MEETING
ENVIRONMENT COMMITTEE
DATE AND TIME
WEDNESDAY 9TH SEPTEMBER, 2020
AT 6.00 PM
VENUE
VIRTUAL MEETING   To access the live stream of the meeting please use the following link - https://bit.ly/3be295u

TO: MEMBERS OF ENVIRONMENT COMMITTEE (Quorum 3)

Chairman: Dean Cohen
Vice Chairman: Peter Zinkin

Councillors

Elliot Simberg	Laithe Jajeh	Alison Cornelius
Laurie Williams	Geof Cooke	Jo Cooper
Felix Byers	Alan Schneiderman	

Substitute Members

Sarah Wardle	Nizza Fluss	Kath McGuirk
Tim Roberts	Nagus Narenthira	Roberto Weeden-Sanz

In line with the Constitution's Public Participation and Engagement Rules, requests to submit public questions must be submitted by 10AM on Friday 04 September 2020. Requests must be submitted to paul.frost@barnet.gov.uk

You are requested to attend the above meeting for which an agenda is attached.
Andrew Charlwood – Head of Governance

ASSURANCE GROUP

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ORDER OF BUSINESS

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Decisions of the Environment Committee

30 June 2020

Members Present:-

Councillor Dean Cohen (Chairman)
Councillor Peter Zinkin (Vice-Chairman)

Councillor Elliot Simberg	Councillor Alan Schneiderman
Councillor Laithe Jajeh	Councillor Jo Cooper
Councillor Alison Cornelius	Councillor Laurie Williams
Councillor Felix Byers	Councillor Geof Cooke

1. MINUTES OF THE PREVIOUS MEETING

Resolved: That the minutes of the meeting that took place on 12 March 2020, be approved.

2. ABSENCE OF MEMBERS

None.

3. DECLARATIONS OF MEMBERS' DISCLOSABLE PECUNIARY INTERESTS AND NON-PECUNIARY INTERESTS

Councillor Laithe Jajeh declared a Non-Pecuniary Interest in respect to Item 10, procurement of the highways term maintenance contract. He stated that he was an employee of Conway. He confirmed that this would not have any impact on his ability to consider and determine the item.

4. REPORT OF THE MONITORING OFFICER (IF ANY)

None.

5. PUBLIC QUESTIONS AND COMMENTS (IF ANY)

None

6. MEMBERS' ITEMS

Councillor Alan Schneiderman – Green recovery in Barnet

Councillor Alan Schneiderman was invited by the Chairman to introduce the item. Councillor Schneiderman gave a summary of the issue and requested that the Committee support his item. He requested that a report be submitted to the next meeting of the Committee to consider this matter in great depth.

During the debate the Interim Director for Environment, Mr Mee stated that he supported the submission of a report. Councillor Zinkin suggested that this matter be included in the Social Distancing and Public Realm report that is due to be reported at the next

meeting on 09 September 2020. This was unanimously agreed by the Committee and therefore:

Resolved:
- That the Environment Committee noted the Members Item
- That the Environment Committee agreed that the matter be included in the Social Distancing and Public Realm report at the next meeting.

Councillor Jo Cooper – Supporting our high streets and town centres

Councillor Cooper was invited by the Chairman to introduce the item and therefore she gave a summary of the issue and requested that the Committee support the item. In doing so she mentioned the difficulties that businesses had encounter during Covid-19.

The Interim Director for Environment Mr Mee provided the committee with a verbal update and in doing so outlined information in regards to licensing fees. He said that licence fees would be reduced to help local business.

Resolved:
- That the Environment Committee noted the Members Item
- That the Environment Committee agreed that the licence fees be reduced and noted that an update be provided to the Committee when possible.

Geoff Cooke - 20mph Zones

Councillor Cooke was invited by the Chairman to introduce the item and therefore he gave a summary of the issue and requested that the Committee support the item.   He also requested that a report be submitted to a future meeting.

The chairman said that the current policy was reviewed on a site by site basis and noted that that there was no current plan to amend the policy.

During the debate Councillor Zinkin stated that 20mph zone are tricky to enforce. He noted that the Environment Committee was due to receive the Traffic, Parking and CPZ strategic policy review report that there suggested that the Interim Director for Environment., Mr Mee include a section on 20 mph zones, include what has been achieved, the impact and how this matter could be taken forward.

Councillor Alan Schneiderman said that he supported Councillor Cooke's items and requested that there should be a change in the policy to make it easier for 20mph zones to be implemented.   Councillor Cooper noted a scheme in Cromer Road and requested an update.   Mr Mee said that he would arrange for an update to be provided directly to Councillor Cooper.

Councillor Byers noted that there was a Government review on the data around 20 mph zones in 2018 and therefore he suggested that any future report should include a reference to this report. Mr Mee noted that that the review would be comprehensive and therefore include any Government review(s).

Having consider the report the Committee:

Resolved:
- That the Environment Committee noted the Members Item

- That the Environment Committee agreed to request that the Interim Director of Environment include a review of 20mph zones in the in Traffic, Parking and CPZ strategic policy review report at the 09 September meeting.

Laurie Williams – Thank our frontline Streetscene

Councillor Williams was invited by the Chairman to introduce the item and therefore he gave a summary of the issue and requested that the Committee support the item.

Having considered the report the committee:

Resolved:
- That the Environment Committee fully supported the item
- That the Committee agreed that a letter be drafted from the Committee to Street Scene Officers to thank them for all their work

7. COVID 19 DECISIONS

The report was introduced by the Interim Executive Director for Environment, Mr Geoff Mee. He therefore provided a summary of the report.

Members of the Committee had the opportunity to consider the report and raise questions to the Interim Director for Environment Committee.

Councillor Laithe Jajeh gave praise to the Interim Director of Environment, Mr Mee, his management team and to all Officers for all their hard work during Covid-19. This was supported by the Committee.

Having considered the report the committee:

Resolved:
That the Environment Committee noted the Covid 19 related decisions made by Officers following the Urgency Committee on 27 April 2020 as set out in Appendix A and B.

8. REPLACEMENT FOR LONDON BOROUGH OF BARNET HIGHWAYS ASSET MANAGEMENT SYSTEM

The report was introduced by the Interim Executive Director for Environment, Mr Geoff Mee. He therefore provided a summary of the report.

Members of the Committee had the opportunity to consider the report and raise questions to the Interim Director for Environment Committee.

Having considered the report the committee unanimously:

Resolved:

- That the Environment Committee noted the progress with the implementation of Phase one procurement of the DfT Street Manager Solution.
- That the Environment Committee noted the outcome of the procurement options analysis and agreed to the commencement of the Phase two procurement

exercise to progress the replacement of the entire Exor Asset Management System using the Crown Commercial Services (CCS) G-Cloud 11 Framework.

- That the Environment Committee noted the outcome of the procurement will be subject to contract award in accordance with Contract Procedure Rules, being delegated to the Interim Executive Director for Environment, in consultation with the Chairman of the Environment Committee.

- The Environment Committee noted that a report will be submitted to the Policy and Resources Committee in order to outline the additional budget requirement and therefore seek approval to enter into a contract with the preferred supplier.

9.   OBJECTIVE SETTING-FLOOD RISK MANAGEMENT PLANS, 2021

The report was introduced by the Interim Executive Director for Environment, Mr Geoff Mee. He therefore provided a summary of the report.

Members of the Committee had the opportunity to consider the report and raise questions to the Interim Director for Environment Committee.

During the debate Councillor Cooke noted that he wished to vote against recommendation two.

Having consider the report the Committee then Chairman moved to the vote and therefore requested Members voted on recommendation 1:

Having considered the report the committee:

Resolved

1. **That the Environment Committee approves the selected objectives for the Flood Risk Management Plans Cycle Two, 2021 enabling the Interim Executive Director for Environment to proceed with the drafting of measures corresponding to each of the chosen objectives.**

The vote was unanimous:

The Chairman then moved to vote on recommendation 2:

2. **That the Environment Committee delegates authority to the Interim Executive Director for Environment to approve the measures corresponding to the objectives defined in this report in consultation with the Environment Committee Chairman.**

The Vote recorded was:
6 – For
4 – Against

10.   PROCUREMENT OF HIGHWAYS TERM MAINTENANCE CONTRACTOR - PUBLIC

The report was introduced by the Interim Executive Director for Environment, Mr Geoff Mee. He provided a full outlined of the report and requested that the Committee give consideration to the report and the recommendations:

Members of the Committee had the opportunity to consider the report and raise questions to the Interim Director for Environment Committee.

Having considered the report the committee unanimously:

Resolved:

1. **That the Environment Committee noted the outcome of the options assessment and the recommendation to progressing an extension of the current contract.**
2. **That the Environment Committee approved the contract extension and provides authority for the Interim Director for Environment to enter into a formal commercial settlement with the current Highways Term Maintenance Contractor to settle all outstanding claims before extending the current contract.**
3. **That the Environment Committee delegated authority to the Interim Executive Director for Environment to finalise the terms of the contract extension and to enter into the contract extension.**
4. **That the Environment Committee noted that there may be an additional budget requirement over and above what was agreed when the contract was originally let to account for an additional two and half years of throughput. Therefore, a report may need to be brought to Policy & Resources Committee which has responsibility for amendments to the revenue budget (Financial Regulations Section 2.4.3) and additions to the capital budget (Financial Regulations Section 2.4.5).**
5. **The Environment Committee noted the exempt information.**

11. COMMITTEE FORWARD WORK PROGRAMME

Councillor Peter Zinkin made a verbal correction on some of the items listed, this was noted. He added that the Committee had also agreed that 20mph be added to Traffic, Parking and CPZ strategic policy review and the Social Distancing and Public Realm to include a review of Green Barnet.
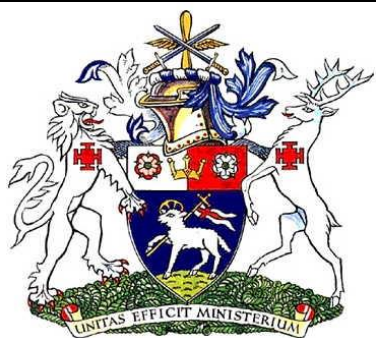
Councillor Cooper noted that 'Council' had agreed to consider a policy on fly tipping, including better education, communication and enforcement. It was noted that this be included to be added to the work programme. Councillor Cooke requested that a Members Item in his name in January on a policy of Penalty charges for littering and fly tipping. Mr Mee said it would be suitable to merge both request's in a future Enforcement report.

Councillor Alan Schneiderman requested that an update on the North West London Authority Heat and Power Project. The Chairman stated that this could be emailed to members and therefore not be a committee report. It was suggested that all Members be invited to attend a briefing on the project.

12. ANY OTHER ITEMS THAT THE CHAIRMAN DECIDES ARE URGENT

None.

The meeting finished at 20:20

Environment Committee

09 September 2020

Title	**Member's Items** **Councillor Alan Schneiderman – Tackling fly tipping** **Councillor Jo Cooper – Making it easier to get cycle hangars installed** **Geoff Cooke – Cutting speeds on residential side roads** **Laurie Williams – Action to cut litter and boost recycling**
Report of	Head of Governance
Wards	All Wards
Status	Public
Urgent	No
Key	No
Enclosures	None
Officer Contact Details	Paul Frost, 020 8359 2205, paul.frost@barnet.gov.uk

Summary

Members Items have been received for the Environment Committee. The Committee are requested to consider the items and provide instructions.

Officers Recommendation

That the Environment Committee's instructions in relation to these Member's Items are requested.

BARNET
LONDON BOROUGH

1. WHY THIS REPORT IS NEEDED

1.1 Members of the Committee have requested that the items tabled below are submitted to the Environment Committee for considering and determination. The Environment Committee are requested to provide instructions to Officers of the Council as recommended.

Alan Schneiderman	**Tackling fly tipping**
	There has been a large rise in fly tipping across Barnet. We are therefore calling for a more pro-active, efficient and innovative approach to tackling this problem, including:
	• Creating a single fly tipping service that clears fly tips from all council land regardless of whether it's the responsibility of highways, greenspaces, Barnet Homes or any other part of the council.
	• Forming a taskforce to develop a targeted action programme to pilot initiatives in fly-tipping hotspots.
	• Reviewing measures used by other local authorities to combat fly tipping and pilot those that are working.
	• Making it easier for residents to report fly tipping.
Jo Cooper	**Making it easier to get cycle hangars installed**
	Barnet's long-term transport strategy acknowledges that the lack of safe cycle parking stops people cycling - a third of victims of bike theft have stopped cycling and more than 50% of Londoners regard lack of cycle parking provision as a main obstacle to cycling.
	We therefore call for an assessment of how to increase the provision of residential cycle hangars in Barnet and make the installation process easier.
Geoff Cooke	**Cutting speeds on residential side roads**
	The introduction of lower speed limits (for example 20mph) on some 'main' roads has led to an anomaly where the adjoining side roads then have a higher speed limit. We therefore ask for all adjoining side roads to be assessed when a lower speed limit is being proposed.
Laurie Williams	**Action to cut litter and boost recycling**
	We believe that the council could be doing more to cut litter and help boost recycling. We therefore call for action to:

	• Stop overflowing litter bins in busy parks and streets by emptying them more frequently. • Introduce bins in streets and parks that have a separate section for recycling as well as general waste. • Pilot solar powered compacting recycling bins, including near the exercise equipment in Montrose Park, as part of a wider awareness-raising programme in local parks.

2. REASONS FOR RECOMMENDATIONS

2.1 No recommendations have been made. The Committee are therefore requested to give consideration and provide instruction.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

3.1 N/A

4. POST DECISION IMPLEMENTATION

4.1 Post decision implementation will depend on the decision taken by the Committee.

5. IMPLICATIONS OF DECISION

5.1 **Corporate Priorities and Performance**

5.1.1 As and when issues raised through a Member's Item are progressed, they will need to be evaluated against the Corporate Plan and other relevant policies.

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

5.2.1 None in the context of this report.

5.3 **Legal and Constitutional References**

5.3.1 A Member (including Members appointed as substitutes by Council) will be permitted to have one matter only (with no sub-items) on the agenda for a meeting of a committee or Sub-Committee on which s/he serves. The matter must be relevant to the terms of reference of the committee.

5.3.2 The referral of a motion from Full Council to a committee will not count as a Member's Item for the purposes of this rule.

5.4 **Risk Management**

5.4.1 None in the context of this report.

5.5 **Equalities and Diversity**

5.5.1 Members' Items allow Members of a Committee to bring a wide range of issues to the attention of a Committee in accordance with the Council's Constitution. All of these issues must be considered for their equalities and diversity implications.

5.6 **Consultation and Engagement**

5.6.1 None in the context of this report.

6. BACKGROUND PAPERS

6.1 None.

	Environment Committee **9 September 2020**
Title	**Barnet Long Term Transport Strategy 2020-2041**
Report of	Chairman of Environment Committee
Wards	All
Urgent	No
Status	Public
Key	No
Enclosures	Appendix A – Long Term Transport Strategy 2020-2041 Appendix B – Consultation Report Appendix C – Updated Initial Equality Analysis (EIA) Appendix D – Health Equity Assessment (HEA)
Officer Contact Details	Geoff Mee, Interim Executive Director for Environment geoff.mee@Barnet.gov.uk Cara Elkins, Commissioning Lead Environment cara.elkins@barnet.gov.uk Jamie Cooke, Assistant Director, Transport and Highways jamie.cooke@barnet.gov.uk

Summary

The report sets out the development of the Long Term Transport Strategy for Barnet, from 2020-2041. The strategy has been developed by following an evidence-based approach and by engaging services across the Council and external stakeholders. The strategy supports the Council's Corporate Plan 2019-2024 and existing documents such as the Joint Health and Wellbeing Strategy, Growth Strategy and draft Local Plan.

Public consultation on the draft Long Term Transport Strategy was undertaken following approval from Environment Committee on 20 January 2020. The consultation took place from 10 February 2020 to 17 May 2020 and provided an overall positive response (the consultation report can be found in Appendix B). It must also be noted that during the consultation period the borough and indeed the entire country, went into lockdown due to

the COVID-19 pandemic. This reduced the ability to publicise the consultation, as well as officers' ability to conduct face to face research and discussions. As a result, the consultation was extended by three weeks and additional communications was undertaken. Despite this, 231 responses to the online consultation were received. In addition, the strategy and schemes proposed were designed prior to the outbreak of COVID-19, and officers have therefore considered whether these will still be relevant to the situation once the epidemic is over. Officers have concluded that the vision and objectives of the strategy remain relevant. The biggest impact that Covid 19 has had on transport is that many people can and have been working from home. It is not possible to know how long this phenomenon will continue for or how it will impact transport in the borough. While the proposals in the Strategy are still suitable, it is suggested that, during the review / feasibility studies for each proposal, the changes to transport utilisation will need to be considered, particularly the changes to travel by working people and their attitude to such travel.

The Strategy has been reviewed and updated taking into account the consultation results and comments from Officers across the Council. Environment Committee are asked to approve this final amended version of the Long Term Transport Strategy and note the consultation report findings that have informed those changes.

Recommendations

1. **That the Environment Committee notes the Consultation Report (Appendix B), the Updated Initial Equality Analysis (Appendix C) and the Health Equity Assessment (Appendix D) appended to this report.**

2. **That the Environment Committee agrees to adopt the Long Term Transport Strategy 2020-2041 (at Appendix A to this report)**

3. **That the Environment Committee delegates authority to the Executive Director for Environment to make any subsequent non-material changes to the Long Term Transport Strategy 2020-2041 and its supporting documents.**

4. **That the Environment Committee authorises officers to implement the Delivery Plan (as set out in Appendix A - Section 5 of the Long Term Transport Strategy 2020-2041).**

5. **That the Environment Committee authorises officers to explore both the internal and external funding streams available to support the delivery of the Strategy.**

6. **That the Environment Committee delegates authority to the Executive Director for Environment, in discussion with the Chair of Environment Committee, to undertake procurement activities related to the implementation of the Delivery Plan, including undertaking feasibility studies.**

1. **WHY THIS REPORT IS NEEDED**

1.1 In July 2016, the Environment Committee instructed the Executive Director for Environment to develop an overarching Long Term Transport Strategy for the London Borough of Barnet. Since then, considerable work was undertaken to

refine the scope of the strategy and the proposed approach to transport within the borough, develop an evidence base to support the proposals and engage with key stakeholder groups to inform the Draft Long Term Transport Strategy.

1.2 The draft Long Term Transport Strategy 2020 – 2041 and supporting documents were approved for consultation by Environment Committee on 20th January 2020.

1.3 The revised Long Term Transport Strategy has been bought back to Environment Committee for approval and adoption and can be found in Appendix A. The strategy:

- Articulates the vision for transport in Barnet to 2041;

- Outlines proposals to achieve the vision; and

- Provides a high level Delivery Plan providing an overview of delivery practices, funding and financing options and estimated timescales required to deliver these proposals.

- Provides an evidence base for this strategy.

1.4 The Evidence Base was developed to cover historic trends, the current situation and an assessment of future scenarios. The Evidence Base was appended to the Environment Committee report in January 2020.

1.5 A public consultation was undertaken 10 February 2020 to 17 May 2020 and has been used to inform the revised Long Term Transport Strategy. The Consultation Report outlines the consultation process and analysis of the responses. The Consultation Report can be found at Appendix B and further detail is provided in section 5.8 below.

1.6 In the event of the Long Term Transport Strategy being adopted, the Strategy and associated documents will be published on the Council's website. The Council will start to progress with implementing the Delivery Plan as noted in the Strategy by considering the proposals, and undertaking feasibility studies for the schemes proposed in the Strategy. The Delivery Plan will be updated to provide further detail including what actions need to be taken or considered to deliver the proposals, by whom and when. The indicative costs, estimated timescales, and funding and financing options will also be reviewed subject to feasibility studies being completed, Council approval and the funding being available.

2. **REASONS FOR RECOMMENDATIONS**

2.1 **Recommendation 1** – It is recommended that the Environment Committee notes the Consultation Report (Appendix B), the Updated Initial Equality Analysis (Appendix C) and the Health Equity Assessment (Appendix D). The documents have all been considered and where appropriate reflected within the final version of the Strategy.

2.2 **Recommendation 2** – It is recommended that the Environment Committee agree to adopt the draft strategy. This will enable the Council to progress by undertaking feasibility studies and considering the implementation of the proposals as noted in the delivery plan in the strategy.

2.3 **Recommendation 3** – It is recommended that the Environment Committee approve the delegated to the Executive Director for Environment to make any subsequent non-material changes to the Long Term Transport Strategy and its supporting documents as this will enable the Council to keep the strategy up to date and as relevant as possible.

2.4 **Recommendation 4** – It is recommended that the Environment Committee authorises officers to implement the Delivery Plan (as set out in Appendix A - section 5) so that the proposals noted can start to be considered and implemented in order for the vision of the strategy to be achieved.

2.5 **Recommendation 5** – It is recommended that the Environment Committee authorises officers to undertake analysis and feasibility of the various funding sources in order for the strategy to be delivered.

2.6 **Recommendation 6** – It is recommended that the Environment Committee delegates authority to the Executive Director for Environment in discussion with the Chair of Environment Committee to undertake procurement activities in order to enable the Council to progress by undertaking feasibility studies and considering the implementation of the proposals as noted in the delivery plan in the strategy.

2.7 Overall, a Long Term Transport Strategy is required to support the borough's population and housing growth, alleviate congestion and pressure on the transport system and support improvements to air quality.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

3.1 The Environment Committee could decide not to approve the revised Long Term Transport Strategy, however responses received during the stakeholder engagement and public consultation regarding the strategy have on the whole been positive and support the vision, objectives and proposals for transport in the borough.

3.2 In addition, an overarching Transport Strategy needs to be long term in nature in order to account for the borough's predicted level of development and growth over the next twenty years. The initiatives to improve transport and support active travel in the borough need to be planned to align with an overall vision for the borough, as a piecemeal approach or enabling transport to evolve on its own would not provide as much value or a joined-up approach across transport modes within the borough.

4. POST DECISION IMPLEMENTATION

4.1 If the Committee is minded to approve the Recommendations in this report, then the Transport Strategy will be designed and then the Strategy and associated documents will be published on the Council's website. The Council will start to progress by undertaking feasibility studies and considering the implementation of the proposals as noted in the Delivery Plan in the Strategy.

5. **IMPLICATIONS OF DECISION**

5.1 **Corporate Priorities and Performance**

5.1.1 The Council's Corporate Plan (Barnet 2024) is focused on three main outcomes:

- A pleasant, well maintained borough that we protect and invest in.
- Our residents live happy, healthy, independent lives with the most vulnerable protected.
- Safe and strong communities where people get along well.

5.1.2 The Council's key areas of focus include:

- Delivering quality services – improving the overall approach to planning and enforcement, including taking action against enviro crime such as littering and fly tipping
- Delivering services that our residents value most to a high standard, including keeping our neighbourhoods and town centres clean, safe and health, maintaining our parks and open spaces, ensuring that our roads and pavements are well looked after.

5.1.3 The Long Term Transport Strategy contributes to all three outcomes of Barnet 2024, but in particular will directly deliver against the outcome 'A pleasant, well maintained borough that we protect and invest in'.

5.1.4 The Transport Strategy also supports the Council's Growth Strategy (2019-2030) and draft Local Plan (2021-2036) to ensure planning for future housing and transport needs is delivered in a joined-up way. In addition, the Strategy will also support the delivery of outcomes from other adopted Council strategies, including the Joint Health and Wellbeing Strategy, the Parks and Open Spaces Strategy and the Fit and Active Barnet Framework. It will support Barnet's ambitions to become London's most family friendly borough and to improve healthy life expectancy through the creation of healthier and more resilient neighbourhoods.

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

5.2.1 **Finance & Value for Money**: The issues of funding and implementation of any proposals noted in the Transport Strategy has been considered in the high level delivery plan and potential funding sources section near to the end of the Strategy. The delivery plan includes estimated costs (excluding staff costs) and potential sources of funding. There are a range of funding opportunities including CIL and S106 and external funding from TfL etc which will need to be considered and explored as part of the feasibility study for each proposal. It should be noted that due to the Covid 19 pandemic although the Local Implementation Plan funding has been withdrawn by TfL due to their financial situation, substantial funding has been made from TfL and Central Government to support temporary active travel and schemes which support social distancing. The funding will need to be considered throughout the implementation of the strategy. The short term funding situation is variable and therefore the implementation of schemes may need to be prioritised.

5.2.2 **Procurement**: Preparation of the strategy has fully complied with Contract Procedure Rules. Any proposals identified in the Transport Strategy will be subject to procurement plans that will comply with the Council's Contract Procedure Rules.

5.2.3 **Staffing:** Key Stakeholders have been considered as part of the Delivery Plan and will be engaged as part of each proposals feasibility study. Resources will be required post adoption of the strategy to develop the detailed feasibility studies and project management for the delivery of the strategies delivery plan.

5.2.4 **Property**: At this time there are no implications, however some proposals may require the purchase or change of use of land or property. This will be considered and explored as part of the feasibility study for each proposal.

5.2.5 **IT:** At this time there are no implications.

5.2.6 **Sustainability:** At this time there are no implications.

5.3 **Social Value**

5.3.1 The Public Services (Social Value) Act 2012 requires local authorities who commission public services to consider how what is being procured might improve the social, economic and environmental well-being of the relevant area. This will be done as part of any future procurement.

5.4 **Legal and Constitutional References**

5.4.1 This report recommends that the Environment Committee adopts the Barnet Long Term Transport Strategy 2020 – 2041 (at Appendix A to this report).

5.4.2 Article 7 of the Council's Constitution sets out the functions to be discharged by and the terms of reference of the Environment Committee which includes, amongst others, "responsibility for all borough-wide or cross-constituency matters relating to the street scene including, parking, road safety, lighting, street cleaning, transport, waste, waterways, refuse, recycling, allotments, parks, trees, crematoria and mortuary, trading standards and environmental health.

5.5 **Risk Management**

5.5.1 The key risks to the preparation of the Transport Strategy included resourcing and making sure key stakeholders are engaged at the appropriate time however as the strategy has been finalised these risks are no longer relevant. Risks relating to the delivery of the strategy will be considered at the feasibility stage in the preparation of specific projects.

5.6 **Equalities and Diversity**

5.6.1 Under section 149(1) of the Equality Act 2010 (EA 2010) the Council must, in exercise of its functions, have due regard to the need to:

- eliminate discrimination, harassment, victimisation and other conduct prohibited by the EA 2010;
- advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
- foster good relations between persons who share a relevant protected characteristic and persons who do not share it

5.6.2 The relevant protected characteristics are: age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex, and sexual orientation.

5.6.3 The updated Initial Equality Analysis (EIA) (at Appendix C to this report) has identified that, in relation to all protected characteristics, there is minimal impact or a net positive impact because of the proposed strategy, in the long term.

5.6.4 Due to the overarching nature of a proposed Transport Strategy, almost every protected group could be impacted. It is recognised that the strategy and proposals support improvement to the broader environmental context and on the whole benefits all protected characteristics who should experience a net beneficial impact from improved accessibility and connectivity of transport, healthier streets and access to a range of transport options. Some potential negative impacts relate to the availability of parking, or service alteration, which would impact those who are most reliant on car use to move around the borough, such as those with limited mobility (e.g. older people, people with disabilities, parents with young children, and carers). However, there are also positive impacts for these groups which could help to mitigate potential negative impacts, such as prioritising car parking for blue badge holders and proposals to improve footways in the borough and improve access to public transport for example by installing step free access at stations.

5.6.5 The initial equalities impact assessment which was taken to Environment Committee in January 2020 has been reviewed and updated following the public consultation. For example, the updates have included some additional detail on the use of cars and taxis / private hire and further consideration on the impacts on transport for disabled people. In the event of the Long Term Transport Strategy being adopted by the Council, the specific proposals within the Strategy will be considered / feasibility studies undertaken. In a number of circumstances this work will likely require further consultation and, where appropriate, their own equalities impact assessments as the proposals are developed.

Health Equity Assessment (HEA)

5.6.6 A Health Equity Assessment (HEA) (as appendix D) has been conducted by the Public Health Team within the Council to consider the impacts of the Draft Long Term Transport Strategy on health inequalities. The HEA assessed the proposals noted in the strategy against four dimensions of health inequalities (socioeconomic deprivation, equality and diversity, inclusion health and geography). Overall, the majority of the proposals within the strategy are noted as having a positive impact, with only one intervention having a neutral impact and no proposals having a negative impact. To further maximise the

positive health impacts of the strategy recommendations have been provided for some of the proposals.

Engagement with Public Health will continue when the specific proposals within the Strategy are considered / feasibility studies undertaken and during the implementation, monitoring and evaluation of the delivery plan.

5.7 **Corporate Parenting**

5.7.1 Not applicable.

5.8 **Consultation and Engagement**

5.8.1 Initial engagement with key stakeholders was undertaken before the full public consultation. Four steering groups were formed to feedback and gather views from some key stakeholders to inform the Draft Long Term Transport Strategy, i.e. a Councillor group, Officer group, Community Group and Transport and Infrastructure Group. The Community Group included organisations such as Age UK Barnet, Federation of Small Businesses and Middlesex University and the Transport & Infrastructure Group included organisations such as TfL, Network Rail and the Metropolitan Police. Feedback was also gathered from officers who produced the Growth Strategy and Local Plan.

5.8.2 A public consultation was undertaken from 10 February 2020 to 17 May 2020 and has been used to inform the revised Long Term Transport Strategy. A few responses were accepted after this date by organisations which were impacted by Covid-19 pandemic and staff on furlough.

5.8.3 The survey was available online on Engage Barnet, paper copies of the survey were available and written letters and emails were also accepted. The consultation was open to residents, businesses, visitors, partner organisations and other stakeholders and was widely promoted through Barnet First, the Council's website and the Council's Twitter, and Facebook accounts, and on posters displayed at bus shelters. It also must be noted that during the consultation period, the country entered lockdown due to the outbreak of the COVID-19 pandemic. This made engagement and promotion of the consultation difficult, and consequently the consultation period was extended by three weeks to enable the Council to undertake some additional promotion of the consultation and enable more views to be sought.

5.8.4 Overall, 231 responses were received to the online consultation, 20 emails / letters were received and nine from our young people using an abridged questionnaire. Overall, the feedback was positive; with 61% of the online respondents agreeing with the vision of the strategy to some extent and 78% agreeing with the objectives to some extent. Similarly, we asked respondents for their views on the extent to which they agreed with the schemes proposed, and whether or not they would enable us to meet the vision and objectives of the Strategy; the majority of respondents (52%) felt they would. All of the

schemes proposed in the draft Strategy received the support of the majority of respondents, with the five most important schemes being identified as: C2: Cycle network, PT2: Improve bus network, W2: Low traffic neighbourhoods, W1: Healthier routes to schools, and PT3: Improve existing rail and underground services.

5.8.5 The Long Term Transport Strategy was updated to take account of the consultation responses, with the main changes including further detail on the role of taxi's / private hire in relation to rapid electric chargers, motor cycles and e-scooters. Further information was also provided regarding the borough wide plans and ensuring alignment with regeneration and growth for example at Brent Cross. Additional information was also included regarding equalities and supporting specific groups with behaviour change as was noted in the Healthy Equity Assessment. Overall, the majority of amendments were adding clarifications as feedback suggested that some sections were not clear.

5.8.6 The full consultation report can be found at Appendix B. Consultation information and materials are provided on the Council's consultation hub (Engage Barnet) https://engage.barnet.gov.uk/Draft-Transport-Strategy.

5.9 **Insight**

5.9.1 The Transport Strategy has been informed by the Evidence Base which includes high level transport modelling. The Evidence Base was appended to the Environment Committee report in January 2020.

6. **BACKGROUND PAPERS**

6.1 Environment Committee January 2020 Draft Transport Strategy report https://barnet.moderngov.co.uk/documents/s57230/Draft%20Barnet%20Long%20Term%20Transport%20Strategy.pdf

6.2 Moving Around in Barnet – "A Direction of Travel", July 2016 https://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=695&MId=8634&Ver=4

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Barnet Long Term Transport Strategy 2020 - 2041

September 2020

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1 Introduction

Introduction

What is this document?

The Long Term Transport Strategy is part of Barnet Council's wider strategy to create a prosperous, inclusive and healthy future for the borough. It sets out a vision for transport in Barnet and a roadmap for achieving this vision, supporting other council policies such as the Growth Strategy, the Joint Health and Wellbeing Strategy and the Local Plan.

This Strategy:

- Articulates the vision for transport in Barnet to 2041;
- Proposes possible proposals to achieve the vision; and
- Provides an evidence base for this strategy.

It sets strategic goals and suggests high level actions, with associated timescales and delivery plans. Further work, such as data collection, detailed design and public consultation, will be required before recommended actions can be implemented.

Why is it needed?

An overarching transport strategy enables investment to be targeted in order to achieve desired outcomes in a coherent manner. This means the transport network is considered in-the-round when prioritising spending and takes full account of other council strategies such as the Growth Strategy.

Why 2041?

The timescale of 2041 has been chosen to tie in with the Mayor of London's Transport Strategy. It is far enough into the future to allow for major infrastructure changes, whilst still allowing prediction of social, economic and technological change with some degree of confidence.

The majority of the work for this Strategy was completed in 2019, before the COVID-19 epidemic. As this is a long-term strategy, we have considered whether it will be relevant to the situation once the epidemic is over. We have concluded that the vision and goals of the strategy remain broadly relevant. The biggest impact that COVID-19 has had on the Transport Strategy is that many people can and have been working from home. We do not know how long this phenomenon will continue for, or how it will impact transport in the borough. Although the proposals suggested are still suitable, during the review / feasibility studies for each proposal the changes to transport utilisation will need to be

considered, particularly the changes to travel by working people. It is already clear that themes that have come to the fore such as active travel, public health, inclusiveness, the importance of high streets and improving air quality very closely align with this strategy. As such, the schemes required to achieve the visions and goals are likely to be even more relevant and pressing compared to when this strategy was developed in a pre-pandemic world. Although the Local Implementation Plan funding has been withdrawn by Transport for London (TfL) due to their financial situation, substantial funding has been made available by TfL and Central Government to support active travel. The funding will need to be considered throughout the implementation of the strategy.

Context

Who controls transport in Barnet?

Not all transport in the borough is under the council's control.

Public realm, roads and parking

Major roads which form part of the TfL Road Network are controlled by TfL (A1, A41, A406) and motorways by Highways England (M1); TfL also operate and maintain traffic signals on all roads, and have certain wide-ranging powers, such as the ability to introduce road pricing proposals like the Ultra Low Emission Zone and the Congestion Charge. However, the council are responsible for managing and maintaining the majority of Barnet's roads.

The council oversees the creation and enforcement of on-street parking spaces and council owned car-parks.

The council's decisions on road space allocation and parking have wide ranging impacts, not only on the efficiency of moving people and goods but also on the creation of pleasant spaces and successful high streets in the borough.

London Underground and buses

Both the London Underground network (including stations) and bus services are parts of the TfL network and are not managed by the council. Nevertheless, the council can and does engage with TfL and can help shape how its residents interact with both modes of transport and can influence the services, for example through changing road design around an Underground Station.

National Rail

Network Rail (NR) own and manage the majority of railway infrastructure in the borough, including tracks and power lines. Railway stations and services in Barnet are managed and operated by Govia Thameslink Railway and its subdivisions (Thameslink, Southern and Great Northern franchises).

Taxis and private hire vehicles

TfL are responsible for licensing taxis and private hire vehicles. Without a license from TfL, it is illegal to work as a taxi or Private Hire Vehicle (PHV) driver.

New mobility

New forms of travel are increasingly available in London, such as dockless bikes and electric scooters. The regulatory framework for these is still emerging: TfL released a Code of Practice for dockless bike operators to work with London boroughs and the Government has initiated a working group for trials of e-scooters in selected locations. Barnet Council is looking to participate in these trials.

Policy

This Strategy complements and supports the council's other strategic policy documents. Transport is particularly important for achieving the aims of the Growth and Joint Health and Wellbeing strategies. This Strategy must also work within the framework of regional and national policy.

The Council's Corporate Plan[1]

The council's existing Corporate Plan 2019 – 2024, includes the objective to

keep the borough moving

It states that delivering this will involve:

- Improving the condition of our roads and pavements
- Encouraging the use of public transport, walking and cycling through the 'healthy streets' approach
- Lobbying for improvements to public transport
- Developing a cycle network to major destinations in the borough without impeding busy and narrow traffic routes
- Promoting and continuing to roll out electric vehicle charging points and car clubs
- Using enforcement to increase compliance and support smooth and safe traffic movement.

This strategy document is aligned with these objectives and seeks to develop them across the longer time frame.

The Council's Local Plan

The purpose of a Local Plan for Barnet is to set out the policies that will control and inform planning for growth and the approval of new development.

The council's emerging Local Plan covers the 2021-2036 period, providing a positive strategy for delivering the council's priorities through sustainable development. It identifies areas for housing and employment growth and reflects the benefits of major

investment in infrastructure that the new Brent Cross Thameslink Station will bring and Crossrail 2 and the West London Orbital could bring to the borough.

The Local Plan pictures that by 2036:

Barnet's improved orbital connectivity allows for a greater range of places where people can live, work or visit and provides for a greater range of sustainable transport options including walking and cycling for getting around the borough.

It goes on to set out the following objectives that read across to the range of roles that transport can either directly or indirectly influence:

- To deliver growth to meet housing aspirations and needs
- To make Barnet a place of economic growth and prosperity
- To improve orbital connectivity and sustainable travel options including cycling and walking
- To promote healthy living and wellbeing
- To meet social infrastructure needs
- To deliver an environmentally sustainable borough
- To improve access to, and enhance the contribution of the Green Belt, Metropolitan Open Land and other green spaces and infrastructure
- To ensure new development is high quality, sustainable, and capable of adaption to meet the needs of residents over their lifetime

The Council's Growth Strategy[2]

The adopted Growth Strategy 2020-2030 sets out three 'Guiding Principles' for delivering growth within the borough:

1. Shape changes to places to secure healthy, resilient and cohesive communities, including focusing resources on the people and places identified as most in need of support and investment.

2. Ensure sustainable development increases housing supply, invests in our local economy, and delivers infrastructure to address the needs of a changing population; including homes people can afford.

3. Capitalise on development to ensure the benefits of growth are maximised for our residents; while helping the council to meet its savings targets.

It also includes three objectives that are directly relevant to this strategy, aiming to create a connected borough.

A connected borough

Enable new and enhanced public transport connections	improving orbital connectivity and interchange between rail lines, reducing congestion and improving transport accessibility.
Deliver healthier street design to support all forms of travel	responding to demographic and cultural changes to enhance travel choices, promote active travel and improve safety.
Deliver a cleaner, greener and more pleasant borough	reduce congestion and improve air quality, by encouraging the use of more sustainable forms of transport and supporting the transition to electric vehicles and other technologies as they emerge.
State-of-the-art digital infrastructure	Work with public and private sector partners to incorporate this into regeneration schemes, council assets and where local employers need it, such as across our town centres.

Public consultation on the Growth Strategy revealed that 86% of respondents supported the connected borough objectives, but most notably the connected borough objectives were the most strongly supported objectives and were prioritised by residents as of greatest overall importance across the whole borough.

The Council's Health and Wellbeing Priorities[3]

Barnet's Health and Wellbeing Board's priorities include "creating a healthy environment", which (amongst other actions) they are seeking to deliver by promoting walking and cycling through the Healthy Streets approach (see below).

The Council's Local Implementation Plan and Mayor of London's Transport Strategy[4]

The Local Implementation Plan (LIP) details how the council will play its part in achieving the objectives set in the Mayor of London's Transport Strategy (2018). The overarching objective for the Mayor of London's Transport Strategy is for 80% of all trips in London to be on foot, by cycle or public transport by 2041. For

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[1] The Council (2019) Barnet 2024: Corporate Plan 2019-2024 **https://www.barnet.gov.uk/sites/default/files/corporate_plan_-_barnet_2024.pdf**

[2] The Council (2019) Growth Strategy 2030 **https://engage.barnet.gov.uk/growth-strategy**

[3] The Council **https://www.barnet.gov.uk/health-and-wellbeing/barnets-health-and-wellbeing-board**

[4] The Council (2018) Local Implementation Plan; TfL (2018) Mayor's Transport Strategy

this to be achieved, the Mayor of London has set the target of increasing the proportion of trips made by walking, cycling and public transport in Barnet from 59% today to 72% in 2041.

A lack of public transport options, particularly to travel from west to east across the borough (and vice versa), and the concentration of key national freight routes on Barnet roads that the council does not control makes meeting the Mayor of London's targets challenging, particularly for mode share (how people travel), road safety, air quality and parking standards. Despite this, the current annual LIP includes projects to move towards these targets.

The council shares many of the same goals articulated in the Mayor of London's Transport Strategy, including improving air quality, reducing car dependency, and enabling more Londoners to walk and cycle.

Although the LIP is currently suspended due to TfL's financial situation, a proportion of the council's transport budget comes through the LIP process. To access funding, proposals will need to demonstrate how they help achieve the Mayor of London's targets.

Healthy Streets Approach

The Healthy Streets approach puts human health and experience at the heart of planning the city. It uses ten evidence based indicators to assess the experience of being on London's streets. Rather than providing an ideal model for a street, the approach accounts for each street's function and points towards how better-quality environments can be created. The approach is a guide to policy. The Healthy Streets indicators are shown in Figure 1.1.

Figure 1.1: TfL Healthy Streets indicators

Climate Change Act 2008[5] & Department for Transport's report Decarbonising Transport: Setting the Challenge

The UK Climate Change Act commits the country to reducing greenhouse emissions by at least 80%, compared to 1990 emission levels, by 2050. In May 2019, UK Parliament declared a Climate Emergency, calling on the Government to:

'increase the ambition of the UK's climate change targets under the Climate Change Act 2008 to achieve net zero emissions before 2050, increase support for and set ambitious, short term targets for the roll-out of renewable and low carbon energy and transport.'[6]

Transport is the largest emitting sector of the UK greenhouse gas emissions and, whereas other sources are decreasing, emissions from transport continue to increase.[7] The Department for Transport's "Decarbonising Transport: Setting the Challenge" report in January 2020 sets out the challenges facing the sector; this Strategy takes these targets into account.[8]

The Environment Bill (2020)

The Government has recently published the Environment Bill (2020) as part of a wider government response to the clear and scientific case, and growing public demand, for a step-change in environmental protection and recovery. Environmental principles will work together to protect the environment from damage by making environmental considerations central to the policy development process across central and local government; the Bill legally obliges policy makers to have due regard to the environmental principles policy statement when choosing policy options. The Government will set new legally binding targets in four priority areas of the natural environment: air quality, waste and resource efficiency, water, and nature.

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[5] UK Public General Acts (2008) Climate Change Act 2008
http://www.legislation.gov.uk/ukpga/2008/27/contents

[6] UK Parliament (2019) Votes and Proceedings Wednesday 01 May 2019
https://publications.parliament.uk/pa/cm201719/cmvote/190501v02.html

[7] Department for Business, Energy & Industrial Strategy (2017) UK Greenhouse Gas Emissions
https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/776083/2017_Final_emissions_statistics_one_page_summary.pdf

[8] Department for Transport (2020) Decarbonising Transport
https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/878642/decarbonising-transport-setting-the-challenge.pdf

Policy Objectives: Mayor of London's Transport Strategy & Barnet Council's Local Implementation Plan

Mayor of London's Transport Strategy (2018)	Overarching mode share								
	London's streets will be healthy and more Londoners will travel actively	London's streets will be safe and secure	London's streets will be used more efficiently and have less traffic on them	London's streets will be clean and green	The public transport network will meet the needs of a growing London	Public transport will be safe, affordable and accessible to all	Journeys by public transport will be pleasant, fast and reliable	Active, efficient and sustainable travel will be the best option in new developments	Transport investment will unlock the delivery of new homes and jobs
LB Barnet LIP (2019)	Promote physical activity	Healthy Streets	Vision Zero and reduced crime	Sustainable commutes	Improve air quality, particularly for children	Orbital public transport	Bus priority improvement	Step-free facilities	Sustainable regeneration and growth

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| 5

Methodology

How has the Long Term Transport Strategy been created?

The Strategy has been developed through an evidence-led approach involving extensive stakeholder engagement.

Stage 1: Evidence base

An evidence base was developed covering historic trends, the current situation and an assessment of future scenarios. Data was taken from a broad range of sources: the DfT and TfL data stores, and the council's own work in developing policies such as the Local Plan and the Growth Strategy. Data relating to Barnet was compared to other London boroughs to provide benchmarks. The evidence base was shared with stakeholders via our Transport Strategy steering groups, including the Members, Officers, transport and infrastructure stakeholders, and community group stakeholders, in a series of workshops to ensure it reflected their experience of the borough.

Stage 2: Vision

Rather than attempting to predict the future of transport in the borough and then seeking to provide the infrastructure to meet predicted demand, this stage recognised the influence that the strategy will have on shaping the future of transport in Barnet. A vision was developed with Officers and Members to articulate what transport in Barnet should achieve by 2041 and how it can contribute to creating a better Barnet.

Stage 3: Action Plans

Transport proposals were then developed and assessed in terms of their contribution to achieving the vision. These proposals were developed through engaging with the same stakeholders from Stage 1 and collated into action plans.

Stage 4: Public consultation and finalisation of the Strategy

Following the approval of the proposed draft Long Term Transport Strategy in January 2020 by the Environment Committee, a public consultation was undertaken 10 February to 17 May 2020. Following the analysis of the consultation, changes were made to the Strategy and taken to the Environment Committee in September 2020.

Consultation and Engagement

Throughout the production of the Strategy key stakeholders have been engaged via numerous steering group workshops and their feedback has informed the development of the strategy. At an early stage, four steering groups were established:

- external transport and infrastructure stakeholders;
- community group stakeholders;
- an internal officers group; and
- Members.

A public consultation was undertaken to inform the Strategy. The consultation was published on Engage Barnet, together with a draft Strategy and summary document, and was open for 15 weeks from 10 February 2020 to 17 May 2020. Respondents' views were gathered via an online survey (paper copies were also available), while the views of young people across the borough were gathered using an abridged questionnaire. The consultation was promoted in a number of ways, including via the council's website, social media posts and posters displayed at bus shelters. In addition, key stakeholders who have been involved in the development of the Strategy were informed of the consultation.

During the consultation period the country entered lockdown due to the outbreak of the COVID-19 pandemic. This made engagement and promotion of the consultation difficult, and consequently the consultation period was extended by three weeks to enable the council to undertake some additional promotion of the consultation and enable more views to be sought.

The consultation garnered a total of 231 responses via the online questionnaire, as well as 20 responses via email / letter (mostly from community organisations and representative bodies), and nine responses from our young people using an abridged questionnaire.

Overall, the draft Long Term Transport Strategy 2020-2041 was supported by respondents, with 61% of respondents agreeing with the vision, and 78% agreeing with the objectives. Similarly, we asked respondents for their views on the extent to which they agreed to the objectives; there was strong support with 78% of respondents agreeing with the objectives. All of the schemes proposed in the draft Strategy received the support of the majority of respondents, with the five most important schemes being identified as:

- C2: Cycle network
- PT2: Improve bus network
- W2: Low traffic neighbourhoods
- W1: Healthier routes to schools, and
- PT3: Improve existing rail and underground services.

The results of the public consultation are summarised in the Consultation Report, and will be considered by Environment Committee on 9 September 2020, where the final decision on the adoption of the Long Term Transport Strategy 2020-2041 will be taken.

Content

What does the Long Term Transport Strategy contain?

- *Chapter 2 – Barnet in context*: Summary of existing travel patterns in the borough and likely changes, including likely impact of new technology.
- *Chapter 3 – Vision*: What the Strategy hopes to achieve.
- *Chapter 4 – Proposals*: What is necessary to achieve the Vision.
- *Chapter 5 – Delivery Plan*: What actions need to be taken to consider and deliver the proposals, by whom and when.

Figure 1.2: Long Term Transport Strategy development process

Evidence base
Oct '18 – Dec '19

- Evidence driven

- Who, where, why, how
  - Now
  - Future
  - 2041

- Stakeholder engagement
  - Members
  - Officers
  - Transport & Infrastructure workshop
  - Community workshop
- Reporting

Vision
Jan – Mar '19

- Consider different scenarios and impacts

- Stakeholder driven
  - Use inputs from evidence base
  - Members workshop
  - Officers workshop

- Agree vision and framework to measure actions against

Action plans
April – May '19

- Develop actions with stakeholders
  - Members
  - Officers
  - Transport & Infrastructure
  - Community

- Collate into action plans

Reporting and consultation
May '19 – Early 2020

- Develop Strategy
  - Members
  - Officers

- Draft Strategy to Environment Committee Jan '20

- Public consultation Spring '20

- Final strategy to committee Spring / Summer '20

2 Barnet in Context

Introduction

The information presented in this chapter is a summary of the Evidence Base document, produced as the first stage of developing the Strategy, which should be referred to for full data sources. The full Evidence Base can be found online at XXX [the link will be provided in the final version – for the draft Strategy the Evidence Base can be found as Appendix B to the Committee Report].

Barnet today

Barnet is a popular place to live, work and do business, hosting 10% of all active businesses in Outer London and 5% across London as a whole. It offers:

- quick access to Central London via the Northern Line, Thameslink and Great Northern services and the bus network;
- a high quality and quantity of green space; and
- excellent schools, town centres and services.

Working with our partners, the council has been successful in ensuring regeneration and development has continued across the borough despite the economic challenges of recent decades. The council has focused on bringing forward specific areas for growth, such as Colindale, Mill Hill East and Brent Cross, and placed a strong emphasis on estate regeneration to deliver renewal on our largest housing estates. Regeneration has progressed at Dollis Valley, Grahame Park and West Hendon, with over 2,000 new homes delivered, alongside improved community facilities and better quality open spaces. Notably, May 2018 marked the completion of Stonegrove Spur Road, part of a project which delivered 999 homes.

The council has worked hard to deliver against a high London Plan defined housing target of 2,349 homes per annum, securing delivery of 2,229 homes in 2018/19 and 2,360 new homes in 2017/18. This was the highest number of homes built by any London Borough in 2017/18, equating to one in thirteen across London. The proposed new Local Plan target of 3,060 homes per annum will require a step change in delivery and further development schemes to be bought forward across the borough.

Spatially, the borough can be divided into three areas with differing characteristics:

- **West**. The A5 road corridor links town centres such as Edgware, Burnt Oak / Colindale, West Hendon, Brent Cross

and Cricklewood, which are served by the Northern Line and Thameslink services. It has an urban character: wards such as Colindale and Burnt Oak have population densities approaching the inner London average. The area is also home to many key destinations including Brent Cross Shopping Centre, Middlesex University and the RAF Museum.

- **Central**. The north of the Barnet's central area includes a significant proportion the green space which the borough is known for. Population densities are some of the lowest in London: the area is key to the borough's leisure and wellbeing targets. There is limited transport connectivity across the centre from one side of the borough to the other (orbital connections), except by car.
- **East**. The east of the borough includes key employment sites and historic town centres such as High Barnet, North Finchley, Finchley Central and Golders Green. Similar to the west of the borough, there are very good north to south (radial) connections provided by the Northern Line and Great Northern services, though some areas are some way from a station.

Transport in Barnet today

The borough has strategic importance for London as the gateway for key freight routes including the M1 and A1 and their connections into the A406. This strategic location in part explains why up to 25% of road traffic in Barnet is simply passing through, neither originating nor ending journeys within the borough. Barnet is part of the London Lorry Control Scheme, designed to reduce road danger from freight vehicles.

Barnet has high car use for an Outer London borough, particularly for households in the north of the borough. Barnet has the second highest car ownership levels per household in London, almost double the level of neighbouring Haringey. These cars are overwhelmingly petrol or diesel; despite the number of electric cars doubling in the past two years, in late 2018 only 1% of all cars registered in the borough were electric. Almost a third of Barnet households do not have access to a car

Journey distances in Barnet do not mean that travel by car is an inevitable choice: two thirds of car journeys in the borough are under 5km and a quarter of car trips begin and end in the borough. Furthermore, all seven main Barnet town centres have a PTAL rating above 4, meaning they are easily accessible by public transport, although radial journeys are much easier than orbital

travel. TfL also estimate that there are almost half a million journeys per day in Barnet that could be converted from motorised transport to walking and cycling, after excluding journeys that are too long, part of a chain (such as from home to the shops to school) or involving carrying heavy shopping or equipment. The key barriers to walking and cycling are environments dominated by fast flowing traffic, lack of cycling infrastructure and fears over safety.

Commuting patterns, particularly in wards in the north of the borough, are also dominated by the car, as shown in Figure 2.1. This is unlikely to be an issue of access to other modes: 62% of all residents in the borough live within 1200m of a rail or Underground station; 100% within a 20-minute cycle. Nor is it a problem of distance: Barnet businesses mostly employ Barnet residents, and the other key centre of employment is Central London, accessed mostly via the Northern Line in under 30 minutes (Figure 2.2). Instead, it is in part a result of bus, rail and Underground services not enabling people to cross the borough orbitally in a quick, efficient and comfortable manner: Underground and rail services run into Central London not across the borough, and buses get caught in the same congestion as private vehicles.

Those services to Central London are vital for the borough, as demonstrated by the map of destinations of tube journeys originating in Barnet (Figure 2.3): the top ten are all key employment sites in Central London on the Northern Line. Thameslink and Great Northern services also provide links into Central London but are currently relatively underused by Barnet residents as they do not provide the frequencies offered by either the Northern Line or the Piccadilly and Jubilee lines, which sit just outside of the borough boundary. The Northern Line is capacity constrained and any problems with the running of the line causes major difficulties to Barnet residents.

