435,000

Area Measures			
Burnt Oak & Colindale		£293,000	
Totals	£ 66,000	£ 946,726	£ 435,000

7.2.2 Procurement

This section does not apply to this report.

7.2.3 Staffing

The design will encompass staff from Re, assisted by Third Party companies providing surveys and data analysis. Construction resource will be through Tarmac Kier.

7.2.4 IT

This section does not apply to this report.

7.2.5 Property

This section does not apply to this report.

7.2.6 Sustainability

As well as addressing the short term needs of the Coronavirus pandemic, the schemes support the council's plans for a sustainable Transport Network as outlined in the Long Term Transport Strategy.

7.3 Social Value

7.3.1 The Public Services (Social Value) Act 2012 requires people who commission public services to think about how they can also secure wider social, economic and environmental benefits. In the short term, the schemes directly support Government policies to mitigate the Coronavirus pandemic.

The schemes also support central government aspirations for sustainable travel as outlined in the Department for Transport document Gear Change: One Year On, published in 2021 (**Appendix C**) and the Department of Transport letter all highway authorities, dated 30th July 2021, concerning active travel schemes supported by Government funding (**Appendix A**).

7.4 Legal and Constitutional References

7.4.1 The Traffic Management Act 2004 and Section 122 of the Road Traffic Regulation Act 1984 places obligations on highway authorities to ensure the expeditious movement of traffic on their road network. Authorities are required to make arrangements as they consider appropriate for planning and carrying out the action to be taken in performing the duty.

7.4.2 The Council as the Highway Authority has the necessary legal powers to introduce or

amend Experimental Traffic Management Orders under the Road Traffic Regulation Act 1984 and subsidiary regulations made under that Act.

7.4.3 There is no legal power to extend an ETMO beyond the 18 month period except in accordance with section 9(5) of the Road Traffic Regulation Act where the ETMO is to be made permanent and there is a Public Inquiry .

7.4.4 It is possible to make new experimental orders if they are a genuine new experiment and are different to the current schemes.

7.4.5 The terms of reference for the Environment Committee under Article 7 of the Council's Constitution includes responsibility for all borough-wide or cross-constituency matters relating to the street scene including, parking, road safety, lighting, street cleaning, littering, fly-tipping, fly-posting, graffiti, transport, waste, waterways, refuse, recycling, allotments, parks, trees, crematoria and mortuary, trading standards and environmental health.

7.5 Risk Management

7.5.1 The Council, as Highway Authority, has various responsibilities and duties. To address these responsibilities and duties the council has established policies, systems and processes that are regularly audited, reviewed and amended where necessary to reflect current good practice and guidance.

7.5.2 The social distancing schemes in the short term look to introduce measures to reduce the impact of the Coronavirus pandemic on the health and well-being of the local population. In the long term they look to support the development of healthy transport modes within the borough.

7.6 Equalities and Diversity

7.6.1 The Equality Act 2010 requires organisations exercising public functions to demonstrate that due regard has been paid to equalities in:

- Elimination of unlawful discrimination, harassment and victimisation and other conduct prohibited by the Equality Act 2010.
- Advancement of equality of opportunity between people from different groups.
- Fostering of good relations between people from different groups.

7.6.2 The Equality Act 2010 identifies the following protected characteristics: age; disability; gender reassignment; marriage and civil partnership, pregnancy, and maternity; race; religion or belief; sex and sexual orientation.

7.6.3 To assist in meeting the duty the council will:

- Try to understand the diversity of our customers to improve our services.
- Consider the impact of our decisions on different groups to ensure they are fair.
- Mainstream equalities into business and financial planning and integrating equalities into everything we do.
- Learn more about Barnet's diverse communities by engaging with them.

7.6.4 Good roads should provide facilities for all road users and will have a positive impact on

the quality of life for those who travel along them, or live and carry out business on them.

7.6.6 Similarly, measures to support the prime function of a road or sections of a road eg Town Centres and School Streets reflect better the needs of the users, again promoting well-being. An Equality Impact Assessment has been conducted.

7.6.7 An interim Equality Impact assessment has been conducted on the A 1000 ETMO and is attached as **Appendix D**.

7.7 **Corporate Parenting**

7.7.1 In line with the Children and Social Work Act 2017, the council has a duty to consider Corporate Parenting Principles in decision-making across the council. There are no implications for Corporate Parenting in relation to this report.

7.8 **Consultation and Engagement**

7.8.1 The programme imposed by the Government to design and implement measures proposed during 2020 did not allow as comprehensive a consultation and engagement as would normally take place.

7.8.2 Legislation set out the consultation requirements for different types of traffic orders and the council has and will comply with these requirements.

7.8.3 Moving forward and based on National Government feedback from schemes implemented there is a requirement that formal consultation takes place prior to revoking, modifying or making permanent such emergency schemes.

7.9 **Insight**

7.9.1 This section does not apply to this report.

8 **BACKGROUND PAPERS**

8.1 Environment Committee Report 30 June 2020.

<https://barnet.moderngov.co.uk/documents/s59138/Covid%2019%20Decisions.pdf>

8.2 Environment Committee Report 11 March 2021.

<https://barnet.moderngov.co.uk/documents/s64150/Social%20Distancing.pdf>



Department
for Transport

From the Minister of State
Chris Heaton-Harris MP

Great Minster House
33 Horseferry Road
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30 July 2021

To: Leaders of all combined, transport and highway authorities in England

Dear Council Leader,

Active travel schemes supported by Government funding

Over the last year, cycling has risen by 46%. In 2020, we saw the highest level of cycling on the public highway since the 1960s, and the greatest year-on-year increase in post-war history. Many people have started cycling for shorter journeys, saving appreciable amounts of pollution, noise, CO2 and traffic danger. In some cities the delivery bike has become as normal a sight as the delivery van. Even after these remarkable rises, according to one leading retailer, a further 37 per cent of the population now wants to buy a bike.

These things have been made possible, in part, by hundreds of school streets, pop-up cycle lanes, and Low Traffic Neighbourhoods implemented under the Government's Emergency Active Travel Fund (EATF) and under statutory Network Management Duty guidance. For all the controversy these schemes can sometimes cause, there is strong and growing evidence that they command public support.

I do know that a few councils have removed, or are proposing to remove, cycle schemes installed under the fund, or to water them down. Of course I understand not every scheme is perfect and a minority will not stand the test of time, but if these schemes are not given that time to make a difference, then taxpayers' monies have been wasted. Schemes need time to be allowed to bed in; must be tested against more normal traffic conditions; and must be in place long enough for their benefits and disbenefits to be properly evaluated and understood. We have no interest in requiring councils to keep schemes which are proven not to work, but that proof must be presented. Schemes must not be removed prematurely, or without proper evidence and too soon to collect proper evidence about their effects.

As the Secretary of State stated in a letter to all local authorities in November 2020, since the peak of the emergency had passed, we now expected local

authorities to consult more thoroughly. We revised our Network Management Duty (NMD) guidance to state that measures should be "taken as swiftly as possible, but not at the expense of consulting local communities" and that "local residents and businesses should... be given an opportunity to comment on proposed changes" to schemes. Please note these requirements also apply as much to the removal or modification of existing schemes as to the installation of new ones. In many cases where schemes have been removed or modified, there appears to have been little or no consultation.

The Secretary of State also stated in his November letter that consultation should include objective tests of public opinion, such as professional polling, to gather a truly representative picture of local views. Obviously the views of the local Member of Parliament should be taken into account.

Premature removal of schemes carries implications for the management of the public money used in these schemes and for the Government's future funding relationship with the authorities responsible. The Department will continue to assess authorities' performance in delivering schemes and, following the precedent we have already set, those which have prematurely removed or weakened such schemes should expect to receive a reduced level of funding.

We are also publishing updated Network Management Duty guidance on this subject, describing in more detail the obligations of authorities to allow adequate time to evaluate schemes and to engage with local people and protected groups using professional opinion surveys, including on any proposed removal. Authorities which are proposing to remove or weaken schemes should not proceed with their plans unless they are satisfied that they have had regard to the guidance.



CHRIS HEATON-HARRIS

MINISTER OF STATE FOR TRANSPORT

APPENDIX B – AIR QUALITY

A1000 Cycle Scheme – Air Quality Update November 2021

Scientific Services, Environmental Health have installed three diffusion tubes for ambient NO₂ monitoring along the experimental A1000 cycle lane. Monitoring at Diploma Court, High Road, N2 8NY (CL 1) and Granville Place, High Road, N12 0AY (CL 2) commenced in February 2021, and monitoring close to Martin Primary School, N2 9JP (CL 3) commenced in June 2021.

The monitoring locations at CL 1 and CL 2 are representative of relevant public exposure (i.e., façade of residential buildings). CL 3 was selected to identify potential health hazards from a traffic hotspot; this part of the road is frequented by pedestrians using the school. The locations of these tubes are shown in Appendix 1.