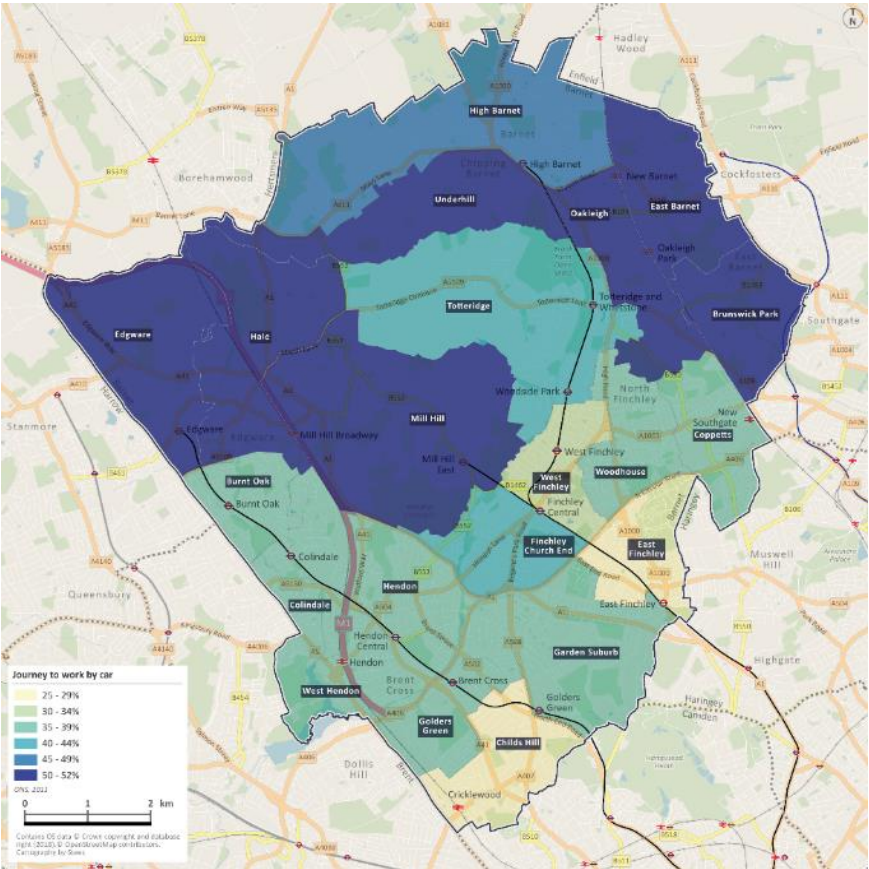**Figure 2.1: Proportion of commutes by car**

Figure 2.2: Number of employment centres within 30-minute public transport journey
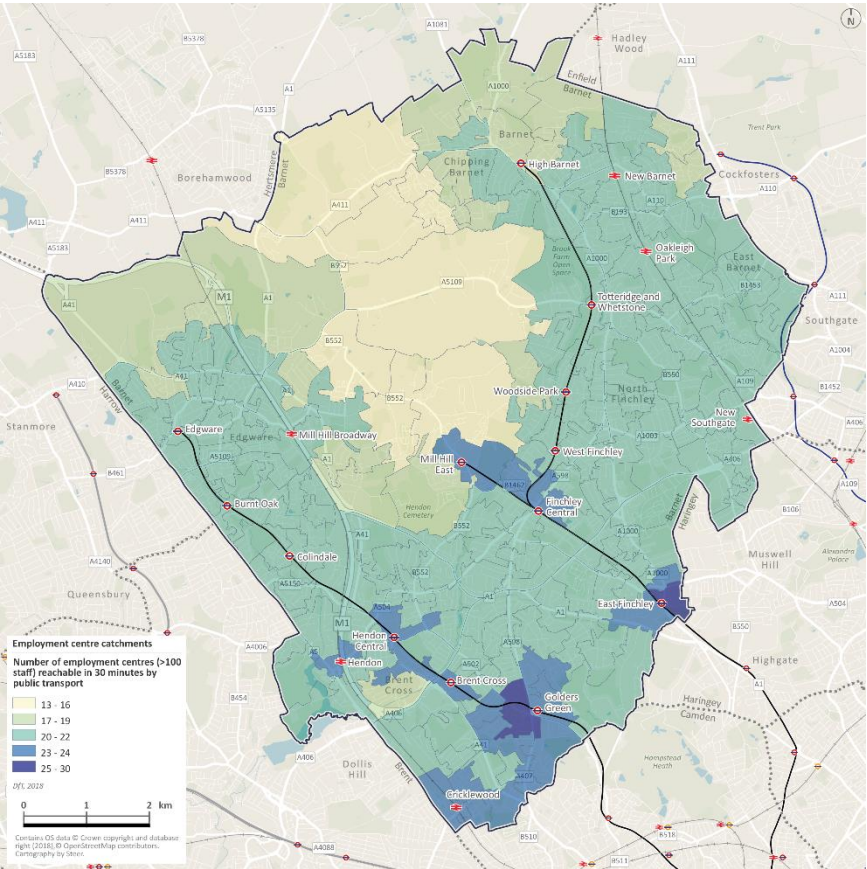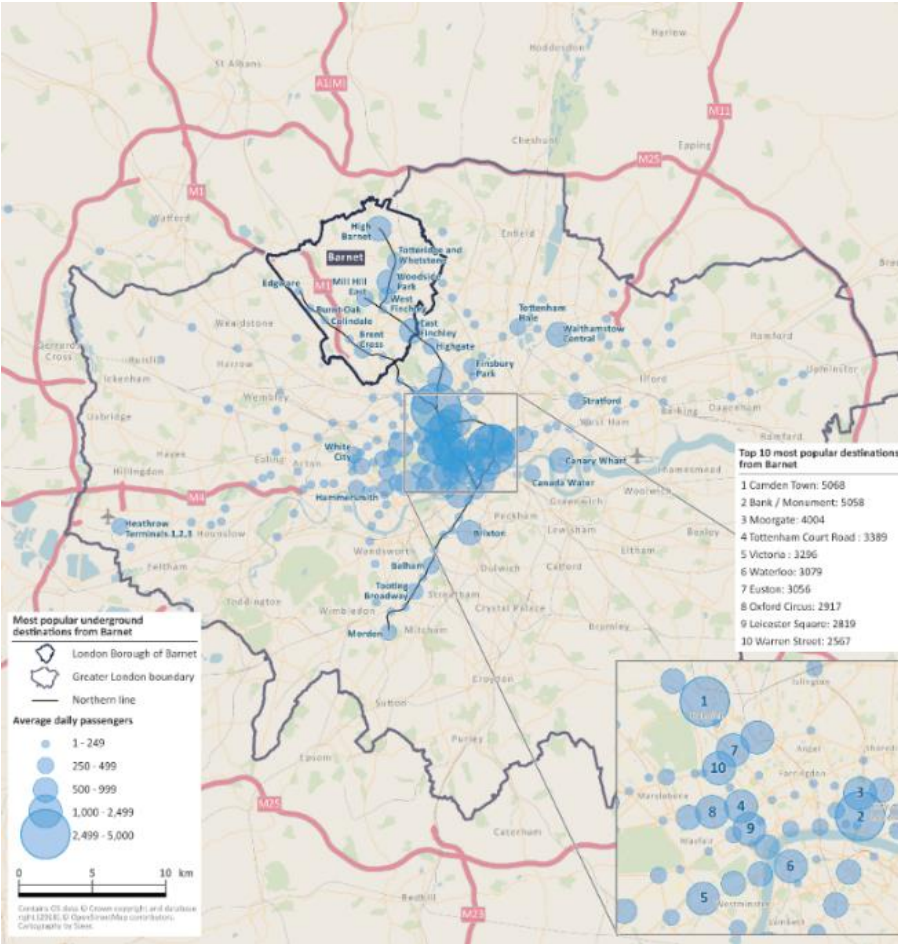
Figure 2.3: Most popular destinations of London Underground journeys originating in Barnet

Impacts of high car use

High car usage in Barnet has four key negative consequences: serious road traffic accidents, time lost due to road congestion, the impact on health in the borough and air pollution. Moreover, these impacts are not equally distributed: the worst air quality in the borough is in the west, where levels of car ownership are lowest.

Road safety

Almost two people per week are killed or seriously injured on Barnet's roads every week: 71% of collisions in Barnet involve cars and 79% of people killed or seriously injured in London are walking, cycling or riding a motorcycle when they are hit.

Congestion

Cars are less space efficient than other modes. By taking more road space to transport the same number of people, they cause more congestion and slower journey times. The section of the A406 road that passes through Barnet (from Finchley Road to Colney Hatch Lane) is the fifth worst road in the UK for traffic congestion.

Health

Life expectancy in Barnet is 82.2 years for men and 85.5 years for women, significantly higher than the London and national averages. Achieving a minimum of 150 minutes of exercise per week can reduce the risk of chronic conditions which limit the number of years spent in good health.

Just under half of Barnet's residents are failing to achieve the recommended level of physical activity participation. This is particularly acute for people who commute: residents aged 35-44 years report the second lowest levels of physical activity participation compared to other age groups and levels are significantly lower than the national average. When asked to select what would help them maintain a healthy lifestyle, *more opportunities to walk and cycle as part of my daily routine* was the second most common response after *cheaper healthy food and drink*. Inactivity levels also contribute towards one in five 5-year-olds, one in three 10-year-olds and more than half of adults in Barnet being overweight or obese.

Social isolation leads to multiple ill health consequences: older adults are at particular risk of social isolation caused by poor transport infrastructure. In areas where public transport is insufficient, this can increase the risk of social isolation amongst older adults.

Air quality

Within Barnet, emissions from traffic have the most severe and pervasive impact on air quality; the whole borough has been designated an Air Quality Management Area (AQMA). Air quality in some areas of Barnet breaches legal limits, particularly at major junctions in the borough where there is a higher traffic flow and a high number of stationary vehicles. Pollution levels are higher along arterial routes, particularly the North Circular, M1, A1 and A5; $PM_{2.5}$ concentrations are shown in Figure 2.4. Modelled data relating to 2016 (released by TfL in July 2019) shows that twelve schools in Barnet breached legal air quality limits.[9] Air Quality is a problem in Barnet, however progress has been made through a variety of initiatives, as noted in the council's Air Quality Action Plan which was produced in 2017. Initiatives in 2018/19 include the introduction of electric vehicle charging points, the planting of trees in poor air quality areas and education and communications with school children[10]

Figure 2.4: PM2.5 concentration in Barnet

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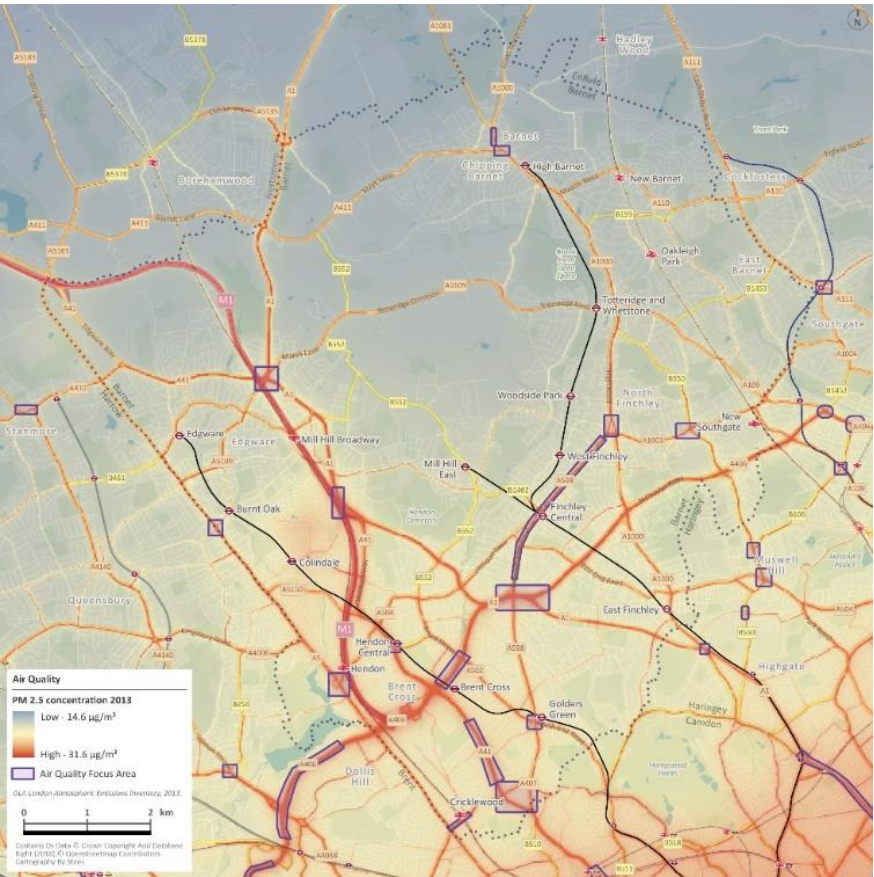
[9] 2016 London Atmospheric Emissions Inventory supplied by the GLA

[10] The Council (2017) Air Quality Action Plan
https://www.barnet.gov.uk/environmental-problems/air-quality/air-quality-action-plan

Major planned transport improvements

There are a series of major proposals planned in Barnet and across the wider region which will impact travel patterns in Barnet. Each of these proposals is in keeping with the Mayor of London's Transport Strategy. Some of the major proposals planned are noted below.

Brent Cross West

Creation of the new Brent Cross West station will link the Brent Cross Cricklewood development with St. Pancras International in 15 minutes via Thameslink services, with an expected 2.5 million passengers per year. Construction of the new station is underway and it is due to open in 2022. The project also includes delivery of a drivers' accommodation centre, waste transfer station, rail freight facility and replacement railway sidings, as well as two new bridges across the railway.

Status: under construction

Ultra Low Emission Zone

The Ultra Low Emission Zone (ULEZ) was introduced by TfL in Central London in April 2019. The scheme charges all vehicles entering the zone at any time which do not conform to Euro VI standards a daily fee of £12.50 (on top of the existing Congestion Charge during congestion charging hours). It will be extended to the North and South Circular in 2021.

In its first four months operating in central London, the ULEZ has accelerated the uptake of cleaner vehicles: compliant vehicles, which do not have to pay, increased as a proportion of all vehicles in the zone from 39% in February 2017 to 73% in the first four months of the charge being introduced. The number of older, more polluting vehicles decreased by a third.

Status: committed and funded

TfL Bus improvements

TfL are making various improvements to their bus services, including ensuring buses conform to the latest emissions standards and have better information for passengers. Of particular relevance to Barnet, they are extending and redirecting bus routes specifically to support housing growth in Outer London, such as the 125 bus route which has been extended to serve Colindale.

Status: committed and funded

Northern Line capacity upgrade

The Northern Line is of vital importance to Barnet. There are several proposals to improve the running of the Northern Line: for example, Bank Station will have 40% greater capacity by 2022. TfL also have plans to increase the capacity at Camden Town. Both these improvements could facilitate more frequent services on the Northern Line: the Mayor of London's Transport Strategy suggests the Northern Line could carry 54,000 additional passengers a day if capacity was increased to 30-32 trains per hour.

Status: part committed and funded

Underground Station Step free access

Of the 13 Underground stations in Barnet, 6 have step-free access from street to train and 2 from street to platform. Burnt Oak is scheduled for step-free access in 2020; and Colindale by 2024.

Status: committed and funded

West London Orbital

The West London Orbital is a rail proposal aiming to improve orbital travel in the Outer London boroughs. There are two branches to both the north and south of the core proposal, which links Neasden to South Acton. Both northern branches run through Barnet: one from West Hampstead to Neasden via Cricklewood; the other from Hendon to Neasden via Brent Cross. These would connect through to Hounslow and Kew Bridge in the south, as well as facilitating interchange with HS2 at Old Oak Common. The council will lobby to ensure both branches in Barnet are included in the final scheme.

Hendon Station and Cricklewood Station will need to be upgraded as part of the delivery of this new line, due to existing demand and capacity issues with the current stations. Opportunities for increasing stopping of trains at these stations following the Thameslink Upgrade will improve local accessibility.

Status: planned

Crossrail 2

Crossrail 2 is a proposed railway linking southwest and northeast London which would increase London's rail capacity by 10%. The benefit to Barnet residents would be the relief that Crossrail 2 is expected to provide overcrowding on the Northern Line, although it will have a larger impact on the southern section of the line. The council will support Crossrail 2 proposals, particularly if a New Southgate link is included.

Status: planned

Barnet in the future

Barnet is a growing borough. By 2030, approximately 50,000 more people will live in Barnet, an increase of 13%. The draft London Plan envisages delivery of 23,640 homes over 10 years to 2029. However, high demand for housing means that additional new homes will need to be identified and delivered in the borough sooner. The draft London Plan proposes a target of 3,060 homes per annum which will be at least 30% greater annually. Additional development schemes will need to be identified in order to meet this target. There are also estimated to be an additional 27,000 jobs in the borough.

This growth will not be evenly spread across the borough: it will largely happen by increasing the density of town centres and areas with planned transport improvements such as Brent Cross and Colindale, as shown in the Growth Strategy. Figure 2.5 shows the discrepancy in population density increases according to the Greater London Authority's population projections (which are different to those in the Growth Strategy). The distinct characteristics of the three different areas of the borough will become more pronounced: areas such as Colindale and Golders Green will exceed the current Inner London average population density by at least 30%; Burnt Oak, West Finchley, Childs Hill, Woodhouse, Hendon and East Finchley will all be at least 50% denser than existing Outer London averages; whereas rural areas are unlikely to change significantly. This impacts on transport strategy development: the denser the area, the less space that is available for private vehicles and the greater the need for good public transport and the promotion of walking and cycling.

The number of people aged over 65 are projected to increase by 37% between 2018 and 2030, compared with a 2% decrease in young people (aged 0-19) and a 4% increase for working age adults (aged 16-64) over the same period, shown in Figure 2.6.

Figure 2.5: Population density change by 2041
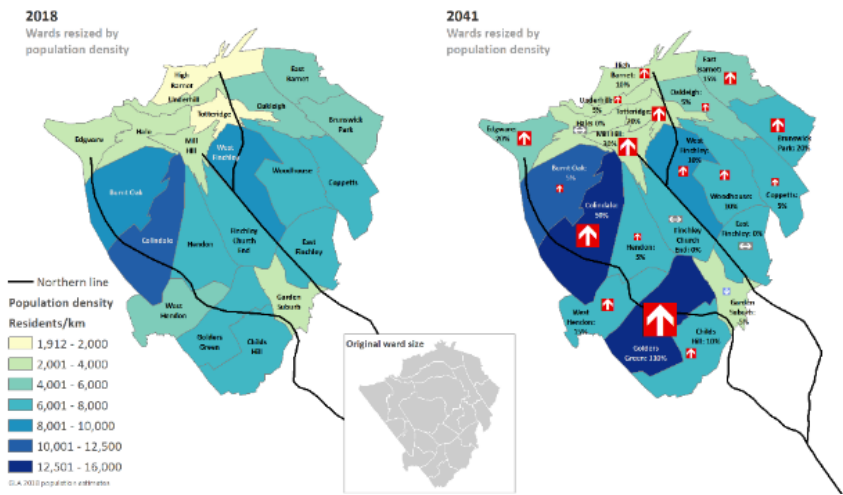
Figure 2.6: Expected population growth in Barnet to 2041
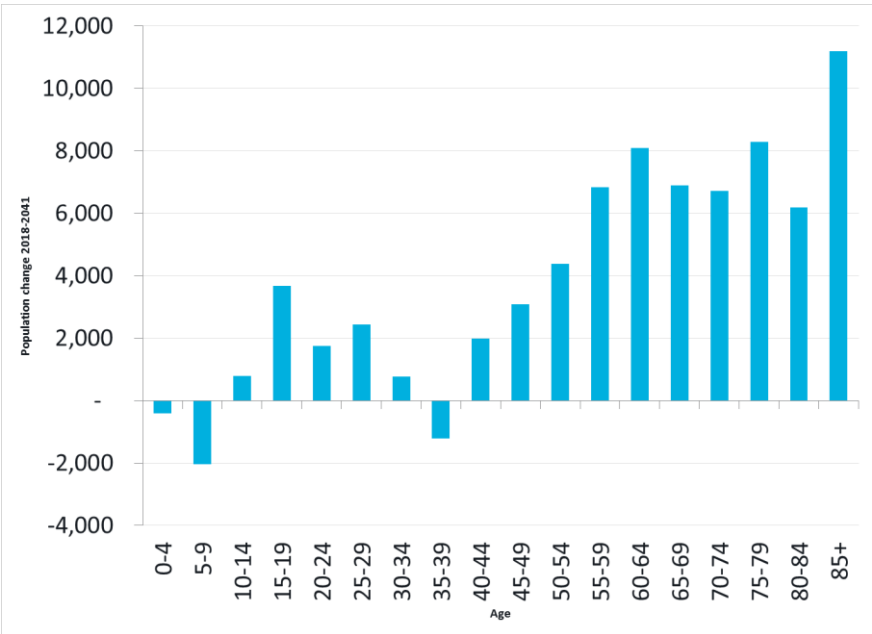
Role of transport in realising growth

If existing travel patterns continue

1.1 Transport will be vital to ensure this growth can be achieved without diminishing the quality of life in Barnet. Growth is focussed on transport centres because that is where the planning system allows the greatest densities.

1.2 If existing travel patterns continue and with a finite road space the increased vehicle trips will lead to increased congestion on Barnet's roads. This would worsen as shown in Figure 2.7.

Children and adults will continue to be affected by poor quality air, inactivity will still affect residents' health and collisions will continue on Barnet's roads.

In addition, with growth parts of the public transport network will also suffer. For example, crowding on the Northern Line is estimated to reach 5 people per square metre during the morning peak and buses will become increasingly congested.

Figure 2.7: Barnet roads expected % over capacity by 2041 (AM Peak)
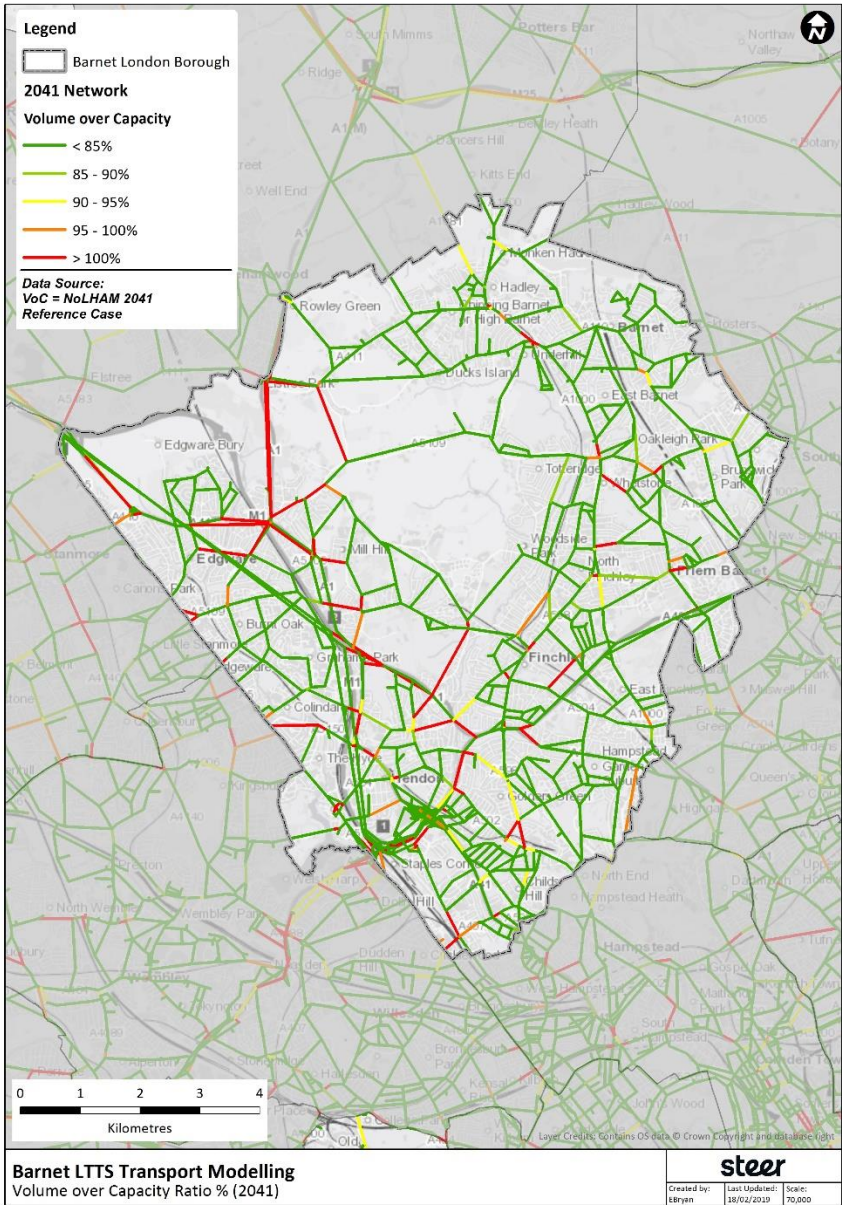
Is technology the answer?

Travel patterns are influenced by available technologies. There are a number of changes in transport technology likely to impact Barnet's travel patterns between now and 2041: electric engines improving air quality, sharing technologies improving efficiencies of space and ownership and personal mobility technologies (such as electric bikes and scooters) becoming increasingly attractive.

The improvement in engine efficiency has reduced fuel consumption and emissions over the past decades, improving air quality, except in the case of diesel. The take up of electric vehicles should accelerate this change by eliminating tailpipe NO_x and CO_2 emissions, though particulate matter emissions may increase due to more cars being on the road. Transport for London have committed to using only their most efficient buses in areas with the worst air quality; over the course of this Strategy, the entire bus fleet is expected to shift to alternative technologies. In terms of private vehicles, take up is underway and likely to accelerate: Figure 2.8 shows the accelerating number of Ultra Low Emission Vehicles registered in the UK between 2011 and 2018. However, switching to electric vehicles does nothing to solve the congestion problems in Barnet. Autonomous, or self-driving, vehicles, may have a role to play in the future.

Figure 2.8: Licensed Ultra Low Emission Vehicles in the UK 2011-2018
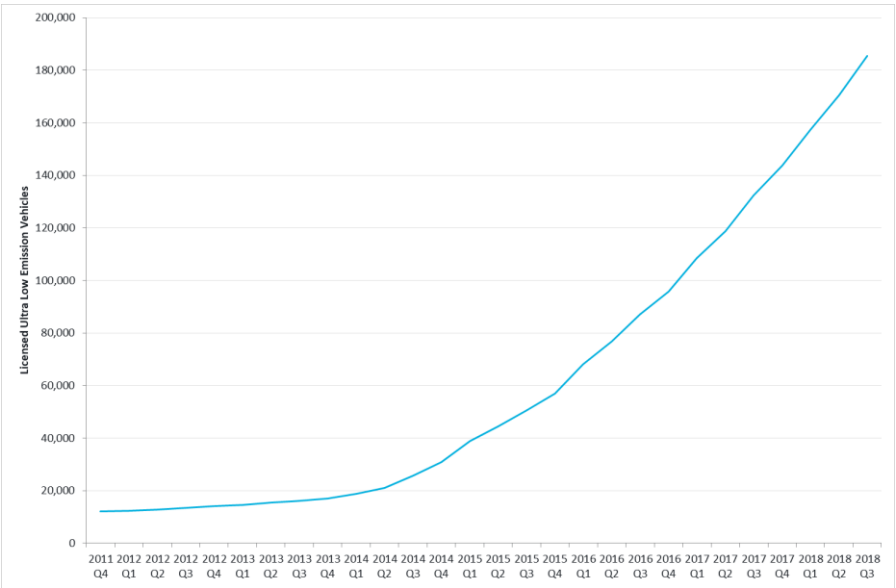
Technologies such as e-bikes, e-scooters and other forms of personal mobility are interesting. These forms of transport allow some of the benefits of cycling while reducing heavy physical exertion cited as a key barrier by Londoners; this is particularly

pertinent in Barnet given its hilly topography. They have the potential to transform short and medium journeys, particularly if barriers to their adoption are reduced.

What is required

This Strategy aims to facilitate the growth that Barnet is aiming for and for transport to have a positive impact on health and the environment. It was in this context that the Vision was developed with council officers, Members and public stakeholders.

Keeping Barnet Moving

Population growth

Demographic changes

Air quality

Mayor of London's Transport Strategy targets

Barnet's population will increase from 394,000 residents to approximately 450,000, placing strain on the transport network.

The number of elderly people in the borough is expected to increase, placing greater emphasis on accessibility and safety.

Air quality in the borough must be improved. 6.5% of all deaths in Barnet are caused by poor air quality.

Today — 2041

55% → 72% — Public and active transport mode share

28% — 70% — People doing 20 mins active travel daily

0% — 58% — People living within 400m cycle network

74 — 0 — People killed and seriously injured on Barnet roads

3 Vision

What is the purpose of the vision statement?

By explicitly stating the desired outcomes of transport investment, proposals can be identified, prioritised and implemented according to how likely they are to realise the vision. This gives clearer direction and purpose than simply assessing whether a proposal is desirable. An agreed end goal also helps to coordinate proposals, rather than having piecemeal, potentially conflicting proposals.

Vision Statement

By 2041, Barnet will have an efficient, convenient and reliable transport network, which enables safe, healthy and inclusive travel, protects the natural environment and supports the borough's growth.

The network will have enabled improvements in the way people and goods travel. It will provide strong orbital and radial links which give everyone a choice of transport modes to complete their journey regardless of age, ability or income.

This statement translates into the following five objectives. These are descriptions of what transport should achieve in the borough, rather than specific schemes. The schemes, which are contained in the next chapter, have been designed to achieve the objectives.

Objectives

Objective 1: Barnet's transport network contributes to the creation of better places to live, work and visit, allows local businesses to thrive sustainably, and is flexible, adapting to future opportunities presented by technology and change in travel patterns.

Transport should facilitate life in Barnet: both leisure and work, now and in the future. As well as enabling people to get where they need to, the transport network should contribute to the creation of pleasant environments to live and work, helped through the adoption of new technologies. Success in this objective encompasses a thriving local economy. It also includes the harnessing of new technologies in a positive manner.

Objective 2: Transport in Barnet keeps the borough moving, enabling people and goods to move within and through the borough efficiently using high quality orbital and radial links.

The primary objective of the transport network is to enable the movement of people, goods and services from one place to another. The capacity of the transport network will always be finite, as will the resources available to increase capacity. This means that available capacity will need to be used as efficiently as possible to minimise congestion. The network will also need to adopt to the changes in travel patterns and home working due to COVID-19.

Objective 3: The transport system is as accessible as possible regardless of age, ability and income, and the negative impacts of transport are minimised.

Everyone in Barnet, regardless of where they live, who they are or their level of income, should be able to get where they want to go, without disproportionately impacting others. Success will be an affordable and sustainable transport network that conforms to accessibility standards and minimises any environmental consequences.

Objective 4: Transport contributes positively to the health of the borough, by prioritising active travel and ensuring continued improvement in air quality.

Active travel is one way for people to incorporate the recommended amount of exercise into their daily routine to stay healthy. Wherever possible, active travel should be prioritised. Success will be higher active travel mode shares, a healthier population and lower airborne pollutant levels, which is ever more important in a post-COVID-19 world.

Objective 5: The road network and transport system in Barnet is safe and residents and visitors feel safe across all transport modes.

Residents and visitors to Barnet should feel safe when travelling. Improved road safety can be influenced by road design and education.

Poorly designed transport systems discourage people from walking and cycling. Success means higher perceptions of safety and a reduction in the number of people killed and seriously injured on Barnet's roads.

What is required

There are two key pathways to achieve these objectives. First, residents should be given a real choice of active, sustainable and efficient modes of travel. Second, car and other vehicle trips must be increasingly powered by more sustainable fuels. Both these pathways are described in more detail below.

Provide sustainable alternatives to private car

Car use will remain important to Barnet residents in the future. Cars offer comfortable door-to-door travel, independent from weather and are capable of supporting multiple passengers and moving of heavy goods. However, given the forecast growth in the borough, the objectives of this Strategy will not be met without some reduction in car trips. Converting these trips to sustainable and active travel will help achieve each of the objectives.

- **Objective 1**. Barnet's highstreets and town centres will be improved by the transport network becoming more sustainable and an increased proportion of active travel particularly walking.
- **Objective 2**. If only carrying one or two people, cars are a less efficient use of road space and fuel than higher capacity modes of transport. 75% of congestion on London's roads is caused by the volume of traffic exceeding road capacity: this compares to 9% being caused by accidents and 7% by road works.[11] A bus rapid transit system, can carry up to ten times the number of people as mixed traffic in the same space; segregated cycle routes in London have been shown to carry up to five times as many people as the adjacent main carriageway lane at peak loading.[12] The average car is parked for 96% of its life.
- **Objective 3**. A third of Barnet residents do not own a car and the pattern of car ownership correlates with household income.[13] Focussing spending on active and sustainable

modes of transport benefits all residents and will improve air quality.

- **Objective 4**. Active travel is a key pillar of Barnet's Joint Health and Wellbeing Strategy. Increased walking and cycling which additionally reduces vehicle journeys improves health and air quality.
- **Objective 5**. Reducing car conflicts with pedestrians is key to achieving Vision Zero. 71% of vehicles involved in collisions in Barnet are cars, and 61% of pedestrian casualties in London came from collisions with cars (11% with motorcycles, 8% with light goods vehicles).

As a result of increased online shopping light goods vehicle trips are expected to increase by 50% by 2041. Significant stretches of the borough, particularly the key freight junctions around the A5, A1 (M) and M1, will exceed capacity.[14] To mitigate this and achieve the vision, a significant number of car trips will need to be converted into walking, cycling and public transport trips.

Why not boost road capacity?
- There is limited space in Barnet where new roads can be built or existing ones widened.
- Boosting road capacity rarely alleviates congestion in the long term. Increasing road capacity has been shown to increase car trips over time.[15]
- Increased road capacity would exacerbate current environmental issues particularly air quality.
- Increasing road capacity will not achieved the desired health or environmental outcomes.[16]

Is this possible?

To change the amount of car use, Barnet residents, employees and visitors need to be given a real choice. For example, a journey from Mill Hill Broadway to Mill Hill East currently takes 10 minutes by car, but 15 minutes by bicycle. This is not perceived by most

cyclists as a particularly safe or attractive journey and therefore does not represent a real choice: journey time, comfort and safety all encourage people to drive. This reality is widespread across the borough. Improving active travel infrastructure is necessary to give residents a real choice in how they travel.

There is potential for change. TfL's analysis indicates that Barnet has the highest number of trips currently driven which can be converted to walking or cycling: over 100,000 for walking trips alone. This Strategy aims to convert these trips by removing barriers to active travel.

Improved signage and more favourable junction timings can provide immediate improvements to walking journeys. In the longer term crowded highstreets can be improved by increased pedestrianisation.

Active travel will also be helped by growing technologies giving more choice over how to complete journeys: personal mobility vehicles such as e-bikes and e-scooters can offer cheap, fast and low effort journeys.

What about disabled people?
- Disabled people are often disadvantaged by the current transport system. For example, bus use is a real challenge to many disabled people with mobility impairments.
- Improving journey times, accessibility, air quality, road safety and the local economy matters just as much to disabled people as others.
- Reduced congestion and shortened journey times resulting from people choosing more efficient modes of transport such as cycling will benefit those who do need to drive or take a taxi / private hire.
- Walking and cycling is not possible for all. However, many disabled people can travel actively, if provided with the correct infrastructure. Because disabled people are more

[11] Transport for London (2017) Residential Car Parking: Part of the London Plan Evidence Base https://www.london.gov.uk/sites/default/files/london_plan_evidence_base_-_residential_car_parking.pdf

[12] Integrated Transport Planning Ltd. (2017) Understanding and managing congestion http://content.tfl.gov.uk/understanding-and-managing-congestion-in-london.pdf; Transport for London (undated) Segregated Cycling Infrastructure: Understanding cycling levels, traffic impacts, and public and

business attitudes http://content.tfl.gov.uk/segregated-cycling-infrastructure-evidence-pack.pdf

[13] Census 2011

[14] Steer modelling (2019) based on TfL Strategic Models

[15] Department of Transport (1994) Trunk Roads and the Generation of Traffic https://bettertransport.org.uk/sites/default/files/trunk-roads-traffic-report.pdf; Highways England (2019) National Pinch Point Programme: One Year After Evaluation Meta-Analysis

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/791450/National_PP_Programme_Meta_Final_draft.pdf

[16] For more information see Transport for London (undated) Valuing the health benefits of transport proposals: Guidance for London http://content.tfl.gov.uk/valuing-the-health-benefits-of-transport-proposals.pdf

likely to be physically inactive, designing safe and accessible active travel is key to them obtaining a benefit to a more active life. For example, cycling offers a non-weight bearing form of exercise that can improve physical fitness and strength. Whilst disabled people do already cycle (15% of disabled people cycle, compared to 18% of non-disabled people), the infrastructure needs to accommodate adapted cycles: inaccessible cycle infrastructure is the single biggest difficulty faced by disabled cyclists in the UK.[17]

What about the elderly?
– Elderly people have greater accessibility issues than their younger counterparts. This can lead to social isolation if they cannot use the transport network. The number of elderly people in Barnet is expected to increase far more than other demographics.
– Buses can be a more important mode of transport than private cars for elderly people.[18]
– Active travel measures, when properly implemented, can improve elderly people's experience of the borough. Higher levels of wellbeing and lower levels of loneliness are reported in neighbourhoods designed for walking and cycling rather than car travel These measures can include such items as provision of benches and drinking fountains on popular pedestrian routes, enabling people to take a breather, and clear signage and placemaking, for example through differentiated pavement surfaces.
– Measures to help active travel, such as pedestrian priority lights, help the elderly feel comfortable negotiating street crossings, particularly where crossing distances are long.[19]

What about freight?
– Freight, servicing and logistics will remain largely road based in future. This Strategy recognises this fact: reducing congestion by encouraging active travel and public transport use means freight, logistics and service vehicles will have faster and more reliable journey times.

What about retailers and the high street?
– Shop owners are often concerned that any removal of parking in town centres will mean customers cannot access their shops, reducing sales. The impact of reducing town centre parking has to consider that people arriving by car tend to spend more per visit but they visit town centres less often than people walking and cycling. Studies have shown that the higher frequency of visits can result in a higher spend per capita over a month by people walking and cycling than by people driving.[20]
– Reducing traffic can be good for high streets. Studies have shown examples where after high street and town centre improvements which reduce traffic, retail vacancy rates were lower, retail rental values were higher, retail sales were higher and more customers came more frequently.[21] These findings in London have been corroborated in Madrid, where areas closed to cars increased retail sales three times faster than areas where traffic did not change.[22]
– From a business perspective, physically active employees take fewer sick days, report higher job satisfaction and feel more energised at work. Business Improvement Districts and CEOs of over 180 major London employers see an increase in cycling infrastructure as helping their long-term success.

[17] Wheels for wellbeing (2017) A Guide to Inclusive Cycling. **https://wheelsforwellbeing.org.uk/wp-content/uploads/2017/11/v2-Nov-2017.pdf**

[18] Transport for London (2018) London Travel Demand Survey. **https://tfl.gov.uk/corporate/about-tfl/how-we-work/planning-for-the-future/consultations-and-surveys/london-travel-demand-survey** [Accessed 10.01.2019]

[19] Garin et al (2014) Built environment and elderly population health: A comprehensive Literature Review. Clinical Practice & Epidemiology in Mental

Health, 10: 103-115; Kerr J, Rosenberg D & Frank L (2012) The Role of the Built Environment in Healthy Aging: Community Design, Physical Activity, and Health among Older Adults. Journal of the Planning Literature, 27(1): 43-60 both quoted in Public Health England (2016) Working Together to Promote Active Travel: A briefing for local authorities **https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/523460/Working_Together_to_Promote_Active_Travel_A_briefing_for_local_authorities.pdf**

[20]Transport for London (undated) Walking & Cycling: the economic benefits **http://content.tfl.gov.uk/walking-cycling-economic-benefits-summary-**

pack.pdf; Living Streets (2018) The Pedestrian Pound: The business case for better streets and places **https://www.livingstreets.org.uk/media/3890/pedestrian-pound-2018.pdf**

[21] Transport for London (2018) Walking Action Plan: Making London the world's most walkable city **http://content.tfl.gov.uk/mts-walking-action-plan.pdf?intcmp=54543**

[22] Madrid Council (2018) Efectos gasto navidad 2018/19: Gran Via y Madrid central **https://bbvaopen4u.com/en/actualidad/paystats-helps-assess-impact-low-emission-area-madrid-central**

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Change predominant fuel types for vehicles: freight, public transport and cars

Motorised road transport will remain a part of the transport mix in Barnet. To reduce the air quality impacts of motorised traffic, a shift from petrol and diesel fuelled vehicles towards more sustainable fuels should be encouraged.

Electricity can power not only private cars, but also delivery vans and public transport vehicles, such as buses. By 2040, there will be a national ban on the sale of petrol and diesel vehicles.[23] Although no practical alternative fuel exists for heavy goods vehicles at the moment, the National Infrastructure Commission estimates that technology advances should enable electric and hydrogen powered HGVs to be commercially available at the beginning of the next decade.[24]

Changing fuel type will impact the strategic objectives by:

- **Objective 1.** Providing charging points for electric vehicles, if managed correctly, will cater for the new technologies
- **Objective 2.** Changing fuel type on its own will have little impact on congestion or available routes.
- **Objective 3.** Electric Vehicles (EVs) are cheaper to run and maintain than their liquid fuel counterparts.[25] Although they currently have a higher upfront cost, this is likely to decrease as technology advances. EVs make much less noise than petrol or diesel engines.
- **Objective 4.** Currently, approximately 50% on NO_x, PM_{10} and $PM_{2.5}$ emissions are generated by road transport. EVs produce no tailpipe emissions: if all vehicles were electrically powered, air quality in the borough would significantly improve. However, the majority of particulate matter emissions are caused by brake and tyre wear which EVs would still produce.

- **Objective 5.** The proliferation of alternatively fuelled vehicles is not likely to improve road safety. EVs were deemed too silent to be noticed by other road users, particularly pedestrians and cyclists, which resulted in governmental regulation requiring the fitting of sound generators.[26]

What about the upstream emissions?
- Current UK power generation sources mean that EV CO_2 emissions are 25% lower than their petrol or diesel equivalents.[27] As the country's fuel mix progresses towards renewable sources, this will increase.[28]

What about the cost for Barnet's residents?
- 24% of British consumers are discouraged from purchasing an EV due to their high prices.[29] At the moment, most EV owners live in households containing two or more cars and the trend is expected to continue. Among existing car owners, high price was the most frequently (63%) stated barrier to switching to lower emission vehicles.[30]
- It is expected that the price of EVs will decline as the demand and supply for those types of cars rise, establishing itself as a more competitive market.

[23] Department for Transport (2018) The Road to Zero. Next steps towards cleaner road transport and delivering our Industrial Strategy. **https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/739460/road-to-zero.pdf**

[24] Department for Transport (2018) The Road to Zero. Next steps towards cleaner road transport and delivering our Industrial Strategy. **https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/739460/road-to-zero.pdf**

[25] British Gas (undated) Electric v Petrol https://www.britishgas.co.uk/the-source/our-world-of-energy/energys-grand-journey/Electric-v-Petrol

[26] Department for Transport (2019) New noise systems to stop silent electric cars and improve safety **https://www.gov.uk/government/news/new-noise-systems-to-stop-silent-electric-cars-and-improve-safety**

[27] Davis (2011) Your new electric car emits 75 gCO2/km (at the power station). **https://ecometrica.com/assets/electric_car_emits_75_gCO2_per_km.pdf**

[28] Department for Business, Energy & Industrial Strategies (2019) Energy Trends June 2019. **https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/812625/Energy_Trends_June_2019.pdf**

[29] Hose of Commons, Science and technology Committee (2019) Clean Growth: Technologies for meeting the UK's emissions reduction targets **https://publications.parliament.uk/pa/cm201719/cmselect/cmsctech/1454/1454.pdf**

[30] Public Health England (2019) Review of interventions to improve outdoor air quality and public health. **https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/795185/Review_of_interventions_to_improve_air_quality.pdf**

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4 Proposals

Introduction

This section details the proposals recommended for achieving Barnet's transport vision and objectives. As stated in the introduction, these are high level proposals only: further work, such as data collection, detailed design and public consultation, will be required before they could be implemented. Moreover, not all proposals are intended to be introduced immediately. This Strategy takes a long-term view to 2041, when travel patterns are likely to be very different from what they are today.

Proposals are presented by the type of transport they address: each of these sub-sections has an introduction explaining what role that type of transport has to play in achieving the overall objectives. Each proposal is then broken down by:

- **Proposal description** – what the proposal is and potentially suitable locations;
- **Case study** – an example of where a similar proposal has been introduced elsewhere and how it has worked;
- **Fit for purpose** – the minimum application of the proposal needed to achieve its purpose;
- **Requirements** – what is required to introduce the proposal, such as space or cost; and
- **Alternatives / consequences of inaction** – an explanation of what will happen if this proposal is not introduced, as well as other potential variants of the proposal.

The following chapter also addresses potential funding for these proposals and a high-level delivery plan. The delivery plan shows indicative costs which are subject to feasibility studies being completed, council approval and the funding being available.

Figure 4.1 provides an overview of the Long Term Transport Strategy proposals. Non-location based proposals, such as cycling training and car clubs, are not displayed on the map but are listed on the list of proposals to the right. Each proposal will be explained in more detail within this chapter.

Figure 4.1: Proposals summary map
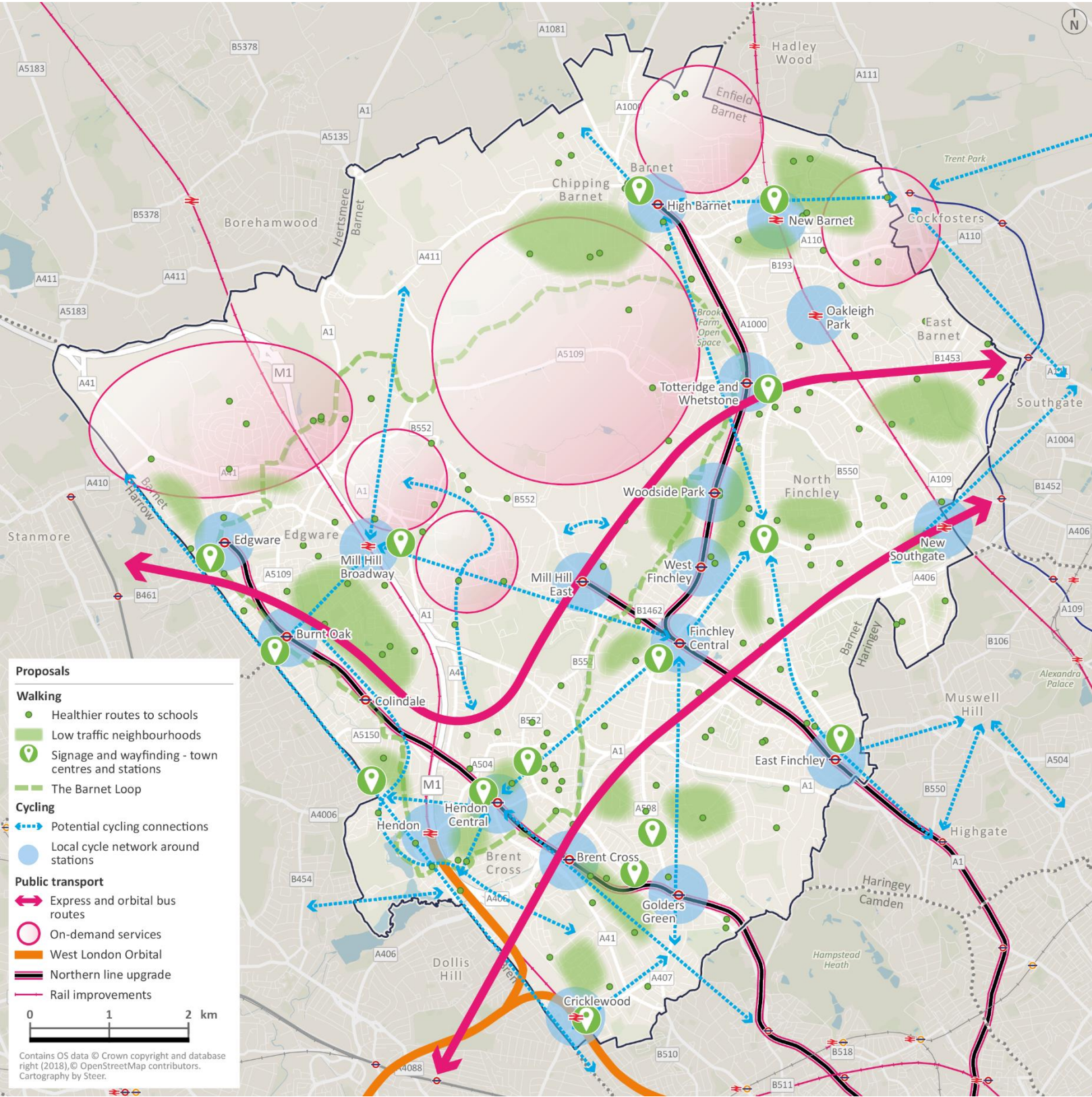
Table 4.1: Proposals

Reference	Proposal title	Page No.
W1	Healthier routes to schools	25
W2	Low traffic neighbourhoods	27
W3	Signage and wayfinding	29
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BC1	Overarching behaviour change programme and specific behaviour change activities for each proposal	60
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Walking

Vision

Walking should be the natural mode for short journeys in Barnet, enabled by an attractive public realm, increased safety and air quality improvements, as well as clear and legible signage and wayfinding and well-maintained footways.

Overview

Benefits

Walking is a cost-free, emission-free, healthy and space efficient way to travel. It is the easiest and most common way of incorporating the 150 minutes of weekly physical activity recommended by the Chief Medical Officer for England, which can bring the benefits shown in Figure 4.2.[31] Good walking environments can help to foster healthy ageing, making it possible for people to stay longer in their own homes and reduce the risk of social isolation.

Figure 4.2: Benefits of physical activity[32]
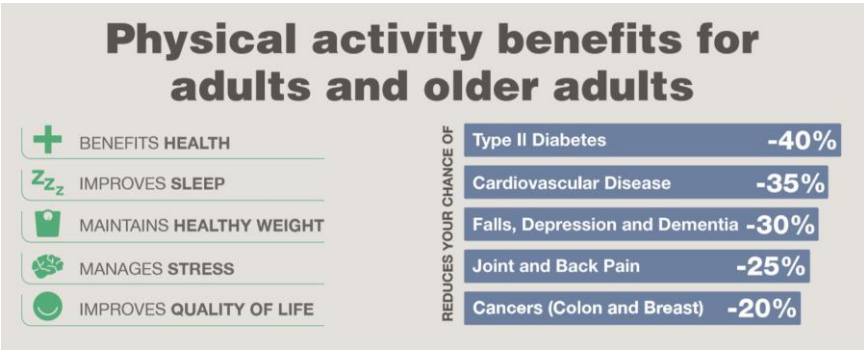
These benefits are particularly important in Barnet given its ageing population, air quality and congestion issues, all of which could be significantly improved by converting existing car trips to walking.

Improvements to the walking environment often benefit other modes of transport, as walking is required to access public transport, change between modes, access cycling or parking.

Given the underlying dependence on walking, pedestrian proposals tend to offer high value for money.

Objectives of the strategy	Rating	Explanation of rating
Barnet's transport network enables sustainable growth that creates better places to live and work, supports local businesses to thrive, and is flexible, adapting to future opportunities presented by technology and travel patterns.	★★★★☆	Better pedestrian environments have been consistently shown to improve retail sales. Reduction in air pollution and nicer environment / public realm.
Transport in Barnet keeps the borough moving, enabling people and goods to move within and beyond the borough efficiently using high quality orbital and radial links.	★★★☆☆	Walking is not always practical over large distances but is very space efficient over short distances.
All users can use the transport system regardless of age, ability and income, and the negative impacts of transport are limited.	★★★★★	Walking is free and good pedestrian environments are enjoyable by all.
Transport contributes positively to the health of the borough, by prioritising active travel and ensuring air quality is good.	★★★★★	Walking is emission-free and contributes to good health.
The road network and transport system in Barnet is safe and residents and visitors feel safe across all transport modes.	★★★★★	Pedestrians pose minimal threat to other transport users.

Potential

TfL's analysis has identified over 110,000 existing daily trips that could be walked in Barnet alone; 89% are currently driven and 40% are less than 1km. Chipping Barnet, New Barnet, Totteridge & Whetstone, Finchley Central and North Finchley are all highlighted as key centres of walking potential. [33]

Barriers

The main barrier to walking cited by Londoners is time. This can be partially addressed through the Growth Strategy, by ensuring that local services are easily accessible from housing centres.

Another barrier is personal security, particularly relating to crime and personal safety. This has also been raised in the stakeholder engagement for the production of this strategy. Although crime levels are mainly reliant on education and broader societal changes, street design can make pedestrians feel safer, for instance by improving lighting. Additionally, increasing the number of pedestrians using a route can improve safety and the perception of safety.

Other key barriers cited by Londoners can all be addressed through better street design and maintenance:

- Over 1 in 5 people cited too much traffic moving too fast as a key barrier to walking. 66% would walk more if routes improved to give greater priority to people walking.
- 12% fear road collisions.
- 65% of disabled Londoners quote bad pavement condition as a barrier to walking with further 43% saying that obstacles are one of the main deterrents.

Strategy in Barnet

Walking in Barnet will focus on three types of trips: trips to school; shopping and leisure trips to town centres; and trips to transport hubs. Design of areas of regeneration and growth offer significant potential opportunities for changing travel behaviours and choice related to walking.

Trips to school will be targeted because air quality issues are particularly acute around some of Barnet's schools and there is potential to embed sustainable travel patterns in residents at a young age.

Shopping and leisure trips are also a key focus: over half of all potentially walkable trips are for shopping and leisure purposes. Hence, proposals should focus on improving the pedestrian environment of Barnet's town centres.

Commuting patterns in Barnet do not offer much whole journey potential for walking; however, the stage from home to station does. 62% of Barnet residents live within 1200m (approximate 15-minute walk at average speed) of an Underground station. Areas

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around Barnet's transport hubs will therefore be targeted with measures designed to increase walking.

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Action plan

Table 4.2: Walking action plan

Reference	Proposal	Location	Estimated Cost (total excl. staff costs)	Timing	Potential Funding	Council Role	Key stakeholders
W1	Healthier routes to schools	Considered across the borough	£5,000 - £150,000 per school	2020-2025	TfL LIP allocation & Council	Design, consult and implement	Schools and parents
W2	Low traffic neighbourhoods	Densely populated areas between arterial routes	Dependent on scheme	2020-2025: identify and implement exemplar 2025 - 2041: monitor and expand	TfL LIP allocation, Liveable Neighbourhoods, Council resources, S106	Design, consult and implement. Assemble funding packages	Regeneration and Growth partners; Neighbourhood stakeholders; TfL
W3	Signage and wayfinding	Town centres	Dependent on scheme	2020-2025	TfL LIP allocation & Council, S106, Liveable Neighbourhoods	Design, consult and implement	Regeneration and Growth partners; Town centre stakeholders, TfL
W4	Active route – the Barnet Loop	Barnet Loop	£500,000 - £1m	2020-2025	TfL LIP allocation & Council	Full responsibility	
W5	Investing to improve the footway network	Consider across the whole borough	£2.5 – £4.5 million per year	2020-2041	TfL LIP allocation & Council	Full responsibility	

Proposal W1: Healthier routes to schools

Proposal Description

Healthier routes to schools (primary and secondary) will prioritise walking routes around schools. By addressing three issues, schoolchildren can take advantage of all the benefits of an active commute. For example, over 92% of primary school children resident in Barnet attend schools within the borough, which increases the likelihood of the students living within a walkable or cyclable distance.

There are three key barriers to walking to school:

- Congestion: a third of vehicles on Barnet's roads in the morning peak are used for the school run.
- Air quality: modelled data relating to 2016 (released by TfL in July 2019) shows that twelve schools in Barnet breached legal air quality limits.[34]
- Fear of collisions: removing vehicles from school gates reduces the risk of children being involved in collisions.

One method of achieving healthier routes to schools is School Streets, which can complement the school travel planning work already being undertaken by the council. School Streets projects involve closing residential streets adjacent to the schools to through-traffic during pick-up and drop-off times, which results in improved road safety around the schools and improved air quality. Residents needing to access their properties via affected streets can apply for exemption permits.

Residential streets without schools on them can also be closed temporarily under existing council powers, to enable children to play on the streets where they live. Local parents and other residents can apply and act as marshals, allowing residents to drive in at walking pace and redirecting other traffic. This can increase the sense of community and encourage children to play in the streets where they live. The success of Play Streets in Hackney has encouraged boroughs such as Richmond-upon-

Thames to introduce them.[35] The council is exploring if either or both of these methods would be appropriate.

Figure 4.3: Barnet school locations
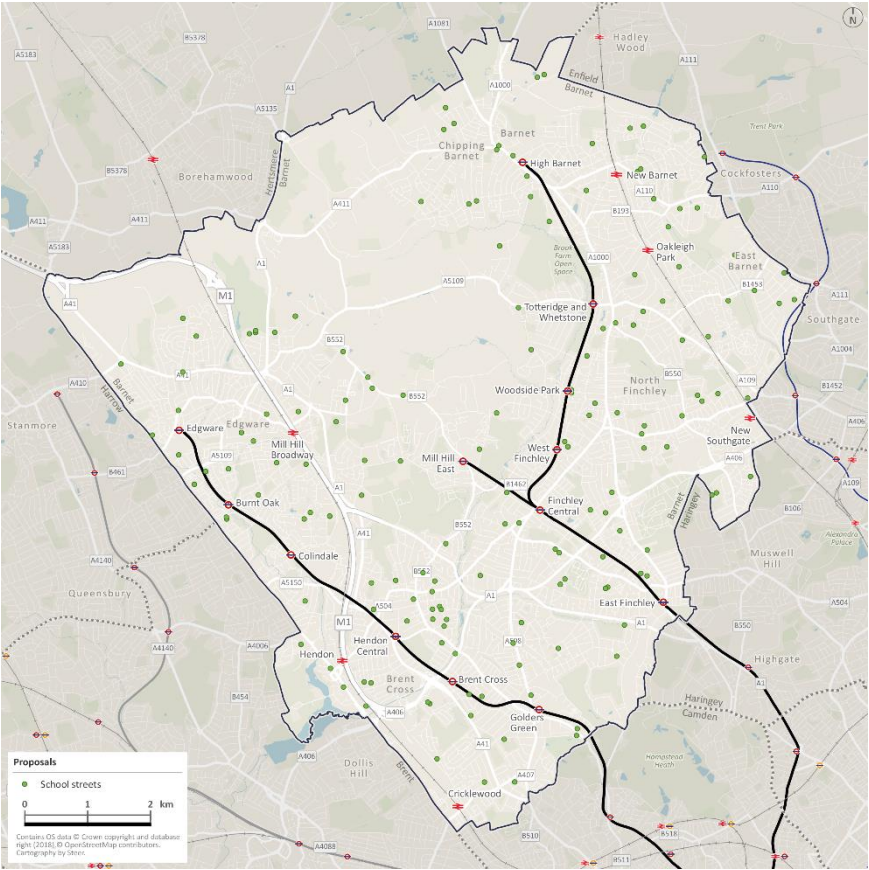
Case study

London Borough of Hackney introduced Schools Street pilot programmes in July 2017. Following positive feedback from both parents and students, 17 schools will have a programme by 2022. Traffic outside one school was reduced by 70%; the number of pupils cycling to class doubled[36].

Proposals have also worked in Outer London. Croydon ran three School Streets pilots in 2017, which were then made permanent and extended to a further 7 schools.[37] These increased walking,

scootering and cycling to school by 15% (worst case) and 62% (best case), with a 15% and 25% reduction in car use, winning awards from the British Parking Association and London Road Safety Awards in 2018.

Figure 4.4: Hackney Play Streets[38]

Fit for purpose

- The area affected by the measures should be wide enough to discourage dropping off school children within a walkable distance, while being small enough to limit impacts to residents and businesses.
- The proposal requires careful planning and consultation in terms of assessing the road network – the affected roads cannot be traffic sensitive, there must be suitable diversions and the surrounding streets must have enough capacity to cope with some displaced traffic.
- All school pupils should receive STARS training (many Barnet schools are already involved in the STARS proposal), TfL's accreditation proposal encouraging active travel to school, prior to implementation so that they are aware of their alternatives to driving to school.

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[34] 2016 London Atmospheric Emissions Inventory supplied by the GLA

[35] Hackney Council (2015) Hackney Play Streets Evaluation Report **https://drive.google.com/file/d/1-eVfUpOEzJtfJSTKL8bWnNX7yw89hQ7j/view**; Richmond Council (2019) Play Streets **https://www.richmond.gov.uk/play_streets**

[36] East London Lines (2019) Hackney's safe school streets blueprint to be exported across the UK http://www.eastlondonlines.co.uk/2019/05/hackneys-safe-school-streets-blueprint-to-be-exported-across-the-uk/

[37] Croydon Council (2019) Outcome of formal consultation on school streets **https://democracy.croydon.gov.uk/documents/s16846/TMAC_20190724_School%20Streets%20-%20final.pdf**

[38] Gayhurst School, Hackney (2018) https://www.gayhurst.hackney.sch.uk/_files/images/news%20stories/school%20streets%20proposal/56F75EED118D77AE73D2217072DA8794.jpg

Requirements
- School Streets proposal costs can be very low, with the set-up cost of a pilot estimated between £5,000 and £150,000, depending on the size of the project[39]. Croydon's School Street extension is proposed to be fully self-financing from parking penalty charge notices.
- Depending on the program, on-street parking might have to be restricted, with retractable bollards or ANPR cameras installed.

Alternatives / Consequences of Inaction
- The number of children arriving by car will not decrease. Traffic conditions and air quality around schools will not improve.
- Children in Barnet could be susceptible to physical and mental health issues; obesity rates will not improve.
- The council can aim to increase the number of children walking and cycling to school through educational programmes. However, the degree of change that can be achieved by educational programs, without improved infrastructure, is limited.

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[39] Friends of the Earth (2018) Guide for local groups on School Streets **https://cdn.friendsoftheearth.uk/sites/default/files/downloads/Guide%20for %20local%20groups%20on%20School%20Streets_1.pdf**

Proposal W2: Low traffic neighbourhoods

Proposal Description

Too much traffic is reported as a barrier to walking by one in five Londoners. Restricting road access to specific types of vehicle at certain times of day can remove this barrier, improve road safety and increase active travel mode shares. Restricting road access in this way can build a series of Low Traffic Neighbourhoods.

Restrictions can be enforced either by physical infrastructure (bollards, raised kerbs, plants) or by automatic number plate recognition (ANPR) technology, often introduced in combination with a one-way street system. These are known as modal filters and can be adjusted on a case-by-case basis: residents, emergency services, buses, delivery and servicing vehicles and taxis / private hire can all be made exempt from these filters if enforced by ANPR.

Moveable barriers such as lockable bollards are particularly effective in implementing modal filtering that is adaptable to changes in traffic flow and access requirements. These filters can be placed on entrances to residential roads, allowing residents, emergency vehicles and registered delivery vehicles access, but blocking rat-running by forcing other traffic onto arterial roads.

Modal filtering could work in conjunction with Proposal PT5: Gateways and Proposal W3: Signage and wayfinding, to ensure a holistic approach and creation of spaces which prioritise pedestrian movement. This has the side-effect of improving the cycle environment, as shown in Figure 4.6.

The areas highlighted in Figure 4.5 have been chosen as areas of dense residential streets bounded by arterial roads which could make good areas to implement low traffic neighbourhoods, but further analysis is required to determine the most suitable locations.

Figure 4.5: Possible locations for Low Traffic Neighbourhoods
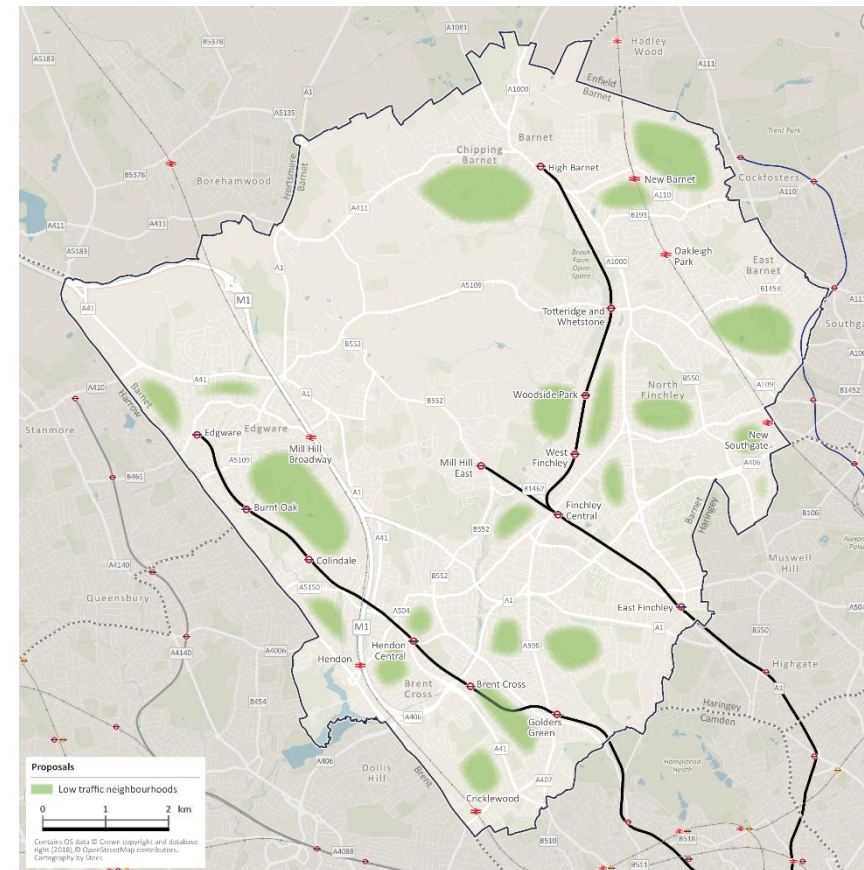
Figure 4.6: Example of modal filtering in Waltham Forest

Case study

43 modal filters were installed across the Walthamstow Village area as part of the borough's Mini-Holland proposal. These created a network of active travel zones, where walking and cycling was more pleasant and convenient than travelling by car.

The impacts of the proposal included an increase in active travel, a decline in congestion and in the number of cars, improved air quality, and widespread support from residents and visitors.

- 19% and 28% increase in walking and cycling trips respectively. Whereas Waltham Forest previously had very low levels of walking and cycling, residents are now walking for an extra 32 minutes and cycling for an extra 9 minutes per week than the Outer London average.[40]
- A simultaneous decline in road traffic, which decreased by 44% on average for roads within the area. Around 15% of traffic evaporated entirely.[41]
- These impacts have resulted in improved air quality.

Despite initial controversy and resistance, only 1.7% of residents would scrap the proposal and go back to how it was before, whereas 55% of residents would not change anything. 100% of

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[40] Waltham Forest Council (2018) Enjoy Waltham Forest Walking and Cycling Account 2017/18 **https://www.enjoywalthamforest.co.uk/wp-content/uploads/2019/01/Final-Walking-Cycling-Account-201718.pdf**

[41] Living Streets (undated) A Guide to Low Traffic Neighbourhoods **https://www.livingstreets.org.uk/media/3844/lcc021-low-traffic-neighbourhoods-detail-v9.pdf**

visitors to the area said the proposal was either good or very good.[42]

Fit for purpose

- Access for commercial vehicles, emergency services and buses must be considered and maintained where possible, and any other impacts on these vehicles should also be considered.
- Each neighbourhood should be walkable in approximately 10-15 minutes and then joined to other neighbourhoods across distributor roads and around key transport interchanges.
- The council should collaborate with the police to ensure the enforcement of modal filtering.

Requirements

- The Waltham Forest proposal (inclusive of Mini-Holland projects) cost £27 million to plan and implement.
- A full study would be required to zone areas of the borough and recommend the types of filtering applied in line with guidance.[43]
- Enforcement of flexible modal filtering would require the installation and monitoring of ANPR cameras.
- Regeneration and Growth Areas present ready opportunities for piloting and rolling out new low traffic neighbourhoods.

Alternatives / Consequences of Inaction

- Residential roads will continue to be used as rat-runs which, in turn, may deter residents from choosing to walk and cycle for local trips.
- Residents and visitors in Barnet will continue to use private cars for short journeys, which will contribute to congestion, worsening air quality and can have adverse health impacts.

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[42] Waltham Forest Council (2018) Enjoy Waltham Forest Walking and Cycling Account 2017/18 **https://www.enjoywalthamforest.co.uk/wp-content/uploads/2019/01/Final-Walking-Cycling-Account-201718.pdf**

[43] Key guidance documents include:

Living Streets (2018) A Guide to Low Traffic Neighbourhoods **https://www.livingstreets.org.uk/media/3844/lcc021-low-traffic-neighbourhoods-detail-v9.pdf**

London Cycling Campaign (2020) Climate Safe Streets: Delivering Zero Carbon Roads in London by 2030 **https://s3.amazonaws.com/lcc_production_bucket/files/13596/original.pdf?1584617987**

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Proposal W3: Signage and wayfinding

Proposal Description

Signage and wayfinding can encourage walking by:

- Highlighting routes that avoid traffic
- Displaying journey time information
- Advertising points of interest, such as green spaces.

Highlighting walkable routes away from roads with traffic and displaying information on journey times can reveal aspects of the borough that people otherwise may not know about, or not know how close they are to walk.

Furthermore, the installation of maps creates the opportunity to build in accessibility features, including information in braille and / or drinking fountains.

Figure 4.7: Possible signage and wayfinding proposal locations – town centres and stations
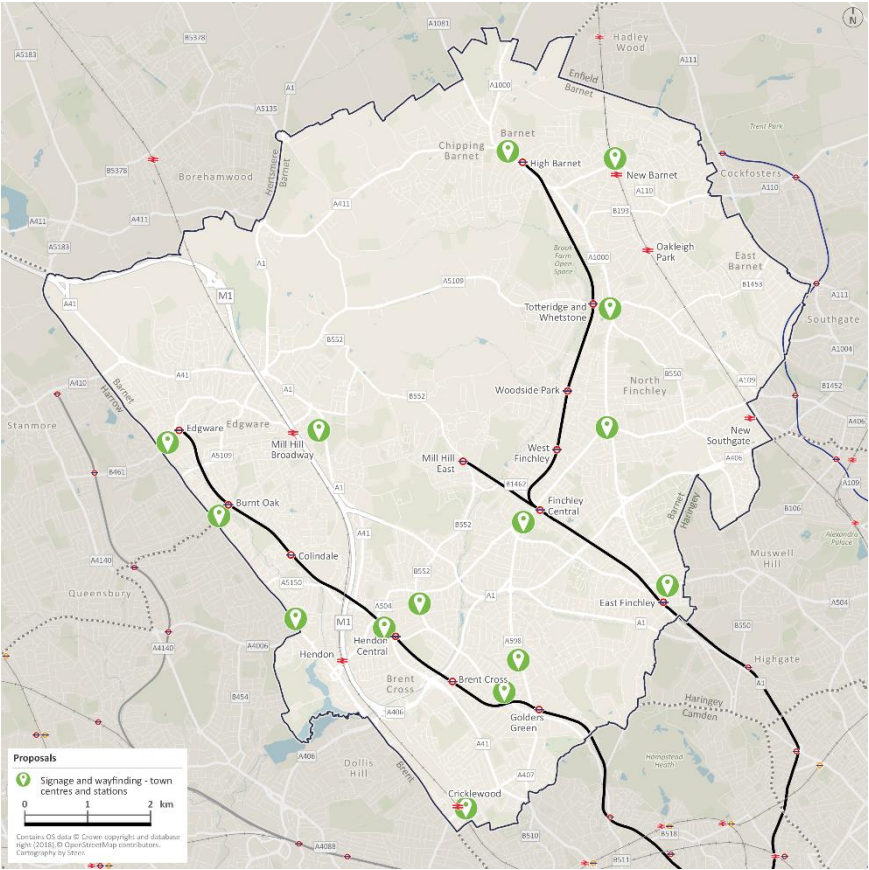
Case Study

Production and installation of maps showing the local area within a walking distance has been completed across parts of London through TfL's "Legible London" scheme.

TfL's Legible London scheme was initially carried out in Richmond and Twickenham, which resulted in:

- 7,000 additional weekday pedestrian trips
- Increased pedestrian confidence in exploring the local area from 49% to 76%
- Over half of respondents agreeing that the maps encouraged them to walk more often and walk to places they would not walk to before[44].

Figure 4.8: Legible London map

Fit for purpose

- Easy to spot, read and understand by all.
- Not blocking other pedestrians or cyclists and are within a safe distance from motorised traffic.
- Accessibility features should be incorporated.

Requirements

- The cost would be dependent on the breadth of the proposal. The costs of providing a Legible London proposal for an Outer London town centre (Kingston Town Centre) were estimated at under £200,000 in 2013.[45]

Alternatives / Consequences of inaction

- An illegible environment might deter people from walking and cycling, but also from using public transport.
- As an alternative to Legible London maps, the council could design and deliver a bespoke mapping proposal. However, it is likely that a proposal delivered in conjunction with TfL as an extension to the existing Legible London project will be more cost-effective and easier to understand and maintain consistency with the rest of London.

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44 TfL (2010) Legible London proposal evaluation in new areas. **http://content.tfl.gov.uk/legible-london-proposal-evaluation-new-areas-report.pdf**

45 The Royal Borough of Kingston Upon Thames (2013) Introduce Legible London in Kingston Town Centre

https://moderngov.kingston.gov.uk/documents/s48208/Legible%20London%20for%20KT.html?CT=2

Proposal W4: Active route – the Barnet Loop

Proposal description

The council has already established active trails, The Mayor of Barnet's Golden Kilometre initiative and Healthy Heritage walks, encouraging people to walk, run and cycle for leisure.[46] This not only creates a pleasant borough, it also supports the Joint Health and Wellbeing Strategy by providing routes for exercise.

Additional routes through the borough's greenspaces could extend the Silk Stream Valley Greenwalk and Dollis Valley Greenwalk, creating a 17-mile loop around the borough for recreational walking, running and cycling. The Barnet Loop also has the ability to close to town centres, leisure facilities and transport hubs in the borough.

A pleasant recreational walking, running and cycling environment would also encourage active travel to destinations such as schools and shops by providing an environment where people can build confidence on foot, cycles and scooters away from roads. In addition, with the increase in properties in the borough without private gardens, this will support access to greenspaces. For example, the routes could be used by families to teach their children to ride a bike or are a safe space for children to use their scooters.

The council recognises that runners, cyclists and pedestrians on shared paths can come into conflict. By involving stakeholders such as walking associations, cyclist groups and local residents in the design process from the outset, a space that recognises the needs of all these groups can be created.

Fit for purpose

To create a welcoming environment for all, the Barnet Loop will need to be traffic-free where possible. When it is on quiet residential roads, these could be exemplars of Healthy Streets, with minimal traffic, plenty of space on pavements and amenities such as trees.

The Barnet Loop needs a distinctive and comprehensive signage and wayfinding strategy, both helping people find their way and to give the Loop a coherent and enjoyable character.

Where practical, separate space should be provided for pedestrians and cyclists. Where this is not possible, there should be clear pedestrian priority.

Requirements

The council must identify the precise routing for the Barnet Loop.

Funding will be needed for ongoing maintenance of walkways and signs.

Alternatives / Consequences of inaction
- Few people encouraged to walk, run and cycle, so the mode share target unlikely to be met
- Health problems associated with lack of exercise

Figure 4.9: Proposed Barnet Loop route

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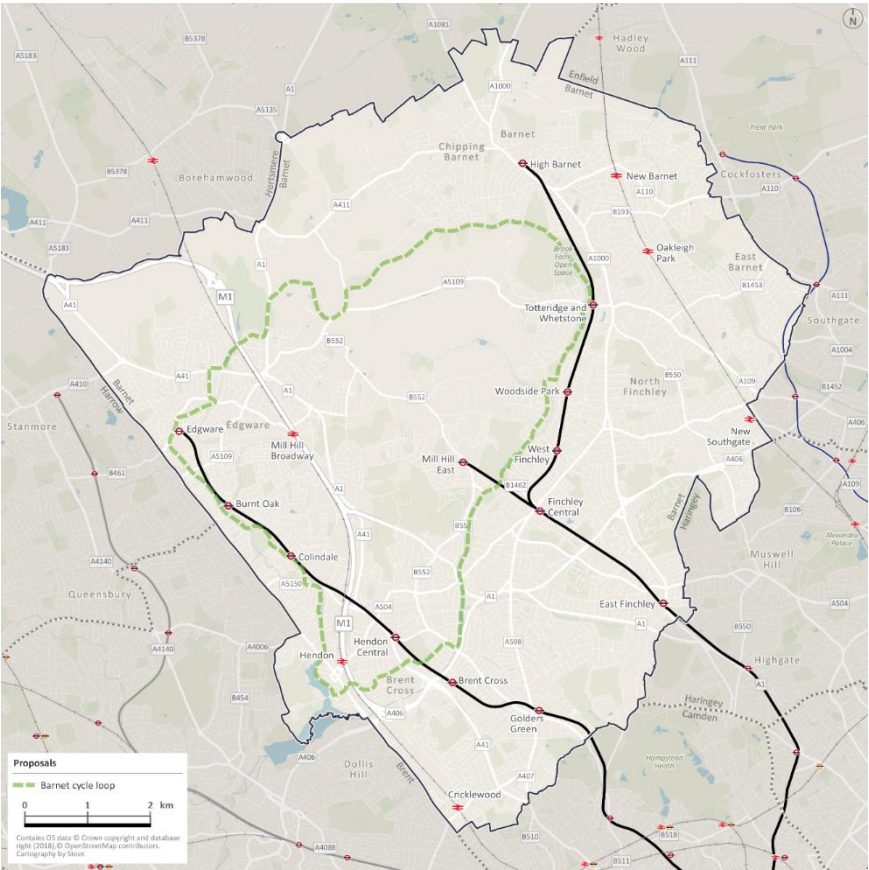
[46] The Council (2019) Healthy Heritage Walks **https://www.barnet.gov.uk/health-and-wellbeing/healthy-heritage-walks**;

The Council (2019) Active Trails **https://www.barnet.gov.uk/parks-sport-and-leisure/walks-and-trails/walking-running-and-cycling-trails**

Proposal W5: Investing to improve the footway network

Proposal Description

Uneven and damaged footways can create barriers to walking. This is a particular concern for people with mobility difficulties, sight impairments and people using equipment to aid mobility such as walking aids, wheelchairs and pushchairs.

Improving footways can make walking more pleasurable and reduce fears of tripping and falling. The council has been investing in the borough's highways and footways for the past four years, and since 2014 has invested in excess of £40 million to improve our roads. Whilst the works take place action is also taken to tidy up associated infrastructure and generally reduce street clutter[47].

Highways and footways really do matter to Barnet's residents, businesses and visitors, and the council's public opinion surveys continually highlight dissatisfaction with the condition of local roads. Public pressure can often result in short term fixes, rather than properly planned and implemented longer term solutions. The proposed programme aims to stop the requirement for short term repairs that provide poor value for money and often undermine the structural integrity of the asset.

When investing in the footway, the council will not merely seek to repair and replace what is already there, but will use investment as an opportunity for identifying improvements. For example, introducing new pedestrian crossings to facilitate walking routes or installing appropriate lighting on walking routes. Opportunities for expanding the footway space will also be sought.

Fit for purpose

The investment aims to create a safe and smooth surface enabling everyone, including wheelchair users and people with pushchairs, to use the footways in all seasons. The council is open to the consideration of the restoration of walking routes where legal rights of way exist but routes are currently impassable.

Supporting amenities such as trees, innovative solutions to materials such as rubber crumb is used to deal with tree roots around / close to trees, which will enable the tree to continue to

grow and provide a permeable material for drainage whilst also ensuring that damage to the footway caused by tree roots is minimised. This also support the council's Tree Policy[48] and meets the Mayor of London's Transport Strategy objective of providing alternative sustainable transport options and creating safe and enjoyable environment for walking. The council is committed to proposals in Barnet's Local Implementation Plan to deliver walkable neighbourhoods and healthy streets improvements around town centres and transport hubs to complement the strategic network of routes, making walking more attractive for short journeys.

Requirements for delivery
- The council will continue to identify and prioritise roads for footway renewal. Funding will be needed for ongoing maintenance.

Alternatives / Consequences of inaction
- Fewer people walking and so the mode share target unlikely to be met.
- If footways are left to deteriorate there is an increased chance of cracks and uneven surfaces forming and thus a greater risk of slips and trips and increased third party claims against the council.
- Health problems associated with lack of exercise and not improving the health and wellbeing of Barnet residents.

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[47] https://barnet.moderngov.co.uk/documents/s44240/Highways%20Planned%20Maintenance%20Programme%20201819.pdf

[48] Barnet Tree Policy https://www.barnet.gov.uk/parks-sport-and-leisure/barnet-tree-policy

Cycling

Vision

Safe infrastructure and plentiful cycle parking will make cycling in Barnet pleasant and convenient. Routes should link town centres and transport hubs, as well as providing access to Barnet's leisure facilities and greenways.

Overview

Benefits

Cycling, in this document, is used to encompass a variety of vehicles, more and more of which are becoming available as technology improves. Bicycles, adapted cycles, electric bikes, scooters, electric scooters and other forms of micromobility are all included here under cycling.

Cycling has many of the same benefits as walking: it is relatively inexpensive, healthy and emission-free way to travel. It is also space efficient: one car parking space can provide parking for twelve bicycles.

Cycling can also be very convenient. The average cycling speed is three times higher than the average walking speed, meaning longer journeys can take less time and effort. Adapted bicycles can also be used as mobility aids.

Objectives of the strategy	Rating	Explanation of rating
Barnet's transport network enables sustainable growth that creates better places to live and work, supports local businesses to thrive, and is flexible, adapting to future opportunities presented by technology and travel patterns.	★★★★☆	Cycling improvements can encourage higher spending along the route by reducing air pollution and creating a more pleasant environment for shopping.
Transport in Barnet keeps the borough moving, enabling people and goods to move within and beyond the borough efficiently using high quality orbital and radial links.	★★★★☆	Cycling is a very space efficient and flexible mode of transport over medium distances.
All users can use the transport system regardless of age, ability and income, and the negative impacts of transport are limited.	★★★★☆	Cycling is low-cost. Although cycles can be mobility aids, not everyone is physically able to cycle. However, electrically assisted cycles are now enabling more people to cycle.
Transport contributes positively to the health of the borough, by prioritising active travel and ensuring air quality is good.	★★★★★	Cycling is emission-free and an easy way to achieve some of the 150 minutes a week of physical exercise recommended by the NHS.
The road network and transport system in Barnet is safe and residents and visitors feel safe across all transport modes.	★★★★☆	Cyclists pose less risks in case of collisions than other vehicles, although design of cycle routes must take account of possible conflict with pedestrians.

Potential

Only 2% of trips in Barnet are currently cycled, a number that is significantly lower than some neighbouring boroughs. For example, 8% of trips in Haringey are cycled.[49]

TfL estimates there are 390,000 daily trips currently undertaken by motorised transport which could be cycled. The majority – 345,000 – of these trips are currently driven, with the remainder using bus or rail.

The A1000, Ballard's Lane, Woodhouse Road, the A5, Devonshire Road B1462 and the B552 have all been identified as routes of potential by TfL.

Barriers

Some of the most common reasons that prevent Londoners from cycling include:

- Cycling regarded as an activity 'not for people like me' – 49%
- Fear of collisions – 46%
- No access to a cycle – 45%
- Fear of bicycle theft – 25%
- Being too old or unfit – 22%
- Poor cycling infrastructure – 16%[50]

The hilly topography of Barnet is also a barrier. Although offering scenic routes and panoramic vistas which can encourage leisure cycling, the hills can compound the feeling of being too unfit, especially for less experienced cyclists.

Strategy in Barnet

The Strategy aims to encourage cycling by:

- ensuring developments include cycle parking and shower and changing facilities;
- providing appropriate cycle routes and opportunities for people to cycle to or from another mode of transportation (bus, train, tube); and
- increasing residents' access to bicycles, particularly e-bikes.

To complement these measures, cycle training and cycle events will be used to enable people of all ages and abilities to enjoy cycling.

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[49] Transport for London (2018) London Travel Demand Survey

[50] Transport for London (undated) Cycling Action Plan: Making London the world's best city for cycling **http://content.tfl.gov.uk/cycling-action-plan.pdf**

Action plan

Table 4.3: Cycling action plan

Reference	Proposal	Location	Estimated Cost (total excl. staff costs)	Timing	Potential Funding	Council Role	Key stakeholders
C1	Cycle parking	Transport gateways, offices, schools and town centres and new residential areas	£100,000 per year	2020-2025: high cycle parking standards for new developments 2025-2030: town centre improvements	TfL LIP allocation, S106, Council resources	Install; support and encourage developers to install	Developers, TfL
C2	Cycle network	Whole borough, focussing on town centres, new developments and key destinations	£250,000 per km	2020-2025: provide safe routes to stations 2025-2030: town centres 2030-2035: arterial routes	TfL LIP allocation, Liveable Neighbourhoods	Full responsibility – although close work with TfL and developers would be required depending on the ownership of the road	Developers, TfL
C3	Cycle provision	Densely populated areas and new developments	-	2020-2025: identify private sector partner 2025: review partnership	Private sector	Support and encourage private companies	Private sector providers
C4	Cycle training	Consider across the whole borough and to everyone	£300,000 per year	2020-2041	TfL	Full responsibility	TfL

Proposal C1: Cycle Parking

Proposal Description

The lack of safe cycle parking stops people cycling: a third of victims of bike theft have stopped cycling and more than 50% of Londoners regard lack of cycle parking provision as a main obstacle to cycling. [51]

TfL estimates that in the long term, Barnet needs approximately 1,000 additional on-street cycle spaces.[52] Cycle parking should be provided at transport gateways, offices, schools and town centres in line with TfL's Cycle Parking Implementation Plan; residential areas should also be addressed because as many as 58% of Londoners do not have space to store a bicycle at home.[53] This is particularly pertinent in areas of dense new development such as Colindale and Brent Cross, where the council may be able to extend schemes such as the installation of 30 bike hangars at Barnet Homes locations since 2016 providing 180 cycle parking spaces.

Standards for cycle parking provision in new development are set out in the London Plan; the quality is determined by the London Cycle Design Standards.

Types of cycle parking include:

- Bike hangars – enclosed and lockable hangars are suitable for residential areas and can typically accommodate 6 bicycles, replacing one car space. The cycle hangar offers a secure solution to long-term cycle parking. The first on-road cycle hangar on Somerton Road near Cricklewood was officially launched in June 2019. Residents can rent a space in a cycle hanger for an ongoing cost to the resident which is currently £72 per year.
- Sheffield stands – open stands that offer two bike / cycle parking spaces are suitable for town centres. Typically placed on the side of a pavement or along building frontage, these are useful for short term parking.[54]

- Two-tier racks offer high capacity parking cycle parking, suitable for transport hubs and places with limited space.

Figure 4.10: Example of bike hangar on Somerton Road, near Cricklewood

Fit for purpose

- Cycle parking should conform to London Cycle Design Standards Chapter 8.
- Cycle parking should be provided in accessible locations which will not hinder pedestrian, bus or vehicle movements.
- Cyclists should feel safe to lock their bicycles in provided cycle spaces – the stands should be well-maintained, well-lit and, where possible, located in areas covered by CCTV.
- Cycle parking stands should enable all bicycles, including accessible and adapted cycles, to be locked including both wheels and frame.

Requirements for delivery

- The cost will depend on the type and number of cycle spaces. While cycle parking can be installed by the council, especially in town centres and green spaces, the council will need to work with TfL, developers and business owners to ensure sufficient provision of high-quality cycle parking on private land.
- Land would need to be identified around transport hubs and town centres to install cycle parking. In residential areas,

where demand is identified, reallocation of space away from on-street car parking may be necessary.
- Cycle parking standards are included in the Local Plan for new developments. Where possible and in areas of high footfall, cycle parking should be situated in the carriageway / a parking bay in order to reduce clutter on the pavement.

Alternatives / Consequences of Inaction

- Fewer people cycle because of inconvenience
- Increased bicycle theft
- Perception that cycling is not prioritised in the borough.

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[51] TfL (2019) Cycle Parking Implementation Plan. **content.tfl.gov.uk/cycle-parking-implementation-plan.pdf**

[52] TfL (2019) Cycle Parking Implementation Plan. **content.tfl.gov.uk/cycle-parking-implementation-plan.pdf**

[53] TfL (2019) Cycle Parking Implementation Plan. **content.tfl.gov.uk/cycle-parking-implementation-plan.pdf**

[54] TfL (2006) Workplace Cycle Parking Guide **http://content.tfl.gov.uk/Workplace-Cycle-Parking-Guide.pdf**

Proposal C2: Cycle Network

Proposal Description

A cycle network could encourage people to cycle who are intimidated by fast flowing traffic and competition with cars. Fear of collisions is currently a barrier to cycling for 46% of Londoners; removing this barrier should increase the cycling mode share. Designated cycle routes reduce the number of collisions by 50%; protected cycle lanes by 90%.

This cycle network should accommodate personal mobility needs and accessible cycles, boosting social equality by providing disabled people with greater choice of ways to travel. The Government is currently reviewing the legislation around e-scooters and considering trials; if, as expected, these are legalised, the cycle network will provide direct, safe routes for their use.

Cycle lanes conforming to relevant TfL and government standards could be implemented on key routes identified as potential cycling corridors. Cycle routes need to be direct, allowing for connections between residences and town centres as well as transport hubs and hospitals, for staff and patients. The council's Local Implementation Plan includes the development of a cycle network; this strategy endorses those proposals.

The Strategy should focus on corridors of high demand such as those identified by Transport for London, as well as local trips around town centres and stations as highlighted in Figure 4.11.

For leisure cycling, a Barnet Loop could be created (see Proposal W4: Active route – the Barnet Loop). This would convert the Dollis Valley Greenwalk into a loop, by linking the existing start and end points at Moat Mount Open Space and Windsor Open Space via West Hendon and Edgware.

Design of segregated routes will need to take account of other road users, such as their impact on motorcyclists.

Figure 4.11: Potential focus for cycling network[55]
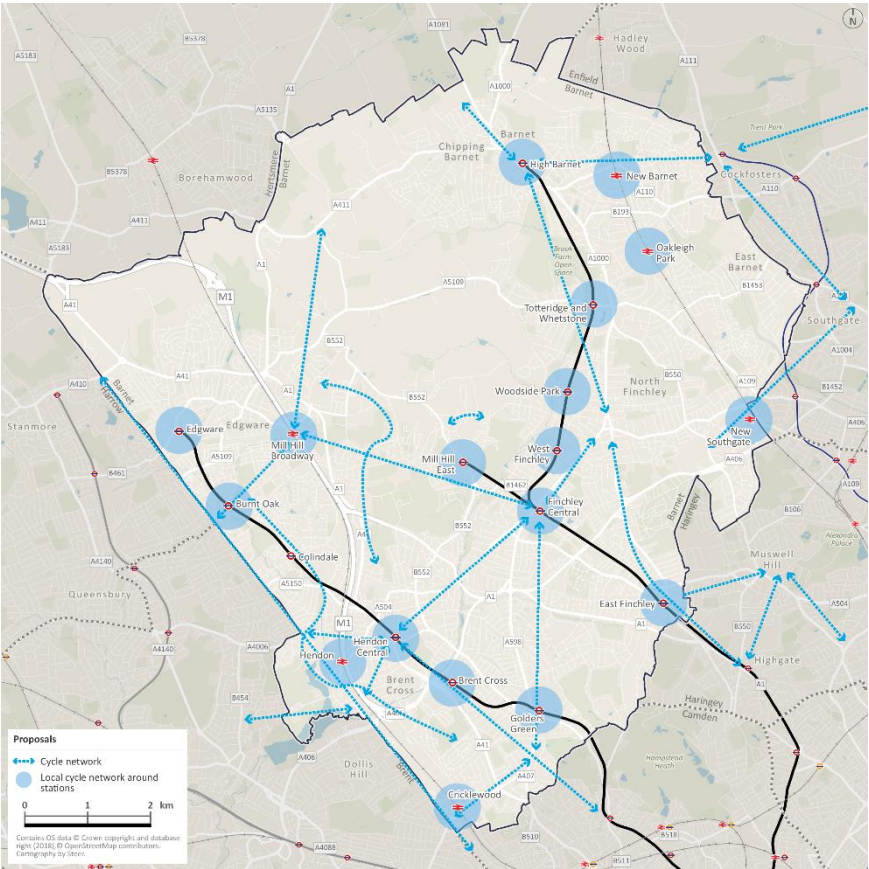
Case Study

The best examples of cycle lane introduction in Outer London are the Mini-Holland proposals introduced in Kingston, Enfield and Waltham Forest. Cycling increased by 18% in Waltham Forest after the introduction of interventions separating cycle routes from traffic.

Moreover, across all three proposals there was no evidence that more time was being spent in cars due to congestion or that perceptions of the walking environment had deteriorated, showing successful engagement with all transport users, including pedestrians.[56]

Fit for purpose

- In line with TfL's New Cycle Route Quality Criteria and the Government's Gear Change: A bold vision for cycling and walking, cycle routes must provide protection for cyclists, either by avoiding roads with heavy traffic or by physically segregating areas for cycling.[57] Creating routes of this quality should mean that people who do not currently cycle are encouraged to do so.
- Cycle routes could be provided between areas which have the potential to attract cyclists, including key regeneration sites. They would need to be direct routes. The following routes are among the highest priority connections according to TfL analysis:
  - North Finchley to Totteridge and Whetstone;
  - North Finchley to High Road and Ballard's Lane;
  - Finchley to Hornsey, which the council are already working on; and
  - North Finchley to Highgate.
- Cycle routes should begin and end in areas where cyclists can join them with ease. This means including cycle priority junctions where appropriate, such as box junctions and priority lights.
- The network should be clearly signed, enabling cyclists to find their way and easily assess the effort required to complete their journey. Signage also advertises the route to new and potential cyclists and makes other road users alert to the likely presence of cyclists.

Requirements for delivery

- If direct routes cannot be installed on back roads, road space on main roads would need to be reallocated to create room for segregated cycle routes. This may require removal of on-street parking. This would be assessed on a case-by-case basis. Traffic lights which will release cyclists before road traffic would be needed to be installed at key junctions. Some key junctions would need to be redesigned.
- According to TfL's Cycling Action Plan, boroughs will be able to access a cycling fund destined to deliver 450km of cycle

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[55] Based on The Council (2019) Local Implementation Plan

[56] Aldred, R. (et al.) (2019) Impacts of an active travel intervention with a cycling focus in a suburban context: One-year findings from an evaluation of London's in progress mini-Hollands programme in Transportation Research Part

A: Policy and Practice
https://www.sciencedirect.com/science/article/pii/S0965856417314866

[57] TfL (2019) New Cycle Route Quality Criteria http://content.tfl.gov.uk/cycle-route-quality-criteria-technical-note-v1.pdf

Department for Transport (2020) Gear Change: A bold vision for cycling and walking
https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/904146/gear-change-a-bold-vision-for-cycling-and-walking.pdf

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routes. To access the fund, the routes must be in line with TfL's cycling potential analysis.

- The council will engage with residents and cycling groups to ensure the public are informed of changes and to encourage the uptake of cycling.
- S106 and CIL money can be used from developers: cycle routes would be required to realise housing development densities.

Alternatives / Consequences of Inaction

- Inaction would mean that congestion in Barnet significantly worsens, as the increasing population means increasing demand for trips with insufficient road capacity.
- If cycle routes are not provided then significant shift from private cars to cycling will not happen, regardless of alternative improvements such as cycle parking and educational programmes.

Proposal C3: Cycle Provision

Proposal Description

While the cost of cycling is significantly lower than the cost of owning a car, some people can be discouraged by the upfront cost. Cycle hire proposals provide access to bicycles without large upfront costs or responsibility for maintenance.

Such proposals are becoming increasingly popular are now available across London. While the council is already collaborating with bike sharing companies such as Beryl, there may be scope to further expand the cycle hire provision in the borough. Traditional docked hire proposals, such as TfL's Santander Cycles, are less suitable for Barnet's development density as they are less flexible.

Case Study

Brighton Electric Cycle Trial saw 80 employees being loaned e-bikes for a period of 6 to 8 weeks. Participants were chosen among those who were driving to work, were predominantly non-cyclists and had low levels of physical activity. Brighton was chosen as a trial city due to its hilliness and windiness – conditions shared by Barnet.

Three out of four participants used the bikes at least once, with 15 participants using them every day. In addition to 49 participants who noted a decrease in car travel to work (either as driver or passenger), a 20% reduction in car miles travelled was observed. Almost half of the trial group said that they would like to have an e-bike available to use in future.[58]

Fit for purpose
- Given Barnet's topography and demographics, electric bicycles are likely to be more effective than standard bicycles. Over one in five Londoners quote being too old or unfit as a barrier to cycling; electric bicycles offer similar advantages to conventional bikes when compared with a car – improved air quality, reduced road congestion and improved road safety – but require less physical effort.
- The proposal would need to be launched in areas where there is a population with high cycling potential to ensure sufficient uptake.

- Existing training and infrastructure should be extended to ensure safe and frequent travels.

Figure 4.12: Topographic map of North London[59]
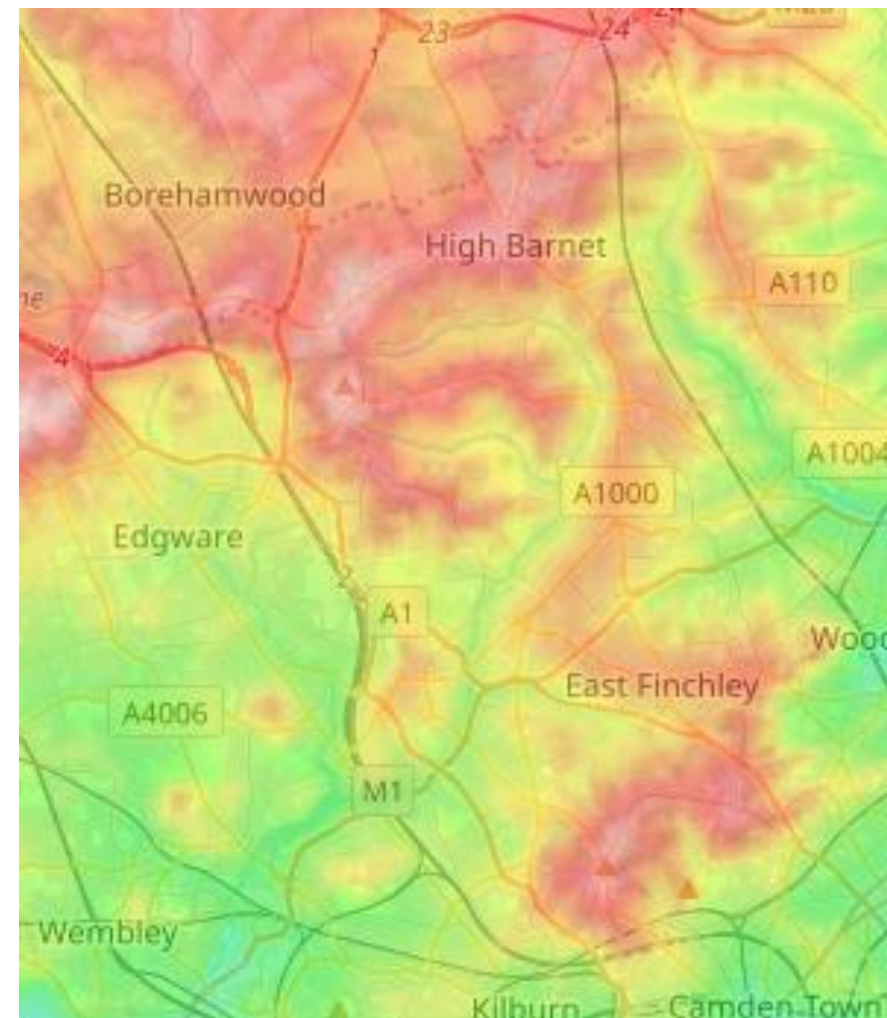
Requirements for delivery
- The introduction of a dockless bike sharing proposal would require partnership with a private company.
- The proposal will need to be managed to ensure the streetscape is not cluttered by dockless bike parking, creating accessibility problems.
- Spaces for dockless bike parking would need to be provided at designated areas and should be identified by the council in collaboration with the provider. This would avoid negative

perceptions associated with dockless cycles blocking pavements.

Alternatives / Consequences of Inaction
- If electric bicycles are not provided people may be discouraged from cycling in uneven, hilly terrain, despite other improvements to cycling infrastructure such as cycle lanes and cycle parking.

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[58] Cairns *et al.* (2017) Electrically-assisted bikes: Potential impacts on travel behaviour. **https://doi.org/10.1016/j.tra.2017.03.007**

[59] https://en-gb.topographic-map.com/maps/lpj5/London/

Proposal C4: Cycle Training

Proposal Description

People often feel unsafe when cycling. This perception of danger is one of the biggest barriers to more people cycling. As well as improving the Cycle Network, the council would also extend its training schemes to equip people with the necessary skills to navigate traffic with confidence. We need to consider specific requirements and ensure all relevant groups have access to training. Where required, training for specific or targeted groups can be undertaken.

The council already run training schemes for all types of cyclists. These range from adapted cycle events supporting disabled people, to training in schools Bikeability training and free Dr Bike sessions on the first Thursday of every month. Training is provided free-of-charge for anyone who lives, works or studies in Barnet for people of all skill levels: there are basic, urban, advanced and family courses.

These will be expanded as more people are encouraged to shift to active travel.

Fit for purpose
- Training must be adapted to the skill level of the participants.
- Training must be integrated with the creation of safe cycling routes, in line with the proposals above.

Requirements for delivery
- Council funding and partnership with schools and employers

Alternatives / Consequences of Inaction
- Fewer people cycling as barrier of perceived safety remains

Public Transport

Vision

Public transport will be the preferred mode for medium and long-distance journeys in Barnet and across the borough boundary into other boroughs and counties such as Hertfordshire. Journeys will be pleasant, quick, reliable and convenient whether travelling into Central London or across the borough.

Overview

Benefits

Not all journeys can be walked or cycled. Public transport, encompassing bus, rail and Underground, is a space efficient and safe way to travel. It is also increasingly environmentally friendly: London's first two double-deck all electric buses are planned to be introduced in 2020 on routes serving Barnet.

Good quality public transport is critical to unlocking employment and residential development opportunities and is critical to creating a better Barnet. If fast, cheap and reliable, it can be a viable alternative to car travel.

Using public transport often includes short active trips by foot or cycle to and from bus stops or stations at the beginning and end of a journey. In London, trips involving public transport contribute to 50% of walking trips[60]. Given the demographic of the borough's inactive population, encouraging walking or cycling for limited distances can be the first step in ensuring sufficient levels of physical activity.

Objectives of the strategy	Rating	Explanation of rating
Barnet's transport network enables sustainable growth that creates better places to live and work, supports local businesses to thrive, and is flexible, adapting to future opportunities presented by technology and travel patterns.	★★★★☆	Rail and bus routes are relatively inflexible compared to other modes of transport.
Transport in Barnet keeps the borough moving, enabling people and goods to move within and beyond the borough efficiently using high quality orbital and radial links.	★★★★★	Public transport is the highest capacity form of transport, ensuring limited space is used in the most efficient way.
All users can use the transport system regardless of age, ability and income, and the negative impacts of transport are limited.	★★★★☆	Public transport provides a cheap alternative to car journeys. Although not always accessible, this is improving.
Transport contributes positively to the health of the borough, by prioritising active travel and ensuring air quality is good.	★★★★☆	Emissions per passenger journey are lower when compared to cars. Likely to incorporate active transport as first/last mile.
The road network and transport system in Barnet is safe and residents and visitors feel safe across all transport modes.	★★★☆☆	Rail is a very safe mode of transport; buses are involved in fewer collisions than cars. However, personal safety on both modes is an issue.

Potential

The potential to shift from private to public transport is only limited by the extent and frequency of the public transport network. The Northern Line is very popular: it is the most crowded of all London Underground lines in the AM peak. Increasing capacity should result in an improved service and therefore more trips.

The bus network in Barnet may well increase: TfL has committed to redistributing bus capacity from overprovisioned Central London to underserved Middle and Outer London.[61] The council should try to use this opportunity to provide its residents with more fast, reliable and direct services.

Although capacity may become an issue on the Northern Line, Great Northern and Thameslink services have spare capacity which can be used to access Central London.

Barriers

People might be discouraged from using Public Transport due to or due to perceptions of poor quality services. Despite as many as 97% of Barnet's residents living within a five-minute walk of a bus stop, bus use only accounts for approximately 10% of trips in Barnet. The frequency, reliability and destinations served from each bus stop vary significantly. Despite this, routes that pass-through Barnet have seen increased patronage since 2010.[62]

Four in five Londoners were not satisfied with the quality of information regarding the bus network. It is important to ensure that public transport links not only exist, but the information about them is easily accessible and understandable. Technology (including apps such as Citymapper) can help address this issue.

Strategy in Barnet

Although Barnet benefits from good radial routes into Central London on Thameslink services and the Northern Line, these will come under increasing pressure as the population of the borough increases. The council will lobby both operators for upgrades to these services to cope with increased demand, as well as Great Northern to improve their frequencies.

Improving orbital connections across the borough and into neighbouring areas is vital so that residents have a choice of ways to travel.

The radial connections need to be upgraded to cope with increased demand. The council will need to collaborate with public transport providers, such as TfL or Arriva to ensure these

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[60] Greater London Authority (2015) Health Impacts of Cars in London **https://www.london.gov.uk/sites/default/files/health_impact_of_cars_in_london-sept_2015_final.pdf**

[61] Transport for London (2019) TfL proposes new outer London route as it confirms plans for central London's buses **https://tfl.gov.uk/info-for/media/press-releases/2019/april/tfl-proposes-new-outer-london-route-as-it-confirms-plans-for-central-london-s-buses**

[62] Transport for London (2017) Bus Network Report. **https://www.london.gov.uk/sites/default/files/bus_network_report_final.pdf**

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upgrades are carried out, for example the Camden Town capacity upgrade.

Technology is creating opportunities for areas without sufficient demand to cater for traditional public transport operations. The council will explore these to ensure residents can access the public transport network.

Action plan

Table 4.4: Public transport action plan

Reference	Proposal	Location	Estimated Cost (total excl. staff costs)	Timing	Potential Funding	Council Role	Key stakeholders
PT1	Express and orbital bus routes	Linking West London Orbital, both branches of the Northern Line, Great Northern, Piccadilly, Jubilee and potential Crossrail 2 lines	Up to £40m	2020-2022: improve orbital quick wins 2022-2025: continuous bus lanes 2025-2035: Possible segregation	Mayoral CIL, Borough CIL	Develop concepts and work with TfL on feasibility studies	TfL to fund and operate. Council to maintain
PT2	Improving existing bus network	Whole borough	£1m - £5m	2020-2030	LIP allocation, Liveable Neighbourhoods	Encourage and support	TfL
PT3	Improve existing rail and Underground services	Great Northern, Thameslink and Northern Line	-	2020-2030	TfL, rail franchising	Lobby	Franchise holders, London Underground
PT4	On-demand services	Less densely populated areas	-	2025-2030	Liveable Neighbourhoods	Encourage and support	TfL to implement
PT5	Gateways	Key public transport hubs such as tube and train stations	Dependent on scheme	2020-2030	Liveable Neighbourhoods	Encourage and support, part fund, lobby, direct s106	Network Rail, S106, TfL

Proposal PT1: Express and Orbital Bus Routes

Proposal Description

Orbital journeys in Barnet by public transport are currently very difficult: although bus routes exist, they are often caught in congestion, reducing reliability and increasing journey times.

An efficient orbital service would not only join key destinations such as Hendon, Brent Cross, Finchley, New Southgate and Arnos Grove, but also provide resilience for radial routes such as Thameslink, Northern Line, Piccadilly Line, Jubilee Line and, in the future, Crossrail 2 and the West London Orbital by joining them together. This would involve close collaboration with neighbouring boroughs of Enfield and Brent.

Although a feasibility study would be required to determine the form this could take, a bus rapid transit could be a cost-effective option; rail is likely to be more expensive. A bus rapid transit differs from a normal bus service because it is segregated from traffic. Such a service would replace other bus routes serving the same destinations.

Routes would also need to be determined by a future feasibility study, which would detail likely impacts on the local area and existing bus routes. Initial ideas include routes along disused rail corridors such as Finchley to Finsbury Park, along either Ballard's Lane or the A406 as the highest priority corridor and routes further north as shown in Figure 4.13.

Case Study – Cambridgeshire Guided Busway

Cambridgeshire Guided Busway, opened in 2011, links Cambridge and neighbouring towns with 25 kilometres of segregated bus routes, making it the longest fully segregated busway in the world. The combination of segregation and a guided wheel system mean the Busway can accommodate bus speeds as high as 89 km/h. In the first year, a total of 2.5 million trips were made on the Busway, a figure 40% higher than the original estimates; this increased to 4.1m in the year to July 2018.[63]

Fit for purpose

- A route must be identified, linking key destinations and transport nodes and separated from traffic to ensure speed, reliability and frequency as much as possible.
- Local businesses and residents along the route must be able to load and unload.
- The Express Bus must be well-integrated to both the existing Oyster payment system, allowing interchange onto normal buses and the Underground and rail networks, and active travel networks in the borough.

Requirements

- Feasibility and strategic outline business case studies would be required, which would include costings, demand forecasting and route suggestions and impact assessments.
- Segregation may need to take place on existing roads: a new corridor like the Cambridge example is unlikely to be feasible and tunnelling is likely to prove too expensive. This would require a phased approach: first replace parking with a bus lane, then introduce segregation.
- Lessons should be learned from attempts to implement the West London Tram, which was permanently postponed by TfL in 2007 after residents raised concerns about the displacement of traffic onto residential streets.
- Liaison with TfL and bus operators necessary to ensure the feasibility, implementation and funding of any proposals.