As of December 2021, 10 months (February to November inclusive) of monitoring have been completed at CL 1 and CL2. 6 months (June to November inclusive) of monitoring have been completed at CL 3.

The average NO₂ concentrations at CL 1 and CL 2 over 10 months is 33.40 µg/m³ and 25.30 µg/m³ respectively.

Over the same February to November period, the concentration of NO₂ at PBN8 was on average 38.64 µg/m³.

After 6 months of monitoring (June to November), the concentration at CL 3 was 28.49 µg/m³.

Over the same 6-month period, the concentration at PBN 8 is 39.39 µg/m³.

The NO₂ concentration at CL 2 was on average 13 µg/m³ lower than the NO₂ concentration at PBN8 over the corresponding period. This is a 35 % improvement.

The NO₂ concentration at CL 1 was on average 5 µg/m³ lower than the NO₂ concentration at PBN8 over the corresponding period. This is a 14 % improvement.

The evaluation of the first six months of monitoring show that the NO₂ concentration at CL 3 was on average 11 µg/m³ lower than the NO₂ concentration at PBN8 over the corresponding period. This is a 28 % improvement.

The three monitoring stations along the A1000 cycle lane have typically lower concentrations than at Tally Ho Corner: excluding March and April 2021 at CL 1, and August 2021 at CL 3; despite all three locations having relatively similar levels of traffic. Figure 2 in Appendix 1 displays the monthly trends at all monitors. This is likely because the cycle lane monitors are located further away from the carriage lane, due to the cycle lane in between. The reduction of congestion due to the removal of parking on A1000 also contributes to improved conditions, as traffic can flow more freely without cars manoeuvring and potentially blocking the carriageway.

Appendix 1

Table 1: Non-Automatic Monitoring Sites along the A1000 cycle lane

Site ID	Monitoring Location	OS Grid Ref	Latitude and Longitude	Site type	Inlet height (m)	Distance from monitoring site to relevant exposure (m)	Distance to kerb of nearest road (m)
CL 1	Diploma Court, High Road, N2 8NY	527270, 189372	51.588839, -0.164282	urban centre	2.5	0m (façade of residential building)	11
CL 2	Granville Place, High Road, N12 0AY	526457, 191298	51.606325, -0.175308	urban centre	2.5	0m (façade of residential building)	15
CL 3	Martin Primary School, High Road, N2 9JP	526954, 190001	51.594557, -0.168605	roadside	2.5	2m (school receptor)	8

Figure 1: Non-Automatic Monitoring Sites

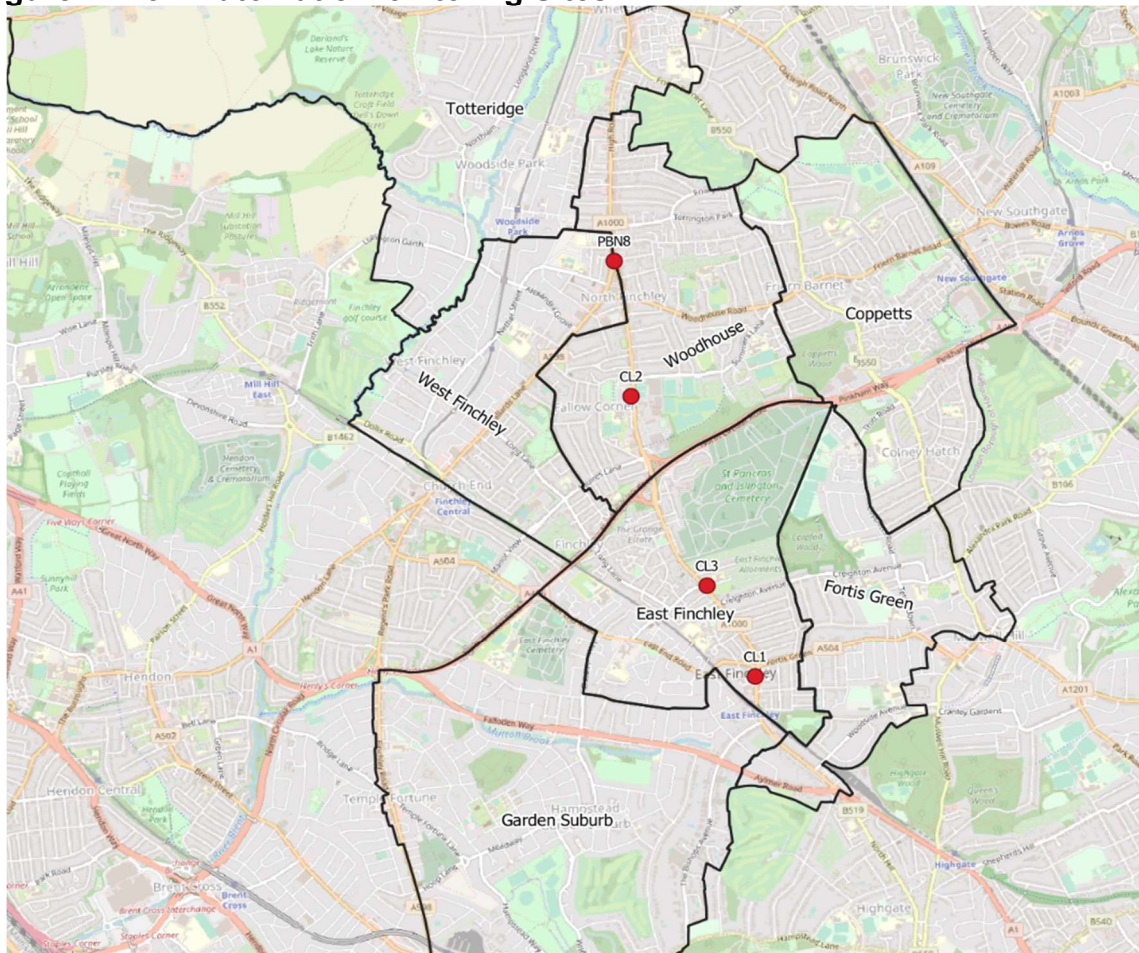
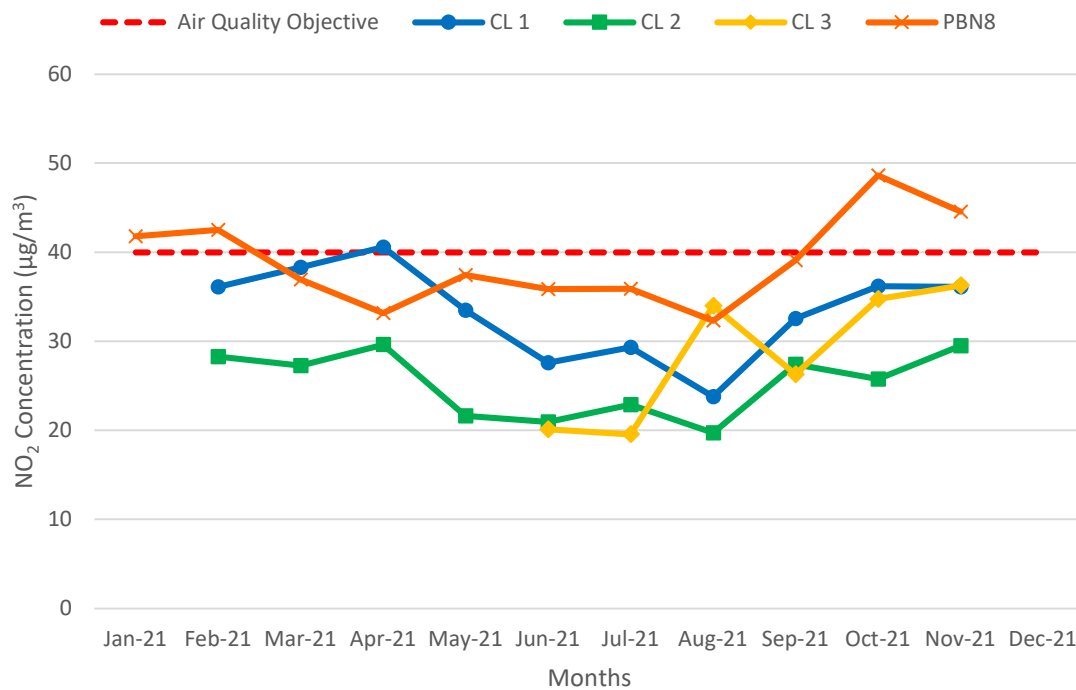


Figure 2: Monthly Trends at the A1000 Cycle Lane Monitoring Locations and Tally Ho Corner.



Within the 6-month monitoring period, CL 1 recorded concentrations greater than 36 µg/m³ from February to April and October to November. Greater than 40 µg/m³ (i.e., above the national air quality objective) was recorded in April 2021. It should be noted however that in April 2021 very dry east winds were noted in South East England bringing in pollution (e.g., NO2) from the continent.

Within the 10-month monitoring period, CL 2 did not record concentrations greater than 36 µg/m³.

Within the six-month monitoring period, CL 3 recorded concentrations greater than 36 µg/m³ once in November 2021.

It should be noted that these concentrations are subject to change after ratification.

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Department
for Transport

Gear Change: One Year On



Cover images (*clockwise from top left*) courtesy of:
Wheels for Wellbeing/Transport for London,
Bikeability Trust,
Living Streets,
Bikeability Trust,
Peter Kindersley.



Department
for Transport

Gear Change: One Year On

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Prime Minister's Foreword



About this time last year, I promised to kick off the most radical change to our city streets since the arrival of mass motoring. Perhaps rather quickly for a government promise, we seem to be achieving it.

Since last year, cycling in England has risen by 46 per cent – the greatest increase in postwar history. Cycling has increased by more in this one single year than it did over the whole of the previous 20 years. The roads are festooned with people wearing colours not found in nature. Hundreds of new schemes have created safe space for people to cycle and walk, supported pubs and restaurants that might otherwise have closed, and allowed us to get the exercise we need. For decades we mourned that children no longer played in the street. Now once again, in some places, they do.

But these achievements are not nailed on yet. So this document seeks not just to celebrate the success of our policies – but to repeat our commitment to them, to bust some of the myths about them, and to show how we will do more.

Spending on active travel this year will significantly increase – from the £257 million announced at last November's Spending Review to £338m, a rise of a third. We will use the money to invest in more low-traffic neighbourhoods and protected cycle lanes. And we will upgrade the National Cycle Network.

In the decade to 2020, road traffic in urban areas grew by a quarter, and on side streets by a third. It is forecast to rise even more in the next decade. There are only a few ways to deal with this. The best way is to make better use of the roads we've already got, by encouraging vehicles such as cycles and buses that take up less space per passenger.

I know many people think that cycling and walking schemes simply increase car traffic on other roads. But there is now increasing evidence that they do not. We sometimes think of traffic as like water: if you block a stream in one place, it will find the next easiest way. Of course some journeys by car are essential, but traffic is not a force of nature. It is a product of people's choices. If you make it easier and safer to walk and cycle, more people choose to walk and cycle instead of driving, and the traffic falls overall.

I support councils, of all parties, which are trying to promote cycling and bus use. And if you are going to oppose these schemes, you must tell us what your alternative is, because trying to squeeze more cars and delivery vans on the same roads and hoping for the best is not going to work.

And as the benefits of schemes increase over time, what opposition there is falls further. That is why schemes must be in place long enough for their benefits and disbenefits to be properly evidenced.

Almost exactly six years ago, in east London, we began the first of the transformational low-traffic neighbourhood schemes I funded as mayor. There was intense controversy: hundreds of protestors carried a golden coffin to symbolise the “death” we were supposedly causing to the local shops. But the council stuck it out, thank goodness. Now, the local shops and cafes have never been busier, air quality is up, opposition to the LTN has evaporated, and so has some of the traffic.

That is the future I want to see for a lot more places, and this plan will help achieve it.

A handwritten signature in black ink, appearing to read "Boris Johnson". The signature is fluid and cursive, with the first name "Boris" written in a larger, more prominent script than the last name "Johnson".

**Boris Johnson,
Prime Minister**



PLEASE KEEP A SAFE DISTANCE OF 2 METRES

PLEASE KEEP A SAFE DISTANCE OF 2 METRES

BACK IN THE SADDLE

Insurance and support package for new cyclists

If you're newly discovered the joys of cycling or are planning on taking the plunge, we've got an amazing package to help you get your journey starting. We'll provide you with everything you need to get started, including a comprehensive insurance package.

www.cyclinguk.org/back-on-your-bike

cycling **UP**

Introduction

England's urban roads are filling up. Between 2010 and 2019, traffic in urban areas grew by a quarter – and on side streets, often unsuitable for volume traffic, it grew by a third. Ride-hailing services, more delivery traffic, and apps which direct people down rat-runs have all played their part.

Even before the pandemic, road traffic was predicted to grow up to 51% by 2050¹. Trends since, with the increase in delivery traffic and the hopefully temporary move away from public transport, are likely to further increase road demand in the short term. This may not be workable for much longer, at least in inner cities.

There are only a few ways to deal with the enormous growth in demand for roadspace. The first way is building more roads in urban areas, which is politically and practically difficult in most cities, with little public support for the demolitions of private property which would be required. There is also evidence that it does not work, simply attracting more traffic.

The second way is building more railways, which takes decades. The third is some form of congestion charging, as in London. The fourth is to make better use of the roads we already have, by encouraging vehicles such as buses and bikes that take up less space per passenger. In the short and medium term, this is the only way to keep the roads moving for the traffic that most needs to use them.

Even before the dramatic rises of the last year, active travel played an important role. Across England, before the pandemic, 28 per cent of all trips were made by walking and cycling². In the 2019 morning rush hours (7–10am), cycles made up about a third of the vehicles on the roads of central London, and up to 70 per cent on some main roads. London's new Blackfriars Bridge cycle track carried an average of 26 cyclists per minute, and the new Embankment cycle track – which takes up one lane of this four-lane road – moved more traffic than the other three lanes put together. Across London as a whole, there were around 700,000 cycle journeys in a full day, equivalent to about a quarter of the passengers on the entire Underground³.

Cycling was mass transit in other places too. In Greater Manchester, as many cycle journeys were made each day as on the region's Metrolink tram system.

Cambridge had among the highest levels of cycling in the English-speaking world, with 55% of residents cycling at least once a week, and 25% of people travelling by bike at least five times per week⁴.

Most cycling and walking journeys are short – but so are many car journeys. In 2019 around 58% of car trips were less than 5 miles and around a quarter were less than 2 miles. Evidence from the cycling and walking schemes installed in the last year, and before, is that making it easier and safer to walk or cycle increases the number of people walking and cycling, and reduces the number of people making short car journeys, meaning that traffic falls overall. It might not feel like it at first – and it sometimes happens gradually. But the evidence shows that, over time, it does happen. And the longer a scheme is in effect, the more it happens.

That is why, over time, cycling and walking schemes help all road users, not just cyclists or pedestrians. Everyone who walks or uses a cycle instead of a car is freeing space on the roads for others who still drive. Everyone who cycles or walks instead of driving improves not just their own health, but everybody else's health, by reducing pollution, traffic danger and noise. Low-traffic streets are better places to be, to shop and to eat. Taking away cars during the pandemic has delivered significant boosts to shops, restaurants and other businesses.

The debate about roads space is sometimes conducted on the assumption that everyone drives. But across the country, a quarter of all households have no car or van. In cities such as Newcastle, Nottingham, Hull, Manchester and Liverpool, 40 to 50 per cent of all households do not have cars. In inner London, it is 55 to 65 per cent. These figures are for households: the proportion of people without full-time access to a car or van is greater still⁵.

The pandemic has changed how we travel, but we need to change more. Without more people walking, cycling and going by bus, our cities and larger towns will become less and less pleasant, and harder and harder to move around.



A year of achievement

In May 2020, we announced £2bn of new money for cycling and walking over the course of this parliament, a sixfold increase in the amount of dedicated funding for cycling and walking. During 2020/21, we provided over £320m to local authorities through a new Active Travel Fund, and to Transport for London through the first two tranches of its funding deal, to reallocate road space and create dedicated walking and cycling routes. In 2021/22, we will invest a total of £338 million in active travel, an increase of around a third from what we announced at the Spending Review in November 2020, reflecting the Government's ongoing commitment to this agenda. In addition to this, we have allocated £100m more for active travel in the third and latest tranche of the TfL funding deal.

All this comes on top of significant investment in walking and cycling that has already been announced.



Also in May 2020, we published new statutory Network Management Duty guidance⁶ requiring local authorities in urban areas to reallocate roadspace for cycling and walking. In July, we published *Gear Change*⁷, our ambitious cycling and walking plan for how the money will be spent, and *Local Transport Note 1/20*⁸, our detailed design guidance requiring much higher standards for cycling schemes.

Significant delivery of the spending commitments and promises made in *Gear Change* has occurred during the last year, and others will be fulfilled in this document.

We have delivered:

- Hundreds of school streets, where streets by a school are closed to motor traffic at peak times. These have dramatically improved pollution and safety risks to pupils and led to significant rises in the number of children cycling and walking to school. According to Hackney Council, which pioneered the concept, its first four school streets reduced traffic around the schools concerned by an average of 68 per cent, cut vehicle emissions at the schools by 74 per cent and increased the number of children cycling to school by 51 per cent.
- At least 150 Low Traffic Neighbourhoods to add to the thousands already in existence, where side streets are closed to through traffic to prevent rat-running. Substantial rises in walking and cycling have taken place in these areas and traffic has been reduced.
- More than 100 miles of new segregated cycle lanes on main roads, including around 60 miles in London alone.