Alternatives / Consequences of Inaction

- Congestion
- Poor air quality
- Poor road safety
- Poor physical health
- Poor network resilience
- One alternative would be light rail, as has been successfully introduced in Nottingham, Sheffield and Croydon. Although busways are considered a more cost-effective option, any feasibility study should also include alternative modes such as light rail.

Figure 4.13: Express buses joining key destinations (exact routes to be determined through a feasibility study)

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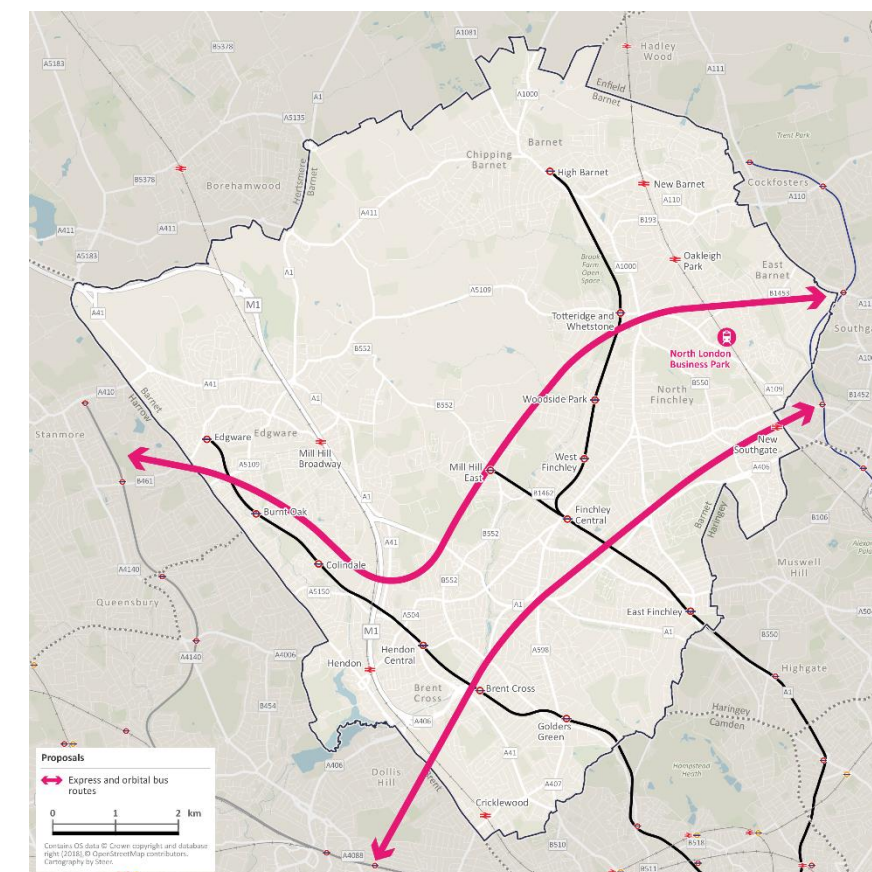
[63] Cambridgeshire County Council (2018) Economy and Environment Committee meeting Thursday 16 August 2018 https://cambridgeshire.cmis.uk.com/CCC_live/Document.ashx?czJKcaeAi5tUFL1DTL2UE4zNRBcoShgo=f7OS%2bLFI9JMErcKLDKTE9pN1D7NKsQdbsw1TaNs

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Proposal PT2: Improve existing bus network

Proposal description

Buses are a vital and growing part of Barnet's transport network: passenger numbers on routes passing through Barnet have increased by 9% since 2010. However, passengers wait approximately 20% longer than intended on high-frequency routes and travelling within the borough by car is typically two to four times faster than taking the bus.

Although 96% of Barnet residents live within a five-minute walk of a bus stop, these bus stops are not always served by routes that residents need. TfL and the council will look to extend services to areas that reflect the journeys that residents want to undertake.

In particular, the council will work with TfL to address the shortfall in buses serving hospitals, which affects both staff and patients. Since the COVID-19 pandemic, TfL have extended the night service between Barnet Church and Barnet Hospital, and will extend the 383 from Woodside Park to Finchley Memorial Hospital via North Finchley.

The Mayor of London's Transport Strategy has set Barnet a target of improving average bus speeds by 5-15%; in Barnet's case this would improve average bus speed from 10.7mph to between 11.3 and 12.4mph.[64] Other proposals within this strategy document will contribute to this by reducing congestion, particularly through encouraging more trips to be undertaken by walking, cycling and public transport. The council can also contribute to improving bus services in the borough through a series of prioritisation measures.

One method of prioritising buses over other forms of travel is bus lanes: if road space allows, one lane reserved exclusively for buses at certain times of day allows them to bypass congestion. Another form is smart SCOOT systems, which prioritise buses at traffic lights. The council could work with TfL to improve bus speeds, reliability and routing using a variety of methods. The remaining 9% of Barnet bus stops that are not currently fully accessible could be upgraded in collaboration with Transport for London.

Perceptions that buses are unsafe are also a barrier to use: this is particularly prevalent at night, when buses are often the only form of public transport available.

Fit for purpose
- To be a reasonable alternative to car, buses must run reliably, frequently and quickly to popular destinations.
- Passengers must feel safe on buses.

Requirements for delivery
- Liaison with TfL to identify and rectify underserved areas and junctions that cause delays, as well as personal safety measures.

Alternatives
- High car mode share, meaning greater congestion

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[64] TfL (2018) LIP Information to Boroughs

Proposal PT3: Improve existing rail and Underground services

Proposal description

Rail and Underground services are vital for Barnet residents wanting to access London: the ten areas that employ the most numbers of Barnet residents outside the borough are all served by stations on the Northern Line. The Northern Line will come under increasing pressure as the population of Barnet increases: it already operates at 130% of capacity between 8 and 9am on weekdays, the most crowded of all London Underground lines.[65]

There are two ways to relieve this pressure: increase the capacity of the line; and reduce demand on the line. Increasing the capacity of the Northern Line is dependent on Transport for London and London Underground. The council will lobby to prioritise investment in the line, to increase frequencies and relieve congestion at Camden Town, where issues are caused by people changing branch.

The increase in people working from home will help to reduce demand on the line: this has already had an appreciable impact on Fridays. The COVID-19 pandemic is likely to accelerate these changes in working patterns.

The other key way to reduce demand on the Northern Line is to provide a similar service on Thameslink and Great Northern services: these rail lines also serve large areas of the borough and Central London. Opening the new Thameslink station at Brent Cross West should help; other possibilities include a new Great Northern station at North London Business Park, to address the area between Oakleigh Park and New Southgate which is currently underserved.

The council has recently written to the Department for Transport encouraging the transfer of responsibility for Great Northern services to Transport for London.

Fit for purpose
- London Underground should take all reasonable steps to increase capacity so that increasing frequencies are possible to cope with the additional demand expected from housing developments close to stations.

- Great Northern services should increase in frequency as much as capacity at Moorgate will allow.

Requirements for delivery
- Control of Great Northern should pass to Transport for London if they will substantially increase frequency and capacity and improve customer service.
- Camden Town capacity upgrade.
- Increased train stabling to cater for an increased fleet on the Northern Line.

Alternatives / consequences of inaction
- Overcrowding on the Northern Line will increase, putting people off using the Underground. This will make it harder to meet the Mayor of London's mode share targets.

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[65] London Assembly (2019) Tube Capacity (1)
https://www.london.gov.uk/questions/2019/19838

Proposal PT4: On-Demand Services

Proposal Description

Some areas of Barnet are not densely populated enough to support rail links or frequent fixed bus links: not enough people would use the services to sustain high frequencies, and low frequency services are unattractive because they may not run at the time residents want or where they need to go. However, these areas should not be left without transport provision.

On-Demand bus services (also known as demand responsive transport, DRT) operate flexibly in response to local demand – they can adapt their routes and timings depending on the destinations of the passengers.

DRT typically allow passengers to book a ride via an app, website or through a telephone call, providing easy and quick access to the service. Where possible, On-Demand services stop in close proximity to the desired origin and destination of the passenger and provide a direct link between them, making DRT an inclusive choice for disabled people.

The areas highlighted in Figure 4.15 have low population densities, making them generally unsuitable for traditional, point-to-point bus routes. To ensure public transport coverage, on-demand services may be suitable in these areas.

Case study

In London, TfL are running two trials of On-Demand services in Sutton and Ealing.[66] No data has yet been published regarding their success, but the council will monitor these proposals.

ArrivaClick is an On-Demand service operating in areas of Liverpool, New Lubbesthorpe and Sittingbourne. More than half of ArrivaClick users switched from using cars in Sittingbourne; 43% of customers were using the service as part of their daily commute.

The New Lubbesthorpe branch obtained funding through Section 106 agreements. [67]

Figure 4.14: ArrivaClick On-Demand bus in New Lubbesthorpe

Fit for Purpose
- The DRT service must be accessible to all, both physically and in terms of technology. All drivers must be fully trained and vehicles suitably equipped to help passengers with impaired mobility. Bookings should be able to be via telephone as well as online and via an app.

Requirements
- TfL Partnership with an On-Demand transport company will have to be established.
- Cost will depend on the area covered by the proposal and the availability of services.
- The council (in conjunction with partners) would help to promote the services.

Alternatives / Consequences of Inaction
- Social isolation

Figure 4.15: Areas potentially suitable for demand responsive transit

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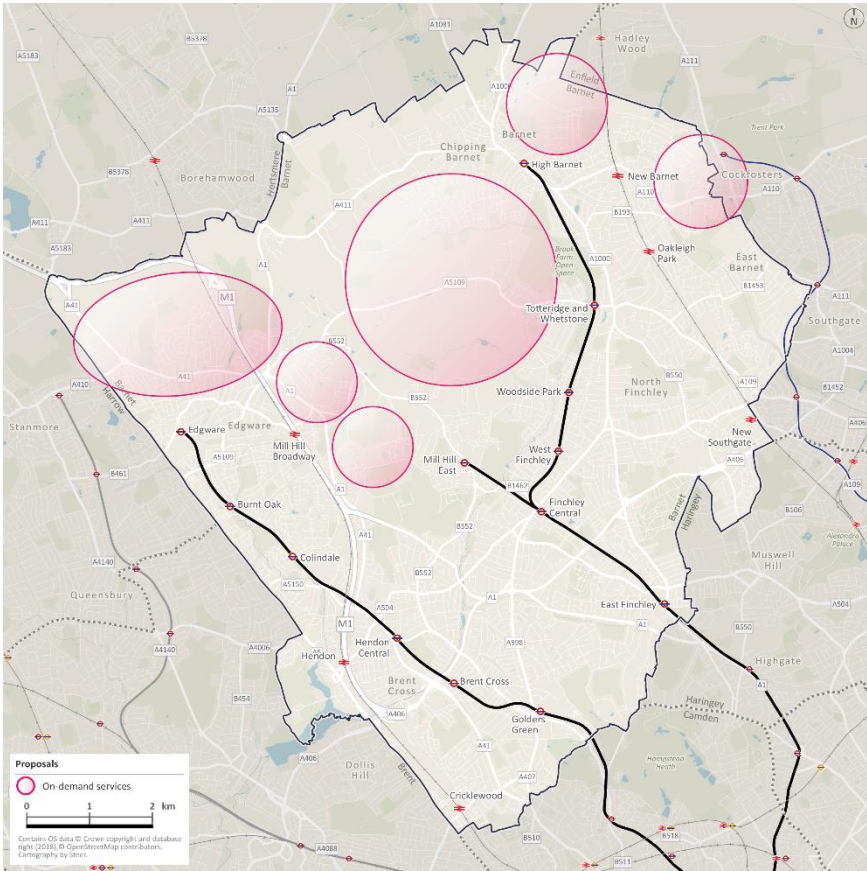
[66] Transport for London (2019) Demand Responsive Bus Trial
https://consultations.tfl.gov.uk/buses/demand-responsive-buses/

[67] Arrivabus (2019) Leicester to benefit from sustainable travel proposal
https://www.arrivabus.co.uk/midlands/latest/leicester-to-benefit-from-sustainable-travel-proposal/

Proposal PT5: Gateways

Proposal Description

Public transport hubs such as tube and rail stations can be transformed into "gateways", improving the public realm and interchange between active and public transport.

Each Gateway proposal should develop a comprehensive plan to integrate walking, cycling, public transport and taxis / private hire in line with the Healthy Streets programme, creating pleasant, informative, useful gateways to the public transport network by decluttering, providing information and facilities such as rest areas and cycle parking.

These proposals should increase active travel mode shares to public transport: currently as many as 21% of people reach an Underground station by a car, despite 62% of Barnet residents living within 1200m (approximately a 15-minute walk) of an Underground station and 100% within a 20-minute cycle. Improving the network required to reach the stations is part of the solution.

Gateway proposals should be designed on a case by case basis, depending on the unique issues present at each location. For example, at key town centres / transport hubs taxi ranks with rapid charging points can be installed to enable environmentally friendly, accessible black cabs / private hire to continue their important role in Barnet's transport network.

The council is working with the local community and development partner to re-design North Finchley and will look to align the scheme with this proposal and with the Healthy Streets principles.

Case Study

In 2015 the surroundings of Sutton Station, in the Outer London Borough of Sutton, were significantly upgraded. The public realm was decluttered, and traffic rerouted; improved cycling facilities and wider pavements were included, improving access to the station.

The Gateway is estimated to recover the costs in just 8 years, with the proposal bringing £223,000 in health benefits year on year.[68]

Fit for purpose

Gateways should be planned and built with the future in mind, to ensure that they can cope with future technologies and capacity requirements. Key features of the program should include:

- The layout of bus stops and stations should be easy to understand and navigate, with legibility issued addressed.
- Clutter-free public spaces – as many as 43% of disabled Londoners say that obstacles on pavements are a barrier to walking.[69]
- Accessibility– Only 7 out of 13 Northern Line stations in Barnet have step-free access.
- Cycling infrastructure – cycleways, cycle parking and additional facilities such as bike repair centres could be installed always in line with London Cycle Design Standards.
- Regeneration and Growth Areas present ready opportunities for piloting and rolling out new transport gateways, including existing schemes at Colindale and Brent Cross.

Requirements

- The cost would be dependent on the size of the proposal.
- The council would need to liaise with station owners and operators to ensure the implementation and viability of the gateway proposals. For example, gateway improvements could be made at the same time as London Underground's scheduled step-free improvements at Colindale (by 2024).

Alternatives / Consequences of inaction

- Poor public realm will mean public transport trips are unattractive
- Public transport users may continue to drive their first/last mile to and from public transport hubs

Figure 4.16: Tube and train stations in Barnet with proposed cycle network

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[68] Transport for London (2017) Better Streets Delivered 2 **http://content.tfl.gov.uk/better-streets-delivered-2.pdf**

[69] Transport for London (undated) Walking Action Plan: Making London the world's most walkable city **http://content.tfl.gov.uk/mts-walking-action-plan.pdf**

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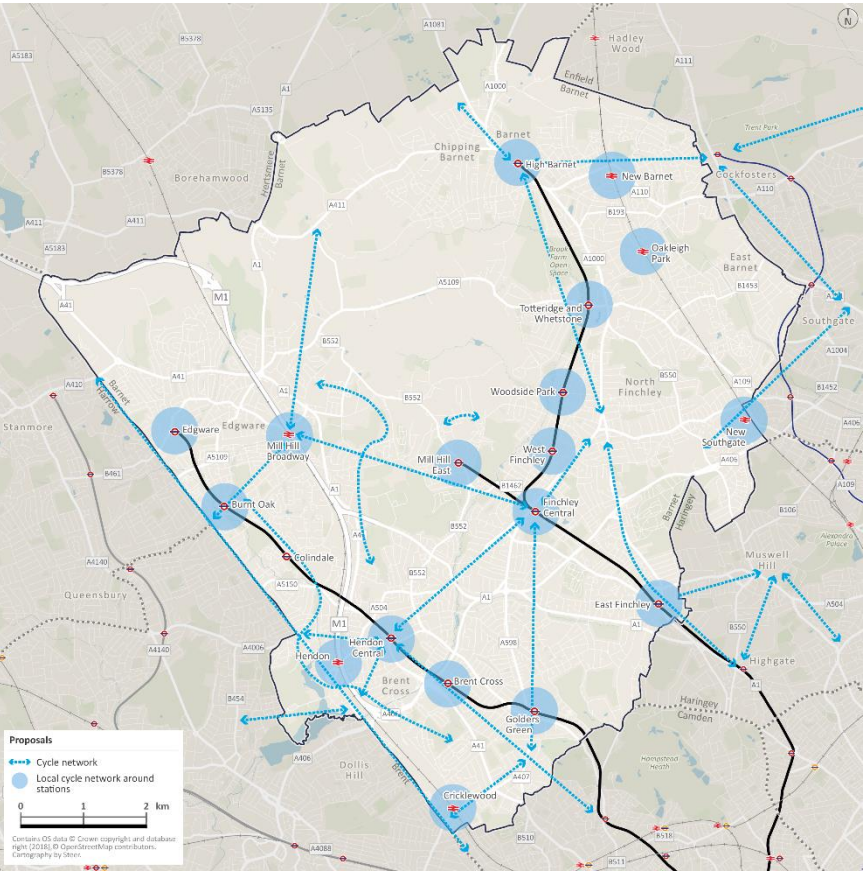
Car

Vision

Vehicles will run on cleaner fuels to reduce emissions and roads will be designed with safety as a paramount consideration. Congestion will be relieved by increased active and public transport modes as vehicles are mainly used for occasional or necessary journeys and with shared ownership models being more convenient and cost-effective for users.

Overview

Cars, whether privately owned, part of a car club or as taxi services, provide a flexible means of reaching a destination. They are often the most convenient mode of transport – they are independent from timetables or weather, they provide a door-to-door solution (dependent on the availability of parking) and space and convenience to carry heavy or sizeable luggage. Cars are often the mode of choice in sparsely populated areas, which offer limited access to public transport and where the distances are unsuitable for walking.

However, there are negative impacts associated with car use: cars contribute to pollution and can cause collisions, congestion and damage areas of public realm. Cars can also be a barrier to the uptake of other, more efficient, healthier modes of transport.

Objectives of the strategy	Rating	Explanation of rating
Barnet's transport network enables sustainable growth that creates better places to live and work, supports local businesses to thrive, and is flexible, adapting to future opportunities presented by technology and travel patterns.	★★☆☆☆	Efficient car flows are determined by existing capacity.
Transport in Barnet keeps the borough moving, enabling people and goods to move within and beyond the borough efficiently using high quality orbital and radial links.	★★★☆☆	Cars offer fast and direct travel but cause congestion and can be a barrier to more efficient modes.
All users can use the transport system regardless of age, ability and income, and the negative impacts of transport are limited.	★★★☆☆	Cars are generally more expensive than other transport modes.
Transport contributes positively to the health of the borough, by prioritising active travel and ensuring air quality is good.	★☆☆☆☆	Car journeys, even if made by low-emission vehicles do not encourage physical activity.
The road network and transport system in Barnet is safe and residents and visitors feel safe across all transport modes.	★☆☆☆☆	Car usage may discourage walking and cycling; cars also contribute to the majority of killed and seriously injured casualties on the transport network.

Limitations

The council does not have control over the major roads in the borough, e.g. the A1, M1, A41 and A406. While the council can influence the local roads, any changes to the key routes will have to be implemented by their respective highway authorities.

Strategy in Barnet

The Strategy will focus on limiting the negative impacts through:

- Safer road design and education about other road users;
- Facilitating shared ownership models; and
- Facilitating the development of infrastructure which allows electric vehicles to be the default choice.

The transport implications of Barnet's projected population growth, and associated road congestion will require many changes to transport infrastructure and behavioural changes including reduced car usage.

By converting trips that can be made by active and public modes, it will result in journeys that do have to be made by car (private, car club or taxi / private hire) to be faster, easier and more pleasant.

New Planning Policies have been introduced through the Local Plan that will continue to guide the proposals for car parking within new developments and access to on-street spaces.

Action plan

Table 4.5: Car action plan

Reference	Proposal	Location	Estimated Cost (total excl. staff costs)	Timing	Potential Funding	Council Role	Key stakeholders
R1	Car clubs	Whole borough, particularly new development	-	2020-2025	S106	Encourage and support	Developers, car club operators
R2	Electric vehicle charging provision	Whole borough, particularly new development	£4,000 - £40,000 per charger	2020-2025: 200 a year 2025-2030: 500 a year 2030-2040: 1,000 per year	S106, Council resources	Identify appropriate locations; assist with traffic orders; continue to mandate in development	Developers, charging point operators
R3	Road safety improvements	Key junctions	£20m	2020: produce Road Safety Strategy 2021-2041: monitor and implement Road Safety Strategy	TfL Liveable Neighbourhoods, Council resources, LIP	Develop Road Safety Strategy	TfL, police
R4	Workplace parking levy	Whole borough / London-wide	Revenue	2025-2030	-	Design, implement and operate. Advocate for London-wide with TfL and other boroughs	TfL, London boroughs
R5	Better management of parking	Whole borough, particularly town centres	Revenue	2020-2025: restrict new development parking and introduce CPZs 2025-2035: convert bays to car club only 2035-2041: restrict town centre parking	-	Total control	Residents and businesses
R6	Road user charging	London-wide	Revenue	2030-2035	-	Lobby / advocate so that design reflects Barnet's aspirations	TfL

Proposal R1: Car Clubs

Proposal Description

Car clubs are pay-as-you-drive systems providing access to cars to registered members, who can book cars from a variety of locations using websites, mobile apps or over the phone. There are two models: round-trip, where users return the car to a specified car club space once they have finished using it; and flexible or "floating", where users can park the car in any legal parking space within a defined area once finished. Currently there are approximately twenty car club cars available to Barnet's residents.

Car clubs provide benefits for both users and society more generally. For the individual, they are cheaper and more convenient than private car ownership. Cars in the UK spend an average of 96.5% of their lives parked, doing nothing.[70] In Barnet, kilometres driven per person have decreased much faster than car ownership since 2008, meaning the time cars have spent idle will have increased.

For society, 99% of London's car club fleet already complies with Ultra Low Emission Zone standards and the average car club car emits 43% fewer tailpipe emissions than the average private car.[71]

The council, in cooperation with private companies, can increase the number of car clubs available to residents. There are two key ways the Council can influence the number of car clubs available to residents: first, through the development planning process, offering the opportunity to replace some of the requirements for parking spaces with commitments from developers to provide car clubs for residents of their developments; second, by prioritising parking spaces for car club cars.

Case study

CoMo produce an annual survey of car clubs at both a nation- and London-wide level, which contains a wealth of evidence of their effectiveness. The latest survey on London revealed that 49% of respondents owned at least one car before joining a car club, falling to 23% afterwards; 34% would have bought a car if they

had not joined a car club. For each car club car, approximately 10.5 private cars are removed from the road, freeing up public space that is currently used for car parking. Car club cars also tend to operate at a higher level of occupancy than private vehicles: 1.7 people per vehicle compared to 1.55.[72]

Fit for purpose

- *Critical mass*. Car club vehicles must be provided in sufficient numbers that they are available when needed: if it is not convenient to use a car club car, they will not be used.
- *Desirable locations*. Dedicated spaces should be provided at desirable locations such as dense housing, key shopping centres and public transport nodes. When working with private operators, the council could franchise bays in lots to ensure coverage is not limited to only the most desirable locations.
- Car clubs need to be planned carefully to avoid adding to the overall supply of vehicles. Car clubs work well where car-free or car-lite development takes place, or where overall provision of car parking is reduced.

Requirements

- The council will need to determine appropriate locations for new car club bays.
- Engagement with car club providers.

Alternatives / Consequences of Inaction

- High parking demand, leading to inefficient use of scarce road space.
- High car ownership.
- No improvement to congestion and air quality.

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[70] Bates, J. and Leibling, D. (2012) Spaced Out: Perspectives on parking policy Spaced**https://www.racfoundation.org/wp-content/uploads/2017/11/spaced_out-bates_leibling-jul12.pdf**

[71] Carplus (2017) Annual Survey of Car Clubs 2016/17 **https://como.org.uk/wp-content/uploads/2018/06/Carplus-Annual-Survey-of-Car-Clubs-2016-17-London.pdf**; Comouk (2018) England & Wales Car Club Annual Survey 2017/18 **https://como.org.uk/wp-content/uploads/2019/06/EW-report-v4.0.pdf**

[72] Comouk (2018) England & Wales Car Club Annual Survey 2017/18 **https://como.org.uk/wp-content/uploads/2019/06/EW-report-v4.0.pdf**

Proposal R2: Electric vehicle charging provision

Proposal Description

Electric vehicles are approximately three times more efficient than petrol cars and produce no tailpipe emissions. Although currently making up just 1.8% of all new vehicle registrations in the UK, electric vehicles are increasingly popular as shown in Figure 4.17.[73] Battery prices fell by 80% between 2010 and 2016, reducing overall vehicle costs, and some cars can now travel up to 300 miles on a single charge.[74]

Sales are likely to continue to grow: new technology adoption tends to accelerate once 5% of market share has been achieved; in Norway electric vehicles already account for almost half of all sales. [75]

Figure 4.17: Licensed Ultra Low Emission Vehicles in the UK 2011-2018[76]
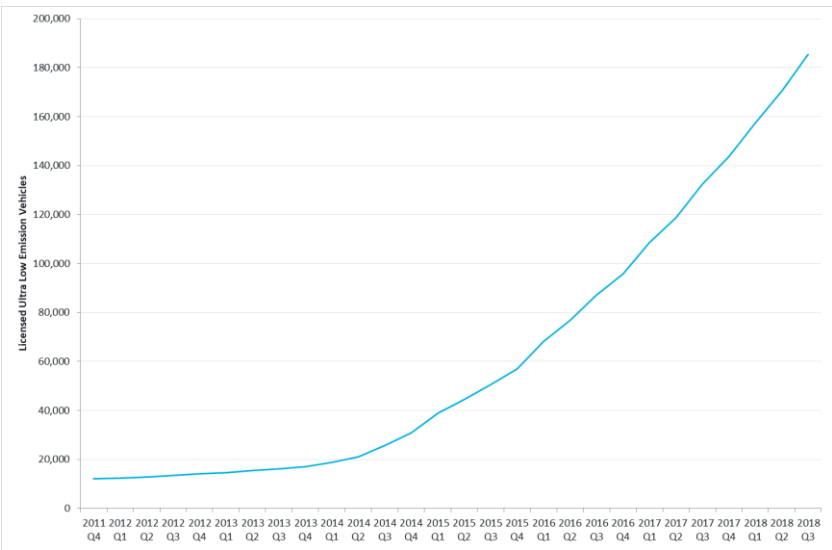
This Strategy can encourage the accelerated take up of these vehicles by helping to remove barriers. Charging electric vehicles is the most significant factor preventing consumers buying an electric vehicle, followed by distance travelled in one charge. While improving technology will increase range, a network of chargers will be needed. The council is already supporting the

introduction of electric vehicle charging points across the borough and working with developers to ensure the installation of charging points in new developments. These policies will be expanded, as well as private homeowners supported to install charging points in private driveways.

In 2019, the council installed 80 CityEV lamp column charge points for electric vehicles and 30 stand-alone electric vehicle charge points. Furthermore, recent funding from Go Ultra Low City Scheme (GULCS) from the Office of Low Emission Vehicles (OLEV) has enabled the council to install the first rapid charging point and community charging hubs, available to all and particularly benefitting electric taxis / private hire. This scheme will accelerate the greening of Barnet's taxi / private hire fleet.

Fit for purpose
- Home charge points should ideally use smart charging technology, charging when demand on the National Grid is lower. This lowers overall system costs, ultimately resulting in cheaper fuel for the consumer.
- Rapid charge points should be made publicly available across the borough.

Requirements
- Planning requirements can mandate the provision of electric vehicles in new developments, in line with the London Plan.
- Chargers suitable for public access, such as at retail / public car parks, urban centre streets and leisure centres as well as charge pillars and lamp posts, and charge a 120km range battery in approximately 3 hours.[77]
- Engagement with EV producers, TfL, National Infrastructure Commission, Ofgem, the Office for Low Emission Vehicles and London Councils' Go Ultra Low City Scheme.

Alternatives / Consequences of inaction
- Lower take up of electric vehicles, meaning worse air quality

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[73] National Infrastructure Commission (2018) National Infrastructure Assessment **https://www.nic.org.uk/wp-content/uploads/CCS001_CCS0618917350-001_NIC-NIA_Accessible.pdf#page=53**

[74] National Infrastructure Commission (2018) National Infrastructure Assessment **https://www.nic.org.uk/wp-**

content/uploads/CCS001_CCS0618917350-001_NIC-NIA_Accessible.pdf#page=53**

[75] Electrek (2019) Electric car sales grew by 40% in Norway this year **https://electrek.co/2019/01/02/electric-car-sales-norway-2018/**

[76] Department for Transport (2019) Table veh0132

[77] The Mayor's Electric Vehicle Infrastructure Taskforce (2019) London electric vehicle infrastructure delivery plan **http://lruc.content.tfl.gov.uk/london-electric-vehicle-infrastructure-taskforce-delivery-plan.pdf**

Proposal R3: Road safety improvements

Proposal description

Improving road safety is critical in Barnet: approximately 100 people are killed or seriously injured on Barnet's roads every year, almost two every week. Although this is lower per kilometre driven than other boroughs and 20% of these KSIs occur on TfL's or Highways England's roads, there is much that the Council can do to help improve the safety of all people in Barnet.

To achieve the Mayor of London's Vision Zero, both the number and severity of collisions must be reduced. As part of an overarching Safe Systems approach, a key way to reduce severity of a collision is to limit the speed at which the collision takes place. A pedestrian is five times more likely to die if hit by a car travelling at 30mph than 20mph and stopping distances almost double between 20mph and 30mph. Lower speed can also improve traffic flow and reducing particulate emissions.[78]

There are two methods to limit speed: imposing a limit and penalising those who break it, and introducing speed limiting design features such as chicanes, street narrowing or speed cushions. There are already a number of 20mph zones in Barnet.

Road designs can be amended either on a case-by-case basis or as part of Low Traffic Neighbourhoods proposals (see Proposal W2: Low traffic neighbourhoods). Reallocated road space in town centres can be used for pedestrian space, small parks, markets and other community uses.

Figure 4.18: Map of London speed limits
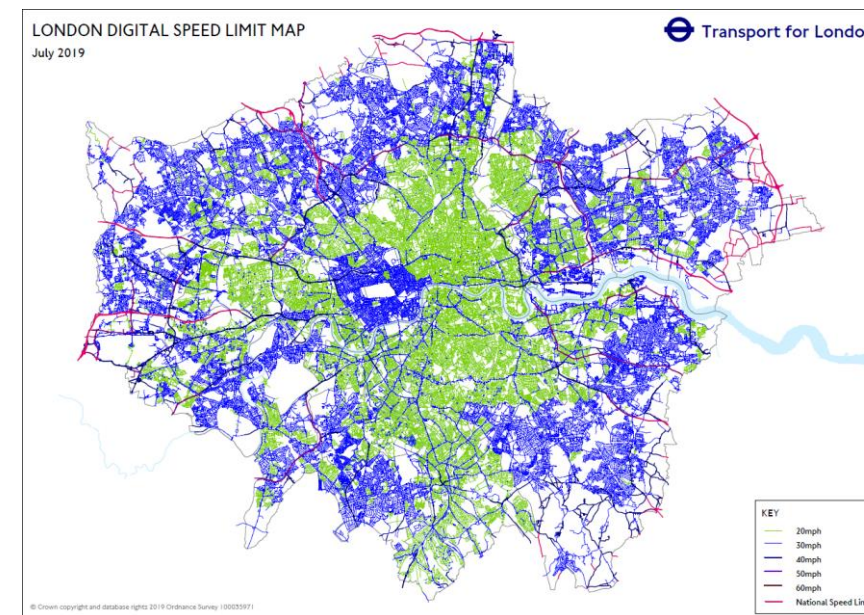
Case study

The Department for Transport published evidence for the effectiveness of 20mph road speed limits in November 2018; TfL's Achieving Lower Speeds toolkit does the same for speed limiting road designs.[79]

Fit for purpose
- *Speed limited by road design.* To be effective, engineering features should be introduced which limit speed on non-arterial routes, following advice in TfL's Achieving Lower Speeds Toolkit and the Motorcycle Safety Action Plan.
- *Enforcement.* To deter speeding, drivers breaking limits should be penalised.

Requirements
- The cost of the proposal will depend on the breadth and type of design feature chosen.
- To ensure that investment is appropriately prioritised and targeted in the most effective manner, the council should further develop more detailed road safety plans. This should provide an evidence base (drawing on available data sources)

that facilitates a proactive approach to be taken, building on the 2018 Road Safety in Barnet report.[80]

Alternatives / Consequences of inaction
- No reduction in those killed and seriously injured on Barnet's roads

[78] Transport for London (2019) Achieving Lower Speeds: The toolkit **http://content.tfl.gov.uk/achieving-lower-speeds-toolkit.pdf**

[79] Atkins et al. (2018) 20mph Research Study **https://assets.publishing.service.gov.uk/government/uploads/system/uploa**

ds/attachment_data/file/757307/20mph-headline-report.pdf; Transport for London (2019) Achieving Lower Speeds: The toolkit **http://content.tfl.gov.uk/achieving-lower-speeds-toolkit.pdf**

[80] Barnet Council (2018) Road Safety in Barnet **https://barnet.moderngov.co.uk/documents/s45531/Road%20Safety%20in%20Barnet.pdf**

Proposal R4: Workplace Parking Levy

Proposal Description

A workplace parking levy (WPL) is a tool that can be introduced by a local authority, which charges businesses per parking space provided for or regularly occupied by employees. The money raised through a workplace parking levy has to be reinvested to achieve the aims of the transport strategy.

Workplace parking charges have long been established as an effective tool for reduction of car-use for travel to work internationally.[81] To date, their application in the UK has been limited to Nottingham, though the Mayor of London's Transport Strategy encourages their introduction in London boroughs and Hounslow Council have consulted on introducing a Workplace Parking Levy.[82]

Car travel is the most common method of going to work in Barnet (42%), including for short distance trips. 40% of journeys to work that are shorter than 2 kilometres are currently made by car; of all journeys to work that are driven, 30% are under 5km. These figures show there is potential for change.

Consequences of workplace parking levies include the reduction of available parking spaces and the encouragement of car-pooling spaces. Using differential pricing for vehicle types, a WPL can be used to encourage a shift to cleaner vehicles.

The council will continue to review the introduction of Workplace Parking Levy in other locations.

Case study

Nottingham introduced a workplace parking levy in October 2011, with charging beginning in April 2012. Businesses can provide 10 staff spaces free of charge. For every space above that, they must pay £415 per year. About 50% of businesses choose to pass the charge onto their employees.

The revenue, estimated at £9 million per year, was invested into expanding Nottingham's tram system and refurbishing the main railway station.[83]

Since the introduction of the workplace parking levy, public transport use has risen by over 40% and carbon emissions have declined by 13%.[84]

The WPL also encouraged some of the businesses to convert their car parks into other uses, effectively unlocking space for development or green and leisure areas.

Fit for purpose

- Precautions need to be taken to avoid relocation of businesses to other areas. Local Businesses must be properly and effectively consulted with before any introduction of a Workplace Parking Levy.
- Any WPL must be introduced together with other parking, public transport and active travel proposals, to limit the displacement of cars from business car parks to surrounding streets.
- The development and design of any workplace parking levy should consider TfL's guidance.[85]

Requirements

- Establishing and enforcing a Workplace Parking Levy would require collaboration with the local businesses.
- Schemes that the Workplace Parking Levy would fund would need to be identified.
- The Mayor of London's Transport Strategy identifies a Workplace Parking Levy as a low-cost proposal.

Alternatives / Consequences of Inaction

- High car mode share
- Congestion
- Poor air quality

- As an alternative or in addition to a Workplace Parking Levy, the council should ensure a low number of business parking spaces through the development planning process.

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[81] Christiansen, P. (et al.) (2017) Parking Facilities and the built environment: Impacts on travel behaviour in Transportation Research Part A: Policy and Practice **https://www.sciencedirect.com/science/article/pii/S0965856416301525**

[82] Hounslow Council (2019) Workplace Parking Levy Consultation Results **https://haveyoursay.hounslow.gov.uk/traffic-and-transport/workplace-parking-levy/**

[83] Centre for Cities (2018) Why a workplace parking levy could help solve cities' transport and congestion problems **https://www.centreforcities.org/blog/workplace-parking-levy-answer-cities-transport-congestion-problems/**

[84] WWF Scotland (2016) International Case Studies for Scotland's Climate Plan: Workplace parking levy, Nottingham, UK

https://www.wwf.org.uk/sites/default/files/2016-12/nottingham%20case%20study%20-%20Workplace%20parking%20levy.pdf

[85] TfL (2020) Mayor's Guidance on Workplace Parking Levy (WPL) **http://content.tfl.gov.uk/wpl-mayors-guidance-jan2020.pdf**

Proposal R5: Better management of parking

Proposal Description

Better management of on-street car parking is an effective way to encourage people to use healthier and more sustainable modes of transport. This is in recognition that kerbside space is a limited resource, and that on-street car parking has an opportunity cost.

Controlled Parking Zones (CPZs), areas where cars can only be parked in designated bays when displaying a valid permit, can be used to improve air quality: by charging electric vehicles less or exempting them from permit charges people are encouraged to swap more polluting vehicles for electric vehicles. The council has been doing this since 2015. A similar approach can be taken with pay-and-display public parking. In both cases, the needs of disabled people need to be taken into careful consideration.

There are already 36 CPZs including sub zones in the borough, one of which applies only on event days. Funds obtained through the issue of permits have to be contributed towards improving transport infrastructure. These have mostly been introduced piecemeal in response to immediate pressures on parking: a strategic, borough-wide CPZ strategy could be more effective.

Motorcycles should be considered separately from cars. The council will continue to work with its partners to provide motorcycle parking where appropriate, particularly in new developments.

Case Study

A CPZ extension review in Edinburgh found that in areas of uncontrolled on-street parking, an average of 28% of cars parked during the daytime were left there between 8.30 a.m. and 6 p.m.

Surveys were undertaken to see how the employees would change their commuting habits if a CPZ was introduced. Depending on the proposed CPZ size (0.5 mile to 1.5-mile expansion), the number of trips was set to change by:

- Car – 2.8% to 7.9% decrease.
- Walk – 1.3% to 2.3% increase.
- Bus – 1.3 to 5% increase[86].

Fit for purpose

- To be effective, CPZs must be enforced, for example through civil enforcement officers.
- Introduction of a CPZ is likely to displace some of the current users to surrounding areas. This effect would need to be considered and mitigated within 18 months of a CPZ being introduced.
- The affected areas will have to have enough public transport capacity to accommodate those who switch from car to public transport travel.

Requirements

- Introducing a CPZ is a lengthy process that requires a series of stakeholder consultation and production of Traffic Management Orders (TMOs) before it can be enforced.
- The supply of parking and CPZ permits to residents of new developments should be limited.

Alternatives / Consequences of Inaction

- Congestion
- Residents unable to park
- High car ownership

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[86] Rye (et al.) (2007) Expansion of a Controlled Parking Zone (CPZ) and its Influence on Modal Split: The Case of Edinburgh.
https://doi.org/10.1080/03081060600585368

Proposal R6: Road User Charging

Proposal Description

Road user charging proposals require payment by certain types of vehicles for using certain parts of the road network. These charges can vary according to type of vehicle, time of day and day of week, as well as distance travelled. They can be used to reduce road trips at congested times, reduce rat running and improve air quality. For example, 25% of traffic on Barnet's roads at peak times is travelling through the borough. By charging non-resident vehicles for deviating from arterial routes, rat running could be reduced.

At the moment there are multiple road user charging proposals in London such as the Congestion Charge and the Ultra Low Emission Zone. The Ultra Low Emission Zone will extend to all areas of Barnet south of the A406 in 2021 for all vehicles, and for buses, coaches and lorries London-wide in 2020. The council will monitor the impact carefully, particularly on areas just outside the zone.[87]

Proposals to introduce pay-per-mile charging in London have recently been discussed: such a proposal would replace Vehicle Tax and existing road user charging, the objective of those proposing the scheme is to simplify the system and make it easier to understand and administer. The council will monitor the progress of such proposals.

Case study

The Congestion Charge was introduced by TfL in the capital's core in 2003. The charge was established to reduce the number of cars passing through Central London. Since the introduction of the charge, traffic has reduced by 27% compared to the baseline conditions – a daily decrease of 80,000 cars.

The Ultra Low Emission Zone charge was introduced in April 2019. It has accelerated the uptake of cleaner vehicles: compliant vehicles, which do not have to pay, increased as a proportion of all vehicles in the zone from 39% in February 2017 to 73% in the first four months of the charge being introduced. The number of older, more polluting vehicles decreased by a third.

Fit for purpose

- Congestion charging should only be introduced in areas that are easily accessible by other modes of transport. If an increase in public transport ridership is expected, the public transport network must have enough spare capacity. It is not suitable for all areas of Barnet today because there are not enough high-quality alternatives to the car and so such a proposal would penalise people for going about their daily lives. If suitable alternatives are in place, such a proposal could significantly reduce road congestion.
- Careful consideration must be given to the road capacity in the surrounding areas. Measures must be taken to limit the negative impact on the displacement zones.
- Any introduction should be delivered in collaboration with TfL and neighbouring boroughs / counties.
- If such a scheme is introduced by TfL or nationally, Barnet must receive a proportion of any funds raised to contribute to transport improvements in the borough.

Requirements

- The set-up and operating costs of a road user charging proposal are likely to be covered by the levied income, though initial investment would be required to set the scheme up.
- Technical and legal requirements will need to be carefully considered and are likely to take some time to resolve.

Alternatives / Consequences of Inaction

- Extending existing road user charging schemes, such as the Ultra Low Emission Zone, is an alternative.
- Poor air quality
- Congestion
- Rat running

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[87] TfL (2019) Scrappage scheme for vans and minibuses
https://tfl.gov.uk/modes/driving/ultra-low-emission-zone/scrappage-scheme

steer BARNET

Freight and logistics

Vision

Freight will flow efficiently through the borough, enabling the goods and services that the borough and city require to reach their destinations. Negative impacts such as air pollution and collisions will be reduced through journey efficiencies in densely populated areas, fuel changes and road safety improvements, while congestion could be reduced through consolidation.

Overview

Freight and logistics are vital to the functioning both of the borough and, given Barnet's strategic location at the crossroads of the A1, the M1 and the A406, London and the wider region.

The council have already started time-banded waste collection, with specific areas given specific times for bin collections. This enables optimised routes and timings. However, these waste vehicles form a small part of freight and logistics vehicles, which account for 20% of all traffic in the borough. This is expected to grow: the weight of goods transport by heavy freight transport is expected to increase by between 27% and 45% in the next thirty years; more home deliveries have contributed to the number of LGVs on Barnet's roads increasing by almost 40% since 2011 and are expected to increase further.

More stringent regulation of fuel types and better road design will also mitigate freight's adverse impacts. Because they are heavier, freight and logistics vehicles are often more polluting and more dangerous in collisions than private vehicles. Heavy goods vehicles are responsible for approximately a fifth of the UK's total transport emissions: government policy requires a change of fuel used for freight vehicles to ensure the country meets its climate targets.[88]

Rail freight reduces congestion, is safer and often more environmentally friendly than road freight. However, it is inflexible. Although the council will continue to explore rail freight options for major sites as it has done at Brent Cross, rail lines are expected to become increasingly busy.

The key objectives for freight in Barnet are to improve journey times and reliability, minimise environmental impacts and ensure the safety of all road users.

Challenges

As freight on Barnet's roads is part of a wider national and international system and is carried largely on roads the council does not control, the council's ability to influence it is limited. For example, stringent restrictions on the types of vehicles that enter Barnet are unlikely to be enforceable as freight will need to travel to London and the counties regardless of restrictions. Similarly, even if Network Rail electrified all rail routes in Barnet, freight trains would still need to run on diesel unless the entire national network was electrified. As a result, a key part of the council's freight policy will require coordination with neighbouring boroughs and national government to ensure fair and enforceable restrictions across the network.

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[88] Department for Transport (2017) Transport Investment Strategy: Moving Britain Ahead

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/624993/transport-investment-strategy-print.pdf

Action plan

Table 4.6: Freight action plan

Reference	Proposal	Location	Estimated Cost (total excl. staff costs)	Timing	Potential Funding	Council Role	Key stakeholders
F1	Alternative fuels for freight	Consolidation centre; service stations	£50,000 per charger	2030-2041	OLEV funding, Council resources, private sector	Encourage installation	Service station operators, freight operators
F2	Consolidation	Town centres and areas of dense business and resident agglomeration	£1m - £10m	2020: identify drop and go locker sites 2025: introduce town centre consolidation centres 2030: examine opportunities for major consolidation centre	Private sector	Encourage private investment, potentially subsidise	Future BIDs, freight operators, businesses

Proposal F1: Alternative fuels for freight

Proposal description

The number of light goods vehicles on Barnet's roads is likely to increase. These vehicles benefit Barnet residents through providing the goods and services they require. The composition of the fleet is already changing since the introduction of EURO VI standards, with new vehicles polluting far less than previously.

Electric vans can already offer mileage of up to 80 miles (small vans) or 100 miles (large vans).[89] This is likely to increase as technology improves. Most UK vans drive fewer than 60 miles per day, meaning a conversion of the fleet should eventually be possible.

In combination with other proposals in this Strategy, the council can help fleet operators to convert to electric vans by installing more rapid charge points and ensuring they are available to commercial vehicles, as well as working with TfL to ensure charge points are available on their roads in the borough.

Fit for purpose
- Charge points should be reasonably close to the Strategic Road Network, allowing vans to charge without deviating too far from their optimised routes.
- Advice should be sought on future-proofing electric charge points to avoid investing in technology that quickly becomes obsolete.

Requirements
- Land must be provided for the charge points
- Power connections must be installed
- Money must be set aside for maintenance and upgrading of electric charge points

Alternatives / Consequences of Inaction
- The switchover from diesel to electric vans will be slower, causing unnecessary air pollution in the borough

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[89] LoCity (2018) Alternative Fuels: How to challenge common misconceptions **https://fuelfacts.locity.org.uk/wp-content/uploads/2018/09/LoCITY-Alternative-Fuels.pdf**

Proposal F2: Consolidation

Proposal Description

Consolidation naturally occurs within freight businesses to enable more efficient distribution and can reduce congestion and emissions in built up areas. Consolidation enables deliveries to be re-timed to avoid periods of major congestion, reducing the amount of time and therefore fuel required to make the deliveries, thereby improving air quality.

Urban consolidation centres combine multiple freight operators into one facility. Multiple suppliers drop goods at the centre, which are then delivered in mixed loads on vehicles whose routes are optimised. Barnet's location on London's boundary, on the edge of the Ultra Low Emission Zone and at the intersection of major freight routes means it is well located for an urban consolidation centre. The council will work with TfL and the freight industry to identify opportunities.

Micro-consolidation is similar to an urban consolidation centre but on a smaller scale. For a small area such as a town centre, goods can be delivered and transferred to last mile solutions. This removes goods vehicles from the town centre and allows more goods to be carried by sustainable modes.

Through the planning process, the council can mandate that major construction proposals operate construction consolidation centres. These have been shown to improve build times and reduce waste, losses and damages.

Case study

Gnewt Cargo delivered a micro-consolidation trial for the Greater London Authority in 2014-2015. Parcels from Hermes, TNT and DX were delivered to three micro-consolidation centres by diesel vans at off peak times; they were then transferred to Gnewt Cargo's clean vehicles, routes optimised and delivered to customers. The trial resulted in a 48% reduction in vehicle kilometres, helping reduce NO_x, PM and CO_2 by 19%, 19% and 12% respectively.[90] Ongoing financial sustainability is a challenge that needs to be addressed.

Fit for purpose
- Access to Strategic Road Network.
- Storage facilities for a variety of goods.
- Driver amenities such as toilets and rest facilities.
- Well secured.
- Fuelling station.

Requirements
- Land
- Coordination with freight and consolidation centre operators

Alternatives / Consequences of Inaction
- Congestion
- Road safety issues
- Poor air quality

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[90] Greater London Authority (2017) Multi-carrier consolidation – Central London trial **https://www.london.gov.uk/sites/default/files/gla-agile1-finalreport-02.05.17.pdf**

Behaviour change

Supporting a change in behaviour will help to support long term changes in the way that people travel. Educating and informing people is key to empowering people to make changes to the way they travel.

Targeted campaigns, training, education, engagement and communications with the general public (and where appropriate specific groups such as children, the elderly or groups who are less likely to use certain types of transport) is key to supporting the successful adoption of new modes of travel and specifically supporting active travel.

There are a large number of factors that influence behaviour and so often a package of measures is required to enable effective behaviour change. In addition, activities undertaken and supported by a variety of stakeholders are often most successful and enable a larger audience to be engaged.

The Council is already undertaking some behavioural change activities which are either aimed at everyone or for specific targeted groups. For example, the Council provides free cycle skills training to anyone who lives, works or studies in Barnet and free road safety story and rhyme time for toddlers in some libraries. Safe Drive Stay Alive events are held to inform young people - for new drivers, those about to learn and the passengers of cars driven by their peers.[91]

As each proposal within this strategy is considered and progressed, a plan for behaviour change (including communications and engagement activity), including target groups and the consideration of inequalities, location (the whole borough or specific locations) and stakeholders who will support the change will be key to the successful rollout of each proposal.

Some example behaviour change campaigns are noted within this section, however specific behaviour change programmes / activities will need to be considered for each proposal.

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[91] Safe Drive Stay Alive Event press release (28th November 2019)
https://www.barnet.gov.uk/news/road-risks-brought-life-teenagers

Proposal BC1: Overarching behaviour change programme and specific behaviour change activities for each proposal

Proposal Description

In order for the proposals in the sections above to be as effective as possible in changing transport behaviours in the borough, an overarching short and long term comprehensive behaviour change programme will need to be in place.

To be effective, each proposal will also need a specific behaviour change programme / set of activities which will contribute to the overarching programme.

All behaviour change programmes should consist of:

- Consistent marketing/branding
- General and targeted messages
- Community engagement which takes inequalities into consideration
- Research, innovation, monitoring, evaluation, review

Case study

As each behaviour change programme / activity will be bespoke, there are a number of examples of case studies which can be considered and learned from.

One example is the learning from the Department for Transport grants programme called the Local Sustainable Transport Fund. The *What works? Learning from the Local Sustainable Transport Fund 2011-2015* report[92] provides an overview of the projects and provides insight from Local Authority practitioners on the successes, challenges and lessons for delivery of future projects.

Requirements

- The cost for each programme and activity will need to be explored in further detail. Initial funding will be required to develop suitable branding, and to identify general and targeted messages. It will also be necessary to engage with harder to reach groups, monitor, evaluate, review and implement any further activities. Staffing will be required with suitable training / experience.

- The council would need to liaise with other transport organisations such as TfL and National Rail, educational charities and local organisations to support the programme.

Alternatives / Consequences of Inaction

- Planned proposals will not be as effective without behaviour change activities and this would be a missed opportunity to raise the profile of transport choices.

[92] What works? Learning from the Local Sustainable Transport Fund 2011-2015 (2016) http://www.transportforqualityoflife.com/u/files/LSTF-What-Works-Report.pdf

Proposal BC2: Education, training and publicity - road, travel and personal safety

Proposal Description

In order for people to be able to make transport choices they not only need to be aware of the travel choices and impacts but need to have the skills and confidence to be able to choose from all possible options. Therefore, an extensive education, training and publicity programme for road, travel and personal safety looking at real and perceived issues is essential. This will include general and targeted initiatives.

This activity will be shaped by feedback received through community engagement and consideration given to identified vulnerable populations (for example those identified through equalities impact assessment / health equity assessments).

Case study

Living Streets' Walk to School Campaign works with 750,000 children in 2,000 establishments across the UK, encouraging pupils to walk to school. An outreach program run between 2012 and 2015 in collaboration with over 1000 schools increased walking to school by 26%, with the increase sustained almost in full a year on. The percentage of children travelling to school by car dropped from 39% to 26%. The increase in walking helped make pupils fitter and more alert[93].

Fit for purpose
- Everyone should have the opportunity to gain and develop the skills and confidence to be able to utilise all transport mode options.

Requirements
- Analysis of real and perceived dangers/barriers and needs analysis will need to be undertaken to determine the education, training and publicity requirement.
- The cost for each activity will need to be explored in further detail and experienced road safety and sustainable travel officers will be required for ongoing training.
- The council would need to liaise with other transport organisations such as TfL and National Rail, educational charities and local organisations to support the activities.

Alternatives / Consequences of Inaction
- Lack of confidence, knowledge and skills will prevent uptake of the proposals and new or alternative modes of travel, reducing their potential.

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[93] Living Streets (undated) How to get more children walking to school: A best practice guide by Living Streets

https://www.livingstreets.org.uk/media/1393/walk-to-school-outreach-best-practice-report-web.pdf

Proposal BC3: Travel Planning

Proposal Description

Through travel plan programmes the promotion of safer and more sustainable travel can be reach a far broader audience and have a more effective influence on transport behaviour and choices. For example, educational travel plans empower children and young people to not only change their own behaviour now and in the future, but also to influence their families and local communities.

Young people are a crucial target for modal shift/behavioural change campaigns, as attitudes to travel are more easily formed at an early age, increasing future active travel both by embedding active travel habits at a young age and encouraging parents to alter their habits. One in five parents has never considered walking their children to primary school, a number which can be improved by mobility programmes.[94]

Children are likely to travel more than adults – they take 5-6 daily trips, compared to their parents' 2-3 daily trips. They are also likely to travel less by car – access to cars is restricted by age and resources.

Encouraging children to go to school by walking, cycling or scooting instead of going by car could save over 2 million tonnes of CO_2 emissions in the UK, in addition to saving an average of £400 per family. The two contribute to a stronger economy and reduced costs, owing to improved public health.

In combination with Proposal W1: Healthier routes to schools and Proposal W2: Low traffic neighbourhoods, the council will ensure all school children receive training on active travel possibilities around their schools.

Requiring development travel plans as part of the planning process ensures that not only the hard measures such as new transport links are funded and implemented, but also soft measures such as cycle maintenance sessions and resident welcome packs incorporating initiatives for first occupiers.

- Development travel plans – developments that meet the Travel Plan thresholds.
- Requirements through the planning process.
- Educational and non-educational developments.
- Implementation of hard and soft measures including behaviour change and education, publicity and training.

Voluntary travel plans – for organisations with planning applications who fall below the travel plan thresholds, the council should encourage the development and implementation of full travel plans or of travel plan initiatives

Educational voluntary travel plans – for educational establishments such as schools the STARS[95] (Sustainable Travel; Active, Responsible, Safe) initiative (or future equivalent) can be utilised.

Case study

The Whitefield School Youth Traveller Ambassador programme[96] supports participating schools to recruit a team of children from Years 7 and 8 whose role it is to encourage more walking and cycling to school, share key road safety messages, promote responsible behaviour on the transport network and give young people the skills and confidence to travel safely and independently. This is supported by TfL and the local borough.

Fit for purpose

- All should enjoy living, working or visiting in an area that supports travel options and encourages active travel. Walking and cycling infrastructure should be plentiful and well maintained, urban realm should feel safe and secure, traffic should not pose a danger, green spaces should be easily accessible.

Requirements

- The cost for each activity will need to be explored in further detail – for example funding will be required for supporting initiatives, events, campaigns for all travel plans and incentives for voluntary travel plans. Funding for networking opportunities and research and training to respond to new innovations and transport changes should also be considered.

- Staffing will be required - Travel Plan Officers along with support from Legal, Transport Planning and Planning Officers to enable:
  - The updating of travel plan thresholds, procedures, guidance and standard documents
  - The monitoring and review of travel plans and linked measures
  - The promotion of required and voluntary travel plans
- The council would need to liaise with other transport organisations such as TfL and National Rail, educational charities and local organisations to support the activities.

Alternatives / Consequences of Inaction

- Lack of education about active travel can lead to Barnet's residents developing unhealthy travel behaviours, overdependent on private cars.
- While there are few alternatives to educational campaigns, the mobility campaigns and outreach programs could be assisted by static aids – e.g. wayfinding including maps of local area highlighting safer and more sustainable routes to schools and other key locations.
  - Education – for all of the community (can be tailored for specific groups etc)
  - Communication and Campaigns - for all community

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[94] Living Streets (undated) How to get more children walking to school: A best practice guide by Living Streets

https://www.livingstreets.org.uk/media/1393/walk-to-school-outreach-best-practice-report-web.pdf

[95] TfL (undated) STARS https://stars.tfl.gov.uk/

[96] Whitefield School (undated) Youth Travel Ambassadors http://www.whitefield.barnet.sch.uk/268/yta-youth-travel-ambassadors

Table 4.7: Behaviour Change action plan

Reference	Proposal	Location	Estimated Cost (total excl. staff costs)	Timing	Potential Funding	Council Role	Key stakeholders
BC1	Overarching behaviour change programme and specific behaviour change activities for each proposal	Across borough and in specific locations depending on the proposal	£40,000 per year for an overarching programme. Specific proposal activities will vary in cost	2020-2041	Council resources/ TFL/ S106	To lead on the work and if required commission additional resources	Developers, Public Health, Transport providers, Educational establishments other LAs, charities/NCOs, TfL
BC2	Education, training and publicity - road, travel and personal safety	Across the borough, educational establishments	£100,000 per year	2020-2041	Council/ TFL	To lead on the work and if required commission additional resources	Public Health, Transport providers, Educational establishments, other LAs, charities/NCOs, TfL
BC3	Travel Planning	Across the borough – including development sites and schools	£400,000 per year	2020-2041	TFL, S106	To lead on the work and if required commission additional resources	Developers, Public Health, Transport providers, Educational establishments other LAs, charities/NCOs, TfL

Additional Actions

The following actions have also been identified as having potential to fulfil the council's objectives.

Name	Description	Action	Timescale
Crossrail 2 route	Ensure Crossrail 2 reaches New Southgate, linking with express orbital link	Lobby TfL	2025-2041
West London Orbital	Support TfL's proposals for West London Orbital with two branches in Barnet. As part of the delivery of this programme, schemes for the improvement of Hendon and Cricklewood stations are necessary to secure station gate line and platform capacity, accessibility and transport interchange improvements.	Lobby TfL	2020-2035
Reduce through traffic	Investigate potential for park and ride at Scratchwood services and/or additional parking at Hertfordshire Thameslink stations to reduce through traffic in borough	Council investigation and support Hertfordshire	2020-2041
Play Streets	Encourage residents to apply for Play Streets programmes	Council publicise opportunities	2020-2041
Air quality on main roads	Ensure relevant authorities prioritise air quality improvements on major roads	Lobby TfL and Highways England	2020-2041
ULEZ extension	To borough boundary	Lobby TfL	2021-2025

5 Delivery Plan

Introduction

This chapter is an overview of delivery practices, funding and financing options and estimated timescales required to deliver these proposals.

The delivery plan shows indicative costs which are subject to feasibility studies being completed, council approval and the funding being available.

Delivery practices

Monitoring, learning and engaging

This Strategy is designed to look forward until 2041. There are many uncertainties in that time frame: the maturation and adoption rates of new technologies, the emergence of new technologies that do not yet exist and shifting governmental and public priorities are all factors that cannot be determined now. A key part of the successful implementation of this strategy therefore is a continuous monitoring, review and learning process.

Council evaluation

Targets should be set against transport objectives with proposals which describe what success will look like. Their value for money and effectiveness can then be evaluated using post-evaluation monitoring, which can also draw on statistics gathered by others (such as by TfL). The success of proposals in Barnet will need to be regularly reviewed.

Public engagement

Furthermore, there is scope for greater public involvement in the monitoring of success of proposals. As well as engaging with Councillors as residents' elected representatives, the council will provide opportunities for residents to provide their feedback and insight on transport in the borough.

Engagement with other Local Authorities

Periodic reviews will not only focus on proposals in Barnet, but also proposals in other London boroughs and neighbouring counties. Cross-borough cooperation through bodies such as TfL and the West London Alliance will enable the council to learn lessons from piloted proposals in other local authorities and implement cross-boundary schemes such as the Express Bus service.

Delivery timescales

Some proposals are already underway: the footway renewal programme, creation of a cycle network, the provision of cycle parking and amendments to parking standards in the borough have already begun.

Not all proposals are applicable to all areas of Barnet. By 2041, areas such as Colindale and Golders Green are expected to be more densely populated than the current Inner London average; areas such as the Hale and Underhill will remain semi-rural. New developments offer the opportunity to reimagine transport from the planning stage, as well as making money available through the planning system: new proposals are likely to be introduced in these areas first before less dense areas in the north of the borough.

Other proposals take a longer-term view. Road user charging, for example, is in this document as a potential policy but will be dependent on transport in Barnet being very different in the future to the way it is now.

Table 5.1: Overall high-level proposal delivery plan

Reference	Proposal	Location	Estimated Cost (total excl. staff costs)	Timing	Potential Funding	Council Role	Key stakeholders
W1	Healthier routes to schools	Considered across the borough	£5,000 - £150,000 per school	2020-2025	TfL LIP allocation & Council	Design, consult and implement	Schools and parents
W2	Low traffic neighbourhoods	Densely populated areas between arterial routes	Dependent on scheme	2020-2025: identify and implement exemplar 2025 - 2041: monitor and expand	TfL LIP allocation, Liveable Neighbourhoods, Council resources, S106	Design, consult and implement. Assemble funding packages	Regeneration & Growth partners; Neighbourhood stakeholders; TfL
W3	Signage and wayfinding	Town centres	Dependent on scheme	2020-2025	TfL LIP allocation & Council, S106, Liveable Neighbourhoods	Design, consult and implement	Regeneration & Growth partners; Town centre stakeholders, TfL
W4	Active route – the Barnet Loop	Barnet Loop	£500,000 - £1m	2020-2025	TfL LIP allocation & Council	Full responsibility	
W5	Investing to improve the footway network	Consider across the whole borough	£2.5 – £4.5 million per year	2020-2041	TfL LIP allocation & Council	Full responsibility	
C1	Cycle parking	Transport gateways, offices, schools and town centres and new residential areas	£100,000 per year	2020-2025: high cycle parking standards for new developments 2025-2030: town centre improvements	TfL LIP allocation, S106, Council resources	Install; support and encourage developers to install	Developers, TfL
C1	Cycle network	Whole borough, focussing on town centres, new developments and key destinations	£250,000 per km	2020-2025: provide safe routes to stations 2025-2030: town centres 2030-2035: arterial routes	TfL LIP allocation, Liveable Neighbourhoods	Full responsibility – although close work with TfL and developers would be required depending on the ownership of the road	Developers, TfL
C3	Cycle provision	Densely populated areas and new developments	-	2020-2025: identify private sector partner 2025: review partnership	Private sector	Support and encourage private companies	Private sector providers
C4	Cycle training	Consider across the whole borough and to everyone	£300,000 per year	2020-2041	TfL	Full responsibility	TfL
PT1	Express and orbital bus routes	Linking West London Orbital, both branches of the Northern Line, Great Northern, Piccadilly, Jubilee and potential Crossrail 2 lines	Up to £40m	2020-2022: improve orbital quick wins 2022-2025: continuous bus lanes 2025-2035: Possible segregation	Mayoral CIL, Borough CIL	Develop concepts and work with TfL on feasibility studies	TfL to fund and operate. Council to maintain
PT2	Improving existing bus network	Whole borough	£1m - £5m	2020-2030	LIP allocation, Liveable Neighbourhoods	Encourage and support	TfL
PT3	Improve existing rail and Underground services	Great Northern, Thameslink and Northern Line	-	2020-2030	TfL, rail franchising	Lobby	Franchise holders, London Underground
PT4	On-demand services	Less densely populated areas	-	2025-2030	Liveable Neighbourhoods	Encourage and support	TfL to implement
PT5	Gateways	Key public transport hubs such as tube and train stations	Dependent on scheme	2020-2030	Liveable Neighbourhoods	Encourage and support, part fund, lobby, direct s106	Network Rail, TfL

Reference	Proposal	Location	Estimated Cost (total excl. staff costs)	Timing	Potential Funding	Council Role	Key stakeholders
R1	Car clubs	Whole borough, particularly new development	-	2020-2025	S106	Encourage and support	Developers, car club operators
R2	Electric vehicle charging provision	Whole borough, particularly new development	£4,000 - £40,000 per charger	2020-2025: 200 a year 2025-2030: 500 a year 2030-2040: 1,000 per year	S106, Council resources	Identify appropriate locations; assist with traffic orders; continue to mandate in development	Developers, charging point operators
R3	Road safety improvements	Key junctions	£20m	2020: produce Road Safety Strategy 2021-2041: monitor and implement Road Safety Strategy	TfL Liveable Neighbourhoods, Council resources, LIP	Develop Road Safety Strategy	TfL, police
R4	Workplace parking levy	Whole borough / London-wide	Revenue	2025-2030	-	Design, implement and operate. Advocate for London-wide with TfL and other boroughs	TfL, London boroughs
R5	Better management of parking	Whole borough, particularly town centres	Revenue	2020-2025: restrict new development parking and introduce CPZs 2025-2035: convert bays to car club only 2035-2041: restrict town centre parking	-	Total control	Residents and businesses
R6	Road user charging	London-wide	Revenue	2030-2035	-	Lobby / advocate so that design reflects Barnet's aspirations	TfL
F1	Alternative fuels for freight	Consolidation centre; service stations	£50,000 per charger	2030-2041	OLEV funding, Council resources, private sector	Encourage installation	Service station operators, freight operators
F2	Consolidation	Town centres and areas of dense business and resident agglomeration	£1m - £10m	2020: identify drop and go locker sites 2025: introduce town centre consolidation centres 2030: examine opportunities for major consolidation centre	Private sector	Encourage private investment, potentially subsidise	Future BIDs, freight operators, businesses
BC1	Overarching behaviour change programme and specific behaviour change activities for each proposal	Across borough and in specific locations depending on the proposal	£40,000 per year for an overarching programme. Specific proposal activities will vary in cost	2020-2041	Council resources/ TFL/ S106	To lead on the work and if required commission additional resources	Developers, Public Health, Transport providers, Educational establishments other LAs, charities/NCOs, TfL
BC2	Education, training and publicity - road, travel and personal safety	Across the borough, educational establishments	£100,000 per year	2020-2041	Council/ TFL	To lead on the work and if required commission additional resources	Public Health, Transport providers, Educational establishments, other LAs, charities/NCOs, TfL
BC3	Travel Planning	Across the borough – including development sites and schools	£400,000 per year	2020-2041	TFL, S106	To lead on the work and if required commission additional resources	Developers, Public Health, Transport providers, Educational establishments other LAs, charities/NCOs, TfL

Figure 5.1: Delivery timescales

Reference	Proposal Title	2020	2025	2030	2035	2040	2041
W1	Healthier routes to schools						
W2	Low traffic neighbourhoods						
W3	Signage and wayfinding						
W4	Active route - the Barnet Loop						
W5	Investing to improve the footway network						
C1	Cycle parking						
C2	Cycle network						
C3	Cycle provision						
C4	Cycle training						
PT1	Express and orbital bus routes						
PT2	Improving existing bus network						
PT3	Improve existing rail and Underground services						
PT4	On-demand services						
PT5	Gateways						
R1	Car clubs						
R2	Electric vehicle charging provision						
R3	Road safety improvements						
R4	Workplace parking levy						
R5	Better management of parking						
R6	Road user charging						
F1	Alternative fuels for freight						
F2	Consolidation						
BC1	Overarching behaviour change programme and specific behaviour change activities for each proposal						
BC2	Education, training and publicity - road, travel and personal safety						
BC3	Travel Planning						

Potential funding sources

The council's budget alone will not be enough to pay for these proposals. Other potential sources of funding are explained below. The COVID-19 pandemic has had a major impact on TfL's finances. TfL's major income stream was fares: because passenger numbers reduced by 98% during the course of the epidemic, TfL's income was reduced, whilst services were still provided to enable social distancing, meaning costs did not reduce at the same rate. The long-term impact of the pandemic may mean there is less money available in some of these funds than previously expected. The delivery plan shows indicative costs which are subject to feasibility studies being completed, council approval and the funding being available.

Whilst a number of funding programmes from Central Government and TfL (such as the London Streetspace programme) have emerged in response to COVID-19, these have generally been focused on immediate interventions. Given the long-term nature of this strategy, the funding sources described below are those that are likely to be available over the coming years.

The schemes will need to be considered and prioritised as appropriate depending on the funding available and the boroughs emerging requirements.

TfL Liveable Neighbourhoods Programme[97]

TfL Liveable Neighbourhoods programme had a budget of £139m over the five financial years 2018/19-2022/23. The fund is for proposals between £1m and £10m which contribute to achieving the Mayor of London's target of 80% of all trips being made by walking, cycling or public transport by 2041, creating vibrant streets where local businesses thrive and places for the community to come together and interact. While this programme is currently paused, TfL hopes to restart the programme pending confirmation of a further funding settlement with Central Government.

Local Implementation Plan

Smaller proposals that align with the Local Implementation Plan can also be funded by TfL. To be eligible, proposals must demonstrate how they will help to achieve the targets set by the

Mayor of London's Transport Strategy. This funding stream is also currently paused, but again TfL hopes to restart the programme pending confirmation of a further funding settlement with Central Government.

Mayoral Community Infrastructure Levy

The Mayor of London's Community Infrastructure Levy funds strategically important infrastructure. It is currently being used to fund Crossrail. To date, it has been assumed that on completion of Crossrail the Community Infrastructure Levy would be used to fund Crossrail 2. If Crossrail 2 does not go ahead, the Community Infrastructure Levy could be used to fund other strategically important transport infrastructure, including in Barnet.

Borough Community Infrastructure Levy

Borough CIL is a levy charged to developers. It is applied on a zonal basis, with different rates charged between and within Local Authority jurisdictions. The local authorities administering and sets the CIL rates. A proportion of Borough CIL could be allocated towards public realm improvements.

Planning Obligations and Developer Contributions (Section 106)

When granting planning permission, the council can include legally binding commitments to fund improvements to the local area which will benefit the development. These are set by the borough, considering the viability of a proposal.

Tax Increment Funding

Tax increment financing seeks to isolate the uplift in specific tax revenues arising as a result of a transport project. It has been used extensively internationally and for the Northern Line Extension in London and is most applicable in areas with high levels of commercial development. Because it uses already-existing sources of taxation such as business rates or Council tax, neither tax rate increases nor any new taxes are required. However, a baseline business rate income must be established, estimating what business rate income would have been in the area if the proposal had not been built.

Housing Infrastructure Fund

Transport proposals can be funded through the Government's £5.5 billion Housing Infrastructure Fund, provided they unlock housing. The first investment round, providing £759 million to help deliver 200,000 homes across the country, closed in 2018 but Barnet's transport proposals could be eligible for future rounds of funding.

Voluntary Stakeholder Contributions

For proposals that benefit certain stakeholders directly, voluntary contributions can be requested. This method has been used to fund aspects of Crossrail: Canary Wharf Group contributed £150 million to develop the Isle of Dogs station and Berkeley Homes agreed to support the Crossrail station at Woolwich.

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[97] Transport for London (2018) **http://content.tfl.gov.uk/tfl-liveable-neighbourhood-guidance.pdf**

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Long Term Transport Strategy 2020-2041

Public Consultation Report

February 2020 – May 2020 Consultation

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London Borough of Barnet

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Executive Summary

As is usual practice, the drafting of a new Strategy has been subject to a formal public consultation. This report sets out the full findings from the council's consultation which took place from 10 February to 17 May 2020. The findings will be considered by Environment Committee on 9 September 2020, where the final decision on adoption of the Long Term Transport Strategy 2020-2041 will be taken.

Response to the consultation
➢ total of 231 responses to the consultation.
➢ 83% of responses were from residents.
➢ received 20 responses and comments via email (mostly from community organisations or representative bodies).
➢ we gathered the views of nine young people across the borough using an abridged questionnaire.

Summary of consultation approach
➢ the consultation was open for fifteen weeks, from 10 February 2020 to 17 May 2020.
➢ the consultation was published on Engage Barnet http://engage.barnet.gov.uk together with a draft Strategy and summary document which provided detailed background information.
➢ the consultation was promoted through posters at bus stops, council social media and the council website.

Summary of key findings

• overall, the draft Long Term Transport Strategy 2020-2041 was supported by respondents, with 61% of respondents agreeing with the vision of the Strategy to some extent, and 78% agreeing with the objectives to some extent.
• the draft Long Term Transport Strategy 2020-2041 also outlined the council's approach to improving each mode of transport, suggesting number of schemes to improve travel across the borough. The majority of respondents (52%) agreed that the proposed schemes would enable us to meet the vision and objectives of the Strategy.
• they were asked for their views on the schemes proposed to encourage walking in the borough. All of the proposed schemes were supported by a majority of respondents, particularly Scheme W5: Investing to improve the footway network, which was supported by 85% of respondents.
• they were also asked for their views on the schemes proposed to encourage cycling in the borough. All of the proposed schemes were supported by a majority of

respondents, particularly Scheme C2: Cycle network, which was supported by 81% of respondents.

- additionally, we asked for respondent's views on our proposed schemes to encourage public transport usage. All of the proposed schemes were supported by a majority of respondents, particularly Scheme PT3: Improve existing rail and underground services, which was supported by 91% of respondents.

- furthermore, we asked for views on the schemes proposed to make car travel more sustainable. All of the schemes proposed were supported by a majority of residents, particularly Scheme R2: Electric vehicle charging provision, which was supported by 80% of respondents.

- our proposed schemes to make freight and logistics in the borough more sustainable and encourage sustainable behaviour change were also supported by a majority of residents.

- the schemes identified by respondents as being the five most important were: C2: Cycle network, PT2: Improve bus network, W2: Low traffic neighbourhoods, W1: Healthier routes to schools, and PT3: Improve existing rail and underground services.

- we asked residents how we should prioritise resources in order to enable us to meet the vision and objectives: public transport, walking, and cycling were identified as the priority areas.

- we also asked several questions to analyse the travel habits of residents. 37% of respondents travelled south for their morning commute, similarly 51% of leisure journeys were radial. However, 54% of shopping journeys were within the borough; while the majority of these were radial, there was no real significant difference in the direction of travel.

- finally, we asked about how our residents travel, and how often they use different modes of transport. The majority of people walk every day (73%), with only 3% of respondents walking less frequently than 1-2 times per week. National Rail was the least used mode of transport, with 75% of respondents using it either monthly or not at all.

- we consulted with our young people using an abridged questionnaire, garnering nine responses. The majority of young people who replied supported all the schemes proposed in the Strategy.

- we also received some written submissions, the most common themes raised in these were in support of Schemes W5: Investing to improve the footway network and PT2: Improve existing bus network, and expressing concerns about Scheme W4: An active route named 'The Barnet Loop' around the greenspaces in the borough.

- it must also be noted that during the consultation period the country, and the borough, went into lockdown due to the COVID-19 pandemic. This significantly hindered the ability to publicise the consultation, as well as officers' ability to conduct face to face research and discussions. This made engagement and promotion of the consultation

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difficult, and consequently the consultation period was extended by three weeks to enable the council to undertake some additional promotion of the consultation and enable more views to be sought. Several comments raised concerns about how the pandemic will affect transport in the borough.

- the majority of the work for this strategy was completed in 2019, before the COVID-19 epidemic. As this is a long-term strategy, we have considered whether it will be relevant to the situation once the epidemic is over. We have concluded that the vision and objectives of the Strategy remain broadly relevant. COVID-19 has had a huge impact in increasing the number of people working from home. We do not know how long this phenomenon will continue for or how it will impact transport in the borough. The proposed schemes are still suitable; however, during the review / feasibility study for each proposal the changes in transport utilisation will need to be considered, particularly the effect on working people's mode of travel.

1.   Consultation Findings - Respondents

1.1   Technical details and method

In summary, the consultation was administered as follows:

➢ the draft Strategy was published on Engage Barnet. The evidence for the assumptions within it was also available via the Evidence Base.

➢ respondent's views were gathered via an online survey on Engage Barnet. Paper copies of the survey and consultation document were also made available on request. Additionally, we gathered the views of young people across the borough using an abridged questionnaire.

➢ the consultation was promoted in a number of ways, and key stakeholders who have been involved in the development of the Strategy were informed of the consultation. Social media was key in enabling the council to reach residents who may not use the traditional channels of Engage Barnet, we promoted via the council's website, area forums, Twitter, and Facebook; a sample tweet can be seen below. Posters, as seen shown below, were hung in libraries, leisure centres, and GP surgeries, as well as being displayed at bus shelters across the borough. The consultation was also in the Barnet First publication, the council's monthly newsletter disseminated to 147,000 homes across the borough, to our young people through our Youth Board, Youth Parliament and Youth Ambassadors, and made available to all council staff via promotion on the staff Yammer application, Strategy Bulletin, Communities Together Network, and the Breakfast Briefing.

Image 1 – One of the social media posts used to promote the consultation.

➢ it must be noted that during the consultation period, the country entered lockdown due to the COVID-19 pandemic. This made engagement and promotion of the consultation difficult, and consequently the consultation period was extended by three weeks to allow the council to undertake some additional promotion of the consultation and enable more views to be sought.

Image 1 – Poster used to promote the consultation

1.2   Questionnaire design

The consultation questionnaire was developed to ascertain residents', businesses, and other stakeholder's views on the draft Long Term Transport Strategy. In particular the consultation invited views on:

➢ the Strategy's vision and objectives.
➢ the schemes proposed by the Strategy, categorised by mode of travel.
➢ the travel habits / pattern of respondents.

In order to enable further understanding, and in-depth analysis, the questionnaire also included:

➢ open ended questions, where respondents were invited to write in any comments to justify their answers, if they believed anything was missing, or make more general comments around the draft Strategy.
➢ key demographic questions to help understand the views of different demographic groups. This included questions on protected characteristics.

Throughout the questionnaire, and where applicable, hyperlinks were provided to the relevant sections of the Strategy and the summary Consultation Document.

1.3   Demographic response to the consultation

A total of 231 responses were received to the online questionnaire on Engage Barnet. Additionally, 20 comments were received from community groups and residents via email, and nine responses from young people through a specifically designed abridged questionnaire.

1.3.1   Questionnaire response profile

Of the 231 public questionnaire responses that were received, all responses were through the online questionnaire, no paper questionnaires were returned. The figure below shows the profile of those who responded.

Are you responding as?	No.	%
Barnet resident	119	82.64%
Barnet business	0	0.00%
Barnet resident and business	6	4.17%
Representing a voluntary/community organisation	3	2.08%
Representing a public-sector organisation	3	2.08%
Visitor to the borough	7	4.86%
Other	5	3.47%
Total	**143**	**100%**

Figure 2 - Respondent profile

Most respondents to the consultation were residents of Barnet – 82.64%. Those who answered other (3.47%) identified as representing groups, such as the Liberal Democrat Group and Inclusion Barnet, as well as a developer in the borough. The chart below shows the demographic profile of those who responded to consultation questionnaire in terms of key demographics compared to the population of Barnet. Those who responded to the general consultation follow Barnet's population profile in terms of gender. However, in terms of age and ethnicity, there was a significant underrepresentation of younger respondents, as well as those who identified as a member of a black and minority ethnic group (BAME). Disabled respondents are also underrepresented in the questionnaire. Those who identified as disabled, mostly did so due to learning difficulties. However, the full list of responses can be seen below.

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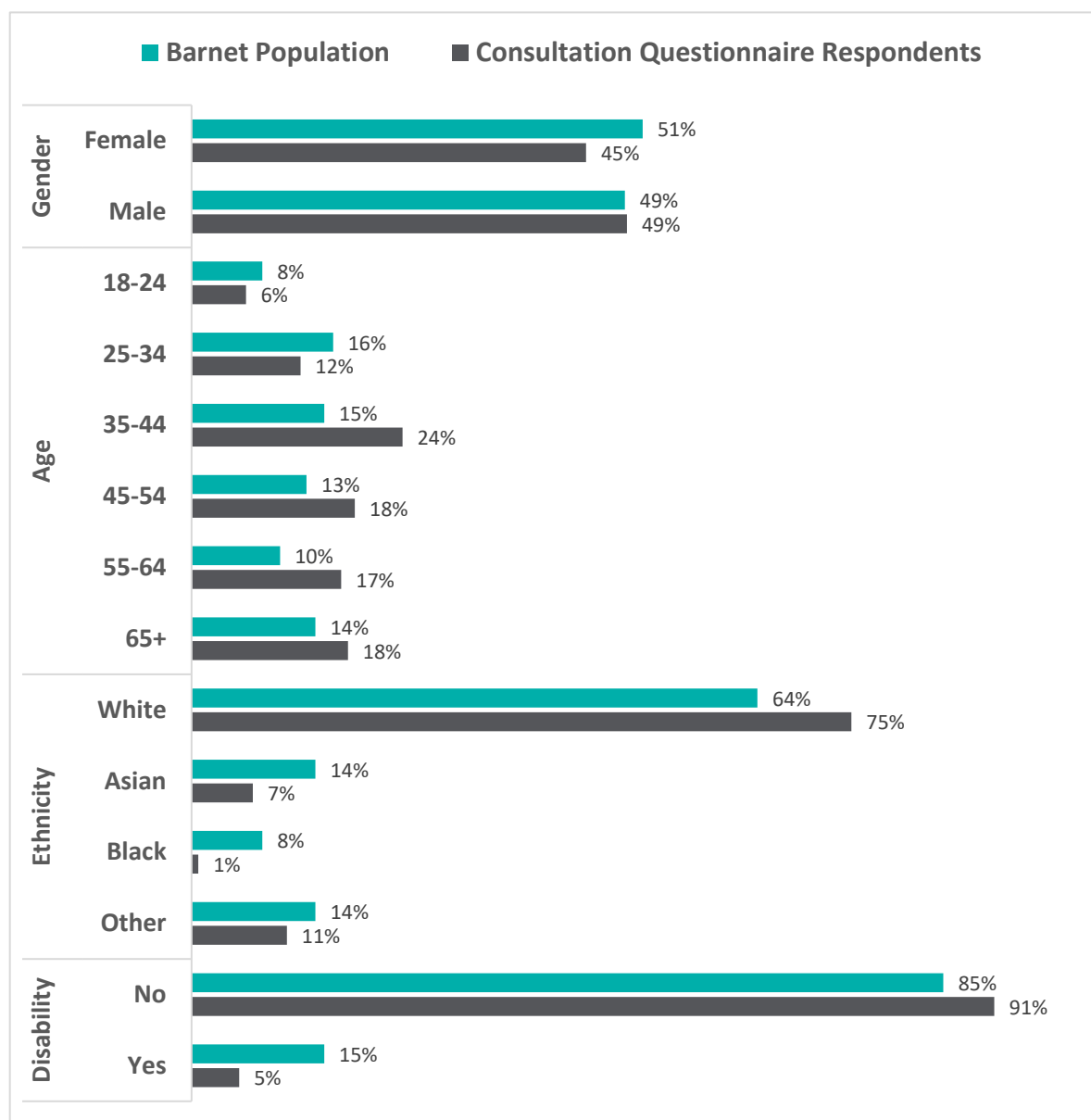
Figure 3 - Graph showing demographic profile of respondents

Are you currently employed, self-employed, retired or otherwise not in paid work?	No.	%
In employment (full or part time)	65	49.62%
Self-employed (full or part time)	27	20.61%
In full-time education at school, college, or university	5	3.82%
Unemployed	8	6.11%
Retired	26	19.85%
Total	**131**	**100%**

Figure 3 - Employment status of respondents

The employment status of respondents is also shown above. Overall, there is a good balance of different employment status. 65 (49.62%) respondents identified as an employee in a full time or part time job, while a further 27 (20.61%) identified as being self-employed. Furthermore, 26 respondents (19.85%) identified as being retired, with five in full time education at school, college, or university, and a further eight unemployed and available for work.

1.3.2 Protected Characteristics – Optional

The council is required by law, within the Equality Act 2010, to pay due regard to equalities in eliminating unlawful discrimination, advancing equality of opportunity and fostering good relations between people from different groups.

The protected characteristics identified in the Equality Act 2010 are age, disability, ethnicity, gender, gender reassignment, marriage and civil partnership, pregnancy, maternity, religion or belief and sexual orientation.

To assist us in complying with the duty under the Equality Act 2010 we invited respondents of the public consultation to provide equalities monitoring data. We explained that collecting this information will help us understand the needs of our different communities, that all the personal information provided will be treated in the strictest confidence and will be stored securely in accordance with our responsibilities under the Data Protection Act 1998, and that responding to this question was not mandatory.

In which age group do you fall?	No.	%
16-17	0	0.00%
18-24	8	6.15%
25-34	16	12.31%
35-44	31	23.85%
45-54	24	18.46%
55-64	22	16.92%
65-74	20	15.38%
75+	3	2.31%
Prefer not to say	6	4.62%
Total	**130**	

Figure 4 - Table showing respondents age groups

Are you: (Please tick one option only?	No.	%
Female	58	44.62%
Male	64	49.23%
Prefer not to say	7	5.38%
If you prefer to use your own term please provide it here	1	0.77%
Total	**130**	

Figure 5 - Table showing respondents gender

Are you pregnant?	No.	%
Yes	3	4.62%
No	57	87.69%
Prefer not to say	5	7.69%
Total	**65**	
Are you on maternity leave?	No.	%
Yes	3	5.26%
No	49	85.96%
Prefer not to say	5	8.77%
Total	**65**	

Figure 6 - Table showing respondents pregnancy/maternity leave status

Is your gender identity the same as the sex you were registered at birth?	No.	%
No, it's different	1	0.78%
Prefer not to say	7	5.43%
Total	**129**	

Figure 7 - Table showing the gender identity of respondents

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What is your religion or belief?	No.	%	Barnet population %
Buddhist	0	0%	1%
Christian	25	19.38%	39%
Hindu	2	1.55%	5%
Jewish	17	13.18%	23%
Muslim	1	0.78%	8%
Sikh	1	0.78%	5%
No religion	56	43.41%	20%
Prefer not to say	21	16.28%	N/A
Other Faith	6	4.66%	3.2%
Total	**129**	**100%**	**N/A**

Figure 8 - Table showing how respondents defined their religion or belief

Of the 231 total questionnaire responses, 129 respondents answered this question. In terms of faith, those who identified as an Atheist or having no religion comprised the greatest number of respondents (56), accounting for 43.41% of all respondents. The largest faith group recorded amongst respondents was Christianity (25), who represented 19.38% of all respondents; there was also a significant number of Jewish respondents (17; 13.18%). However, all faith groups were significantly underrepresented in contrast to the Barnet population.

What is your sexual orientation?	No.	%
Heterosexual	99	78.57%
Gay or Lesbian	2	1.59%
Bisexual	2	1.59%
Prefer not to say	23	18.25%
Total	**127**	**100%**

Figure 9 - Table showing how respondents defined their sexual orientation

What is your marital status?	No.	%
Single	24	18.90%
Co-habiting	16	12.60%
Married	72	56.69%
Divorced	2	1.57%
Widowed	2	1.57%
In same sex civil partnership	1	0.79%
Prefer not to say	10	7.87%
Total	**127**	**100%**

Figure 10 - Table showing the marital status of respondents

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The majority of respondents identified as heterosexual (78.57%), with gay, lesbian, and bisexual residents making up a minority of respondents (3.15% combined). A high proportion of respondents were either married (56.69%), single (18.9%), or co-habiting (12.6%).

Do you consider that you have a disability as described above?	No.	%
No	118	90.77%
Prefer not to say	5	3.87%
Total	**130**	**100%**

Figure 11 - Table showing respondents with a disability

Please select the definition that best describes your disability?	No.
Hearing (such as deaf, partially deaf, or hard of hearing)	1
Vision (such as blind or fractional/partial sight. Does not include people whose visual problems can be corrected by glasses/contact lenses)	1
Mobility (such as wheelchair user, artificial lower limb(s), walking aids, rheumatism, or arthritis)	2
Physical co-ordination (such as manual dexterity, muscular control, cerebral palsy)	2
Reduced physical capacity (such as inability to lift, carry or otherwise move everyday objects, debilitating pain and lack of strength, breath, energy or stamina, asthma, angina, or diabetes)	2
Learning difficulties (such as dyslexia)	4
Mental illness (substantial and lasting more than a year, such as severe depression or psychosis)	1
Other	1
Total	**14**

Figure 12 - Table showing the types of disabilities respondents have

What is your ethnic origin?	No.	%
Asian - Bangladeshi	0	0.00%
Asian - Chinese	3	2.31%
Asian - Indian	6	4.62%
Asian - Pakistani	0	0.00%
Any other Asian background (please specify below)	0	0.00%
Black - African	0	0.00%
Black - British	1	0.77%
Black - Caribbean	0	0.00%
Any other Black / African / Caribbean background (please specify below)	0	0.00%
Mixed - White and Asian	1	0.77%
Mixed - White and Black African	0	0.00%
Mixed - White and Black Caribbean	0	0.00%
Mixed - any other Mixed / Multiple ethnic background (please specify below)	0	0.00%
White - British	80	61.54%
White - Greek / Greek Cypriot	2	1.54%
White - Gypsy or Irish Traveller	0	0.00%
White - Irish	2	1.54%
White - Turkish / Turkish Cypriot	0	0.00%
White - any other	13	10.00%
Other - Arab	1	0.77%
Prefer not to say	9	6.92%
Any other ethnic group (please specify)	12	9.23%
Total	**130**	

Figure 13 - Table showing the ethnic origin of respondents

1.4   Interpretation of the results

In terms of the results of the questionnaire it is important to note that:

➢ the public consultation is not representative of the overall population of Barnet but provides information, in particular, on the opinion of those residents who engaged with the council, and an important indication of where there may be particular strength of feeling in relation to transport in Barnet.

➢ where percentages do not add up to 100, this may be due to rounding, or the question is multi-coded. All open-ended questions that invite respondents to write in comments are multi-coded and therefore add up to more than 100 percent.

➢ all open-ended responses to the public consultation have been classified based on the main themes arising from the comment, so that they can be summarised.

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2   Questionnaire Results

The Long Term Transport Strategy 2020-2041 is part of Barnet Council's wider strategy to create a prosperous, inclusive and healthy future for the borough. It sets out a vision for transport in Barnet and a roadmap for achieving this vision, supporting other council policies such as the Growth Strategy, the Joint Health and Wellbeing Strategy and the Local Plan. This Strategy:

- ➢ articulates the vision for transport in Barnet to 2041;
- ➢ proposes possible proposals to achieve the vision;
- ➢ provides an evidence base for this Strategy.

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2.1   Vision

The draft Long Term Transport Strategy 2020-2041 sets out the following vision statement relating to the council's long term vision for transport in the borough:

'By 2041, Barnet will have an efficient, convenient and reliable transport network, which enables safe, healthy and inclusive travel, protects the natural environment and supports the borough's growth.

The network will have transformed the way people and goods travel, providing strong orbital and radial links which gives everyone a choice of transport modes to complete their journey regardless of age, ability or income.'

2.1.1   To what extent do respondents agree or disagree with the proposed vision statement set out in our draft Transport Strategy?

We invited respondents to provide their views on the vision. Overall, it was well supported by respondents, with 142 respondents (61.48%) agreeing with the proposed guiding principles to some extent. By contrast, 38 respondents (16.45%) disagreed with the proposed guiding principles.

To what extent do you agree or disagree with the proposed vision statement set out in our draft Transport Strategy?		
	%	**No.**
Strongly agree	27.71%	64
Tend to agree	33.77%	78
Neither agree nor disagree	16.45%	38
Tend to disagree	9.96%	23
Strongly disagree	6.49%	15
Don't know	5.63%	13
Total	**100%**	**231**

Figure 14 - Table quantifying the extent to which respondents agreed or disagreed with the proposed vision

To what extent do you agree or disagree with the proposed vision statement set out in our draft Transport Strategy?

- Strongly Agree — 28%
- Tend to agree — 34%
- Neither agree nor disagree — 16%
- Tend to disagree — 10%
- Strongly disagree — 6%
- Don't know — 6%
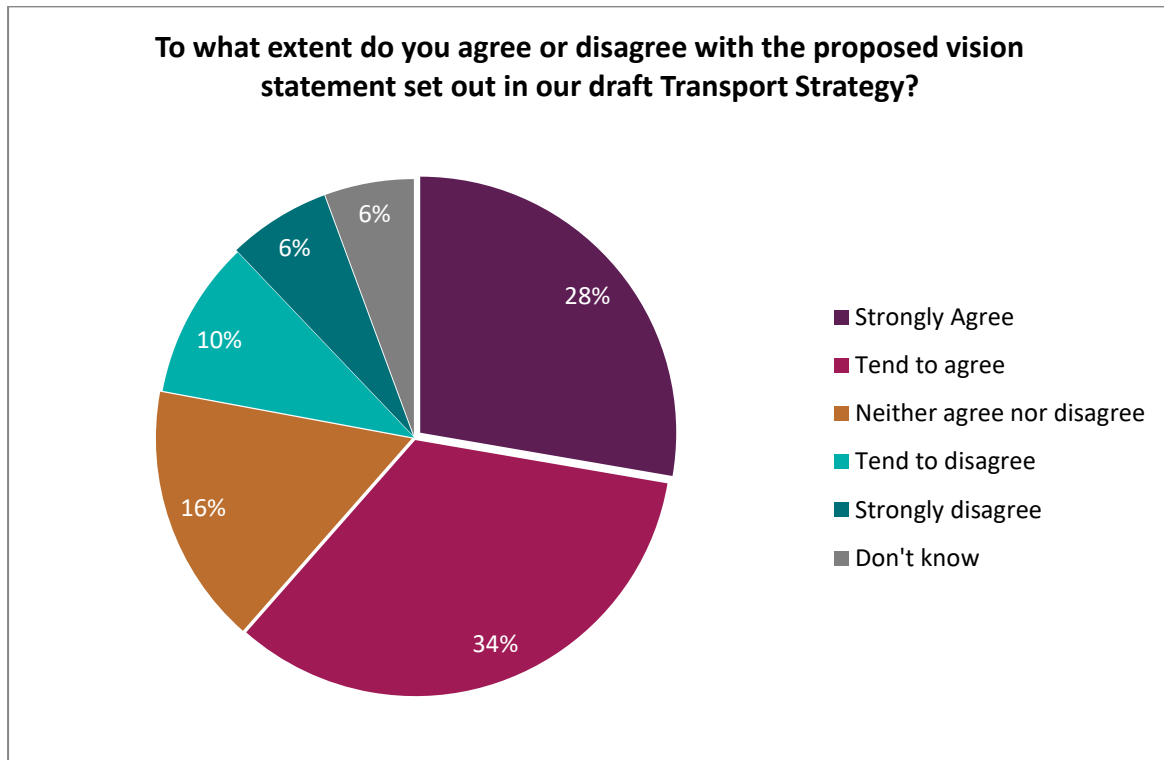
Figure 15 - Graph illustrating the extent to which respondents agreed or disagreed with the proposed vision statement

2.1.2 Views on the vision statement of the Transport Strategy

Additionally, if respondents said they disagreed with the vision, we asked them to expand upon why they did. While the comments touched upon a number of issues, three key themes were particularly prevalent. Nine people felt we were being too negative about car travel in the borough, and the vision was going too far in discouraging its usage. A couple of people commented on the impact on the economy and businesses in Barnet. Conversely, five people felt we were not going far enough, and instead felt the vision was too positive about the car and more detail needed to be added on reducing car usage. In addition, several commenters expressed their concern that the vision does not accurately reflect the needs of all areas of the borough and different traveller needs.

2.2   Objectives

The vision statement translates into the following five objectives:

- *Objective 1: Transport in Barnet keeps the borough moving, enabling people and goods to move within and beyond the borough efficiently using high quality orbital and radial links.*
- *Objective 2: All users can use the transport system regardless of age, ability and income, and the negative impacts of transport are limited.*
- *Objective 3: Transport contributes positively to the health of the borough, by prioritising active travel and ensuring air quality is good.*
- *Objective 4: The road network and transport system in Barnet is safe and residents and visitors feel safe across all transport modes.*
- *Objective 5: Barnet's transport network creates better places to live and work, supports local businesses to thrive sustainably, and is flexible, adapting to future opportunities presented by technology and travel patterns.*

2.2.1   To what extent do respondents agree or disagree with the objectives of the draft Transport Strategy?

We invited respondents to provide their views on the five objectives laid out in the draft Transport Strategy. Asking their opinion on the individual objectives, as well as the extent to which they agreed with the objectives overall. The objectives were strongly supported by residents, with all five objectives being agreed with by over half the respondents. Objective 3 was the most widely supported, with 78.61% of residents strongly agreeing or tending to agree. Objective 4 was the least widely supported; however, 74.57% of respondents still agreed with it. Overall, they are strongly supported by respondents, with 135 respondents (78.03%) agreeing with the objectives to some extent. In contrast, 21 respondents (12.14%) disagreed with the objectives to some extent.

To what extent do you agree or disagree with the proposed objectives of our Transport Strategy 2020-2041?						
		Objective 1	**Objective 2**	**Objective 3**	**Objective 4**	**Objective 5**
Strongly Agree	%	42.77%	53.18%	58.38%	51.45%	45.66%
	No.	74	92	101	89	79
Tend to Agree	%	32.37%	24.86%	20.23%	23.12%	32.37%
	No.	56	43	35	40	56
Neither Agree nor Disagree	%	9.83%	9.25%	6.94%	8.09%	8.67%
	No.	17	16	12	14	15
Tend to Disagree	%	8.09%	6.94%	6.36%	7.51%	5.20%
	No.	14	12	11	13	9
Strongly Disagree	%	4.62%	3.47%	5.78%	7.51%	5.20%
	No.	8	6	10	13	9
Don't Know/Not Sure	%	2.31%	2.31%	2.31%	2.31%	2.89%
	No.	4	4	4	4	5

Figure 16 - Table quantifying the extent to which respondents agreed or disagreed with the individual objectives of the Transport Strategy
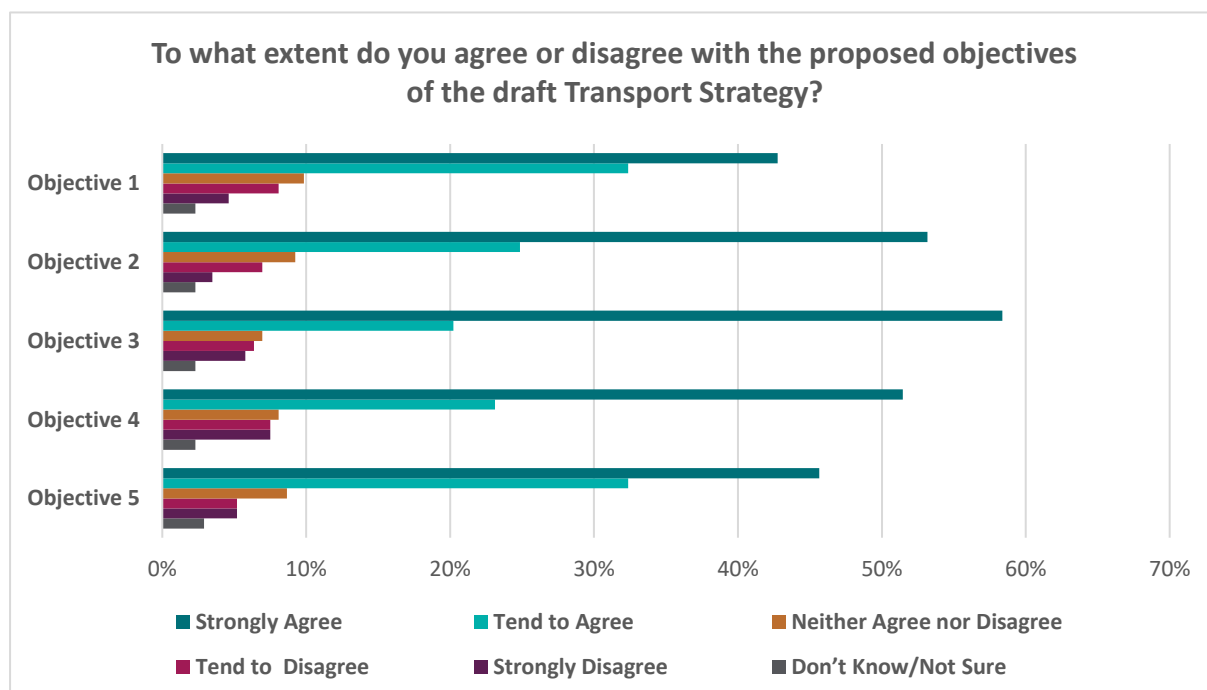
Figure 17 - Graph showing the extent to which respondents agreed or disagreed with the individual objectives of the Transport Strategy

Overall, to what extent do you agree or disagree with the objectives of our draft Transport Strategy?		
	%	**No.**
Strongly agree	40.46%	70
Tend to agree	37.57%	65
Neither agree nor disagree	6.94%	12
Tend to disagree	6.94%	12
Strongly disagree	5.20%	9
Don't know	2.89%	5
Total	**100%**	**173**

Figure 18 - Table quantifying the extent to which respondents agreed or disagreed with the objectives of the Transport Strategy
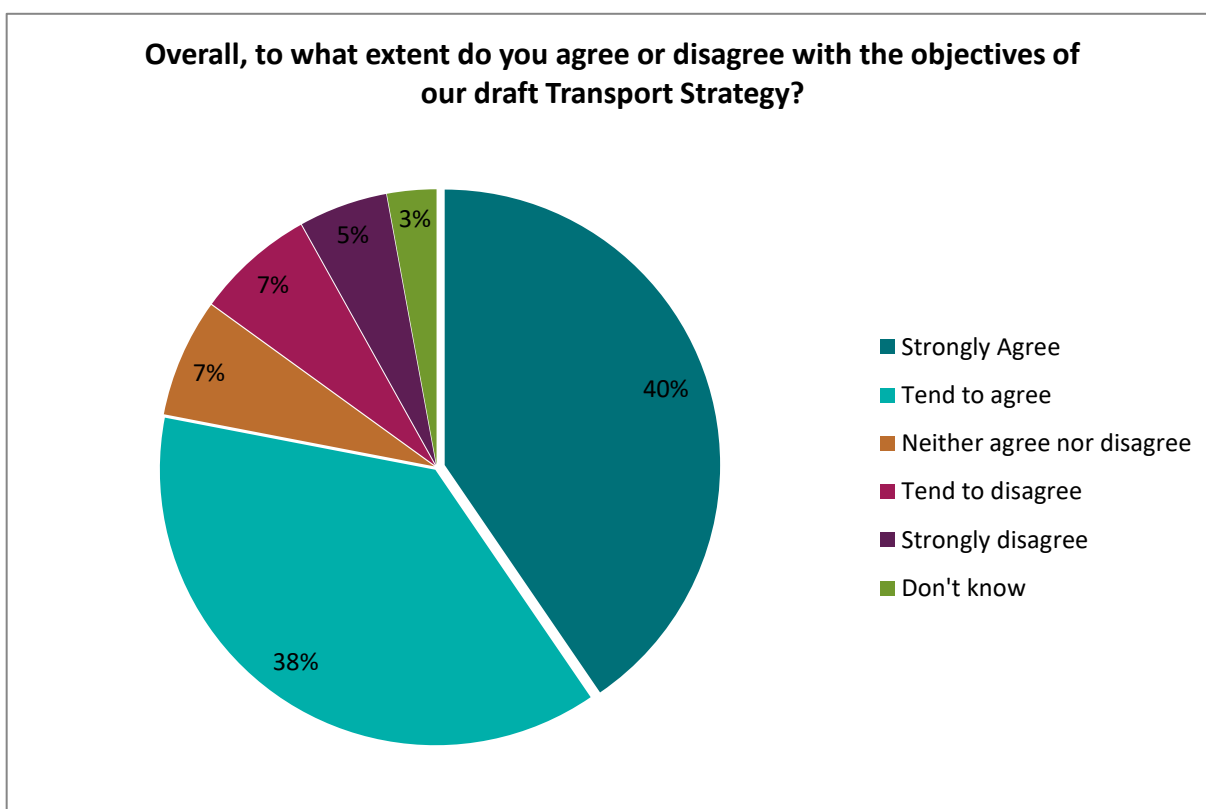
Figure 19 – Pie Chart quantifying the extent to which respondents agreed or disagreed with the objectives of the Transport Strategy

2.2.2 Views on what else should be considered for the objectives of the draft Transport Strategy 2020-2041

Furthermore, we also asked respondents for their views on what else should be considered. While comments raised a number of themes, three were particularly prevalent. Principally, comments recommended that the objectives placed a greater emphasis on climate change, pollution and air quality. In addition, they requested an emphasis on cycling, and increasing its uptake and usage across the borough. There was a particular emphasis on changing the road layout to make cycling safer and more welcoming. Finally, they requested that focus was placed on reducing car travel. A clear theme came out that more detail was needed around how we would reduce car travel and encourage users to change to other modes of transport.

2.3   Walking

Walking is a cost-free and healthy way to travel. It is the easiest and most common way of incorporating the 150 minutes of weekly physical activity recommended by the NHS. Walking in Barnet will focus on three types of trips: trips to school; shopping and leisure trips to town centres; and trips to stations. To address this, we are proposing the following schemes:

- *Scheme W1: Healthier routes to schools. This will prioritise walking routes around schools, removing barriers such as congestion, air quality, and fear of collisions.*
- *Scheme W2: Low traffic neighbourhoods. Restricting road access to specific types of vehicles at certain times of day can remove barriers to walking, improve road safety and increase active travel.*
- *Scheme W3: Signage and wayfinding can encourage walking by highlighting routes that avoid traffic, displaying journey time information, and advertising points of interest such as green spaces.*
- *Scheme W4: An active route named 'The Barnet Loop' around the greenspaces in the borough. This has the ability to provide a leisure route and links to town centres, leisure facilities and transport hubs in the borough.*
- *Scheme W5: Investing to improve the footway network. Improving footways can make walking more pleasurable and reduce fears of tripping/falling.*

2.3.1   To what extent do you agree or disagree that the following schemes will encourage walking in the borough?

We invited respondents to provide their views on the different schemes proposed to encourage walking in the borough. Individually, all five schemes are supported by our residents. However, particular support was expressed for schemes W1 and W5; healthier routes to school are supported (either strongly agree or tend to agree) by 80.98%, while 85.89% support investment in the footway network. In contrast, Scheme W2: Low traffic neighbourhoods was the least supported scheme; however, 71.17% of respondents still either strongly agreed or tended to agree it would encourage walking in the borough.

To what extent do you agree or disagree that the following schemes will encourage walking in the borough?		Scheme W1	Scheme W2	Scheme W3	Scheme W4	Scheme W5
Strongly Agree	**%**	64.42%	57.67%	52.76%	50.92%	65.64%
	No.	105	94	86	83	107
Tend to Agree	**%**	16.56%	13.50%	24.54%	26.38%	20.25%
	No.	27	22	40	43	33
Neither Agree nor Disagree	**%**	5.52%	8.59%	12.88%	12.88%	9.20%
	No.	9	14	21	21	15
Tend to Disagree	**%**	5.52%	8.59%	4.91%	5.52%	1.23%
	No.	9	14	8	9	2
Strongly Disagree	**%**	6.75%	9.82%	3.68%	3.07%	2.45%
	No.	11	16	6	5	4
Don't Know/Not Sure	**%**	1.23%	1.84%	1.23%	1.23%	1.23%
	No.	2	3	2	2	2

Figure 20 – Table quantifying the extent to which respondents agreed or disagreed that the proposed schemes will encourage walking in the borough

Figure 21 - Graph showing the extent to which respondents agreed or disagreed that the proposed schemes will encourage cycling in the borough

2.3.2   What else should we consider to encourage walking in the borough?

We also invited respondents to provide their views on what else could be done to encourage walking in the borough. Comments raised a number of themes; primarily they recommended that a greater emphasis was placed on ensuring the safety of walkers across the borough, an issue that was raised by 34 respondents. It was suggested that safety could be improved through better street lighting, police presence, and more pedestrian crossings. The quality, safety and accessibility of pavements was also a clear theme; this addressed discouraging parking and cycling on pavements. It was felt that improving cycling, and parking infrastructure and enforcement would encourage walking. Other responses highlighted the need to keep footways clean and tidy all year round to encourage walking on pavements and in greenspaces. In addition, concerns were raised about the safety of shared use walking and cycling paths, such as those suggested in Scheme W4: The Barnet Loop. For ease of analysis we have categorised comments by their most prevalent theme.

What else should we consider to encourage walking in the borough?	No. Comments
Safety, including street lighting, crime, pedestrian crossings, less traffic	19
Pavement quality, accessibility, & cleanliness	15
Pedestrian crossings	8
Enforcement of illegal parking	4
Encouraging safe walking to school	3
Playgrounds & rest areas along routes	3
Air quality	3

Figure 22 – Table showing most popular comments on respondents' thoughts around encouraging walking.

2.4   Cycling

Cycling has many of the same benefits as walking: it is a cheap, healthy and emission-free way to travel. It is also space efficient. One car parking space can provide parking for twelve bicycles. Cycling can also be very convenient. The average cycling speed is three times higher than the average walking speed, meaning longer journeys can take less time and effort. Adapted bicycles can also be used as mobility aids.