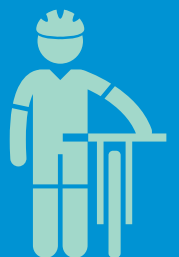
Courtesy of: Peter Kindersley

Over the course of **2020/21** the Government has provided:

Over **£220 million** to local authorities through two tranches of the Active Travel Fund to reallocate road space and create dedicated routes for cycling and walking⁹.



Over **£100 million** to Transport for London to enable it to deliver the London Streetspace programme, which has seen over 60 miles of new segregated cycle lanes on the capital's streets, as well as to support a programme of adult cycle training.



£20 million of revenue funding to local authorities to allow them to deliver a wide range of programmes to get more people walking and cycling and access work and educational opportunities through the Access Fund.





Over **£20 million** to the Fix Your Bike voucher scheme and to the pop-up “Dr Bike” cycle maintenance facilities.



£13 million to support the Bikeability programme to teach children to cycle confidently and safely on the road.

£2 million to Cycling UK for the Big Bike Revival campaign, to help more people get cycling, particularly those from disadvantaged groups and from groups less likely to cycle.



£2 million to Living Streets for the “Walk to School” outreach campaign to get more children walking to school as schools reopened.

Further funding from wider Government transport, health and growth initiatives, such as the Transforming Cities Fund and Sport England’s Local Delivery Pilots.



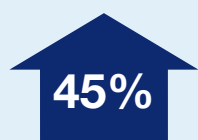
Helped by these measures and by the reduction in traffic brought about by the pandemic, the sale and use of cycles has boomed in a way not seen in almost a century.

Retail cycle spending rose by 45 per cent in 2020 – which was the first year in history that people bought more than £1bn worth of cycles. Including maintenance, parts and accessories, the total value of the retail market was £2.31bn¹⁰. The chief executive of the country's largest cycle retailer, Halfords, said that despite this growth the company's surveys found that a further 37 per cent of UK adults wanted to buy a bike within the next six months¹¹.

The number of miles cycled on the road rose to 5 billion¹², overall a 45.7 per cent increase on 2019. Cycling was the only form of transport to grow during the pandemic, with cycling levels at times 100 or even 200 per cent greater¹³ than before.

Most of the new schemes have seen large and sustained rises in cycling. Among the biggest were a new lane on London Road, Leicester, where cycling levels rose by 180 per cent¹⁴, and a new track on Chiswick High Road, west London, where the number of people cycling increased by 72 per cent, up to 2700 per day¹⁵. Cycling and walking in several of the low traffic neighbourhoods has more than doubled.

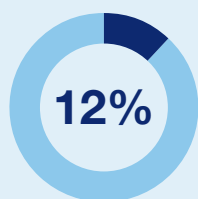
Growth in the UK cycling market



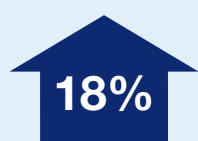
The total value of the UK cycling market in 2020 was estimated as £2.31 billion, a 45% increase over 2019 as Covid-19 triggered a sharp rise in sales of bikes and other products.



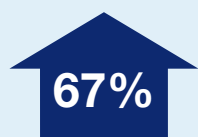
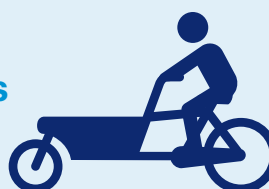
An estimated £1.03 billion was spent on pedal cycles, the first time in history that expenditure on cycles in the UK has surpassed one billion pounds.



E-cycles accounted for 12% of the market by value, reaching £280 million. Expenditure on parts and accessories increased to £880 million with £40 million spent on services such as cycle repair and maintenance, boosted by the Government's Fix Your Bike Voucher Scheme.



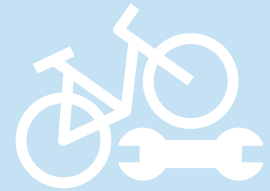
The volume of pedal cycle sales increased by 18%, reaching an estimated 3.1 million units.



The number of e-cycles sold rose by 67% to an estimated 160,000 units.

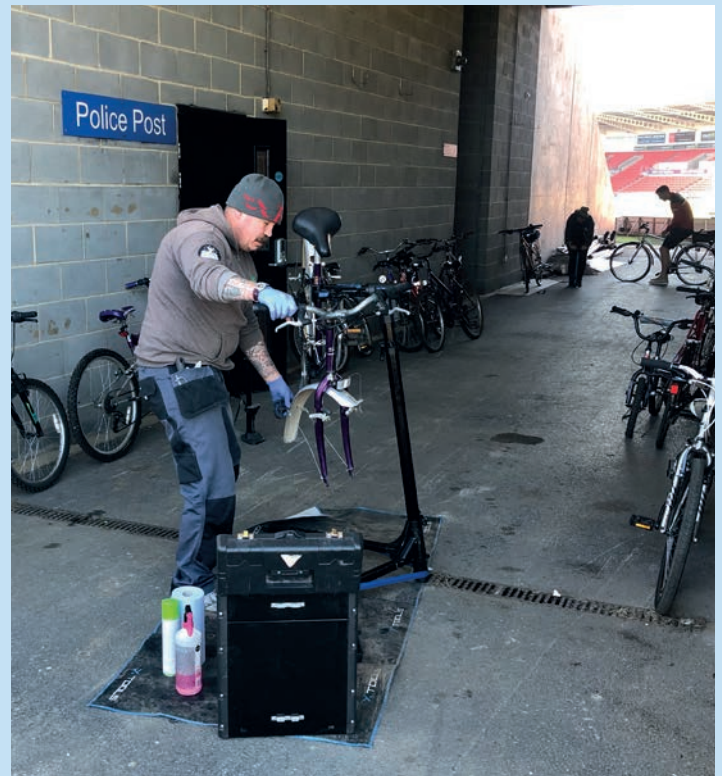


Fix Your Bike vouchers



The Government released over 400,000 vouchers to people in four tranches to help them get their cycles serviced or repaired. Provisional data suggests that around 40% of voucher users had cycled less than once a week or not at all before using the voucher; around 40% intended to use their cycle to replace car journeys; and around 60% of vouchers were redeemed in small businesses, bringing them a welcome boost.

Further funding was provided to Cycling UK to deliver Dr Bike events in workplaces and communities to act as a 'triage' service for cycle repairs.



Access Fund

We provided £20 million of funding to local authorities in 2020/21 under the Access Fund, to help people access work and education on foot and by cycle. The fund supported a wide range of measures including adult cycle training, grants for businesses, workplace and school travel planning, cycling and walking festivals and community events, cycle and walk to school initiatives, and loans of e-cycles. A further £2 million will be provided to support the Commonwealth

Courtesy of: Cycling UK

Games Cycling for Everyone programme in the West Midlands¹⁶. Additionally, £90,000 has been made available to enable car park operators to introduce more Park Active schemes¹⁷.



Courtesy of: Wheels for Wellbeing

Capability Fund

The new Local Authority Capability Fund will enable local authorities to develop infrastructure plans and deliver behaviour change activities to promote cycling and walking in their areas. It supports the commitment, made in the Prime Minister's Cycling and Walking Plan, to increase the capabilities of local authorities to plan good active travel infrastructure, including building more expertise and undertaking more evidence-based planning.

E-cargo bikes



Courtesy of: Sies Petcare

access e-cargo bikes at a discount, in an extension of the current support programme.

The Government continued to support e-cargo bikes during the pandemic through its £2 million funding programme. Over 600 e-cargo bikes have now been funded and are in use on roads across England. The Government will now provide a further £1.5 million to allow more businesses to

Walk to School Outreach

The Department gave a total of £2m to the charity Living Streets to deliver more Walk to School initiatives in 2020/21, with a focus on getting more children walking to school as schools returned from lockdown in September. The programme helps children arrive at school happier, reduces peak time congestion and improves air quality. This has enabled the Walk to School Outreach programme to help 735 schools to get more pupils walking to school. Research by Living Streets has found that on average the programme sees walking rates jump by around 23% and reduces congestion outside schools by 30%¹⁸. The Department is now providing a further £2.1 million in 2021/22, which should allow Living Streets to support more than 1,000 schools.



Courtesy of: Living Streets

Big Bike Revival



Courtesy of: Cycling UK

The Big Bike Revival programme is delivered by the charity Cycling UK¹⁹, and aims to enable people to start or return to cycling via free events held in their local community. Events focus on teaching skills, fixing cycles and increasing cycle confidence through local, short led rides. The Department provided £2 million of funding for the programme in 2020/21, which has enabled over 2,500 Dr Bike events to be delivered, with 13,000 cycles fixed. Due to the coronavirus restrictions, the majority of community events could not take place. Early delivery in 2020 shifted focus to support key workers to cycle for essential journeys, later moving to supporting widespread delivery of Dr Bike events nationwide. Research by Cycling UK shows on average, 47% of attendees were female, 45% were non-regular cyclists and 25% identify as being from an ethnic minority²⁰.