The draft Transport Strategy aims to encourage cycling by providing appropriate cycle routes, ensuring cycle parking at key locations such as stations and new developments, and increasing residents' access to bicycles, particularly e-bikes. To address this, we are proposing the following schemes:

- *Scheme C1: Cycle parking. The lack of safe cycle parking stops people cycling. Types of cycle parking include bike hangers, Sheffield stands, and two-tier racks.*
- *Scheme C2: Cycle network. A cycle network could encourage people to cycle who are intimidated by fast flowing traffic and competition with cars.*
- *Scheme C3: Cycle provision. While the cost of cycling is significantly lower than the cost of owning a car, some people can be discouraged by the upfront cost. Cycle hire proposals provide access to bicycles without large upfront costs or responsibility for maintenance.*
- *Scheme C4: Cycle training. The council will extend its training schemes to equip people with the necessary skills to navigate traffic with confidence.*

2.4.1   To what extent do you agree or disagree that the following schemes will encourage cycling in the borough?

We invited respondents to provide their views on the different schemes proposed to encourage cycling in the borough. Individually, all four schemes are supported by our residents. However, particular support was expressed for Scheme C2: Cycle Network, which 80.75% of respondents either tended to agree or strongly agreed would encourage cycling in the borough. In contrast, C3: Cycle Provision, was the least supported scheme; however, it still received the support of 63.36% of respondents.

To what extent do you agree or disagree that the following schemes will encourage walking in the borough?		Scheme C1	Scheme C2	Scheme C3	Scheme C4
Strongly Agree	%	50.93%	60.25%	37.89%	45.96%
	No.	82	97	61	74
Tend to Agree	%	26.71%	20.50%	25.47%	26.09%
	No.	43	33	41	42
Neither Agree nor Disagree	%	8.70%	8.07%	18.01%	16.77%
	No.	14	13	29	27
Tend to Disagree	%	3.73%	1.86%	6.83%	3.11%
	No.	6	3	11	5
Strongly Disagree	%	7.45%	6.83%	9.32%	5.59%
	No.	12	11	15	9
Don't Know/Not Sure	%	2.48%	2.48%	2.48%	2.48%
	No.	4	4	4	4

Figure 23 – Table quantifying the extent to which respondents agreed or disagreed that the proposed schemes will encourage cycling in the borough
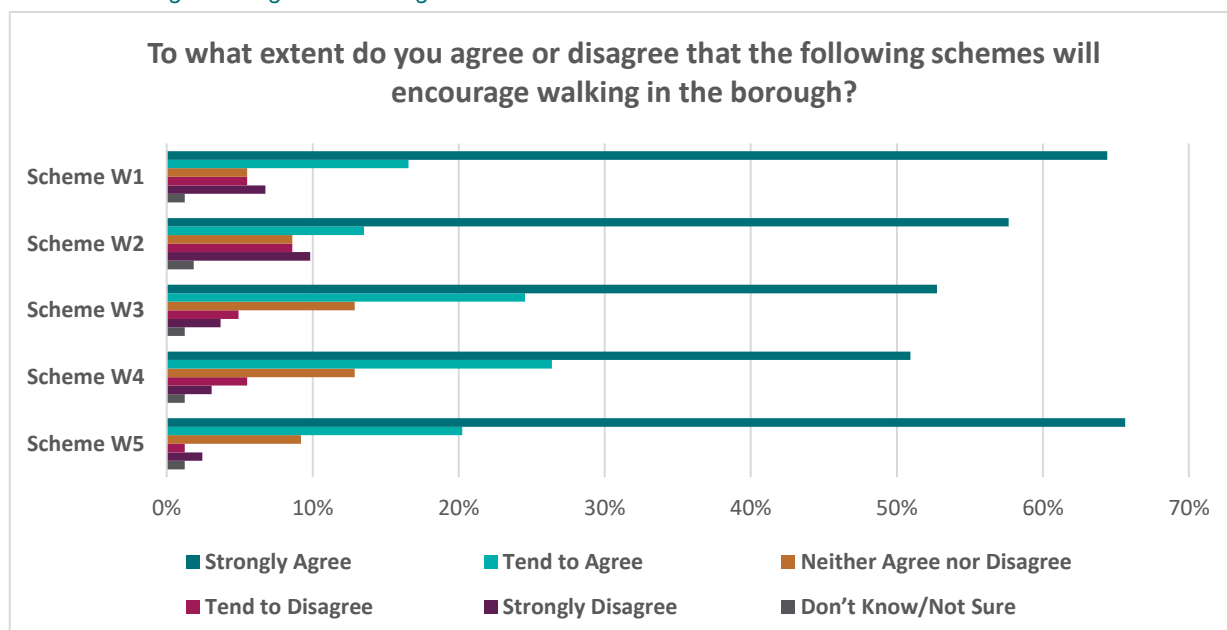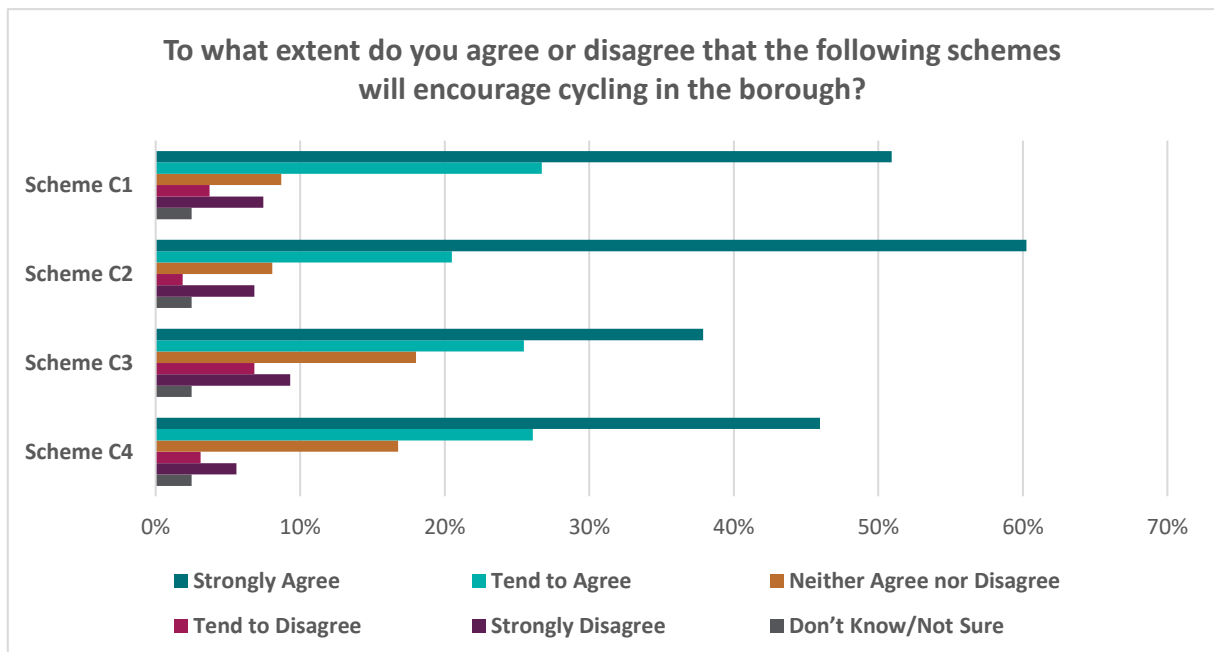

Figure 24 - Graph showing the extent to which respondents agreed or disagreed that the proposed schemes will encourage cycling in the borough

2.4.2 What else should we consider to encourage cycling in the borough?

We also invited respondents to provide their views on what else could be done to encourage cycling in the borough. Comments raised a number of themes; primarily they recommended that Barnet install dedicated cycle lanes and boxes at junctions for safe turning in order to improve safety for cyclists - 24 respondents raised this as an issue. A number of people raised introducing electric bikes and charge points around the borough, cycle awareness for drivers, and safe cycle training to discourage the use of bikes on pavements. For ease of analysis we have categorised comments by their most prevalent theme.

What else should we consider to encourage cycling in the borough?	No. Comments
Cycle infrastructure/segregated lanes	22
Electric bikes & charging points	6
responsibility of cyclists to be safe	5
cycle awareness for drivers	5
cycle training	4
Safety for cyclists	4
Secure bike parking	3

Figure 25 – Table showing most popular comments on what respondents said would encourage more cycling.

2.5   Public Transport

Although Barnet benefits from good radial routes into Central London on the Northern Line and Thameslink services, improving orbital connections across the borough and into neighbouring boroughs is vital so that residents have a choice of ways to travel. The radial connections must be upgraded to cope with increased demand. The council will need to collaborate with Public Transport providers, such as TfL or Arriva to consider ways of improving orbital travel. Technology is creating opportunities for areas without sufficient demand to cater for traditional public transport operations: the council will explore these to ensure all residents can access the public transport network. To address this, we are proposing the following schemes:

- *Scheme PT1: Express and orbital bus routes. An efficient orbital service would join key destinations, and provide resilience for radial routes. This would involve close collaboration with the neighbouring boroughs of Enfield and Brent.*
- *Scheme PT2: Improve existing bus network. Buses are a vital and growing part of Barnet's transport network; the council can contribute to improving bus services in the borough through a series of prioritisation methods, such as bus lanes.*
- *Scheme PT3: Improve the existing rail and underground services. The council will lobby to prioritise investment in the Northern Line, to increase frequencies and relieve congestion at Camden Town, where issues are caused by people changing branch. Opening the new Thameslink station at Brent Cross will also help reduce congestion.*
- *Scheme PT4: On-demand services. Some areas of Barnet are not densely populated enough to support rail links or frequent fixed bus routes. On-Demand bus services operate flexibly in response to local demand – they can adapt their routes and timings depending on the destinations of passengers.*
- *Scheme PT5: Gateways. Public transport hubs such as tube and rail stations can be transformed into 'gateways', improving the public realm and interchange between active travel and public transport.*

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2.5.1 To what extent do you agree or disagree that the following schemes will encourage public transport use in the borough?

We invited respondents to provide their views on the different schemes proposed to encourage public transport use in the borough. Individually, all five schemes are supported by our residents. However, particular support was expressed for Scheme PT3: Improve the existing rail and underground services, which was supported, to some extent, by 91.14%. In contrast, PT4: On-Demand Services, was the least supported scheme; however, it still received the support of 70.26% of respondents.

To what extent do you agree or disagree that the following schemes will encourage public transport use in the borough?						
		Scheme PT1	Scheme PT2	Scheme PT3	Scheme PT4	Scheme PT5
Strongly Agree	%	60.13%	63.29%	66.46%	43.04%	45.57%
	No.	95	100	105	68	72
Tend to Agree	%	25.95%	22.15%	24.68%	27.22%	28.48%
	No.	41	35	39	43	45
Neither Agree nor Disagree	%	8.23%	8.86%	5.70%	21.52%	16.46%
	No.	13	14	9	34	26
Tend to Disagree	%	1.90%	1.90%	1.27%	2.53%	5.06%
	No.	3	3	2	4	8
Strongly Disagree	%	1.90%	1.90%	0.63%	2.53%	0.63%
	No.	3	3	1	4	1
Don't Know/Not Sure	%	1.90%	1.90%	1.27%	3.16%	3.80%
	No.	3	3	2	5	6

Figure 26 – Table quantifying the extent to which respondents agreed or disagreed that the proposed schemes will encourage public transport use in the borough

To what extent do you agree or disagree that the following schemes will encourage public transport use in the borough?

Legend:
- Strongly Agree
- Tend to Agree
- Neither Agree nor Disagree
- Tend to Disagree
- Strongly Disagree
- Don't Know/Not Sure
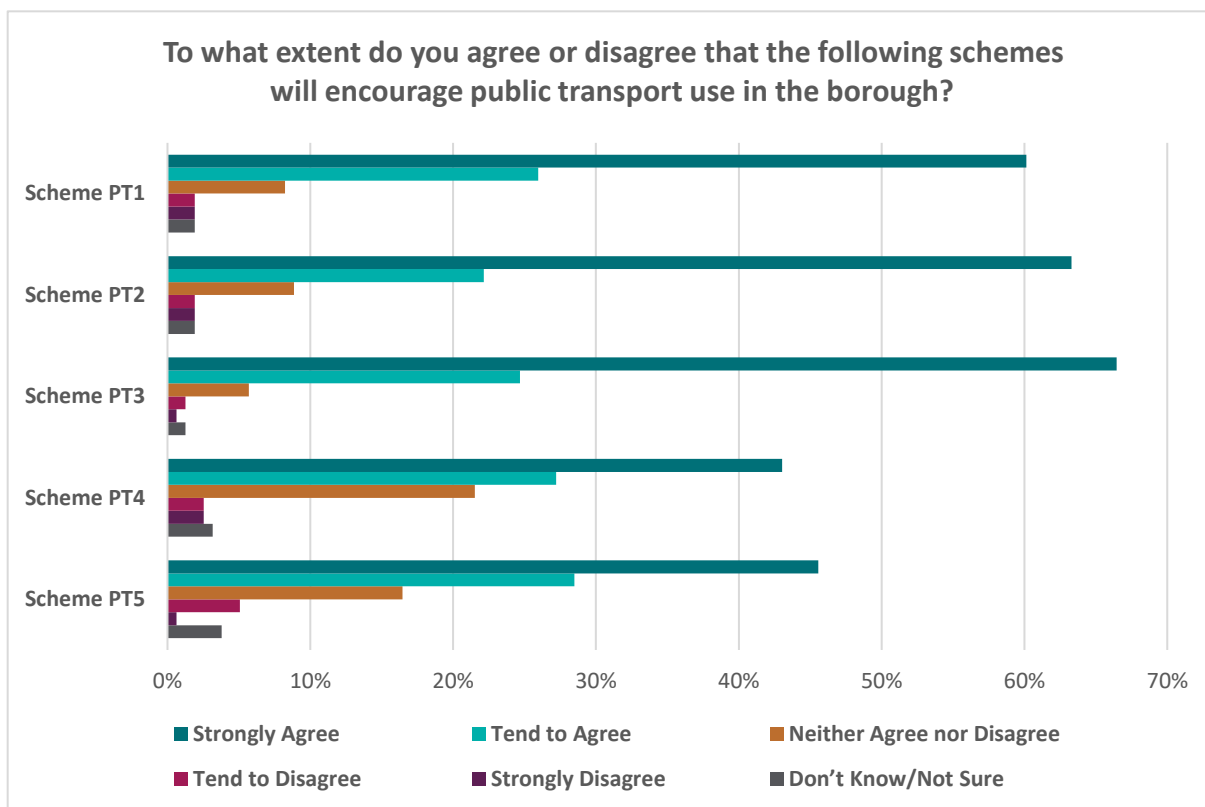
Figure 27 - Graph showing the extent to which respondents agreed or disagreed that the proposed schemes will encourage public transport use in the borough

2.5.2   What else should we consider to encourage public transport use in the borough?

We also invited respondents to provide their views on what else could be done to encourage the use of public transport in the borough. Comments raised a number of themes: one theme commented on by seven respondents was the need to limit traffic and on-road parking along bus routes; four further comments focused on discouraging car use, in favour of better bus transport. Another theme raised by six respondents was the importance of orbital links to other outer London boroughs. The third most common theme, commented on by five respondents, was potential improvement of the Northern Line to improve capacity. Four people recommended introducing a park and ride and/or buses linking the end of tube lines to the edges of the borough and outwards.

What else should we consider to encourage public transport use in the borough?	No. Comments
Managing traffic and on road Parking on bus routes	7
Orbital rail linking with other outer London boroughs	6
Improvements to Northern Line because of over capacity	5
Discourage car usage	4
Park & ride linking end tube stations outwards and out of the borough /better links between trains and buses	4
Public transport link to Finchley memorial hospital	3
More trains to Mill Hill East Station because of more housing and development there	3
Bus waiting times unclear and often long, including live electrical arrival info at bus stops	3
Cheaper fares	3
CS2, light rail or trains linking up with new housing development	3
Disability access and additional needs to be better addressed	3
Links to green spaces to encourage walking and fitness, particularly southern parks Hampstead Heath, Golders Hill	2
Covid-19 concerns	2
Changes to bus routes to serve more areas rather than just main roads	2

Figure 28 – Table showing most popular comments on what respondents said would make public transport more attractive.

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2.6   Cars

While the car will remain an important mode of transport in Barnet, we need to change the way it is used in order to limit the negative impacts it has on the borough, its residents, and the environment. The Transport Strategy will focus on limiting the negative impacts of car travel through:

- safer road design
- enabling shared ownership models
- making electric vehicles the default choice.

In the context of Barnet's projected population growth, congestion can only be addressed by reducing car use. This can create a chicken and egg problem. Road space allocation for cars (including parking) should not be reduced until there are reasonable travel alternatives in place; however, creating those reasonable alternatives may sometimes first require reallocation of road space. This problem is recognised by the council and assessments will be made on a case-by-case basis. To address this, we are proposing the following schemes:

- *Scheme R1:* *Car clubs. Car Clubs are a pay-as—you-drive system providing access to cars to registered members. This enables users to have access to cars for ad-hoc journeys without owning a car themselves.*
- *Scheme R2:* *Electric vehicle charging provision. We have some electric vehicle charge points throughout the borough, and will be continuing to expand our network to support the uptake of electric vehicles.*
- *Scheme R3:* *Road safety improvements. The best way to reduce the severity of car collisions is to limit the speed at which the collision takes place. There are two methods to limit speed: imposing a speed limit, and introducing speed limiting design features such as chicanes, street narrowing, speed tables, or vehicle activated signs.*
- *Scheme R4:* *Workplace parking levy. A workplace parking levy is a tool that can be introduced by a local authority, which charges businesses per parking space provided for employees. The money raised through a workplace parking levy would be reinvested to achieve the aims of the transport Strategy.*
- *Scheme R5:* *Better management of parking. Better management of on-street car parking is an effective way to encourage people to use healthier and more sustainable modes of transport.*
- *Scheme R6:* *Road user charging. Road user charging proposals require payment by certain types of vehicles for using certain parts of the road network. These charges can vary according to type of vehicle, time of day and day of week, as well as distance travelled.*

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2.6.1 To what extent do you agree or disagree that the following schemes will make car travel in the borough more sustainable?

We invited respondents to provide their views on the different schemes proposed to make car travel in the borough more sustainable. Individually, all six schemes are supported by our residents. However, particular support was expressed for Scheme R2; 80.13% of our residents supported, to some extent, the provision of electric vehicle charge points. In contrast, Schemes R4: Workplace parking levy and R6: Road user charging were the least supported. However, they were both still supported by the majority of residents. A workplace parking levy was supported, to some extent, by 54.49% of respondents; while 51.29% supported road user charging.

To what extent do you agree or disagree that the following schemes will make car travel in the borough more sustainable?		Scheme R1	Scheme R2	Scheme R3	Scheme R4	Scheme R5	Scheme R6
Strongly Agree	%	40.38%	53.85%	50.64%	41.67%	45.51%	41.67%
	No.	63	84	79	65	71	65
Tend to Agree	%	24.36%	26.28%	20.51%	12.82%	20.51%	9.62%
	No.	38	41	32	20	32	15
Neither Agree nor Disagree	%	14.74%	7.69%	11.54%	13.46%	12.82%	10.26%
	No.	23	12	18	21	20	16
Tend to Disagree	%	9.62%	7.05%	3.85%	9.62%	5.77%	7.69%
	No.	15	11	6	15	9	12
Strongly Disagree	%	8.33%	3.21%	11.54%	17.95%	12.18%	25.00%
	No.	13	5	18	28	19	39
Don't Know/Not Sure	%	2.56%	1.92%	1.92%	4.49%	3.21%	5.77%
	No.	4	3	3	7	5	9

Figure 29- Table quantifying the extent to which respondents agreed or disagreed that the proposed schemes will make car travel in the borough more sustainable

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To what extent do you agree or disagree that the following schemes will make car travel in the borough more sustainable?

Legend:
- Strongly Agree
- Tend to Agree
- Neither Agree nor Disagree
- Tend to Disagree
- Strongly Disagree
- Don't Know/Not Sure
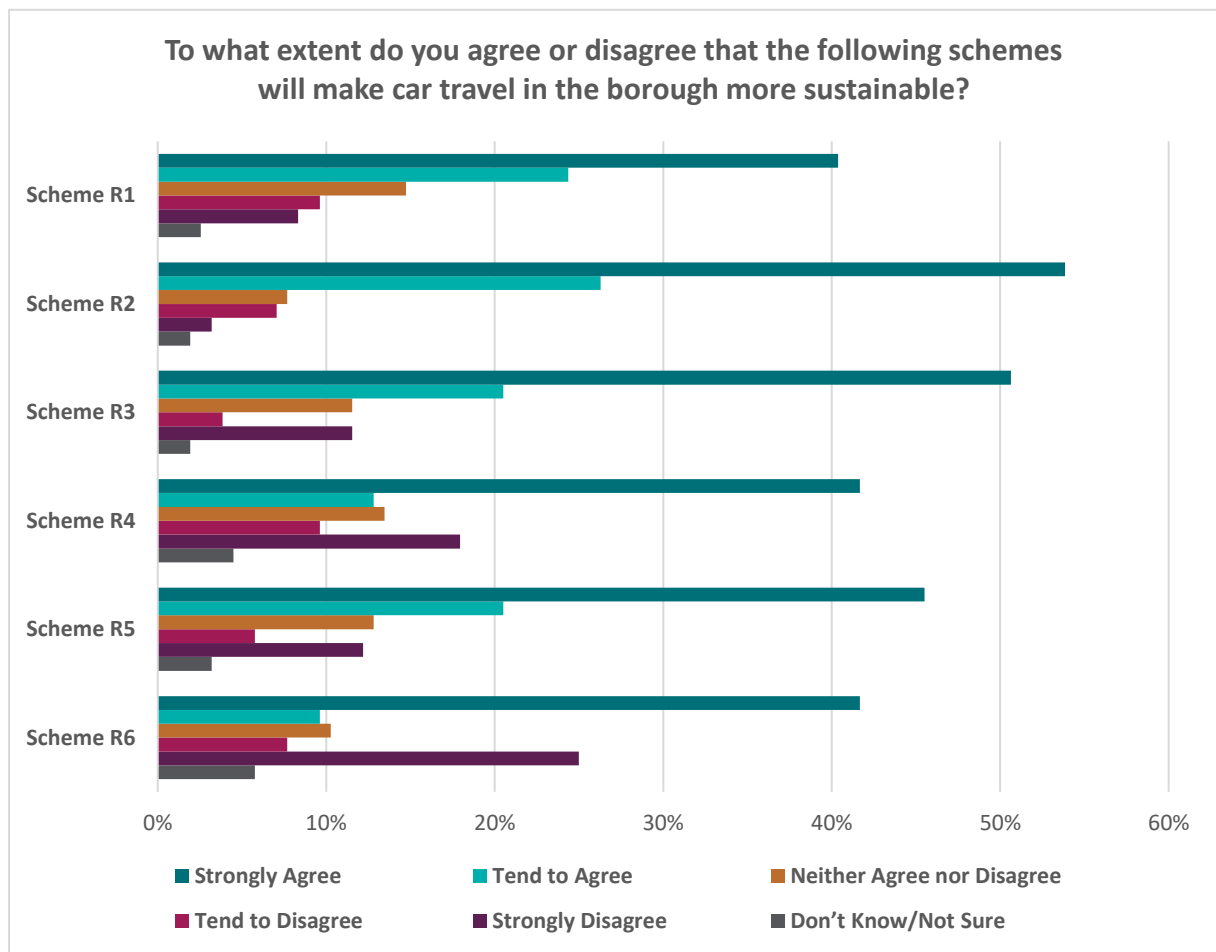
Figure 30 - Graph showing the extent to which respondents agreed or disagreed that the proposed schemes will make car travel in the borough more sustainable

2.6.2 What else should we consider to make car travel in the borough more sustainable?

We also invited respondents to provide their views on what else could be done to make car travel more sustainable. Comments raised a number of themes; the most prominent focused on concerns around R4: Workplace parking levy and that electric cars would not sufficiently tackle congestion. Comments also noted that it was hoped that the Strategy would go further towards ending the reliance on cars and limiting the number of cars per household and making changes to roads and speed limits in order to slow traffic and make roads safer.

What else should we consider to make car travel in the borough more sustainable?	No. Comments
Worries on impact to economy/businesses with increased parking charges	5
Do more to stop reliance on cars, and limit cars per household	5
Worries electric vehicles not tackling congestion	5
Road modifications to slow traffic, particularly in town centres	5
Protect front gardens from being converted into parking spaces	3
More parking controls particularly around tube stations, suggestion of a shuttle bus from remote car park to High Barnet tube station	3
More training and behaviour change for drivers	3
20mph speed limit for safety, particularly near schools	3
Quality of roads and fixing potholes	3
CPZ put in according to local need	2
Preventing pavement parking	2
A borough wide CPZ	2
Cut out rans runs	2
Worries about electric cars still polluting	2

Figure 31 – Table showing most popular comments on what we should consider to make car travel more sustainable.

2.7 Freight & Logistics

Freight and logistics are vital to the functioning both of the borough and, given Barnet's strategic location at the crossroads of the A1, the M1 and the A406, London and the wider region. At some stage nearly every product we purchase will form part of the 1.6 billion tons of freight carried annually on the Strategic Road and Rail Network.

A key part of Barnet council's freight policy will require coordination with neighbouring boroughs and national government to ensure fair and enforceable restrictions across the network. To address this, we are proposing the following schemes:

- *Scheme F1:* Alternative fuels for freight. The number of light goods vehicles on Barnet's roads is likely to increase. In combination with other proposals in this Strategy, the council can help to support fleet operators convert to electric vans.
- *Scheme F2:* Consolidation. Consolidation naturally occurs within freight businesses to enable more efficient distribution and can reduce congestion and emissions in built up areas. Multiple suppliers drop goods at the centre, which are then delivered in mixed loads on vehicles whose routes are optimised.

2.7.1 To what extent do you agree or disagree that the following schemes will make freight and logistics in the borough more sustainable?

We invited respondents to provide their views on the different schemes proposed to make freight and logistics in the borough more sustainable. Individually, both the schemes are supported by our residents. With 72.26% of respondents supporting alternative fuels for freight, and 69.67% supporting consolidation.

To what extent do you agree or disagree that the following schemes will make freight and logistics in the borough more sustainable?			
		Scheme F1	**Scheme F2**
Strongly Agree	%	50.97%	51.61%
	No.	79	80
Tend to Agree	%	21.29%	18.06%
	No.	33	28
Neither Agree nor Disagree	%	13.55%	18.71%
	No.	21	29
Tend to Disagree	%	0.65%	1.29%
	No.	1	2
Strongly Disagree	%	4.52%	1.94%
	No.	7	3
Don't Know/Not Sure	%	9.03%	8.39%
	No.	14	13

Figure 32 - Table quantifying the extent to which respondents agreed or disagreed that the proposed schemes will make freight and logistics in the borough more sustainable
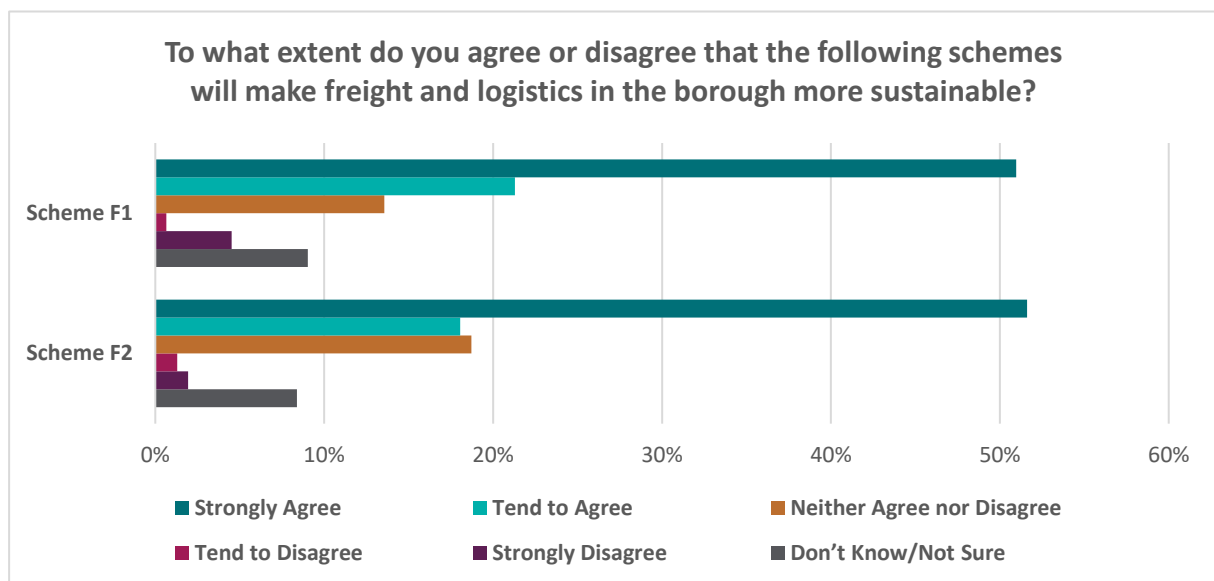
Figure 33 - Graph showing the extent to which respondents agreed or disagreed that the proposed schemes will make freight and logistics in the borough more sustainable

2.7.2 What else should we consider to make freight and logistics in the borough more sustainable?

We also invited respondents to provide their views on what else could be done to make freight and logistics in the borough more sustainable. Comments focused on a number of themes; primarily recommendations that the council should look at limiting the times when heavy goods vehicles are allowed to make deliveries in the borough, in order to reduce congestion at peak times and limit freight on residential roads. Popular ideas were the use of electric cargo bikes and the idea around encouraging shopping locally, which has increased during the COVID-19 pandemic.

What else should we consider to make freight & logistics in the borough more sustainable?	No. Comments
Time restrictions, particularly out of rush hour or done overnight	7
Electric cargo bikes	5
Limit from residential roads	3
Pan London/national approach needed	3
Alternative fuels/emission free	3
Encourage shopping locally	2

Figure 34 – Table showing most popular comments on what we should consider to make freight & logistics more sustainable.

2.8   Behaviour Change

The next 20 years will bring huge growth to the borough, both in terms of the economy and the population. This will bring with it challenges as limited road space continues to become more congested; therefore, people's methods of travel and behaviour will have to change (e.g. increased walking, cycling, and public transport use). Supporting a change in behaviour will help to support long term changes in the way that people travel. Educating and informing people is key to empowering people to make changes to the way they travel.

Targeted campaigns, training, education, engagement and communications with the general public (and where appropriate specific groups such as children, the elderly or groups who are less likely to use certain types of transport) is key to supporting the successful adoption of new modes of travel and specifically supporting active travel. To address this, we are proposing the following schemes:

- _Scheme BC1:_ _For each proposal specific behaviour change programmes/activities will be required. This will consist of: consistent marketing, general and targeted messages, community engagement, and research, innovation, monitoring, evaluation and review. For example, engaging with specific groups who are less likely to cycle, in order to understand the types of support we can provide to enable them to use more sustainable modes of travel._
- _Scheme BC2:_ _Education, training and publicity – road, travel and personal safety. In order for people to be able to make transport choices they not only need to be aware of the travel choices and impacts but need to have the skills and confidence to be able to choose from all possible options. Therefore, an extensive education, training and publicity programme for road, travel and personal safety looking at real and perceived issues is essential. This will include general and targeted initiatives._
- _Scheme BC3:_ _Travel Planning. Through travel plan programmes the promotion of safer and more sustainable travel can reach a far broader audience and have a more effective influence on transport behaviour and choices. For example, educational travel plans empower children and young people to not only change their own behaviour now and in the future, but also to influence their families and local communities._

2.8.1   To what extent do you agree or disagree that the following schemes will encourage sustainable behaviour change?

We invited respondents to provide their views on the different schemes proposed to encourage sustainable behaviour change. Individually, all three schemes are supported by our residents. With Schemes BC1, BC2, and BC3 being supported, to some extent, by 67.32%, 73.85%, and 67.63% of respondents correspondingly.

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To what extent do you agree or disagree that the following schemes will encourage sustainable behaviour change?				
		Scheme BC1	**Scheme BC2**	**Scheme BC3**
Strongly Agree	%	43.79%	45.75%	50.98%
	No.	67	70	78
Tend to Agree	%	23.53%	28.10%	17.65%
	No.	36	43	27
Neither Agree nor Disagree	%	15.69%	14.38%	17.65%
	No.	24	22	27
Tend to Disagree	%	6.54%	3.92%	6.54%
	No.	10	6	10
Strongly Disagree	%	5.88%	5.23%	3.92%
	No.	9	8	6
Don't Know/Not Sure	%	4.58%	2.61%	3.27%
	No.	7	4	5

Figure 35 - Table quantifying the extent to which respondents agreed or disagreed that the proposed schemes will encourage sustainable behaviour change

To what extent do you agree or disagree that the following schemes will encourage sustainable behaviour change?

Legend:
- Strongly Agree
- Tend to Agree
- Neither Agree nor Disagree
- Tend to Disagree
- Strongly Disagree
- Don't Know/Not Sure
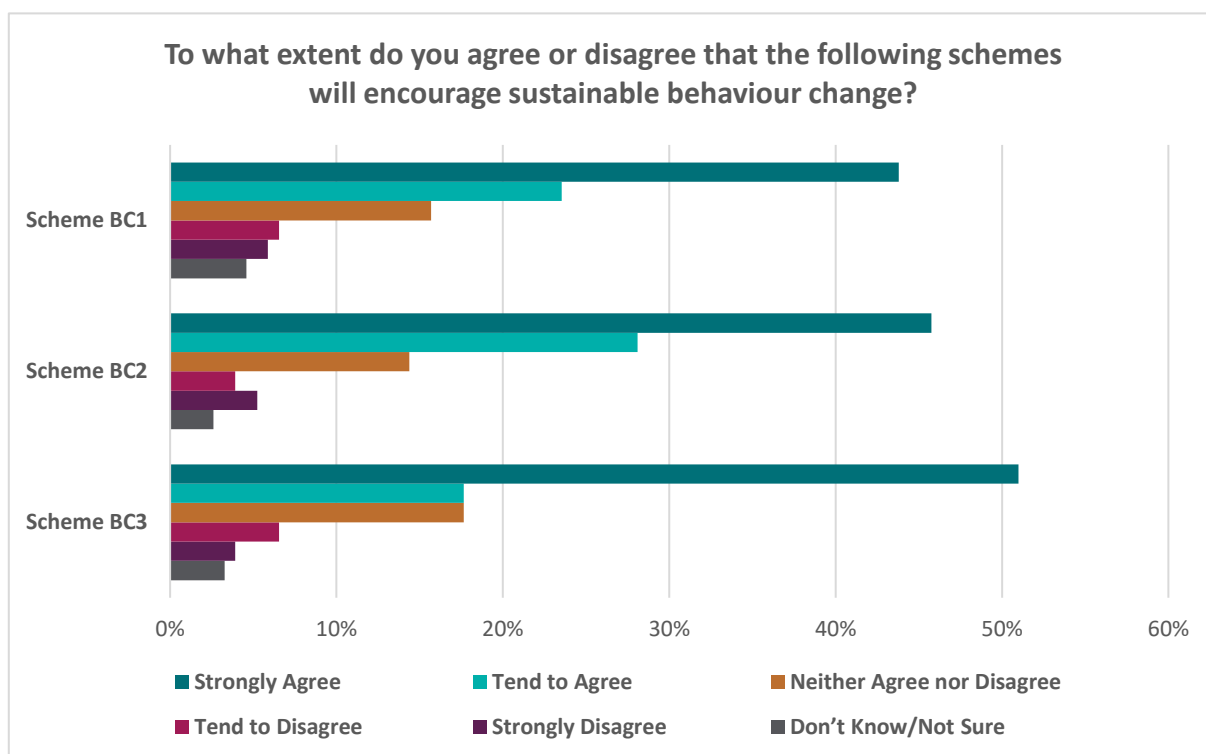
Figure 36 - Graph showing the extent to which respondents agreed or disagreed that the proposed schemes will encourage sustainable behaviour change

2.8.2   What else should we consider to encourage sustainable behaviour change?

We also invited respondents to provide their views on what else could be done to encourage sustainable behaviour change in the borough. Four commented on the need to improve cycle infrastructure before people would be convinced to make the behavioural change and start cycling. Other comments focused on a number of themes; primarily additional education for drivers in order to improve road safety, and information about the damage car use can have on the natural environment. One suggestion was to recruit champions for change in each community to influence behaviour and provide feedback on issues relating to transport. Another highlighted the importance of age-related behaviour change schemes.

What else should we consider to encourage sustainable behaviour change?	No. Comments
Change cycle infrastructure before behaviours to encourage cycling	4
Safety training for drivers	3
Cycle & pedestrian safety awareness	2
Education on effects of air pollution	2
Change in cars running idle with engines on	2

Figure 37 – Table showing most popular comments on what we should consider to encourage sustainable behaviour change.

2.9   Overview of the Schemes

We then asked a series of questions to assess how respondents felt about the overall approach taken by the Strategy, and how effective they felt it would be in improving travel in the borough.

2.9.1   Having considered the vision and objectives, how would you prioritise resources amongst the themes?

We invited respondents to provide their views on how they would prioritise tight resources between modes of transport; we then aggregated the priority scores assigned to each theme. Public transport was the clear priority for respondents, followed by walking and cycling. Cars, behaviour change, and freight and logistics were all significantly lower priorities for respondents.

Having considered the vision and objectives, how would you prioritise resources amongst the themes?		Priority 1	Priority 2	Priority 3	Priority 4	Priority 5	Priority 6
Walking	**%**	23.03%	24.34%	24.34%	16.45%	9.21%	2.63%
	No.	35	37	37	25	14	4
Cycling	**%**	19.74%	23.68%	17.11%	13.16%	14.47%	11.84%
	No.	30	36	26	20	22	18
Public Transport	**%**	32.89%	27.63%	22.37%	13.82%	1.97%	1.32%
	No.	50	42	34	21	3	2
Cars	**%**	6.58%	11.84%	13.82%	18.42%	23.68%	25.66%
	No.	10	18	21	28	36	39
Freight & Logistics	**%**	4.61%	4.61%	9.87%	23.68%	32.24%	25.00%
	No.	7	7	15	36	49	38
Behaviour Change	**%**	13.16%	7.89%	12.50%	14.47%	18.42%	33.55%
	No.	20	12	19	22	28	51

Figure 38 - Table quantifying how respondents would prioritise resources amongst the themes

Having considered the vision and objectives, how would you prioritise resources amongst the themes?

Figure 39 – Graph showing which schemes respondents saw as the most important (showing those that received the support of over 20% of respondents)

Having considered the vision and objectives, how would you prioritise resources amongst the themes?

Figure 40 - Graph showing the aggregated scores of how respondents would prioritise resources amongst the themes

2.9.2   Given the objectives, which schemes do you see as the five most important?

We invited respondents to provide their views on which of the schemes they saw as the most important in order to meet the objectives of the Strategy. There were eight schemes which received the support of over 20% of respondents, which can be seen in graphically below; the full results can be seen in the table below. The most popular scheme was the cycle network, with the support of 52% of respondents, closely followed by improvements to the existing bus network (47.03%), and low traffic neighbourhoods (44.37%).
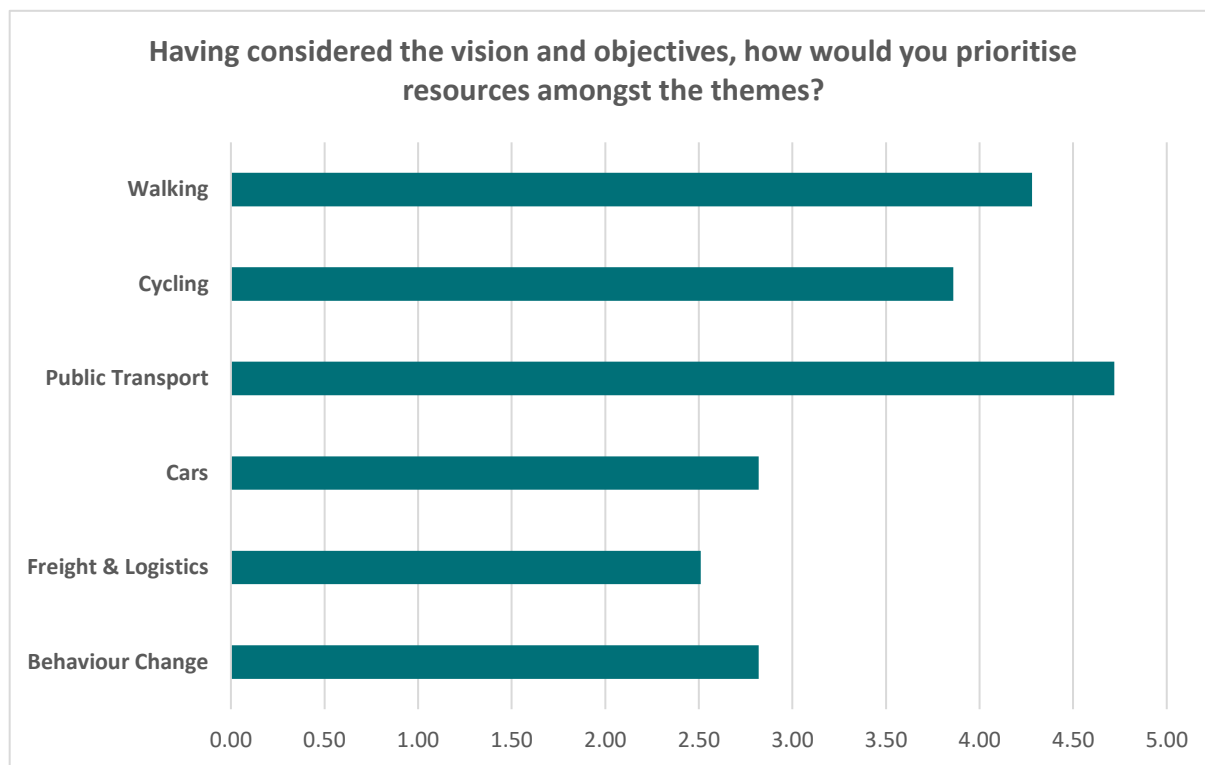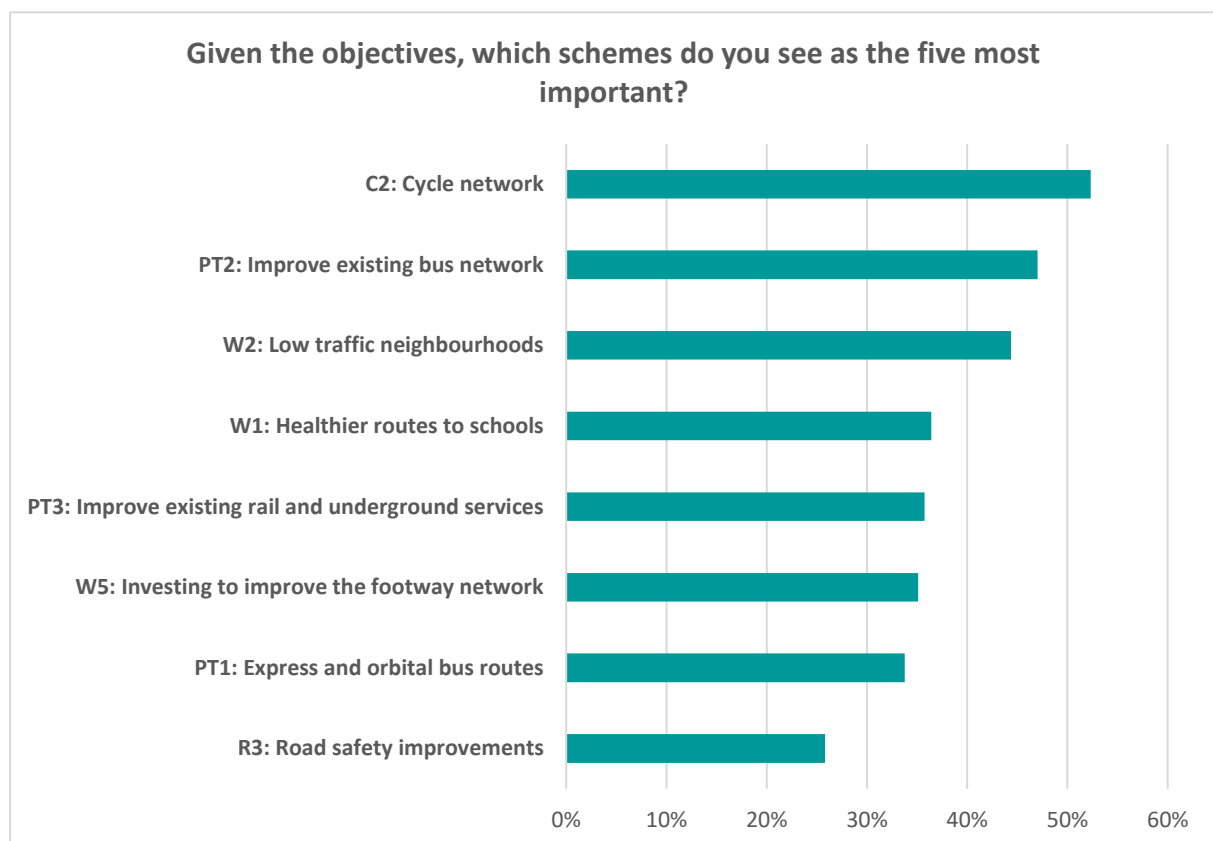

Figure 41 - Graph showing which schemes respondents saw as the most important (displays those with the support of over 20% of respondents)
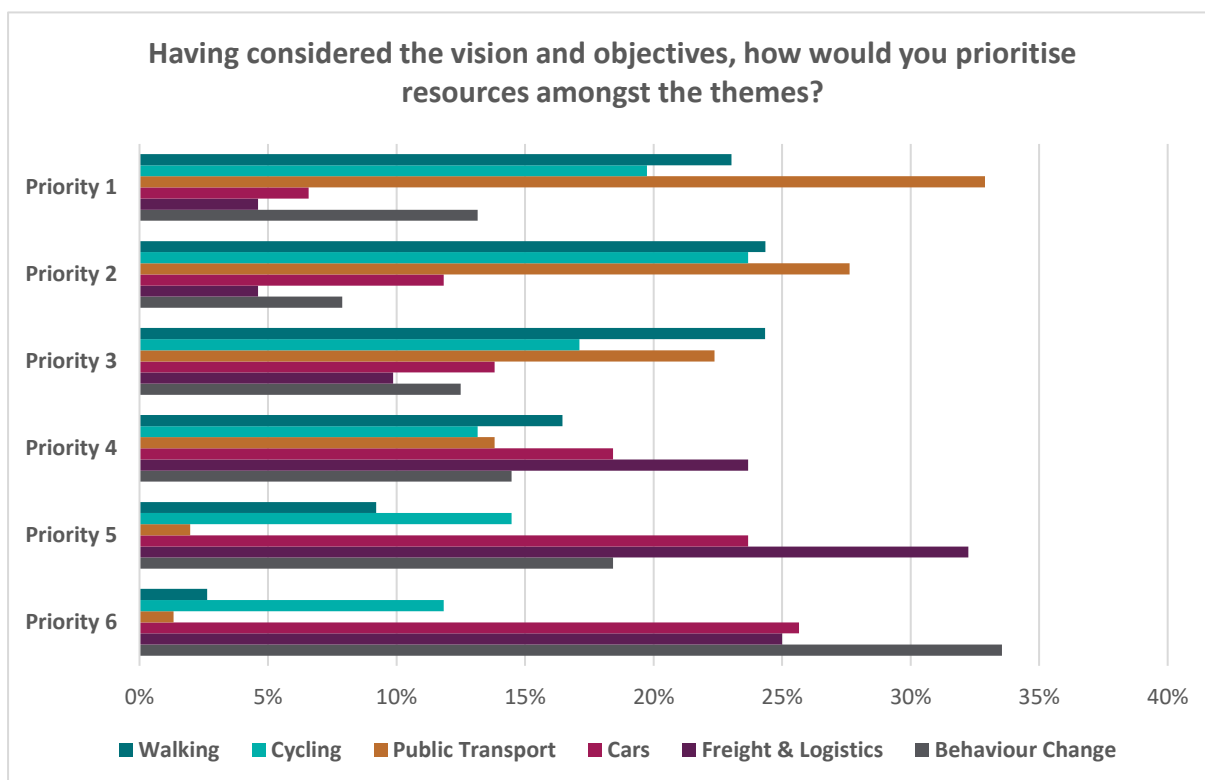
Given the objectives, which schemes do you see as the five most important?		
	%	**No.**
C2: Cycle network	52.32%	79
PT2: Improve existing bus network	47.03%	71
W2: Low traffic neighbourhoods	44.37%	67
W1: Healthier routes to schools	36.42%	55
PT3: Improve existing rail and underground services	35.76%	54
W5: Investing to improve the footway	35.10%	53
PT1: Express and orbital bus routes	33.77%	51
R3: Road safety improvements	25.83%	39
BC1: Overarching behaviour change programme and specific behaviour change activities for each proposal	18.54%	28
R2: Electric vehicle charging provision	16.56%	25
W4: Active route – the Barnet Loop	15.23%	23
W3 Signage and wayfinding	13.25%	20
R5: Better management of parking	12.58%	19
C1: Cycle parking	11.92%	18
F1: Alternative fuels for freight	11.92%	18
R6: Road user charging	10.60%	16
C3: Cycle provision	9.93%	15
PT4: On-demand services	9.93%	15
R1: Car clubs	9.93%	15
BC2: Education, training, and publicity – road, travel, and personal safety	7.95%	12
R4: Workplace parking levy	5.96%	9
PT5: Gateways – key stations	5.30%	8
F2: Consolidation	5.30%	8
C4: Cycle training	4.64%	7
BC3: Travel planning	3.31%	5

Figure 42 – Table showing which schemes respondents saw as the most important (displayed by priority)

2.9.3   The London Mayor, in the Mayor's Transport Strategy, has set the central aim for 80% of all trips in London to be made on foot, by cycle, or using public transport by 2041. To what extent do you agree or disagree that the approach we have taken for each method of travel will be effective in meeting this target?

We invited respondents to provide their views on the extent to which they felt the approach taken for each method of transport would enable us to meet the central aim of the Mayor's Transport Strategy, for 80% of all trips in London to be made on foot, by cycle, or using public transport. In summary, respondents were supportive of the action the council was proposing for walking, cycling, and public transport, but was less supportive of the proposed schemes for cars, freight and logistics, and behaviour change. They felt our public transport schemes would be most effective in meeting the Mayor's target, with 67.55% agreeing, to some extent, that our approach would be effective. However, they were least supportive of our approach for addressing car travel, which was only supported by 37.08% of respondents.

To what extent do you agree or disagree that the approach we have taken for each method of travel will be effective in meeting the target set out in the Mayor's Transport Strategy?						
		Strongly Agree	Tend to Agree	Neither Agree nor Disagree	Tend to Disagree	Strongly Disagree	Don't Know/ Not Sure
Walking	%	21.19%	39.74%	13.91%	8.61%	7.95%	8.61%
	No.	32	60	21	13	12	13
Cycling	%	18.54%	34.44%	15.89%	10.60%	11.26%	9.27%
	No.	28	52	24	16	17	14
Public Transport	%	24.50%	43.05%	13.91%	3.97%	5.30%	9.27%
	No.	37	65	21	6	8	14
Car	%	9.93%	27.15%	21.85%	15.89%	15.23%	9.93%
	No.	15	41	33	24	23	15
Freight & Logistics	%	13.25%	31.13%	28.48%	5.30%	5.96%	15.89%
	No.	20	47	43	8	9	24
Behaviour Change	%	13.25%	29.14%	29.80%	7.28%	8.61%	11.92%
	No.	20	44	45	11	13	18

Figure 43 – Table showing the extent to which respondents felt we would be in meeting the Mayor's target

To what extent do you agree or disagree that the approach taken for each method of travel will be effective in meeting the target set out in the Mayor Transport Strategy?

Legend:
- Strongly Agree
- Tend to Agree
- Neither Agree nor Disagree
- Tend to Disagree
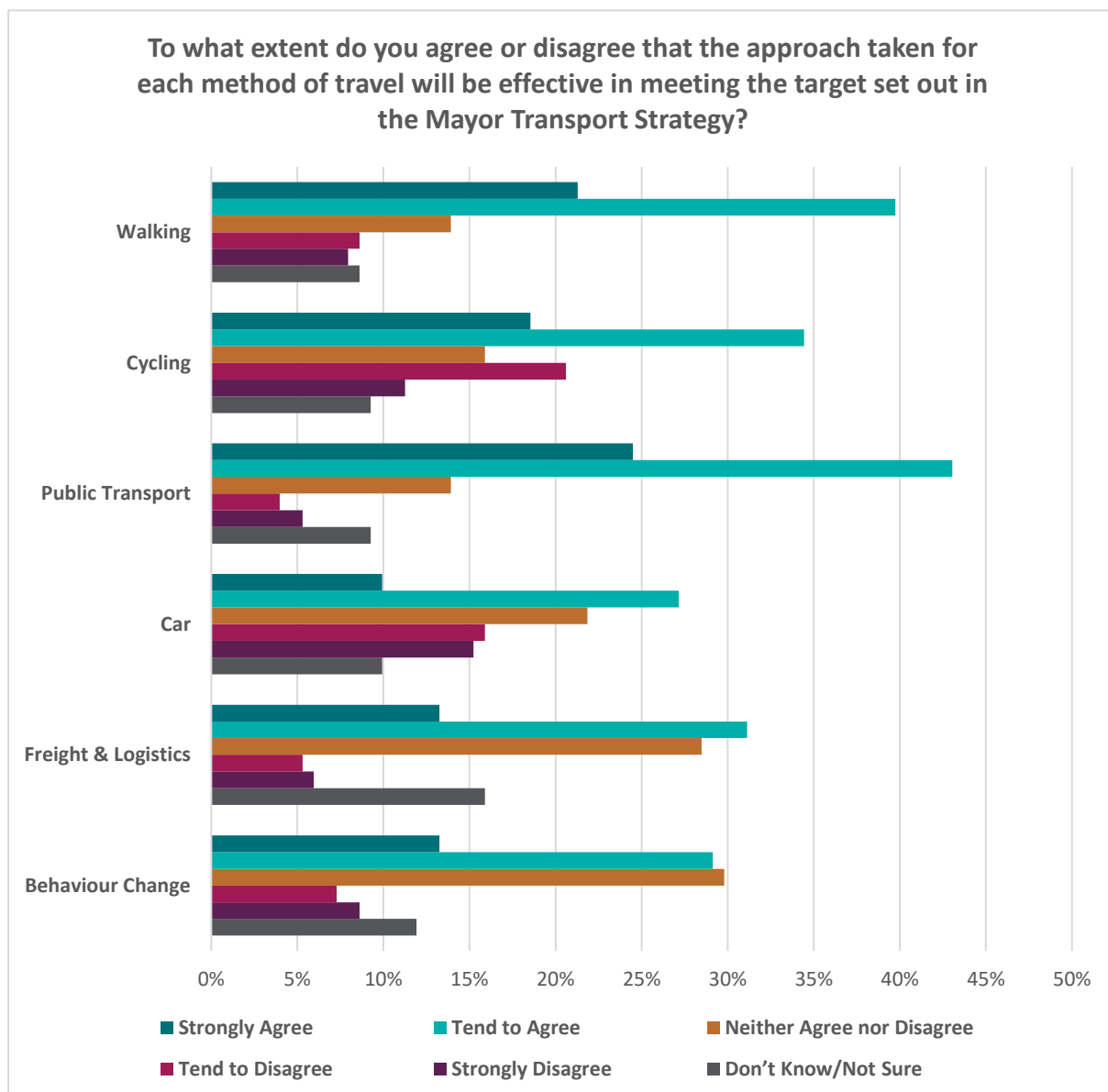- Strongly Disagree
- Don't Know/Not Sure

Figure 44 – Graph showing the extent to which respondents felt we would be in meeting the Mayor's target

2.9.4 Do you feel there are barriers to active travel (walking, cycling, public transport) within the borough?

We invited respondents to provide their views on whether there are barriers to active travel within the borough; and if so, what they felt those barriers were through written responses. A significant majority of respondents (85.53%) felt that there were barriers to active travel. For ease of analysis the written responses have been categorised relating to their themes; the results of this can be seen below. Comments primarily focused on the lack of cycling infrastructure, such as segregated cycle lanes, and the poor condition of the footway as the main barriers to active travel. However, other prominent themes were slow and infrequent buses, air quality and pollution, and a fear for their own personal safety due to crime. The draft Long Term Transport Strategy looks to address many of the barriers raised by respondents through schemes, such as: investing in the footway, the creation of a cycle network and leisure route in the Barnet Loop, and the creation of a bus rapid transit system. Also, it is hoped that, by encouraging more sustainable travel, the Strategy as a whole will have the cumulative effect of reducing pollution and improving air quality across the borough.

Do you feel there are barriers to active travel (walking, cycling, public transport) within the borough?		
	%	**No.**
Yes	85.53%	130
No	14.47%	22
Total	**100%**	**152**

Figure 45 - Table showing if respondents felt there were barriers to active travel
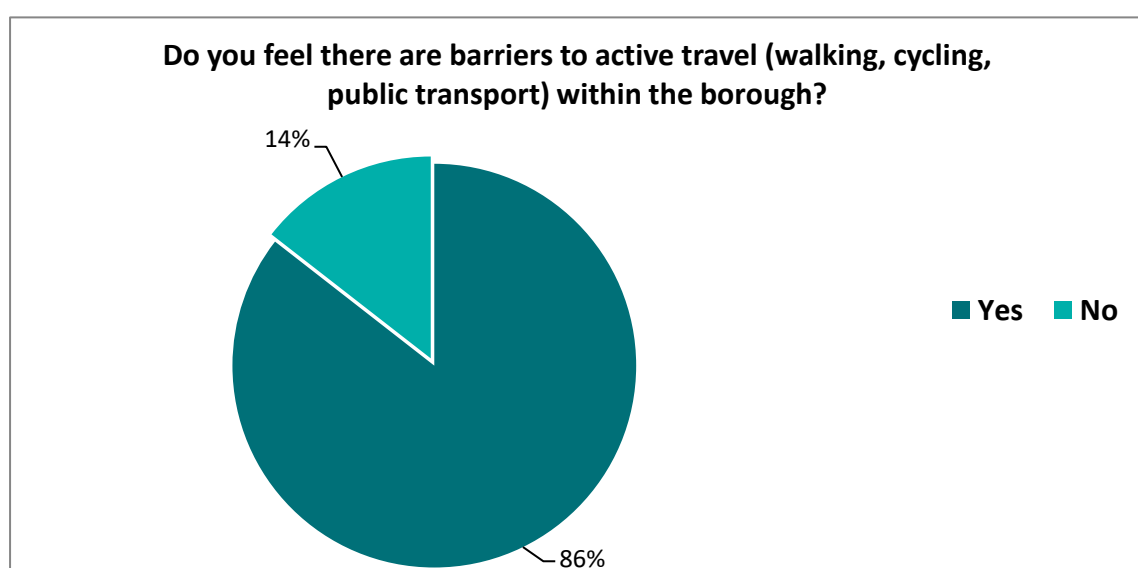
Figure 46 – Graph showing if respondents felt there were barriers to active travel

What do you feel are the barriers to active travel (walking, cycling, public transport) within the borough?		
	%	**No. Comments**
Lack of cycle lanes/infrastructure	27.27%	63
Poor footway conditions	15.15%	35
Buses too slow/infrequent	9.09%	21
Air quality/pollution	7.79%	18
Crime/safety	6.49%	15
Speed of cars & speed cameras	6.49%	15
Lack of pedestrian crossings over major roads	5.19%	12
A reliance on driving & few incentives to use active travel	4.76%	11
Too much traffic	4.33%	10
Poor orbital links	3.90%	9
Hills a problem for cycling/walking	3.46%	8
Electric scooter/bike support	2.16%	5
Street parking	2.16%	5
Junctions not safe	1.73%	4
Total	**100%**	**231**

Figure 47 - Table categorising what residents felt were the main barriers to active travel (written responses)

What do you feel are the barriers to active travel (walking, cycling, public transport) within the borough?

Legend:
- Lack of cycle lanes/infrastructure
- Poor footway conditions
- Buses too slow/infrequent
- Air quality/pollution
- Crime/safety
- Speed of cars & speed cameras
- Lack of pedestrian crossings over major roads
- A reliance on driving & little incentives to use active travel
- Too much traffic
- Poor orbital links
- Hills a problem for cycling/walking
- Electric scooter/bike support
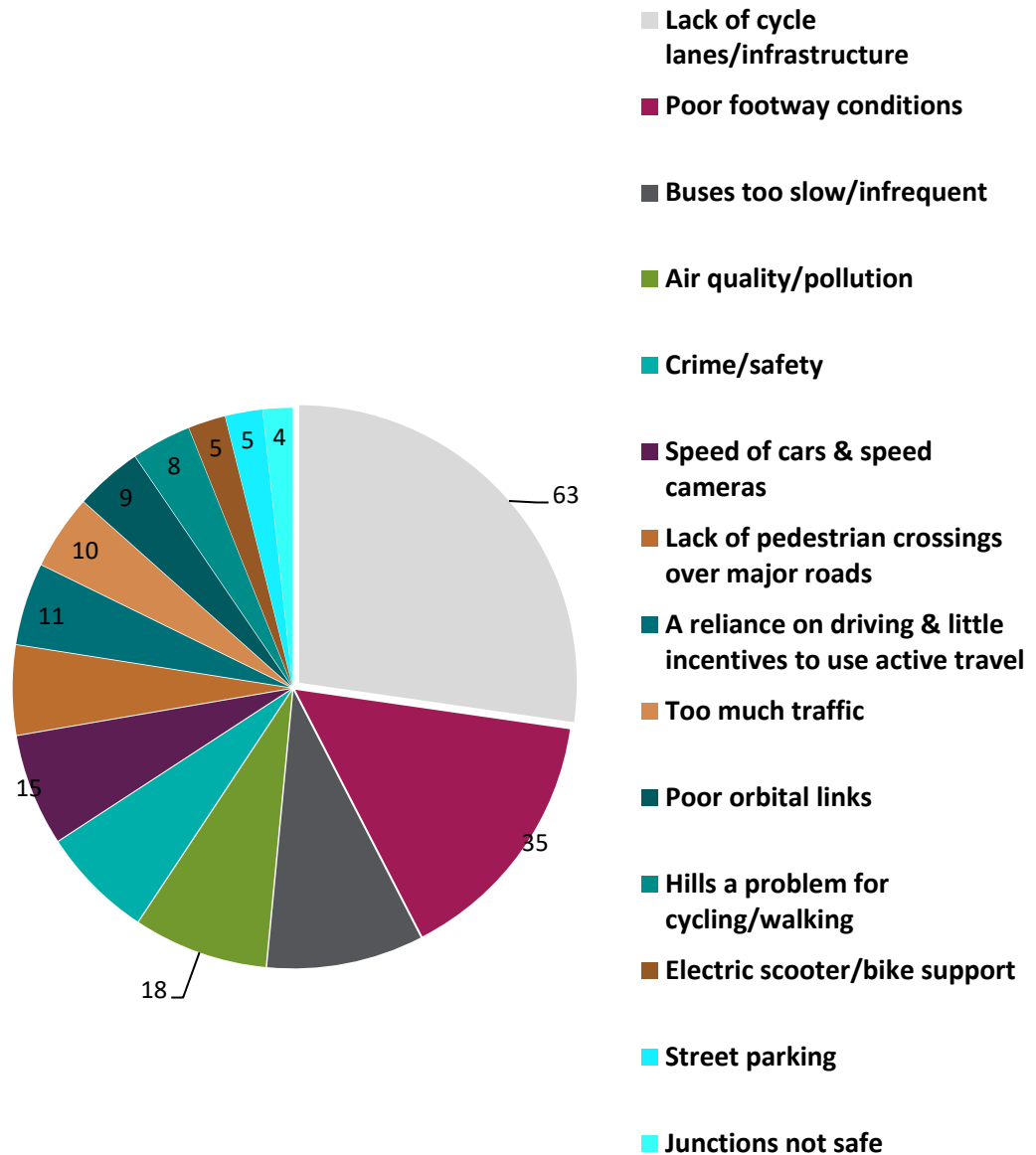- Street parking
- Junctions not safe

Figure 48 - Graph categorising what residents felt were the main barriers to active travel (written responses)

2.9.5 Overall, to what extent do you agree or disagree that the schemes set out in the Transport Strategy will enable the vision and objectives to be met?

We invited respondents to provide their views on the extent to which they agreed or disagreed that the schemes proposed in the draft Transport Strategy would enable us to meet the vision and objectives. A majority of respondents (52%) strongly or tended to agree that the proposed schemes would allow us to meet the vision and objectives, while only 20.67% tended to or strongly disagreed that Strategy will enable the vision and objectives.

Overall, to what extent do you agree or disagree that the schemes set out in the Transport Strategy will enable the vision and objectives to be met?		
	%	**No.**
Strongly Agree	12.00%	18
Tend to Agree	40.00%	60
Neither Agree nor Disagree	20.67%	31
Tend to Disagree	14.67%	22
Strongly Disagree	6.00%	9
Don't Know/Not Sure	6.67%	10

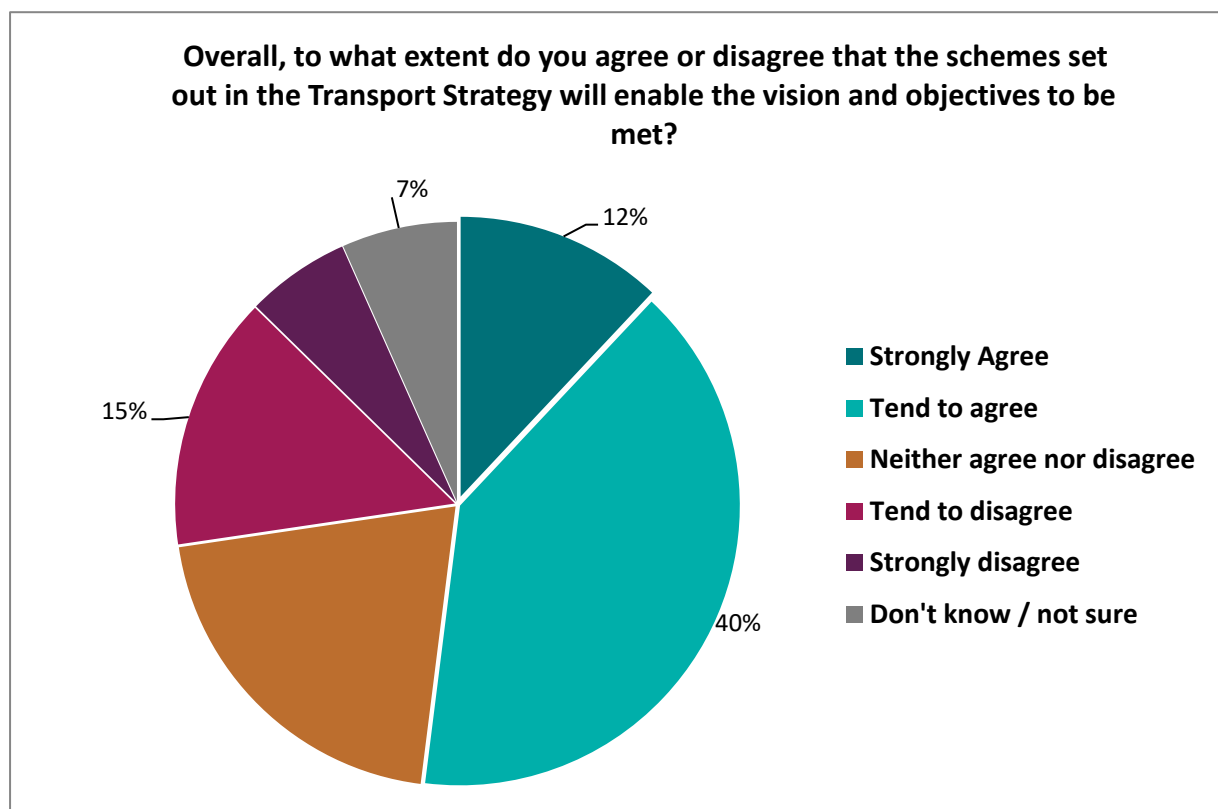*Figure 49 - Table showing the extent to which respondents feel the vision and objectives will be met*

Figure 50 - Graph showing the extent to which respondents feel the vision and objectives will be met

2.9.6 Do you have any other comments, or alternative suggestions for transport and the Long Term Transport Strategy?

We invited respondents to provide any additional comments for transport, and the draft Long Term Transport Strategy. Comments raised a number of additional suggestions; however, the primary concern was around further dedication and segregation of cycle lanes around the borough. Other significant suggestions were for improving the existing bus network and a greater pedestrianisation of the high-street. A number of respondents asked the council to look again and reassess our approach in light of the coronavirus pandemic, these comments focused around concerns for safety on public transport and in the public realm once lockdown is eased.

Do you have any other comments, or alternative suggestions for transport and the Long Term Transport Strategy?		
	%	No.
Segregated cycle lanes	28%	14
Improve the existing bus network	18%	9
Greater consideration of the impact of COVID-19	12%	6
Greater pedestrianisation of the high-street	12%	6
Introduction of 20mph zones	8%	4
Expansion of the electric vehicle charge point programme	8%	4
Better management of parking	6%	3
Allow the use of electric scooters	4%	2
Better lighting	4%	2

Figure 51 - Table categorising additional comments and suggestions (written responses)

Do you have any other comments, or alternative suggestions for transport and the Long Term Transport Strategy?

Legend:
- Better management of parking
- Allow the use of electric scooters
- Better lighting
- Greater consideration of the impact of COVID-19
- Segregated cycle lanes
- Greater pedestrianisation of the high-street
- Introduction of 20mph zones
- Improve the existing bus network
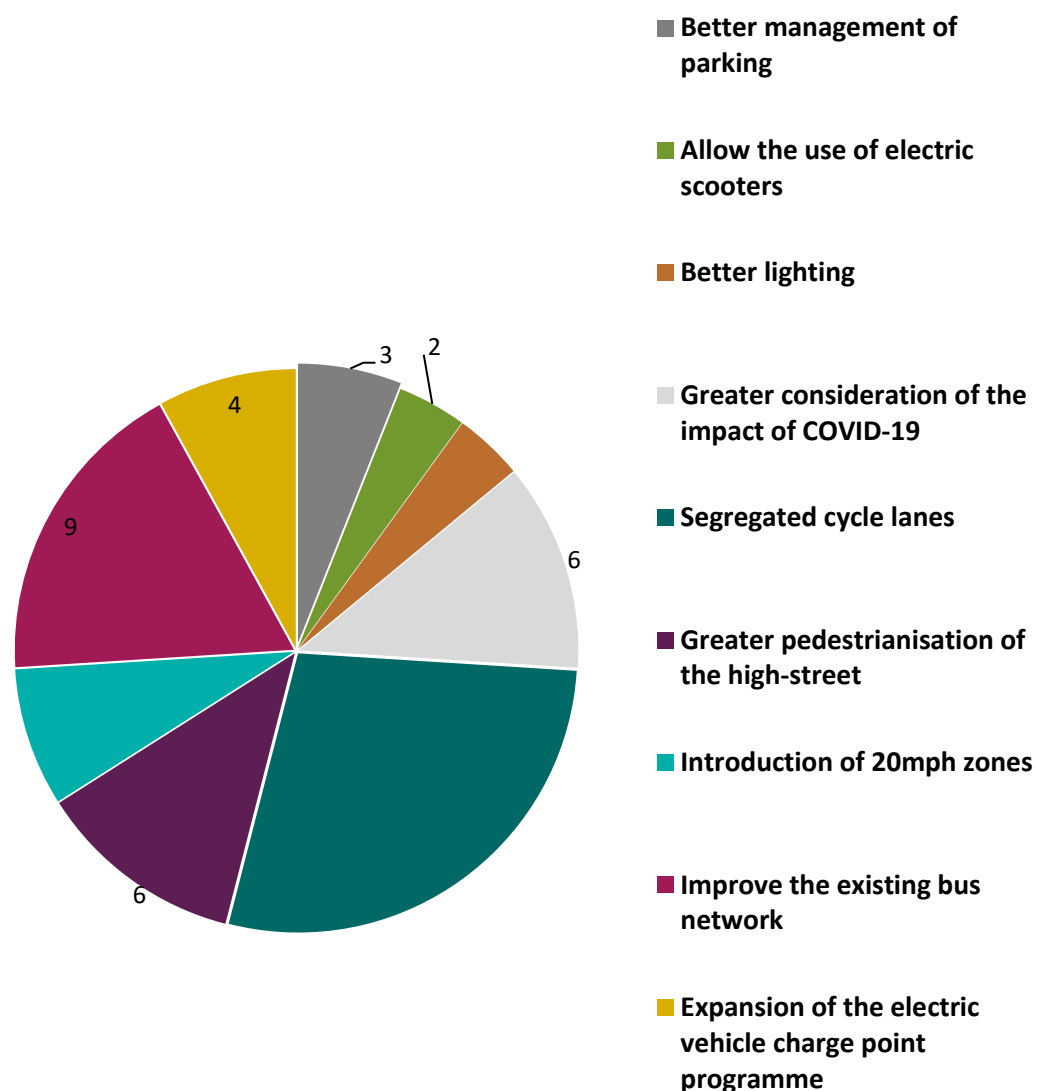- Expansion of the electric vehicle charge point programme

Figure 52 - Graph categorising additional comments and suggestions (written responses)

2.10   About You

We asked a series of questions in order to try and get a better idea of the travel patterns of respondents, and how our residents completed their regular journeys; we asked them their morning journey (e.g. commute, study, school run, etc.), leisure journey (e.g. gym, entertainment, etc.), and shopping journey.

2.10.1 Which of the following best describes your average peak time morning journey?

We invited respondents to provide information on their usual morning commute, in order to allow us to best analyse the travel patterns of our residents, and therefore the busiest travel routes across the borough. The busiest route was travelling south out of the borough, with 19.51% of respondents; while travelling south, in some capacity, was undertaken by 36.99% of respondents. The rest of responses were distributed fairly evenly across travel east, west, and north. The largest minority of residents left the borough for their morning commute (32.11%), with most of these heading south towards Central London; the next largest minority was of travel within the borough, which made up just over a quarter of all commutes (25.61%).

Which of the following best describes your average peak time morning journey?		
	%	No.
Within the borough East>West	6.09%	15
Within the borough West>East	4.88%	12
Within the borough North>South	9.35%	23
Within the borough South>North	5.28%	13
Through the borough East>West	2.85%	7
Through the borough West>East	2.85%	7
Through the borough North>South	6.09%	15
Through the borough South>North	3.25%	8
Leaving the borough heading East	4.47%	11
Leaving the borough heading West	4.07%	10
Leaving the borough heading North	4.07%	10
Leaving the borough heading South	19.51%	48
Entering the borough from East	3.25%	8
Entering the borough from West	2.03%	5
Entering the borough from North	2.03%	5
Entering the borough from South	3.25%	8
Work from home/Not in work	10.57%	26
Not applicable	6.09%	15
Total	**100%**	**246**

Figure 53 - Table showing respondent's peak time morning commute

Which of the following best describes your average peak time morning journey?

Figure 54 - Graph showing respondent's peak time morning commute

Which of the following best describes your average peak time morning journey (collated)?		
	%	**No.**
All travelling East	14.23%	35
All travelling West	16.26%	40
All travelling North	15.85%	39
All travelling South	36.99%	91
Work from home/Not in work	10.57%	26
Not applicable	6.09%	15
Total	**100%**	**246**

Figure 55 - Table showing the direction of travel of respondent's peak time morning commute
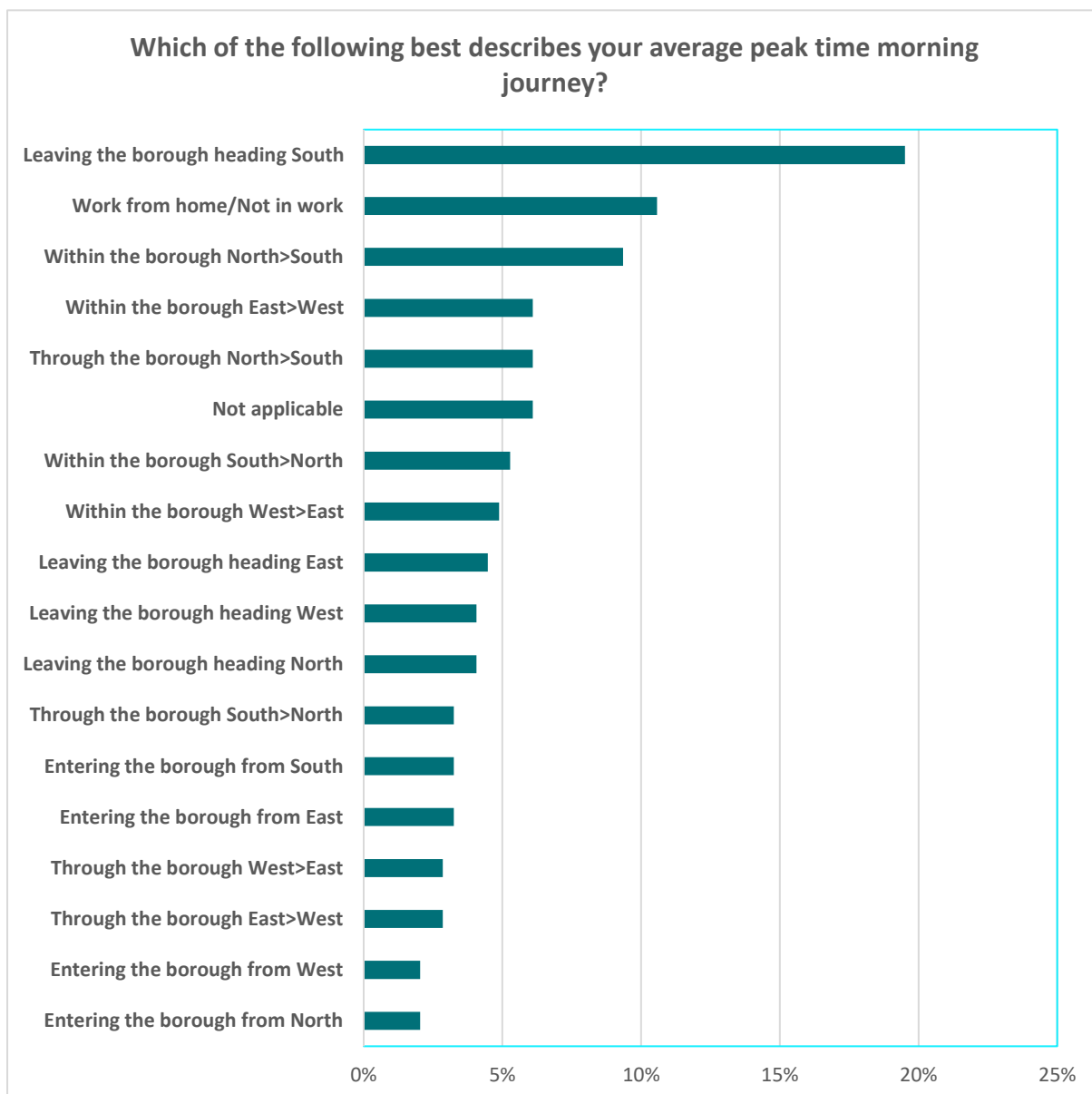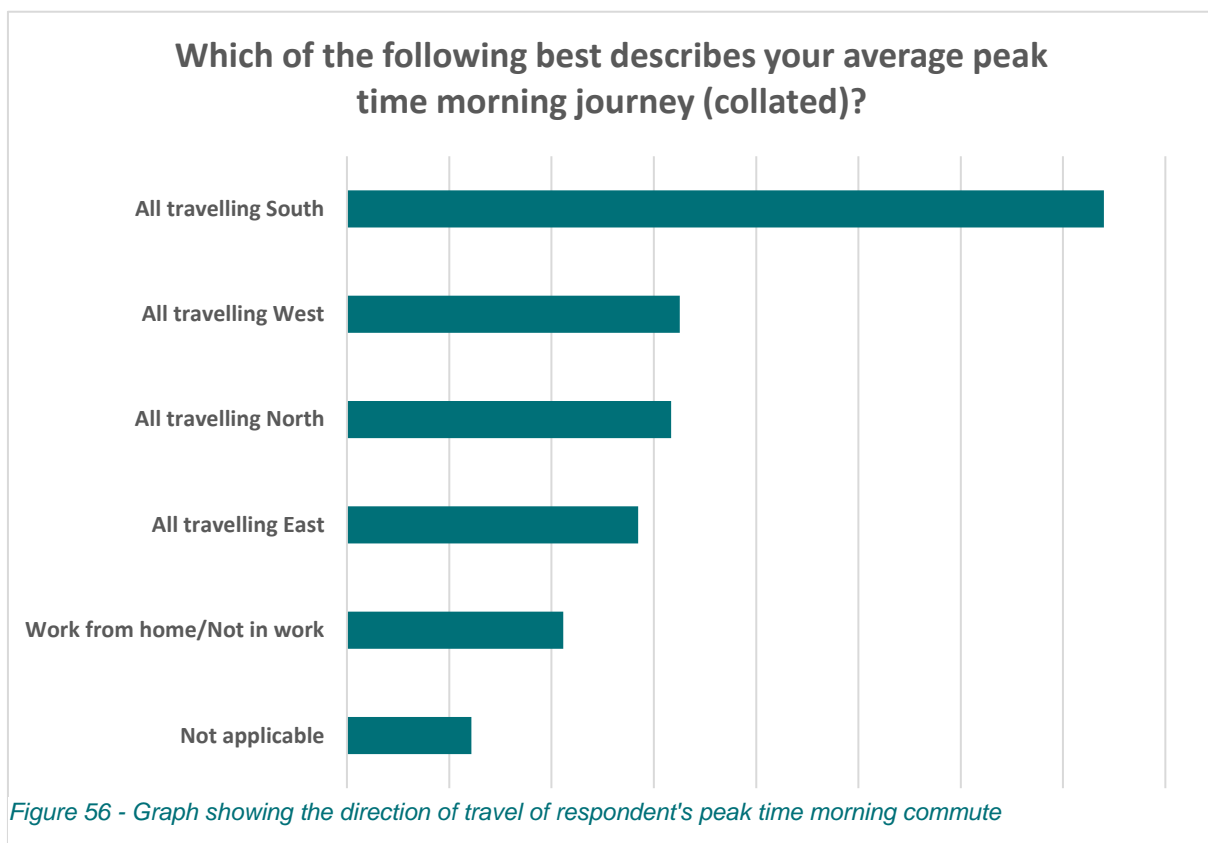

Figure 56 - Graph showing the direction of travel of respondent's peak time morning commute

Which of the following best describes your average peak time morning journey (collated)?		
	%	**No.**
All within the borough	25.61%	63
All through the borough	15.04%	37
All leaving the borough	32.11%	79
All entering the borough	10.57%	26
Work from home/Not in work	10.57%	26
Not applicable	6.09%	15
Total	**100%**	**246**

Figure 57 - Table showing the collated responses of respondent's peak time morning commute
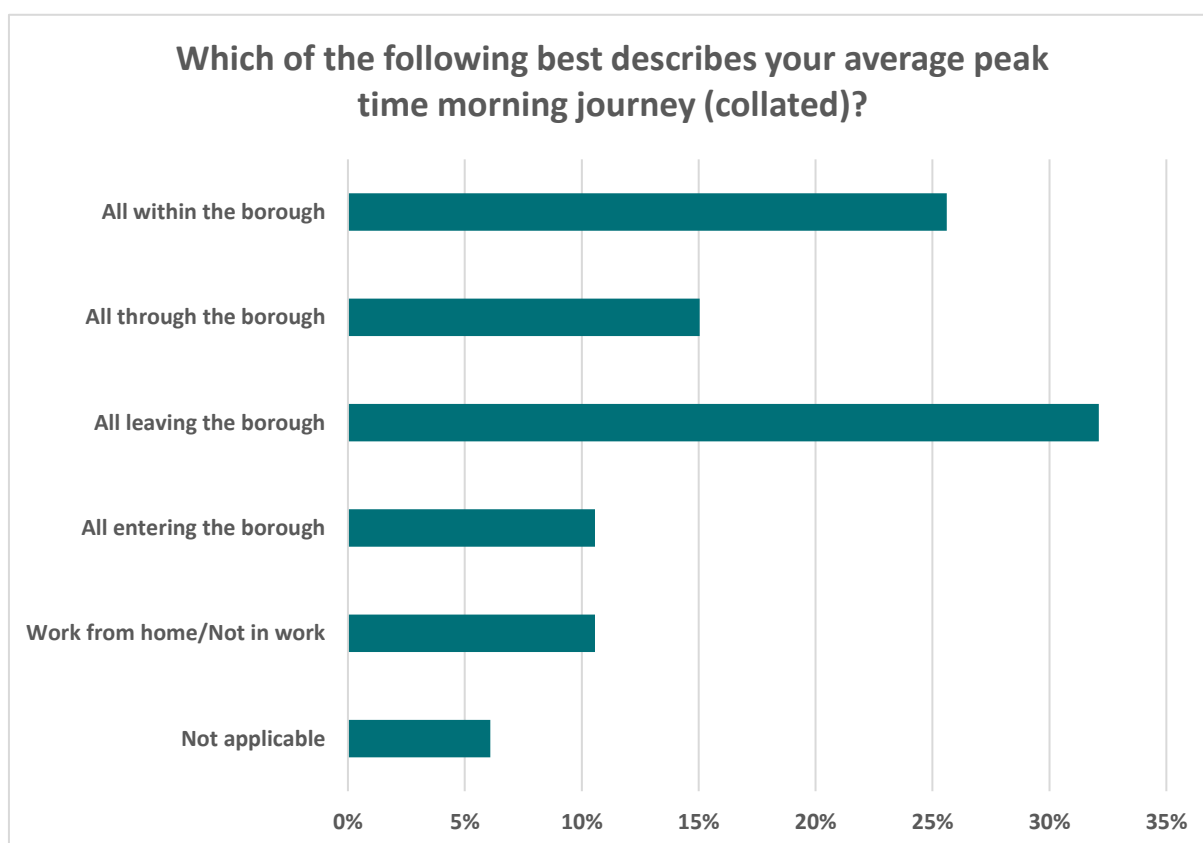

Figure 58 - Graph showing the collated responses of respondent's peak time morning commute

2.10.2 Which of the following best describes your common daytime/evening/weekend leisure journey?

We invited respondents to provide information on their common leisure journeys, in order to allow us to best analyse the travel patterns of our residents, and therefore the busiest travel routes across the borough. Most travel was radial, travelling either north or south (51.4%); however, responses were fairly evenly spread across routes, with no significant difference. A large proportion of in borough travel was orbital, indicating the need to improve this aspect of the network. However, responses did show that a large proportion of leisure journeys were within the borough, these made up 33.65% of leisure journeys. A third of all leisure journeys were within the borough (33.64%), and a large minority were leaving the borough (27.73%); whilst a minority were either through the borough (18.38%) or entering the borough (12.77%).

Which of the following best describes your common daytime/evening/weekend leisure journey?		
	%	**No.**
Within the borough East>West	7.79%	25
Within the borough West>East	7.17%	23
Within the borough North>South	9.66%	31
Within the borough South>North	9.03%	29
Through the borough East>West	4.36%	14
Through the borough West>East	5.92%	19
Through the borough North>South	3.74%	12
Through the borough South>North	4.36%	14
Leaving the borough heading East	4.98%	16
Leaving the borough heading West	4.67%	15
Leaving the borough heading North	7.79%	25
Leaving the borough heading South	10.28%	33
Entering the borough from East	2.80%	9
Entering the borough from West	3.43%	11
Entering the borough from North	2.80%	9
Entering the borough from South	3.74%	12
Work from home/Not in work	3.12%	10
Not applicable	4.36%	14
Total	**100%**	**321**

Figure 59 - Table showing respondent's common leisure journeys

Which of the following best describes your common daytime/evening/weekend leisure journey?

Figure 60 - Graph showing respondent's common leisure journeys

Which of the following best describes your common daytime/evening/weekend leisure journey (collated)?		
	%	**No.**
All travelling East	21.50%	69
All travelling West	19.63%	63
All travelling North	24.92%	80
All travelling South	26.48%	85
Work from home/Not in work	3.12%	10
Not applicable	4.36%	14
Total	**100%**	**321**

Figure 61 - Table showing the direction of travel of respondent's common leisure journeys

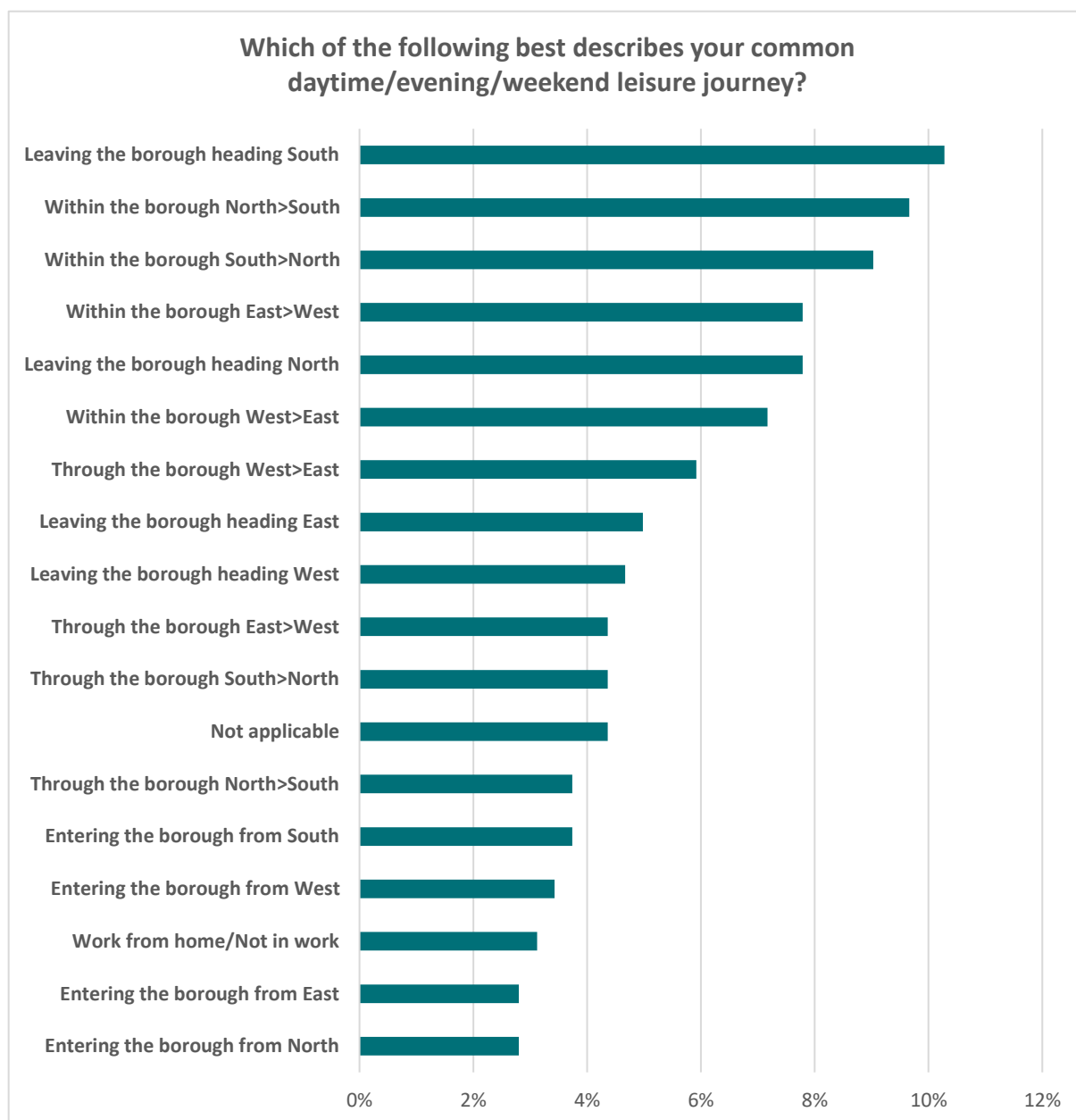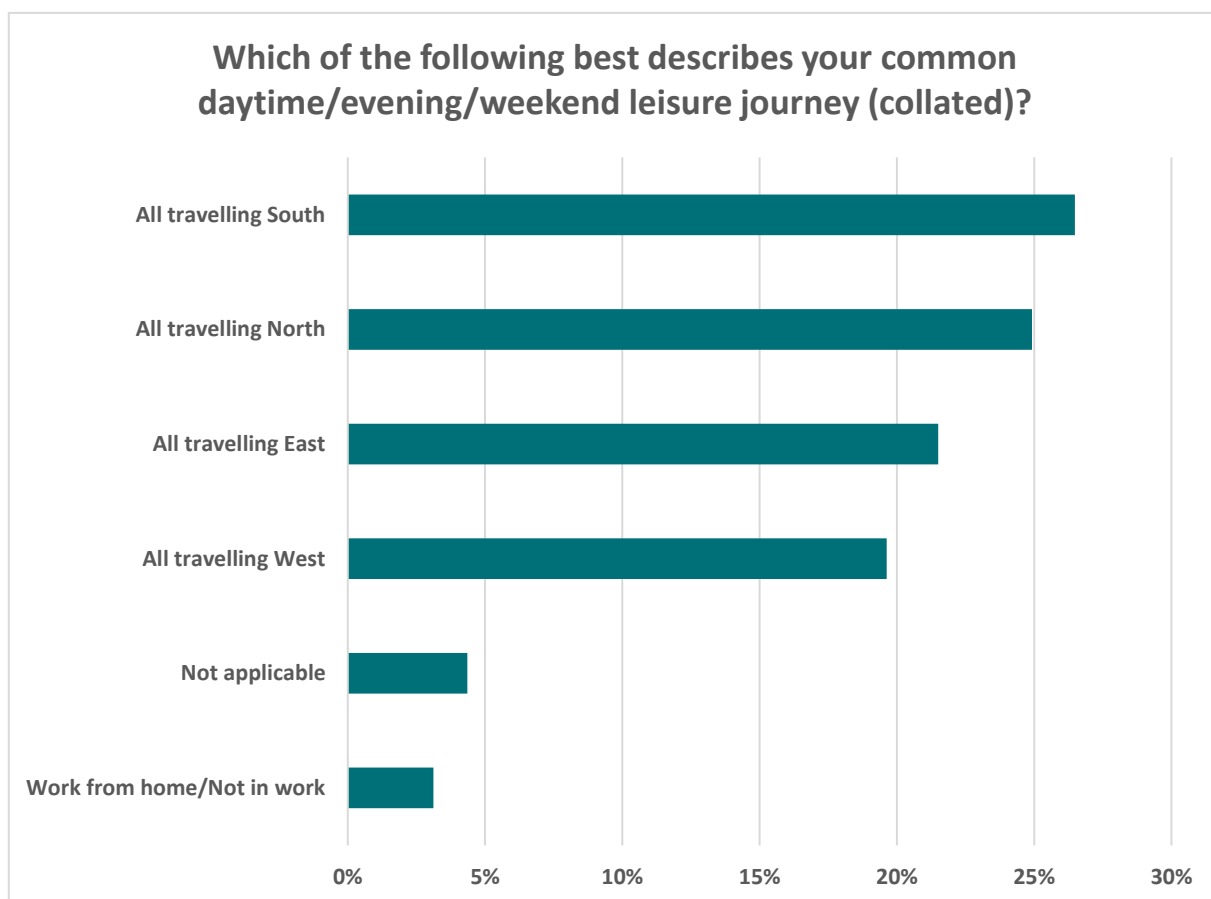*Figure 62 - Graph showing the direction of travel of respondent's common leisure journeys*

Which of the following best describes your common daytime/evening/weekend leisure journey (collated)?		
	%	**No.**
All within the borough	33.64%	108
All through the borough	18.38%	59
All leaving the borough	27.73%	89
All entering the borough	12.77%	41
Work from home/Not in work	3.12%	10
Not applicable	4.36%	14
Total	**100%**	**321**

Figure 63 – Table showing the collated responses of respondent's common leisure journeys
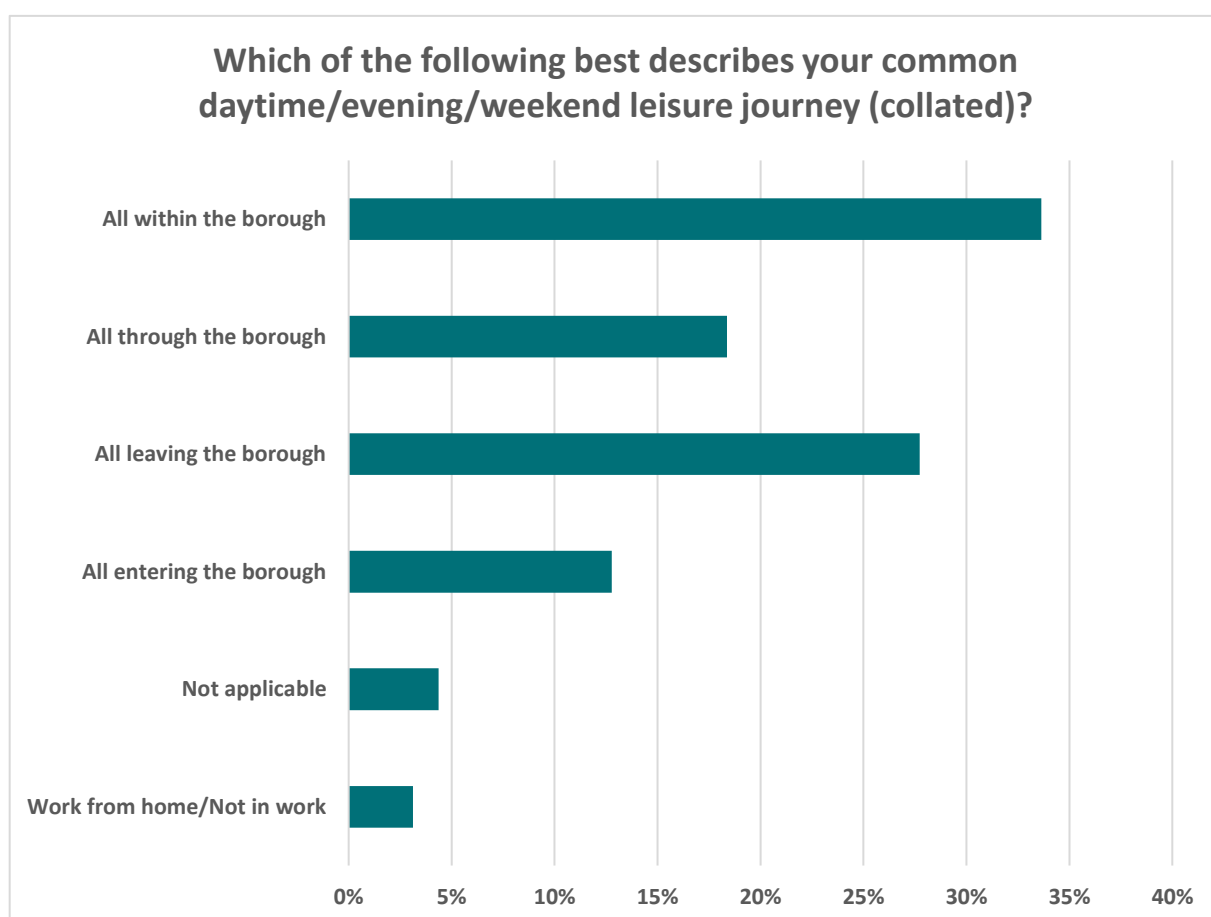

Figure 64 - Graph showing the collated responses of respondent's common leisure journeys

2.10.3 Which of the following best describes your common shopping journey?

We invited respondents to provide information on their common shopping journeys, in order to allow us to best analyse the travel patterns of our residents, and therefore the busiest travel routes across the borough. Most travel was within the borough, these made up 54.01% of shopping journeys; more than half of this in borough travel was radial. However, while most travel was radial, travelling either north or south (52.94%), responses were fairly evenly spread across routes, with no significant difference.

Which of the following best describes your common shopping journey?		
	%	**No.**
Within the borough East>West	12.30%	23
Within the borough West>East	8.56%	16
Within the borough North>South	17.11%	32
Within the borough South>North	16.04%	30
Through the borough East>West	3.21%	6
Through the borough West>East	2.14%	4
Through the borough North>South	4.28%	8
Through the borough South>North	3.21%	6
Leaving the borough heading East	4.81%	9
Leaving the borough heading West	4.81%	9
Leaving the borough heading North	4.81%	9
Leaving the borough heading South	4.81%	9
Entering the borough from East	0.53%	1
Entering the borough from West	1.07%	2
Entering the borough from North	0.53%	1
Entering the borough from South	2.14%	4
Work from home/Not in work	4.28%	8
Not applicable	5.35%	10
Total	**100%**	**187**

Figure 65 - Table showing respondent's common shopping journeys

Which of the following best describes your common shopping journey?

- Within the borough North>South
- Within the borough South>North
- Within the borough East>West
- Within the borough West>East
- Not applicable
- Leaving the borough heading East
- Leaving the borough heading West
- Leaving the borough heading North
- Leaving the borough heading South
- Through the borough North>South
- Work from home/Not in work
- Through the borough East>West
- Through the borough South>North
- Through the borough West>East
- Entering the borough from South
- Entering the borough from West
- Entering the borough from East
- Entering the borough from North

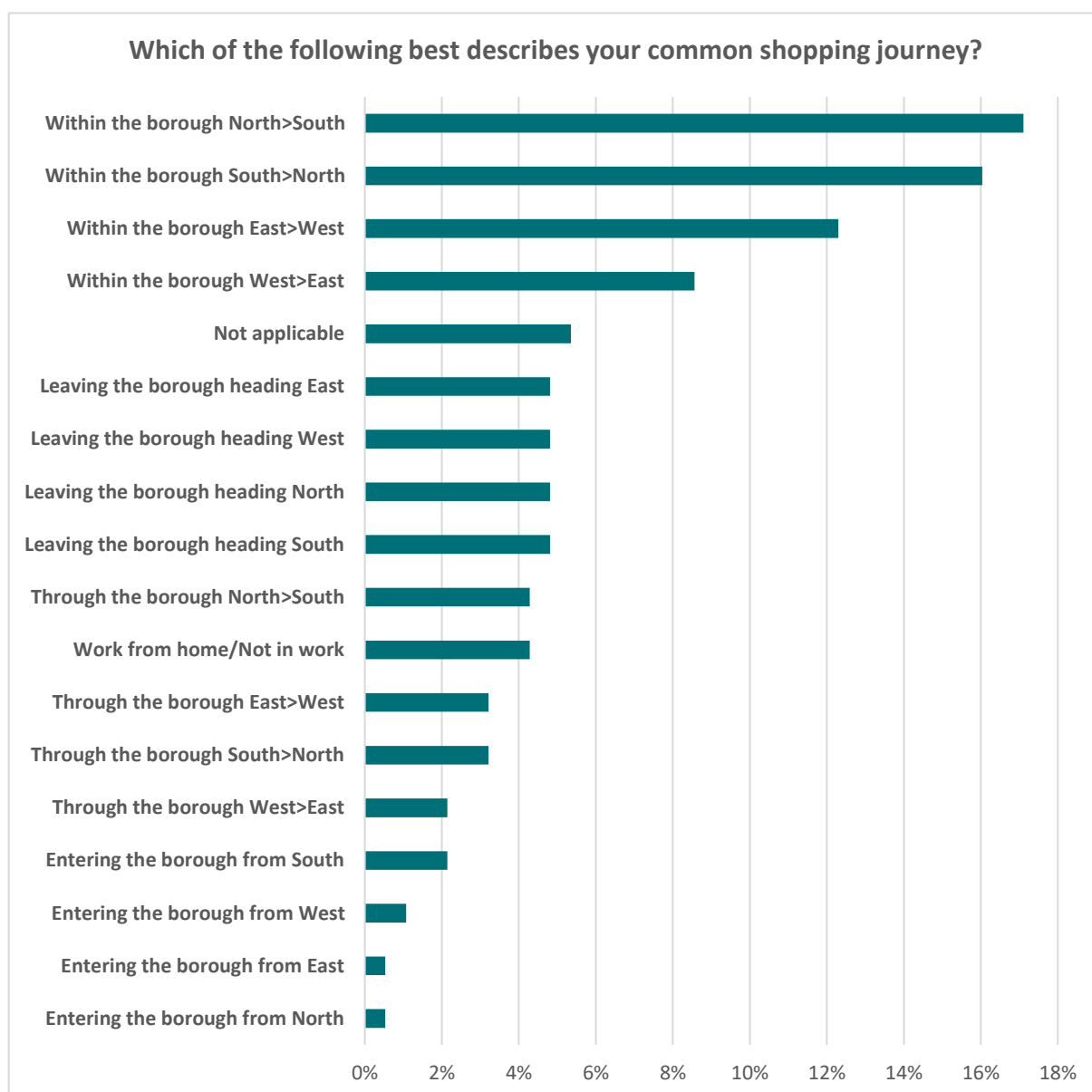0% 2% 4% 6% 8% 10% 12% 14% 16% 18%

Figure 66 - Graph showing respondent's common shopping journeys

Which of the following best describes your common shopping journey (collated)?		
	%	**No.**
All travelling East	16.58%	31
All travelling West	20.86%	39
All travelling North	26.20%	49
All travelling South	26.74%	50
Work from home/Not in work	4.28%	8
Not applicable	5.35%	10
Total	**100%**	**187**

Figure 67 - Table showing the direction of travel of respondent's common shopping journeys
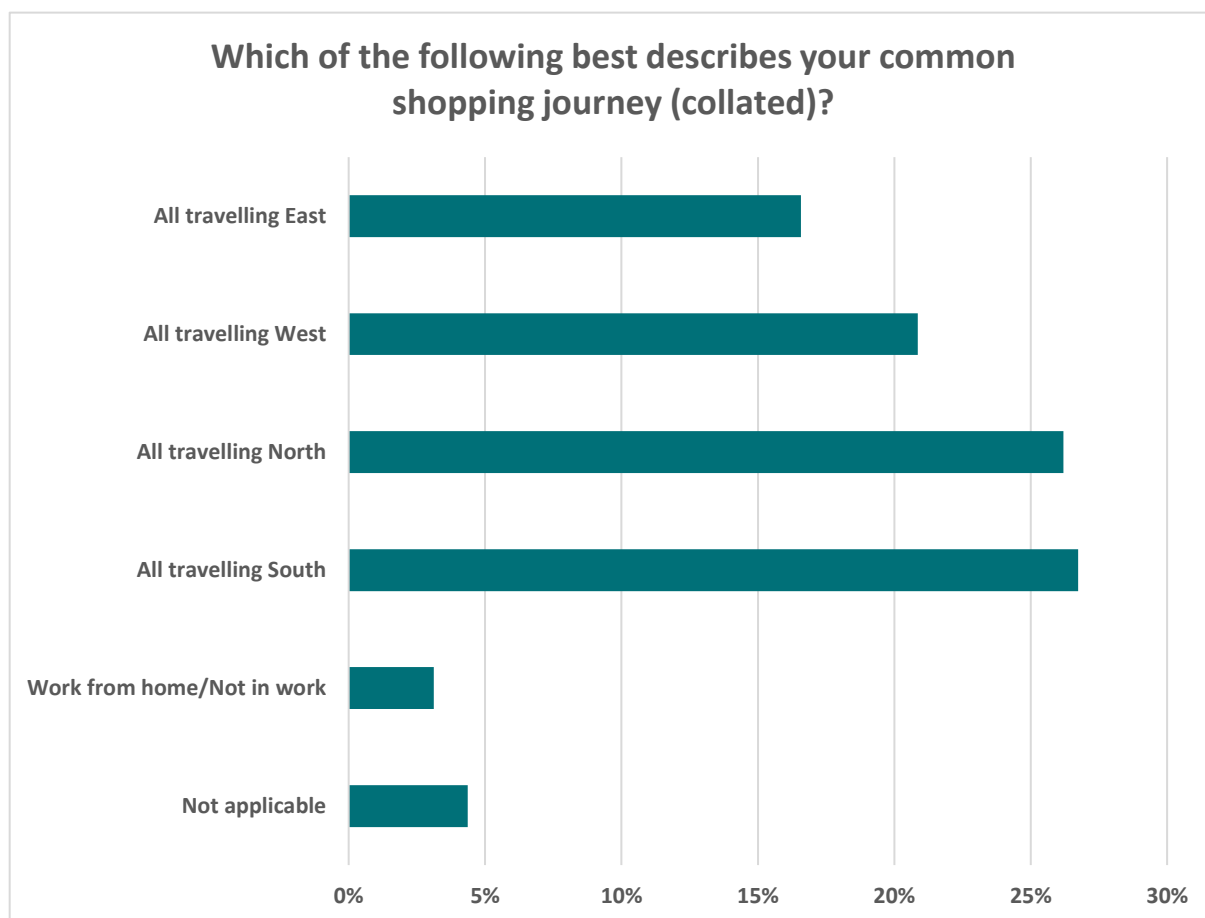

Figure 68 - Graph showing the direction of travel of respondent's common shopping journeys

Which of the following best describes your common shopping journey (collated)?		
	%	**No.**
All within the borough	54.01%	101
All through the borough	12.83%	24
All leaving the borough	19.25%	36
All entering the borough	4.28%	8
Work from home/Not in work	4.28%	8
Not applicable	5.35%	10
Total	**100%**	**187**

Figure 69 - Table showing the collated responses to their common shopping journeys
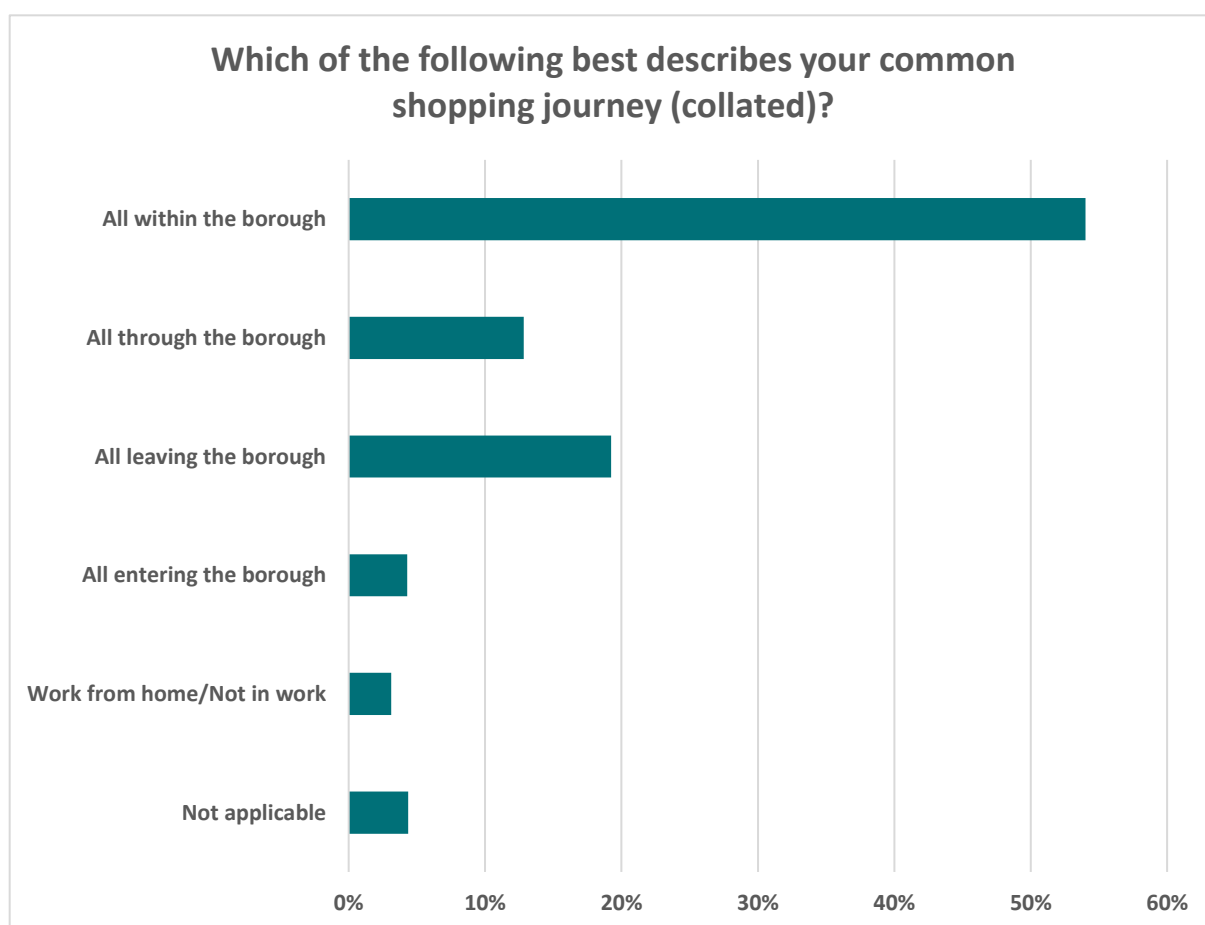

Figure 70 - Graph showing the collated responses to their common shopping journeys

2.10.4 What's the main method of transport for your morning journey (e.g. commute, study, school run, etc.)?

We invited respondents to provide information on their mode of transport for their morning commute, in order to allow us to best analyse the travel patterns of our residents, and therefore the busiest travel routes across the borough. The three most common modes of travel were, via the Underground (24.86%), by car (12.72%), and by bicycle (12.14%), whilst the least common was by motorcycle (2.89%); there was no significant difference between the other modes of transport.