The Department is providing a further £2 million in 2021/22.

Cycle Rail

The most recent round of cycle rail funding in 2020 provided a further £2.5 million to Train Operating Companies to deliver 1,180 new cycle parking spaces at 30 stations. Accelerated delivery took place at many rail stations which were quieter during the lockdown periods. This funding plays a key role in encouraging more people to cycle to stations. A further £2 million will be invested in 2021/22 to create better access routes to stations, as well as high quality, accessible, safe and secure cycle parking improvements.

The Cycle Rail Working Group (CRWG) is working with British Transport Police (BTP) to cross reference existing ownership registers, allowing police to trace the owners of stolen cycles. This will help tackle cycle theft which can be a barrier to people cycling.



Courtesy of: Chiltern Railways



Our new and continuing commitments



We will increase funding by 30% from the amount announced at the Spending Review

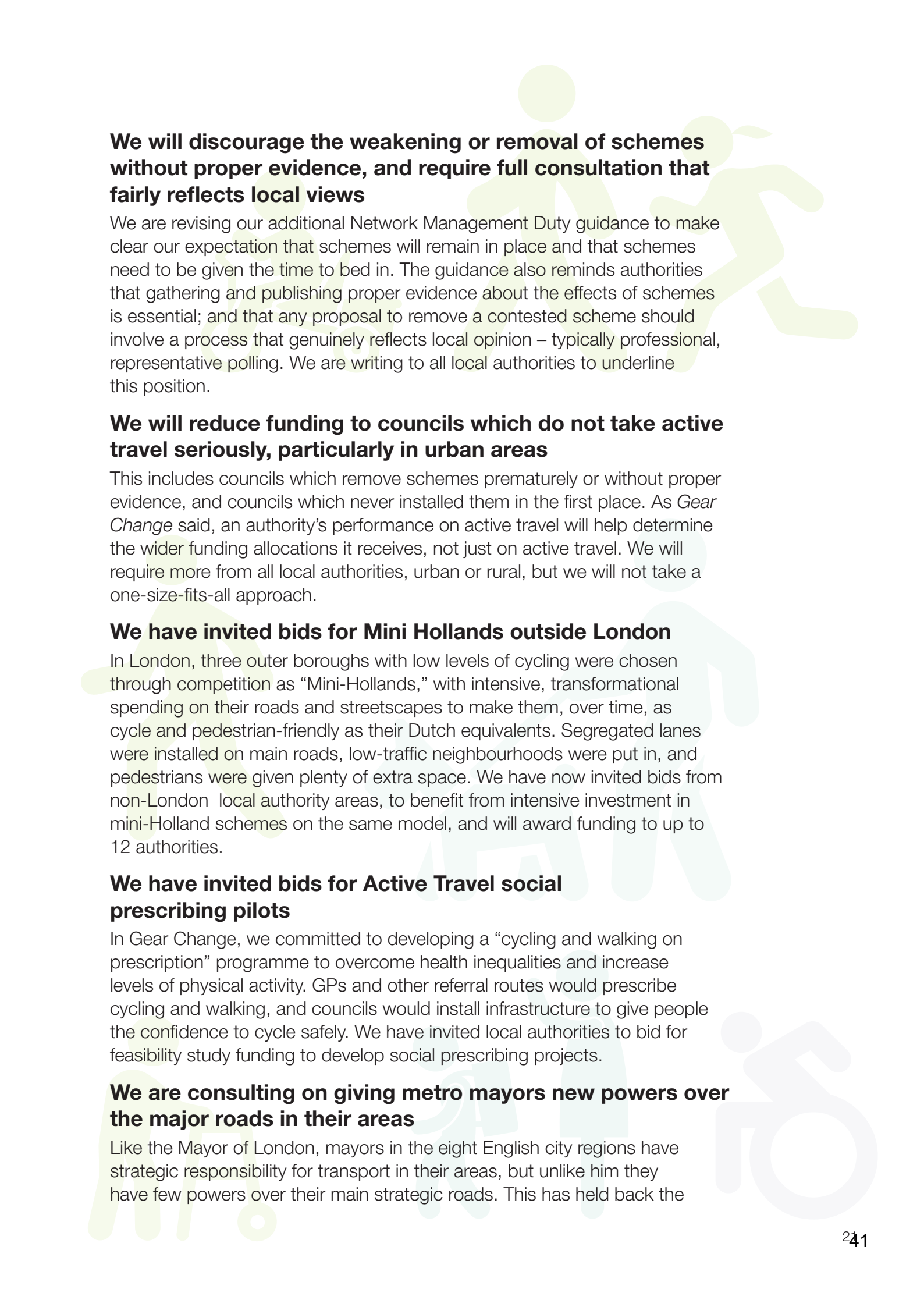
We announced at the Spending Review in November 2020 that we would spend £257 million on cycling and walking in the financial year 2021/2. The total spend this year will now be £438 million, comprising a further £81 million above the £257m for cycling and walking in England outside London and a further £100m for active travel in London in the latest TfL settlement deal to December 2021.

We will use this to deliver more cycle lanes, low-traffic neighbourhoods, and school streets

There is now clear evidence that these schemes work and are popular. Hundreds of schemes have already been delivered, with many more proposed and under construction and we have encouraged local authorities to be ambitious with their proposals this year.



Courtesy of: Living Streets



We will discourage the weakening or removal of schemes without proper evidence, and require full consultation that fairly reflects local views

We are revising our additional Network Management Duty guidance to make clear our expectation that schemes will remain in place and that schemes need to be given the time to bed in. The guidance also reminds authorities that gathering and publishing proper evidence about the effects of schemes is essential; and that any proposal to remove a contested scheme should involve a process that genuinely reflects local opinion – typically professional, representative polling. We are writing to all local authorities to underline this position.

We will reduce funding to councils which do not take active travel seriously, particularly in urban areas

This includes councils which remove schemes prematurely or without proper evidence, and councils which never installed them in the first place. As *Gear Change* said, an authority's performance on active travel will help determine the wider funding allocations it receives, not just on active travel. We will require more from all local authorities, urban or rural, but we will not take a one-size-fits-all approach.

We have invited bids for Mini Hollands outside London

In London, three outer boroughs with low levels of cycling were chosen through competition as “Mini-Hollands,” with intensive, transformational spending on their roads and streetscapes to make them, over time, as cycle and pedestrian-friendly as their Dutch equivalents. Segregated lanes were installed on main roads, low-traffic neighbourhoods were put in, and pedestrians were given plenty of extra space. We have now invited bids from non-London local authority areas, to benefit from intensive investment in mini-Holland schemes on the same model, and will award funding to up to 12 authorities.

We have invited bids for Active Travel social prescribing pilots

In *Gear Change*, we committed to developing a “cycling and walking on prescription” programme to overcome health inequalities and increase levels of physical activity. GPs and other referral routes would prescribe cycling and walking, and councils would install infrastructure to give people the confidence to cycle safely. We have invited local authorities to bid for feasibility study funding to develop social prescribing projects.

We are consulting on giving metro mayors new powers over the major roads in their areas

Like the Mayor of London, mayors in the eight English city regions have strategic responsibility for transport in their areas, but unlike him they have few powers over their main strategic roads. This has held back the

development of holistic transport approaches, including for buses and active travel. We are launching a consultation on giving the metro mayors powers over their key route networks similar to those exercised by Transport for London in the capital. As in London, control of most roads would remain with the constituent authorities. Subject to the results of the consultation, we intend to legislate next year.

We will allow councils to enforce against traffic offences from this year

In December we will commence the remaining elements of Part 6 of the Traffic Management Act 2004, allowing local authorities outside London to apply for an order designating powers to civilly enforce moving traffic contraventions; examples include disregarding one-way systems or entering mandatory cycle lanes. The police will retain powers to enforce such restrictions, should they need them. The change has already largely taken effect in London, where it has significantly reduced police workload on traffic offences, allowing officers to prioritise other matters, while also improving enforcement.

We will work across government to allow some local authorities to pilot delivery of waste collection management schemes

Parts of some cities are served by as many as 50 delivery and waste management companies, with multiple pickups from businesses on the same street and large numbers of vehicles carrying out duplicating trips. Voluntary projects in areas such as the City of Westminster, which aim to reduce the number of suppliers, have brought about significant reductions in commercial vehicle traffic. Following a commitment in Gear Change, the Department for Environment, Food and Rural Affairs has just consulted on franchising waste management operations. Subject to the response to the consultation, the next stage will be pilots allowing local authorities such as Westminster to better co-ordinate the number of waste collections, enabling competition and choice while reducing the number of operators and vehicle movements.



Courtesy of: Energy Saving Trust

We will improve the National Cycle Network

The National Cycle Network (NCN) is a well used and important resource, for both walkers and cyclists. It stretches over 12,000 miles (UK wide) and more than half the population lives within one mile of the Network. In 2019, over 4 million people used the Network to make nearly 650 million journeys. Given its sheer size, it is understandable that some sections (around a third) are in a poor state, with low quality surfacing on many off road stretches, making it difficult for all but the most experienced to use. £30m of the new money will be used to deliver improved surfacing, widened paths and greater accessibility (through the removal of barriers).

Active Travel England, our new body for cycling and walking, will begin work in the autumn

Active Travel England (ATE) will be a new commissioning body and inspectorate which will hold the cycling and walking budget. It will examine all applications for funding and refuse any that are not compliant with the new national LTN 1/20 standards. It will inspect finished schemes and ensure that local authorities have funding allocations reduced where schemes have not been completed as promised, or have not started or finished by the stipulated times. It will act as a statutory consultee on larger planning applications to ensure that they provide properly for walking and



Courtesy of Julie Howden/Sustrans

cycling. The job advertisements for the Commissioner (equivalent to a chair role), Chief Executive and Head of Inspections will be launched shortly. Appointments will be made in the autumn and work will begin shortly afterwards.

The Department has also appointed Dame Sarah Storey, the Active Travel Commissioner for the Sheffield City Region and the most successful female British Paralympian of all time, as a Non-Executive Director, which will help ensure that walking and cycling considerations are integral to the Department's wider policies.

We will publish a new version of The Highway Code



We consulted on changes to The Highway Code to improve safety for cyclists, pedestrians and horse riders last year, receiving nearly 21,000 responses. Feedback was sought on three key areas:

- A hierarchy of road users which ensures that those road users who can do the greatest harm have the greatest responsibility to reduce the danger or threat they may pose to others;
- Strengthening pedestrian priority on pavements and that drivers and riders should give way to pedestrians crossing or waiting to cross the road;
- Establishing guidance on safe passing distances and speeds and ensuring that cyclists have priority at junctions when travelling straight ahead.

Respondents demonstrated a high level of agreement for the proposed changes, welcoming the timing as more people choose to cycle and walk. The Department will therefore seek to introduce all the changes and will lay the finalised alterations before Parliament in winter 2021 with the changes coming into force early in 2022.

We will help train a further 1,000 Bikeability instructors to offer training to every child and adult that wants it

The Government has a manifesto commitment to offer Bikeability training to every school child. The Prime Minister announced in his cycling and walking plan that this commitment would extend to any adult that wanted cycle training. Despite challenges with delivery due to Covid-19 restrictions, over 140,000 children received Bikeability training in 2020. The Department has continued to support the cycle training industry, ensuring that cycle instructors were able to benefit either from existing Coronavirus Job

Retention Support measures or from other forms of support. We have launched a bursary scheme to help recruit up to a thousand more instructors in 2021–22 as part of the Department’s £18 million of support for cycle training in 2021/22.



We will consider whether more of our historic railway structures could be used for walking or cycle routes or other transport purposes.

There has been concern about the fate of a small proportion of the 3,250 railway structures managed by Highways England. By the autumn, we will establish a formalised framework and engagement process for these structures to understand, in each case, whether there is a realistic prospect of it being used for active travel or other transport purposes in future; and to ensure that the views of local stakeholders, including active travel groups and the local authority, are fully taken into account. Until then, any infilling or demolition on these structures will be paused, unless there is an immediate need to act on grounds of public safety.



We will launch a national e-cycle pilot programme enabling more people across the country to access e-cycles

Electrically assisted cycles can make cycling accessible to even more people, enabling those with more challenging journeys or longer commutes to take up cycling. The Government has supported nine local authorities with £1.48 million to deliver a range of schemes which will allow different approaches to be piloted, ahead of the roll-out of a new national e-cycle support programme later in 2021. A further pilot was announced in Cornwall as part of the G7 event in June 2021.

A national e-cycle support programme will be launched in the autumn of this year.

We will publish a new road safety strategic framework

Improving road safety will not only help reduce human suffering – over the last decade around 1,800 people have died every year when using our roads, and over 25,000 a year have experienced serious, and often life changing, injuries²¹ – it can also help us achieve a range of wider benefits, including helping increase the uptake of active travel.

We know from the National Travel Attitudes Study that safety concerns are a key barrier to engaging in cycling – over 60% of respondents to recent waves



Courtesy of: Living Streets

of the National Travel Attitudes Study think it is too dangerous to cycle on the roads²². These safety concerns are not without foundation: cyclists and pedestrians face a greater risk of injury on our roads than vehicle occupants²³ and between 2006 and 2020, there have been greater reductions in fatalities for car occupants and motorcyclists than for pedestrians and pedal cyclists²⁴.

The Government is therefore starting work on a new integrated road safety strategic framework. It will draw on the Safe Systems approach²⁵, and will consider how to improve road safety, and the perception of road safety, for vulnerable road users.

We will act on pavement parking

The Government recognises that vehicles parked on the pavement can cause serious problems for pedestrians, particularly people with mobility or sight impairments, as well as those with prams or pushchairs. It also acknowledges that in some areas, for example in narrow streets with no off-street parking, pavement parking can be necessary to maintain the free passage of traffic, and access for emergency services.

In response to the Transport Select Committee's 2019 report on pavement parking, the Department undertook a public consultation in 2020 on possible solutions to this complex problem. The proposed solutions included giving councils the power to enforce against obstruction of the pavement; and introducing a London-style prohibition across the rest of England. The Department received over 15,000 responses to the consultation and is now analysing these carefully. The Government's response to the consultation will be published later in the year.



Courtesy of: Leicester City Council

Low traffic neighbourhoods: the evidence so far

Low Traffic Neighbourhoods (LTNs) are where residential side streets are closed to through motor traffic to prevent rat-running with a physical barrier or increasingly an ANPR camera. No street is closed entirely: you can still drive to or from any point in an LTN, but you might have to take a longer way round.

LTNs have been perhaps the most contested element of our recent cycling and walking programme – though the concept, under various names, has been widespread for decades. Many of the LTNs in England existed before 2020, in some cases since the 1970s. It is estimated that more than 25,000 road closures of the type used in LTNs existed before the pandemic.

There is now traffic data, collected by the councils concerned, from several of the early post-pandemic LTN schemes installed last summer, typically covering their first few months. Changes in and around the LTN area can also be compared with changes in wider traffic volumes well away from it, allowing us to separate as far as possible “LTN-specific” effects from the wider effects of the pandemic. This data is preliminary, and only gives an indication at this stage.

There is also data from longer-established schemes installed before the pandemic. In these, traffic from before the installation of the scheme is compared with traffic in the latest available year before the pandemic, usually 2019 or the financial year 2019/20.

In both kinds of scheme, longer-established and recent, the data shows significant reductions in traffic, and significant increases in cycling and walking, *within* the LTNs, as you would expect.

But it also shows that a common claim about the LTNs – that they simply displace traffic to other roads – is in most cases not happening. Sometimes it did happen at the beginning, as travel patterns adjusted. But now the schemes have been in place for longer, councils are also reporting reductions in traffic on most (though not yet all) of the roads *around* the LTNs.



Traffic on the boundary main roads surrounding 12 new LTNs was surveyed by the councils concerned before and after each scheme. This shows, of the 50 boundary roads surveyed, traffic had risen on 15 of them, and fallen on 35.

LTNs work because the people living in them, several thousand in each area, change their travel behaviour – taking fewer short local journeys by car and walking or cycling more. This takes local traffic away from the surrounding roads too. On those roads, the reduction in these local car journeys appears, in most though not in all cases, to outweigh any increase caused by the diversion of longer-distance car journeys by people passing through.

But changes in travel behaviour don't happen overnight. We are noticing that the longer a scheme is in place, the greater its effect, on both the LTN and the surrounding roads. This is why we are clear that schemes must be given enough time to prove – or disprove – themselves.

Other claims sometimes made about LTNs are not true. Using years of data and more than 100,000 emergency callouts, academic research found that they do not increase emergency service response times – echoing statements made by the emergency services themselves about the post-pandemic LTN schemes²⁶. Indeed, they benefit public safety. New research shows that the pandemic LTN schemes have halved road injuries in their areas, compared with no reductions over the same period in non-LTN areas²⁷.

Other research has shown that LTNs reduce street crime, increasing safety by putting more pedestrians and cyclists on the streets²⁸. And they are socially inclusive: in London, people in areas of higher deprivation were 2.7 times more likely to live in a 2020 LTN compared to those in the least deprived quarter of the population²⁹.



Public opinion and consultation on schemes

Cycling and walking schemes can create passionate opposition, but there is now clear evidence that neither the opposition – nor the passion – reflects public views.

Multiple independent professional polls over the last year, and the government's own polling and surveys, show consistent public support for the measures on cycling and walking we and councils have taken: more than two to one on average among those who express a preference. Support for individual schemes, such as low-traffic neighbourhoods, by people living in the areas concerned is at similar levels, whenever polled or surveyed professionally.

Contrary to claims of a 'culture war,' most people do not feel strongly about these schemes. The majority of both support and opposition is "tend to support" or "tend to oppose." There are often significant numbers of people who, when asked, neither support nor oppose schemes. Only a very small minority express strong opposition, typically between 7 and 15 per cent of overall respondents.

What opposition there is to cycling and walking schemes also appears to diminish in time. In Walthamstow Village, east London, a 2015 LTN scheme caused significant opposition, including demonstrations attended by hundreds of people. The original consultation revealed roughly 50-50 support and opposition. A year after the scheme went in, only 17.6 per cent wanted to adjust the road closures.

There appears, however, to be a gap between real and perceived public opinion on this subject. One poll showed people believe that there is more opposition to these schemes than there actually is: that even though respondents themselves supported them, they believed that the public as a whole did not.

It is therefore important that consultation captures a genuinely representative picture of local views. That means listening to all, including the quieter and less vocal, not simply the most passionate; it is intended to inform decisions that members and officers make on these schemes, not to substitute for that decision making; and the consultation materials must include proper evidence and information about the effects of the proposals.

While schemes will usually have majority support, no scheme (or indeed almost any meaningful policy of any kind) will ever have unanimous support. Some councils appear to be searching for a formula which can make meaningful cycling and walking schemes acceptable to everyone, but this does not exist. We are clear that councils must not expect or require universal support and must avoid allowing any group to exercise a veto.

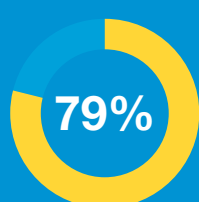
We revised our Network Management Duty (NMD) guidance³⁰ to state that measures should be “taken as swiftly as possible, but not at the expense of consulting local communities” and that “local residents and businesses should... be given an opportunity to comment on proposed changes” to schemes. These requirements apply as much to the removal or modification of existing schemes as to the installation of new ones. Our updated NMD guidance includes more about how to ensure that public views on contested schemes are captured accurately, through professional polling.



Public attitudes towards Low Traffic Neighbourhoods

There is growing evidence that people do support changes to their streets to enable walking and cycling. A recent Government-commissioned survey highlighted the following results from those living in, or near, a new Low Traffic Neighbourhood (LTN):

Supporting the reduction of traffic:



79% of respondents supported a reduction of traffic in their local area, including:

71% of respondents with mobility issues

69% of local business owners



Supporting the reallocation of road space for walking and cycling:



69% of respondents supported reallocation of local road space for walking and cycling, including:

58% of respondents with mobility issues

61% of local business owners



Supporting the local LTN:



61% of respondents supported their local LTN and **29%** were opposed, including:

49% of respondents with mobility issues supported, **36%** opposed

58% of local business owners supported, **42%** opposed



Local cycling and walking schemes

Across England, local authorities have been able to deliver high-quality cycling and walking schemes which have enabled many more people to make local journeys on foot or by cycle. The following case studies provide a snapshot of the benefits that have been unlocked:



Birmingham

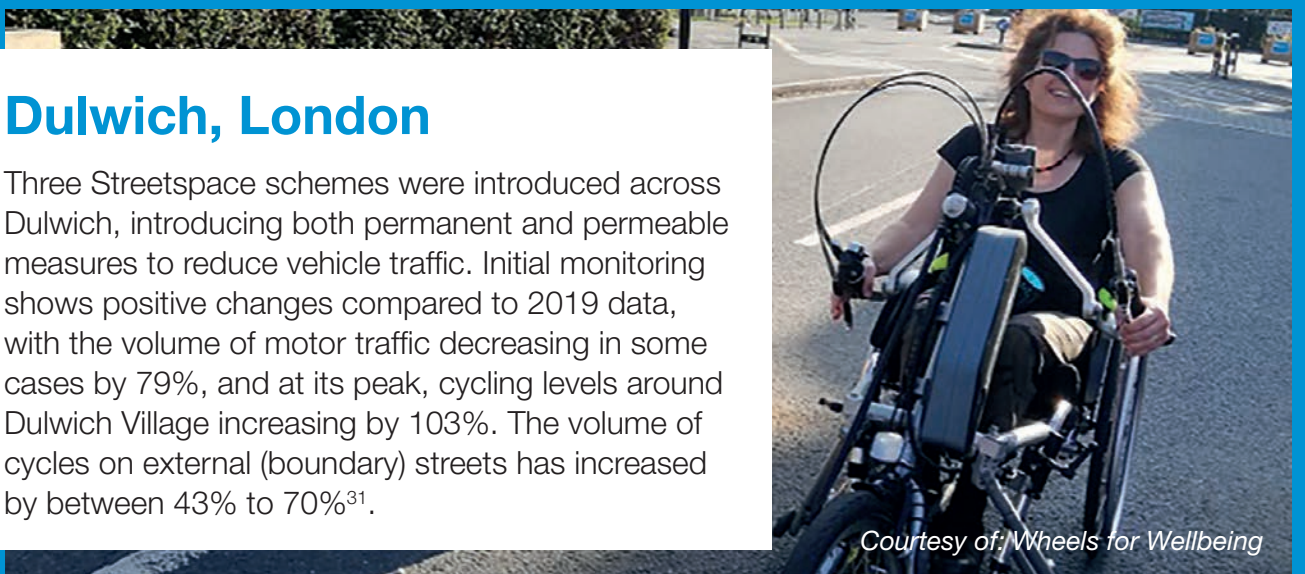
In October 2020, eight modal filters were installed in Kings Heath, Birmingham across the area to the west of the High Street. This included the pedestrianisation of a section of York Road. This 'Places for People' scheme aims to reduce the amount of traffic on residential streets and encourage more walking and cycling. 63% of residents supported or strongly supported the LTN.



Courtesy of: Peter Kindersley

Dulwich, London

Three Streetspace schemes were introduced across Dulwich, introducing both permanent and permeable measures to reduce vehicle traffic. Initial monitoring shows positive changes compared to 2019 data, with the volume of motor traffic decreasing in some cases by 79%, and at its peak, cycling levels around Dulwich Village increasing by 103%. The volume of cycles on external (boundary) streets has increased by between 43% to 70%³¹.



Courtesy of: Wheels for Wellbeing

Leicester

In Leicester, £7.8 million of Transforming Cities Fund investment has enabled nine major infrastructure projects to be undertaken. These include segregated cycle paths, purpose-built junctions and improved pedestrian footways and bus stops. Early monitoring shows a 17% rise in cycling in the last year.

City Mayor Peter Soulsby said of the Belgrave Gate scheme: “The removal of the Belgrave Flyover has had a dramatic effect on the look and feel of this area, and has hugely improved the wider public realm, as well as creating a far more pleasant route into the city.

There were some concerns locally about the impact on traffic of removing the flyover, but the major congestion feared has not happened, and it’s very encouraging to see so many pedestrians and cyclists are now using this safer, more open route.”



Courtesy of: Leicester City Council



Courtesy of: Living Streets



Courtesy of: Doncaster City Council

Doncaster and Barnsley

Projects in Barnsley and Doncaster, delivered by Sustrans, have improved 2.5 miles of poor-quality sections on the Trans Pennine Trail, removing restrictive barriers to help make the route accessible to everyone. The total value of improvements in South Yorkshire is £1.7m, with an additional project in Sheffield due to be completed by September 2022.

The projects in Barnsley and Doncaster have improved accessibility, surface and drainage on the Trans Pennine Trail while also improving the habitats and biodiversity along the path. The improvements have made the path more accessible for all, whether walking, on a cycle, riding a horse, using a wheelchair or pushing a pram.

Gillian Ivey, Chair of the Trans Pennine Trail Partnership, said: "This latest phase of works in Barnsley has really shown what can be achieved through partnership working. It's wonderful to see Sustrans as a national organisation supporting the Trans Pennine Trail's partnership's initiative to improve accessibility in terms of surfacing and access controls."



Courtesy of: Newcastle City Council

Newcastle

Plans are underway to make the temporary changes on Queen Victoria Road in Newcastle permanent, following positive public feedback. The changes will make it easier and safer to travel on foot and by cycle, particularly for key workers at the Royal Victoria Infirmary. The scheme will include a protected two-way cycle lane, safer crossing facilities and a new bus stop outside the hospital.

The city council has secured £2.3 million to carry out the work; this includes £1.3m funding through the Active Travel Fund.

Cllr Arlene Ainsley, cabinet member for transport and air quality at Newcastle City Council, said: “The changes we have made on Queen Victoria Road to make it safer and easier to walk and cycle have resulted in very positive feedback, particularly from hospital staff who travel to work this way.”

Essex

Delivered as part of the £15m Chelmsford City Growth Package, a long stretch of Broomfield Road has been transformed into a sustainable transport corridor providing a safe, attractive and sustainable option for active travel. This scheme has been based on two previously installed schemes which reported a 38% and 100% increase in cycling. A full impact study is planned for later in 2021.

Before this transformation, Broomfield Road suffered from congestion and the existing cycle route desperately required an upgrade to reflect its status as a Sustainable Travel Corridor. Buses no longer have to wait for a break in traffic to pull out into the main carriageway, reducing travel times. By encouraging increased use of sustainable transport modes, especially for shorter journeys, economic growth can be supported.



Courtesy of: Wheels for Wellbeing

Waltham Forest

An early example of a Low Traffic Neighbourhood is the Waltham Forest “Mini-Holland”. With significant investment (£27m) from Transport for London in 2015, Waltham Forest was transformed with over 16 miles of segregated cycle tracks, 62 new and improved crossings, and more than 700 new trees. The scheme has led to significant changes in behaviour, with an increase of up to 45% in the average daily number of cyclists and a significant increase in the amount of walking³². The Mini-Holland scheme is also having a positive impact on air quality (a reduction of 95% in the number of households exposed to more than the EU recommended amount of Nitrogen Dioxide) and increased life expectancy, thanks to increased physical activity levels³³.

Courtesy of: Jon Bewley/photob/Sustrans



Endnotes

- 1 [Road Traffic Forecasts 2018, DfT, 2018](#)
- 2 [Walking and Cycling Statistics – England: 2019, DfT, 2021](#)
- 3 [Update on the Implementation of the Quietways and Cycle Superhighways Programmes, TfL, 2016](#)
- 4 [Walking and Cycling Statistics – England: 2019, DfT, 2021](#)
- 5 [2011 Census, Office for National Statistics](#)
- 6 [Reallocating Road Space in Response to COVID-19: statutory guidance for local authorities, DfT, 2020](#)
- 7 [Gear Change: a bold vision for cycling and walking, DfT, 2020](#)
- 8 [Cycle infrastructure design \(LTN 1/20\), DfT, 2020](#)
- 9 [Active Travel Fund Final Allocations, DfT, 2020](#)
- 10 [COVID Cycling Boom will Triple E-bike Sales by 2023, Bicycle Association, 2021](#)
- 11 [Halfords Group Financial Year 21 Results, 2021](#)
- 12 [Road traffic estimates in Great Britain: 2020 - GOV.UK \(www.gov.uk\)](#)
- 13 [Transport use During the Coronavirus \(COVID-19\) Pandemic, DfT, 2020](#)
- 14 [Changes to City's Network of Pop-up Cycle Lanes and Social-Distancing Measures, Leicester City Council, 2021](#)
- 15 [New Data Highlights Success of Trial Cycleway in Chiswick Including Improved Road Safety and Air Quality, TfL, 2021](#)
- 16 [Legacy Plan, Birmingham 2022, 2021](#)
- 17 [Park Active Website](#)
- 18 [Government Announces New Funding for the Walk to School, Living Streets](#)
- 19 [About the Big Bike Revival, Cycling UK](#)
- 20 [About the Big Bike Revival, Cycling UK](#)
- 21 [See chart 6 in Reported Road Casualties in Great Britain 2019, DfT, 2020](#)
- 22 [National Travel Attitudes Study: Wave 3, DfT, 2020](#)
- 23 [See chart 6 in Reported Road Casualties in Great Britain 2019, DfT, 2020](#)
- 24 [Reported Road Casualties Great Britain - Provisional Results: 2020, DfT, 2021](#)
- 25 [The Safe System, Towards Zero Foundation](#)

- 26 [The Impact of 2020 Low Traffic Neighbourhoods on Fire Service Emergency Response Times in London'](#), Goodman, Lavery, Aldred, 2021
- 27 [The Impact of Introducing Low Traffic Neighbourhoods on Road Traffic Injuries'](#), Lavery, Aldred, Goodman, 2021
- 28 [The Impact of Introducing a Low Traffic Neighbourhood on Street Crime in Waltham Forest'](#), Goodman and Aldred, 2021
- 29 [Equity in New Active Travel Infrastructure: a spatial analysis of London's new Low Traffic Neighbourhoods'](#), Aldred, Verlinghieri, Itova, Goodman, 2021
- 30 [Traffic Management Act 2004: network management in response to COVID-19](#), DfT, 2021
- 31 [Dulwich LTN Monitoring Report](#), Southwark Council, 2021
- 32 [Enjoy Waltham Forest Walking and Cycling Account](#), Waltham Forest Council and TfL, 2019
- 33 [Celebrating Five Years of Mini-Holland in Waltham Forest](#), Waltham Forest Council, 2019

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Equality Impact Assessment: Statutory Review of A1000 Cycle Lane

The Equality Act 2010 includes a general duty which requires public authorities, in the exercise of their functions, to have due regard to the need to:

- **Eliminate discrimination**, harassment and victimisation and any other conduct that is prohibited by or under the Act.
- **Advance equality of opportunity** between people who share a relevant protected characteristic and people who do not share it.
- **Foster good relations** between people who share a relevant protected characteristic and those who do not

In order to comply with the general duty, Local Authorities must assess the impact on equality of decisions, policies and practices. These duties do not prevent the authority from reducing services where necessary, but they offer a way of developing proposals that consider the impacts on all members of the community.

Authorities which fail to carry out equality impact assessments risk making poor and unfair decisions which may discriminate against particular groups and worsen inequality.

1. **Key recommendations:** That an update be given to members about the A1000 cycle route between Tally Ho corner and the boundary with LB Haringey
2. **Committee name and date:** Environment Committee January 2022
3. **Stakeholders:** All local residents and businesses.
4. **Consultation:** Statutory Consultation took place between September 2020 and March 2021 following the publication of Experimental Traffic Management Orders.
5. **Factors to consider in the assessment:** For each of the groups below, an assessment has been made on whether the A1000 cycle lane proposals would have a positive, negative, or neutral impact. Where the impact is negative, a high, medium or low assessment is given. The assessment looks at each of the proposals on their own merits taking into account issues such as pedestrian access, public transport and vehicular access. The consultation responses on the proposals were also taken into account.
 - High impact – a significant potential impact, risk of exposure, history of complaints, no mitigating measures in place etc.
 - Medium impact – some potential impact exists, some mitigating measures are in place, poor evidence
 - Low impact – almost no relevancy to the process, e.g. an area that is very much legislation led and where the Council has very little discretion

Protected characteristic/ area of interest					Reason
	Positive, Negative or Neutral Impact	High, Medium or Low Impact			
Age	Positive	N/A			<p>The A1000 cycle route aims to promote cycling for all borough residents</p> <p>The proposal supports Barnet's Joint Health and Wellbeing Strategy 2021 – 2025. Key Area 2 of this document: Starting, Living and Ageing Well includes as one of its priorities to 'get people moving' and to "improve choices for physical activities locally for <i>all ages</i> and abilities to ensure residents know how to access it".</p> <p>The current A1000 cycle route provides the beginnings of safe cycling infrastructure suitable for people of all ages. This may encourage older or younger cyclists who may be more likely to have safety concerns.</p> <p>The infrastructure, particularly those fully segregated sections, will positively impact on young as well as elderly people who may otherwise experience difficulties when cycling in traffic.</p> <p>The physical works may make the road more difficult to cross for elderly residents.</p>
Disability	Positive	N/A			<p>The current facilities do not discriminate against those using adaptive bikes. As part of the ongoing review of the design, we will carry out improvements including those that will be beneficial to the less abled cyclist.</p> <p>For those less abled using private vehicles there may be some negative impact arising from a reduction in parking spaces. It may also be more difficult for taxi's to set down or pick up passengers. The impact of this has been mitigated as far as possible in the current design and this will continue to be reviewed as the design is developed following initial installation.</p> <p>The current design utilises carriageway space, thus there is no conflict between pedestrians, disabled or otherwise on footways or footpaths. Design developments may include the transfer of sections of the cycle route to the footway. Some negative impact may arise from this due to people with visual/mobility impairments not being aware of approaching cyclists. However, design will help mitigate this.</p>

					Development of cycle infrastructure and improved options to use sustainable transport will contribute to improved air quality across the borough, benefiting those with disabilities relating to respiratory difficulties.
Gender reassignment	Neutral	N/A			No changes made to the road space that affect this characteristic.
Pregnancy and maternity	Neutral	N/A			For those wishing to cycle during pregnancy, the cycle route provides a safer infrastructure than was previously available, though this comment applies to all cyclists. The physical works may make the road more difficult to cross with a pushchair and may make it more difficult for taxis to set down or pick up passengers.
Race	Neutral	N/A			No changes made to the road space that affect this characteristic.
Religion or belief	Neutral	N/A			No changes made to the road space that affect this characteristic.
Sex	Positive	N/A			Residents and in particular women may find cycling in a lit area feels safer. .
Sexual orientation	Neutral	N/A			No changes made to the road space that affect this characteristic.
Marriage and Civil partnership	Neutral	N/A			No changes made to the road space that affect this characteristic.

Overall there are positive benefits from the scheme but there are some negative effects on the older age group and the disabled due to the physical highway works.

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