What's the main method of transport for your morning journey (e.g. commute, study, school run, etc.)?		
	%	**No.**
By Bicycle	12.14%	21
By Bus	10.98%	19
By Car (as a driver or passenger)	12.72%	22
By Foot	9.25%	16
By Motorcycle (as a driver or passenger)	2.89%	5
By Train	9.25%	16
By Underground	24.86%	43
Work from home/Not in work	10.98%	19
Not applicable	6.94%	12
Total	**100%**	**173**

Figure 71 - Table showing respondent's main method of transport for their morning journey
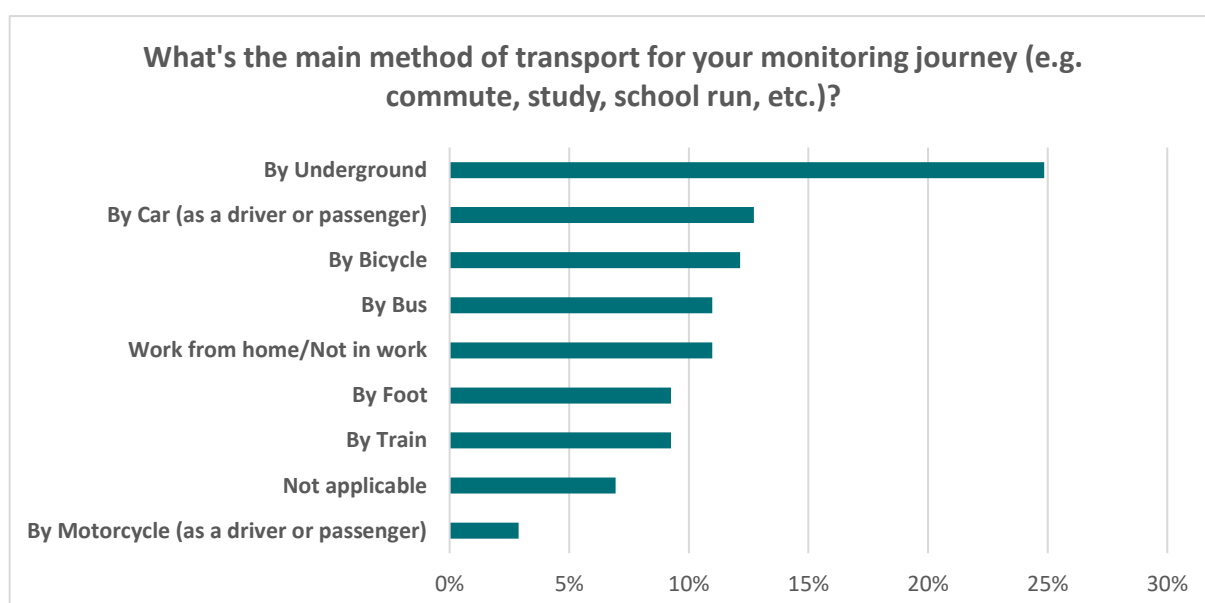

Figure 72 - Graph showing respondent's main method of transport for their morning journey (arranged by mode preference)

2.10.5 What's the main method of transport for your leisure journeys (e.g. gym, entertainment, etc.)?

We invited respondents to provide information on their mode of transport for their leisure journeys, in order to allow us to best analyse the travel patterns of our residents, and therefore the busiest travel routes across the borough. The most common modes of travel were by foot (22.92%), by car (20.31%), and by Underground (17.71%), whilst the least common was by motorcycle (1.04%).

What's the main method of transport for your leisure journeys (e.g. gym, entertainment, etc.)?		
	%	**No.**
By Bicycle	13.54%	26
By Bus	9.90%	19
By Car (as a driver or passenger)	20.31%	39
By Foot	22.92%	44
By Motorcycle (as a driver or passenger)	1.04%	2
By Train	8.33%	16
By Underground	17.71%	34
Work from home/Not in work	3.13%	6
Not applicable	3.13%	6
Total	**100%**	**192**

Figure 73 - Table showing respondent's main method of transport for their leisure journeys
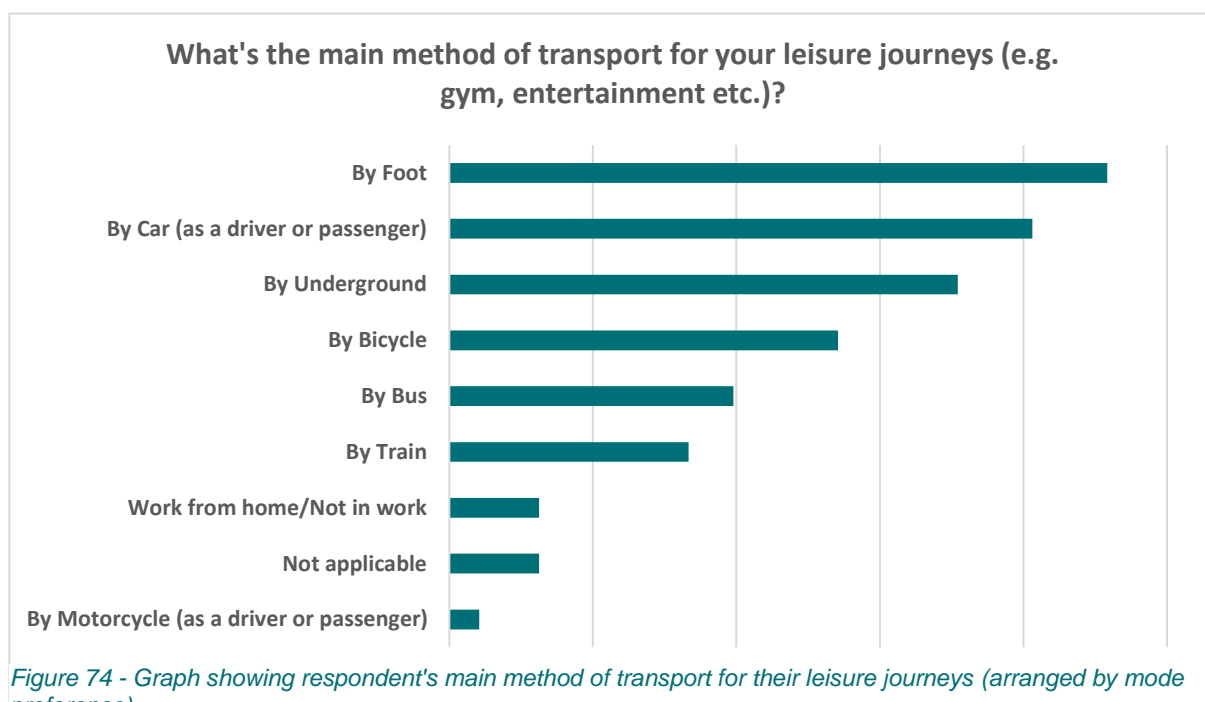

Figure 74 - Graph showing respondent's main method of transport for their leisure journeys (arranged by mode preference)

2.10.6 What's the main method of transport for your shopping journeys?

We invited respondents to provide information on their method of transport for their shopping journeys, in order to allow us to best analyse the travel patterns of our residents, and therefore the busiest travel routes across the borough. The most common modes of travel were by car (32.69%) and by foot (30.77%), while no one travelled by motorcycle.

What's the main method of transport for your shopping journeys?		
	%	No.
By Bicycle	8.33%	13
By Bus	13.46%	21
By Car (as a driver or passenger)	32.69%	51
By Foot	30.77%	48
By Motorcycle (as a driver or passenger)	0.00%	0
By Train	3.21%	5
By Underground	5.77%	9
Work from home/Not in work	1.92%	3
Not applicable	3.85%	6
Total	100%	156

Figure 75 - Table showing respondent's main method of transport for their shopping journeys
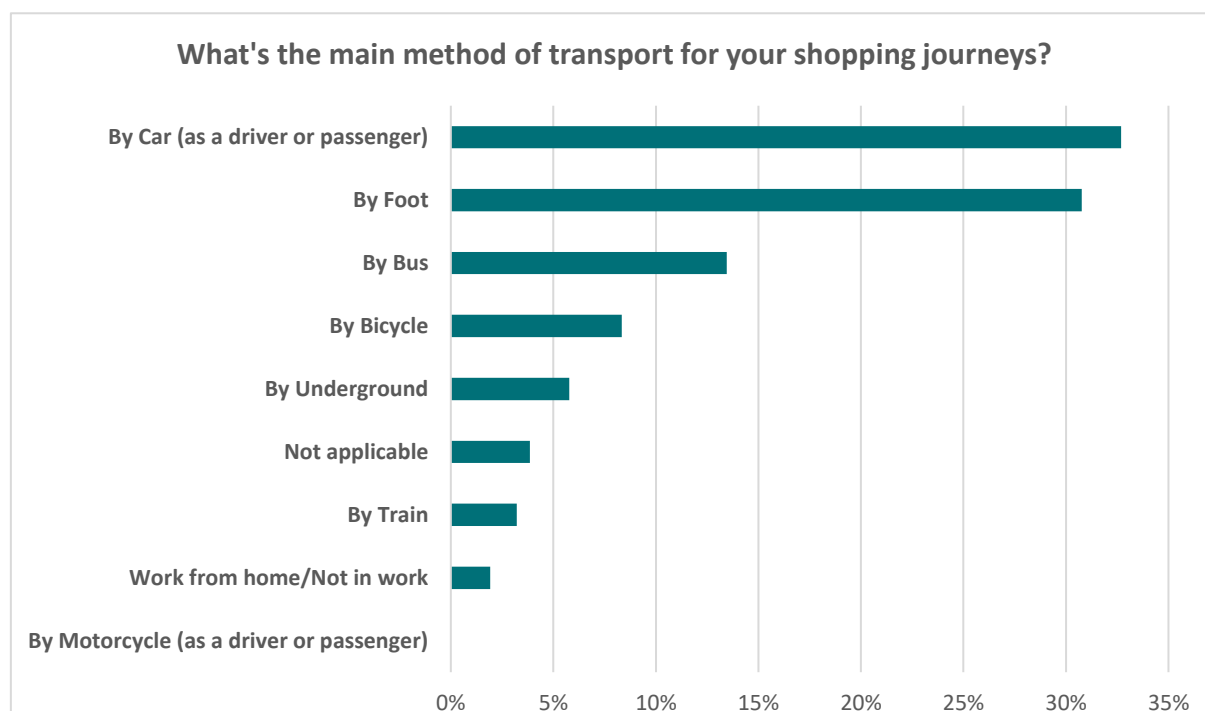

Figure 76 - Graph showing respondent's main method of transport for their shopping journeys (arranged by mode preference)

2.10.7 How often, over the past month, have you used the following modes of transport?

We invited respondents to provide information on how often they have used the various different modes of transport over the past month. The majority of people walk every day (72.73%), with only 3.03% of respondents walking less frequently than 1-2 times per week. National Rail was the least used mode of transport, with 75% of respondents using it either monthly or not at all. Over half of respondents didn't cycle or use National Rail at all, while approximately a third of respondents did not use the Underground or the bus at all; only 2.27% of people did not walk at all. Only 14.39% of respondents used National Rail at least once a week, compared to the Underground (42.42%), bus (41.67%), or cycling (31.06%); while car (51.52%) and walking (96.97%) were the only modes of travel used by over half the respondents on at least a weekly basis.

How often, over the past month, have you used the following modes of transport?							
		Every day	**3-5 times per week**	**1-2 times per week**	**Fortnightly**	**Monthly**	**Not at all**
Walking	%	72.73%	15.16%	9.09%	0.76%	0.00%	2.27%
	No.	96	20	12	1	0	3
Cycling	%	9.84%	8.33%	12.88%	3.79%	6.82%	58.33%
	No.	13	11	17	5	9	77
Underground	%	11.36%	16.67%	14.39%	9.09%	15.91%	32.58%
	No.	15	22	19	12	21	43
Bus	%	6.06%	15.16%	20.45%	7.58%	11.36%	39.39%
	No.	8	20	27	10	15	52
National Rail	%	3.03%	6.06%	5.30%	10.61%	22.73%	52.27%
	No.	4	8	7	14	30	69
Car	%	12.12%	13.64%	25.76%	12.88%	10.61%	25.00%
	No.	16	18	34	17	14	33

Figure 77 - Table showing how often respondents have used different modes of transport

How often, over the past month, have you used the following modes of transport?

Legend: Every day, 3-5 times per week, 1-2 times per week, Fortnightly, Monthly, Not at all

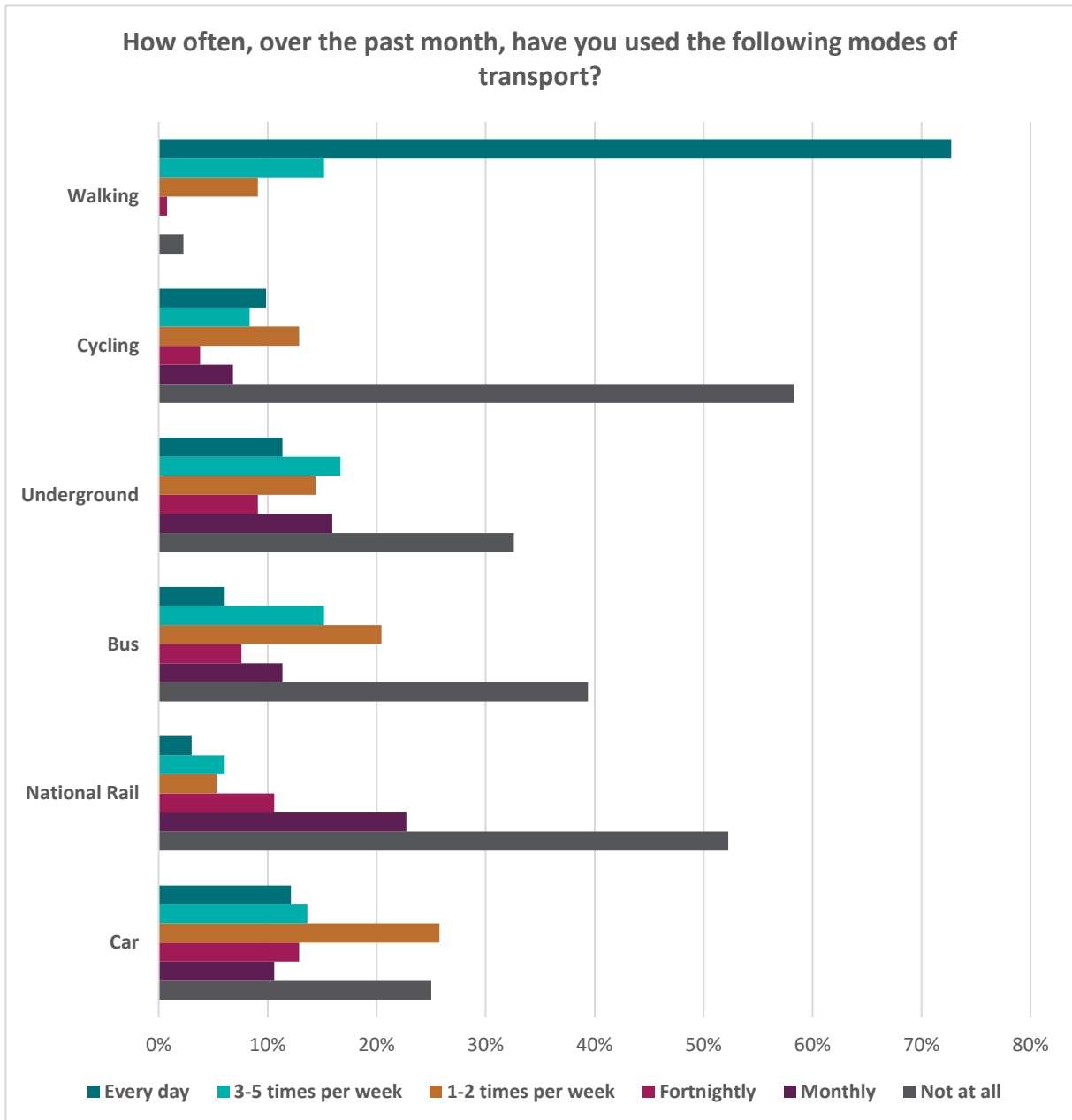Categories: Walking, Cycling, Underground, Bus, National Rail, Car

Figure 78 - Graph showing how often respondents have used different modes of transport

3.   Written Responses

We received 20 written responses, either from individuals, organisations or community groups. An overview of the common themes raised in these responses can be seen in the table below. The most common themes were:

- eight comments supporting Scheme W5: Investing to improve the footway network
- seven comments supporting Scheme PT2: Improve the existing bus network
- six comments in opposition to Scheme W4: Active route – The Barnet Loop
- six comments supporting Scheme W1: Healthier routes to school.

It was that clear individuals, organisations and groups wanted more detail on delivery plans and funding for particular projects, and more clarity on locations; for example, more detail was requested about New Barnet's proposed low traffic neighbourhood. Some mentioned the need for key sustainability deliverables around the objectives.

Walking

There were concerns around the sustainability of footways, with comments that the current footways and countryside footpaths are not in a good state of repair and should be regularly maintained. It was felt that the Strategy should acknowledge the boroughs existing footways, and look to link them up with greenspaces, other boroughs, and public transport routes. Comments highlighted that The Barnet Loop was not sufficiently addressing the need to develop footways in the borough and the proposed loop must link greenspaces with the existing network of footways. The importance of crossings, particularly over main roads such as the A1 and on major school routes, was highlighted as key to encouraging walking. There were also safety concerns about having bikes and pedestrians on the same route, on the Barnet Loop and on the Dollis Valley Green Walk.

Cycling

Many comments also mentioned cycling, raising concerns about Barnet's lack of cycling uptake and infrastructure in comparison to other London boroughs. A few comments recommended introducing electric bikes due to the topography of the borough. One comment encouraged Barnet to have more wayfinding and signage for strategic cycle routes.

Public transport

Comments were made on the infrequency and lack of reliability of buses and it was felt that some areas, such as the edge of East Finchley, are not well served by buses. It was also felt by some that Grahame Park and Mill Hill are not well linked by bus, and there are few bus links with the outer edge of the borough, notably Potters Bar. One organisation mentioned that the rerouting of the 384 in New Barnet meant that it no longer passes by the supermarket and is therefore less accessible for shopping journeys. Buses were highlighted, particularly those

serving radial routes, such as the 125; some respondents suggested shortening bus routes in order to make them less susceptible to delays. There was support for continuing conversations with TfL on bus improvements and routes to hospitals. Finally, there was a request for an on-demand service in Chipping Barnet/Whetstone due to the lack of suburban black cabs.

Cars and traffic

There are concerns that the expansion of the Ultra Low Emissions Zone (ULEZ) may push traffic further out, increasing congestion and causing greater air pollution in neighbourhoods near to the North Circular. Concerns were raised that electric vehicles do not represent a long-term solution as they do not affect traffic patterns, and additionally there is currently little incentive to change from petrol/diesel vehicles to a more sustainable alternative. Similarly, one concern was raised about locations of car clubs and ensuring that these are located in appropriate areas. Finally, there were concerns about Scheme W1: Healthier routes to school, not fully addressing the issue that many residents do not live near the schools their children attend, making active travel more difficult and it does make clear whether this will include secondary school routes.

Growth and development

It was felt that the Strategy needs to be linked with new housing developments across the borough. There was a particular focus on improved transport links to Mill Hill East, Colindale and the North London Business Park area, with concerns Northern Line might not have the capacity to serve this growth. It was also noted that the draft Long Term Transport Strategy should take into account the Brent Cross redevelopment and considers how to get the most out of the new Brent Cross West station.

There were also several comments suggesting schemes that respondents felt were missing from the current draft Strategy, including detail on motorbikes and taxis/private hire. A full overview of themes raised in the written responses can be seen below.

Themes raised in written responses	
	No.
Support Vision	2
Support Objectives	2
Support Scheme W1: Healthier routes to school	6
Support Scheme W2: Low traffic neighbourhoods	4
Against Scheme W2: Low traffic neighbourhoods	1
Support Scheme W3: Signage and wayfinding	5
Support Scheme W4: Active route – The Barnet Loop	3
Against Scheme W4: Active route – The Barnet Loop	6
Support Scheme W5: Investing to improve the footway network	7
Support Scheme C1: Cycle parking	5
Support Scheme C2: Cycle network	3
Support Scheme C3: Cycle provision	4
Support Scheme PT1: Express and orbital bus route	3
Against Scheme PT1: Express and orbital bus route	2
Support Scheme PT2: Improve the existing bus network	7
Support Scheme PT3: Improve the existing rail and underground services	3
Support Scheme PT4: On-demand services	3
Support Scheme PT5: Gateways	2
Support Scheme R1: Car Clubs	2
Against Scheme R2: Electric vehicle charging provision	2
Support Scheme R3: Road safety improvements	1
Support Scheme R4: Workplace parking levy	1
Against Scheme R4: Workplace parking levy	1
Support Scheme R5: Better management of parking	1
Support Scheme R6: Road user charging	3
Support Scheme F1: Alternative Fuels for Freight	1
Support Scheme F2: Consolidation	2
Support Scheme BC1: Overarching behaviour change programme and specific behaviour Change activities for each proposal	2
Support Scheme BC2: Education, training and publicity – road, travel and personal safety	2
Support Scheme BC3: Travel planning	2
Must include mention of taxis, uber, and private hire vehicles	2

Figure 79 - Table showing the themes raised in written responses

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4.   Young Person's Responses

We invited our young people to respond to the draft Long Term Transport Strategy, reaching out to a variety of youth groups and representatives for comment, using an abridged questionnaire. Through liaising with the Voice of the Child Team we were able to get nine responses from representatives of Youth Board, Youth Parliament, and Youth Ambassadors. They were provided with a specifically designed abridged questionnaire which asked them to provide their views on the proposed schemes, as well as any further comments or suggestions they may have to improve transport in the borough.

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4.1 Walking

4.1.1 To what extent do you agree or disagree that the following schemes will encourage walking in the borough?

We invited respondents to provide their views on the different schemes proposed to encourage walking in the borough. Individually, all five schemes are supported by most of the young people who responded. The most supported schemes were Scheme W1: Healthier routes to schools, Scheme W3: Signage and wayfinding, and Scheme W5: Investing to improve the footway network, each of which, seven of the nine respondents either strongly agreed or tended to agree with. The least supported scheme was Scheme W2: Low traffic neighbourhoods, which one person disagreed with; however, five of the nine respondents still either strongly agreed or tended to agree with it.
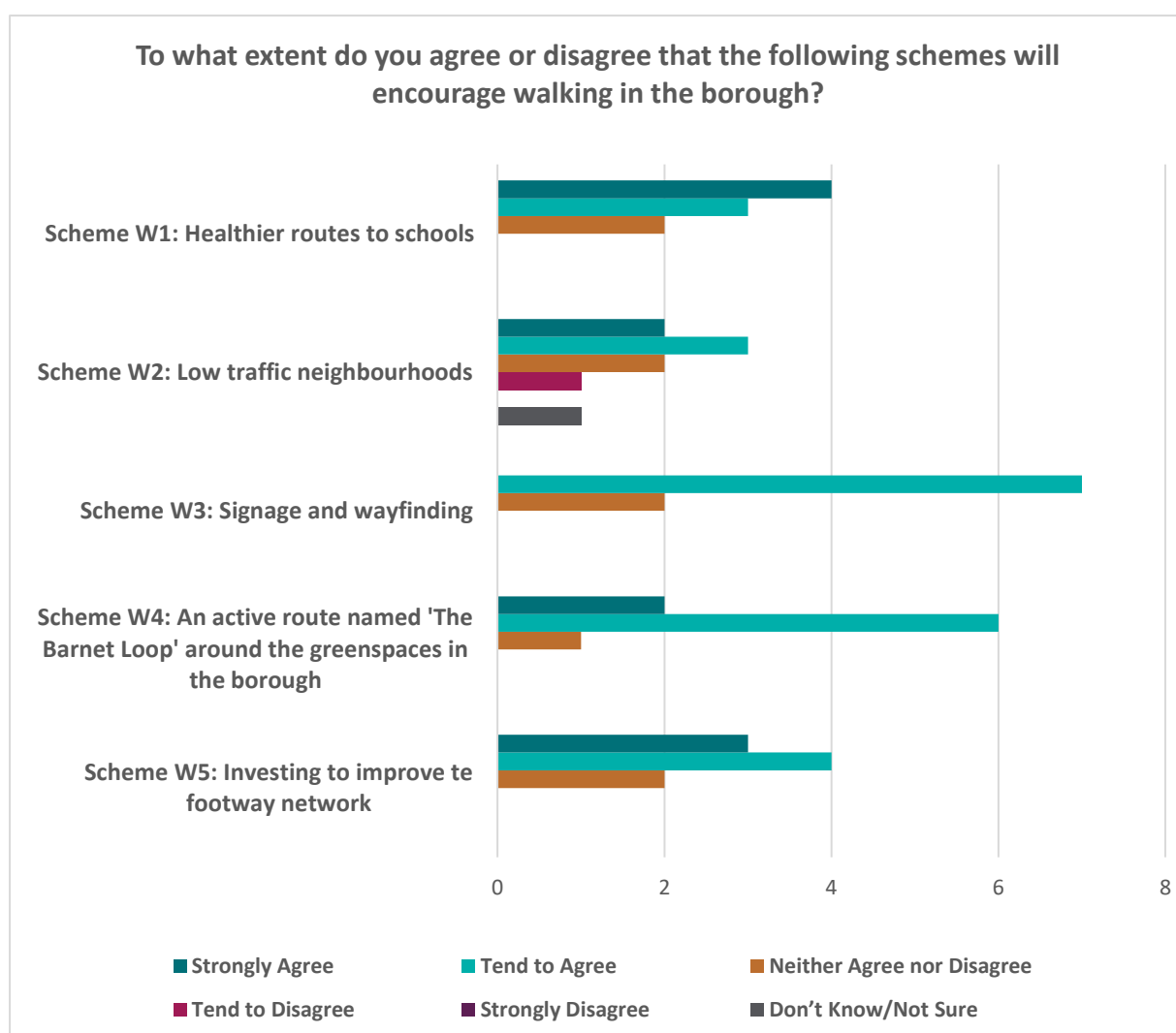

Figure 80 - Graph showing the extent to which young people agreed or disagreed that the proposed schemes will encourage walking in the borough

4.1.2 What else should we consider to encourage walking in the borough?

We also invited respondents to provide their views on what else could be done to encourage walking in the borough, unfortunately we were unable to receive any responses from our young people.

4.2   Cycling

4.2.1   To what extent do you agree or disagree that the following schemes will encourage cycling in the borough?

We invited respondents to provide their views on the different schemes proposed to encourage cycling in the borough. Individually, all four schemes are supported by the majority of young people who responded. The most supported schemes were C1: Cycle parking, C2: Cycle network, and C4: Cycle training, each of which eight people either strongly agreed or tended to agree with; particularly C1: Cycle parking, which seven of the nine respondents strongly agreed with. The least supported scheme was C3: Cycle provision, which one respondent tended to disagree with; however, it still had the support of the majority of respondents, with six of nine respondents either strongly agreeing or tending to agree that it would encourage cycling in the borough.
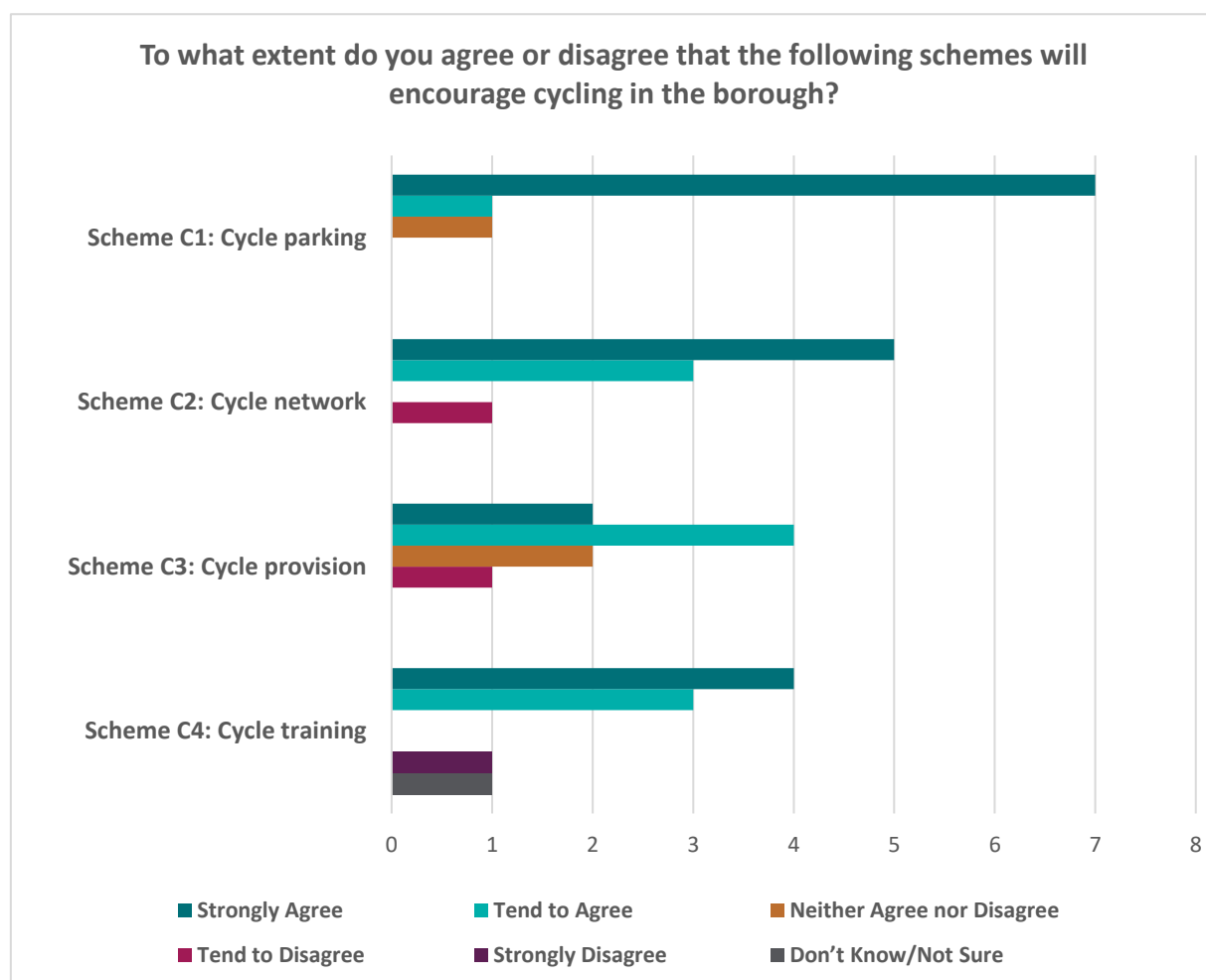

Figure 81 - Graph showing the extent to which young people agreed or disagreed that the proposed schemes will encourage cycling in the borough

4.2.2 What else should we consider to encourage cycling in the borough?

We also invited respondents to provide their views on what else could be done to encourage cycling in the borough. One young person expressed their desire for more lessons and information on safety for cyclists.

4.3 Public Transport

4.3.1 To what extent do you agree or disagree that the following schemes will encourage public transport use in the borough?

We invited respondents to provide their views on the different schemes proposed to encourage public transport use in the borough. While all five schemes are supported by the majority of young people who responded, a few respondents either tended to disagree or strongly disagreed with some of the schemes proposed. The most supported scheme was PT4: On-Demand services, which was supported (strongly agree and tend to agree) by eight of nine respondents. The least supported scheme was PT3: Improve existing rail and underground services, which three respondents tended to disagree with; however, it still had the support of the majority of respondents, with four of nine respondents either strongly agreeing or tending to agree that it would encourage public transport usage in the borough.
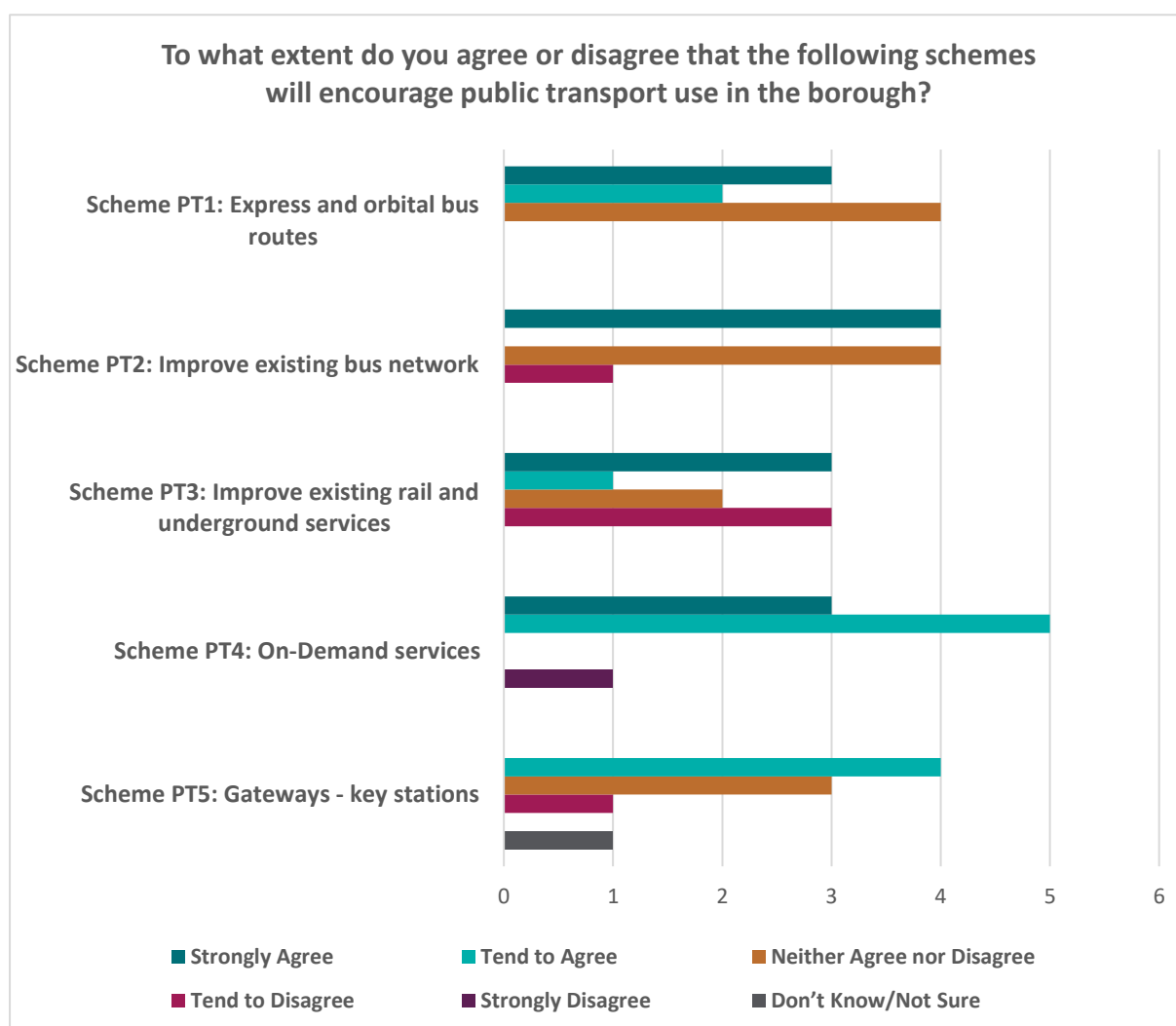

Figure 82 - Graph showing the extent to which young people agreed or disagreed that the proposed schemes will encourage public transport use in the borough

4.3.2 What else should we consider to encourage public transport use in the borough?

We also invited respondents to provide their views on what else could be done to encourage the use of public transport in the borough. Both of those who provided additional comments highlighted the need to expand the capacity of the bus network at peak times, particularly school opening and closing times, whether that be through additional services, or wider use of double decker buses. Additionally, one respondent raised the cleanliness of the bus network as a hindrance to its use.

4.4   Cars

4.4.1   To what extent do you agree or disagree that the following schemes will make car travel in the borough more sustainable?

We invited respondents to provide their views on the different schemes proposed to make car travel in the borough more sustainable. Individually, all six schemes were supported by the majority of our young people. The most supported schemes were R2: Electric vehicle charging provision, and R3: Road safety improvements, which were supported (either strongly agree or tend to agree) by eight and seven respondents respectively. The least supported schemes were R4: Workplace parking levy and R6: Road user charging which four respondents either strongly disagreed or tended to disagree with; however, R6: Road user charging still had the support of the majority of respondents, with five of nine respondents either strongly agreeing or tending to agree that it would make car travel in the borough more sustainable.
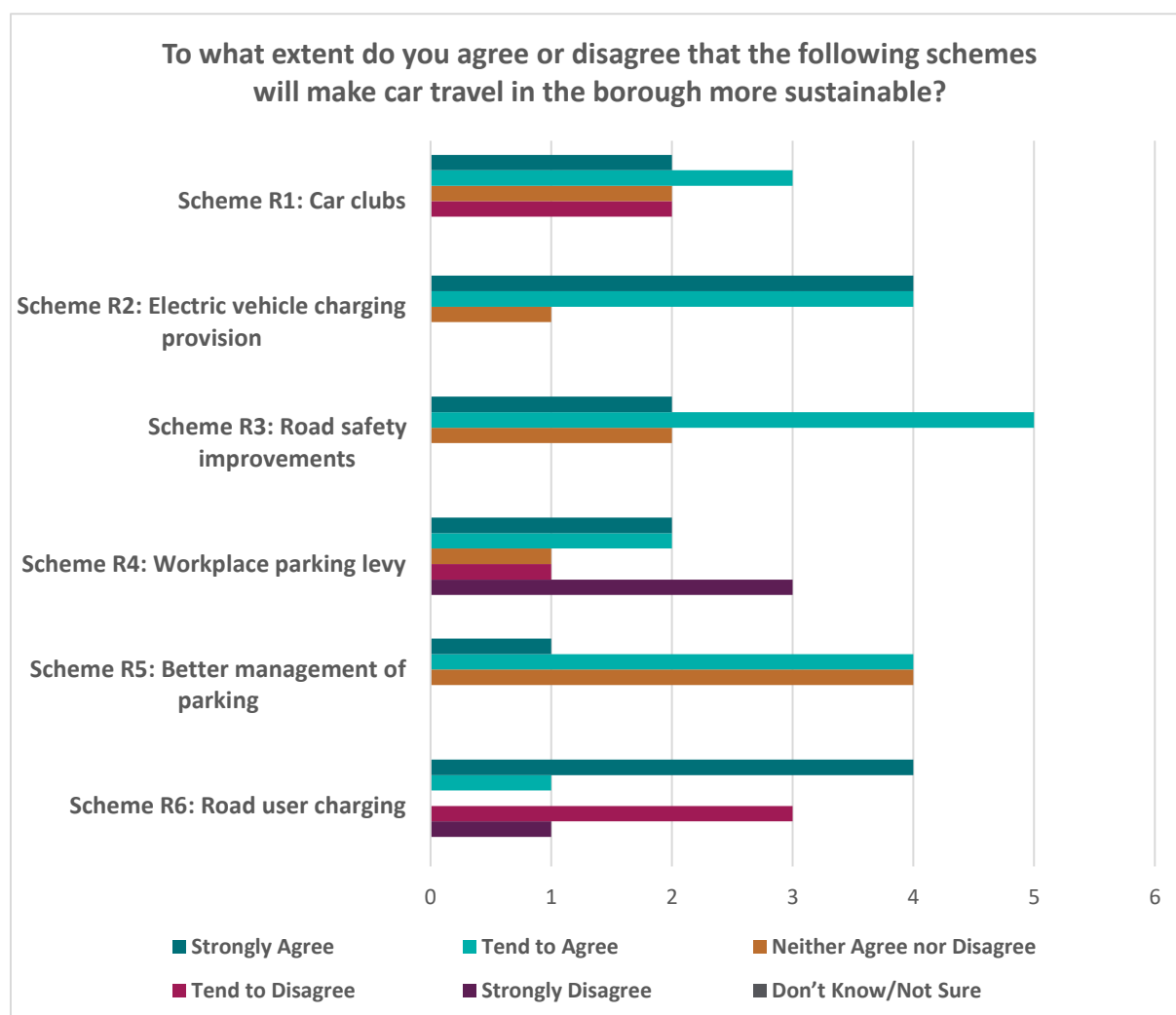

Figure 83 - Graph showing the extent to which young people agreed or disagreed that the proposed schemes will make car travel in the borough more sustainable

4.4.2 What else should we consider to make car travel in the borough more sustainable?

We also invited respondents to provide their views on what else could be done to make car travel more sustainable. One young person raised the possibility of the introduction of a car share scheme in order to reduce the traffic on the roads, and limit the negative impacts of pollution.

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4.5 Behaviour Change

4.5.1 To what extent do you agree or disagree that the following schemes will encourage sustainable behaviour change?

We invited respondents to provide their views on the different schemes proposed to encourage sustainable behaviour change. Individually, all three schemes are supported by the majority of our young people. The best supported behaviour change scheme was BC3: Travel planning, which was supported by all respondents, with five of the nine respondents strongly agree it would encourage sustainable behaviour change. The least well supported scheme was BC2: Education, training, and publicity – road, travel, and personal safety, with three of the nine respondents tending to disagree it would encourage sustainable behaviour change; however, the majority of young people still supported the scheme.
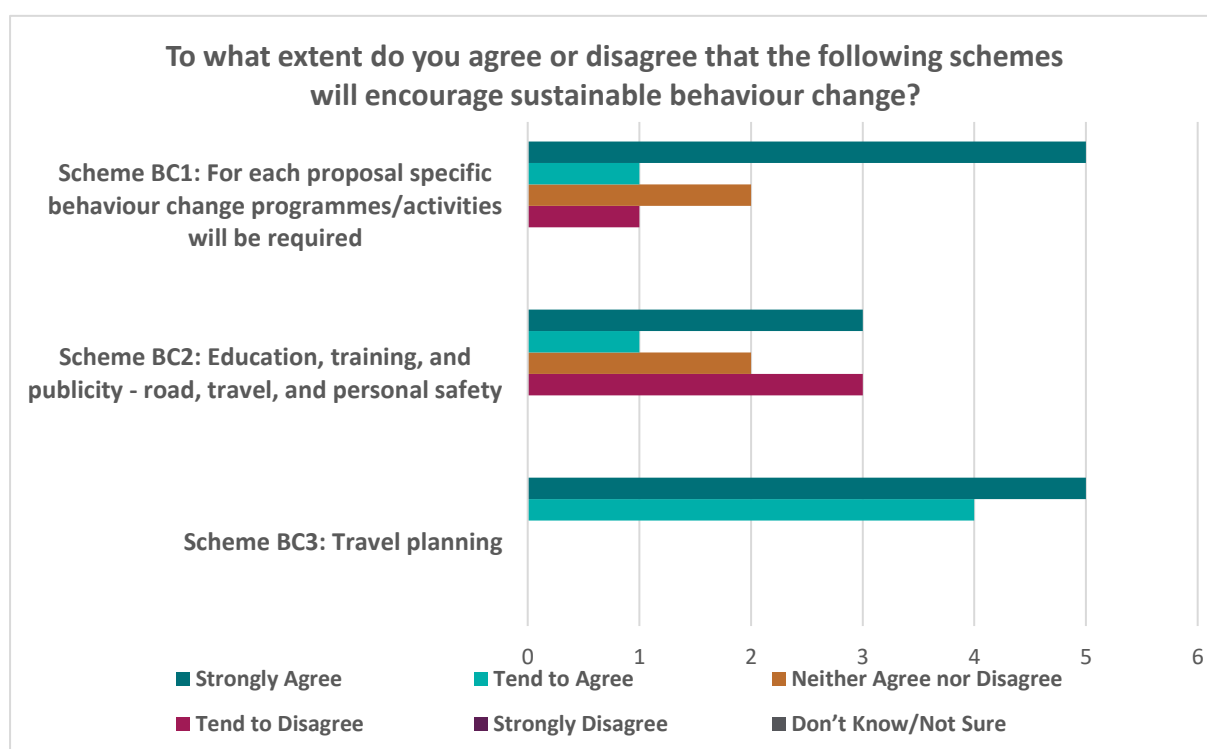

Figure 84 - Graph showing the extent to which young people agreed or disagreed that the proposed schemes will encourage sustainable behaviour change

4.5.2 What else should we consider to encourage sustainable behaviour change?

We also invited respondents to provide their views on what else could be done to encourage sustainable behaviour change in the borough. One respondent highlighted their feeling that in order to facilitate long term behavioural change across the borough, we must ensure bins, both general refuse and recycling, were placed across the borough in order to improve the natural realm and encourage footpath use.

Initial Equality Analysis (EIA)
Resident/Service User

1. Details of function, policy, procedure or service:

Title of what is being assessed: Barnet Long Term Transport Strategy

Is it a new or revised function, policy, procedure or service? New policy
The aim of the project is to develop a long term transport strategy for Barnet to 2041 for Barnet. The Strategy will set out our vision for mobility in the borough over the next 20 years and map out a process showing how we will deliver that vision. The Strategy is aimed at a general audience, as well as key stakeholders. Taken together, the Strategy and the Local Implementation Plan (LIP) will define the scope, and prioritise our interventions to improve transport in the borough and support the expected growth of the borough as noted in the councils new Draft Growth Strategy. The expected outcome of the Strategy is to shape the way the transport network develops in order to support growth, make the best use of available resources, and to improve public health and air quality. The Strategy and the LIP complements the Mayor of London's Transport Strategy for which an Integrated Impact Assessment has been carried out[1].
Department and Section: Environment – Transport & Highways
Date assessment completed: December 2019

2. Names and roles of people completing this assessment:	
Lead officer	Robert Poole, Cara Elkins
Other groups	
3. Employee Profile of the Project	**Will the proposal affect employees?** Employees who travel across Barnet carrying out their roles will face the same impacts as noted within this Resident EIA. Therefore, a specific Employee EIA has not been produced.
	If no please explain why.
	If yes, please seek assistance from HR to complete the employee EIA.

How are the following equality strands affected? *Please detail the effect on each equality strand, and any mitigating action you have taken / required. Please include any relevant data. If you do not have relevant data please explain why / plans to capture data*			
Equality Strand	**Affected?**	**Explain how affected**	**Indicate what action has been taken / or**

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[1] http://content.tfl.gov.uk/integrated-impact-assessment-report.pdf

				is planned to mitigate impact?
1. Age	Yes ⊠ / No ☐	Between 2018 and 2030, the Barnet population aged 65+ is projected to increase by 33%. Young people (0-19) projected to decrease by 2%.[2] **Positive** The implementation of the strategy is expected to improve air quality, transport service connectivity and accessibility and safety/ security. Improvements to air quality are expected to be particularly beneficial to children and older people's health, who are impacted disproportionately by poor air quality. Any measures to improve transport connectivity, accessibility and security will enable more active/ sustainable travel among these groups and combat social isolation. Additionally, the strategy includes targeted schemes to increase participation in sustainable travel, particularly for younger people. For example, there is a focus on enabling more children to travel actively on the journey to school **Negative** Incentivising car-free living, though intending to improve air quality, reduce car dependency and encourage active travel, could negatively impact older people who are more likely to own a car. Car-free measures would also affect other groups who could have difficulty travelling on public transport. However, this negative impact is expected to be outweighed by the broad health and accessibility benefits delivered by the Strategy.	Mitigation measures could include prioritising car parking for blue badge holders, increasing the availability of car club services and improving the quality of public transport services.
2. Disability	Yes ⊠ / No ☐	In the 2011 Census, 14.0% of Barnet respondents reported a long-term health problem or disability that limited their daily activities.[3] This is expected to rise as the population grows and ages. Disability is often	

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[2] Barnet Council (2018) JSNA – Demography
[3] Office for National Statistics (2011) Long-term health problem or disability.

		associated with other health conditions, lower life expectancy, higher rates of risky behaviour (such as smoking, poor diet, physical inactivity).[4]	

Positive

With improved transport accessibility and connectivity, journey times for those who rely on step-free access to rail and underground services should improve.[5]

Measures to increase participation in active and sustainable travel, including bus ridership and inclusive cycling initiatives could help improve disabled people's health, as they are more likely to experience higher mortality rates than the general population.[6] Disabled people are twice as likely to be inactive when compared to non-disabled people,[7] and generally research has highlighted the relatively poor health (shorter life expectancy; respiratory disease and coronary heart disease incidence) of people with learning disabilities in numerous aspects of health.[8]

Negative

If transport service accessibility and connectivity is not improved, this could deter travelling and narrow opportunities for economic and social activity, with potential negative consequences for physical and mental well-being. The impact of this could be similar for older people and parents with young children.

Incentivising car-free living, though intending to improve air quality, reducing car dependency and encourage sustainable travel, could negatively impact people with

Mitigation measures could include prioritising car parking for blue badge holders, increasing the availability of car club services and improving the quality of public transport services.

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[4] Barnet Council (2018) JSNA – Demography.

[5] Lambeth Council (2018) Lambeth Transport Strategy & Local Implementation Plan.

[6] Messent, P.R., Cooke, C.B. and Long, J. (1999) Primary and secondary barriers to physically active healthy lifestyles for adults with learning disabilities. Disabil Rehabil, 21(9), 409-419.

[7] Public Health England (2018) Physical activity for general health benefits in disabled adults.

[8] Emerson, E. and Baines, S. (2011) Health inequalities and people with learning disabilities in the UK. Tizard Learning Disability Review, 16(1), 42-48.

			disabilities who rely on cars. Car-free measures would also affect other groups who could have difficulty travelling on public transport.	
3.	Gender reassignment	Yes ☒ / No ☐	Though figures are not available at borough level, the Government Equalities Office estimates that there are approximately 200,000 – 500,000 trans people in the UK.[9] A 2011 survey undertaken by the Equalities Office reported respondents most feared for their safety on the streets and on public transport.[10] **Positive** Measures to improve transport safety and security will be beneficial to this group. Other policy approaches are likely to be neutral in terms of equalities considerations with other groups.	
4.	Pregnancy and maternity	Yes ☒ / No ☐	Issues that impact on women, are relevant here, such as transport security and transport accessibility. **Positive** Measures promoting ease of accessibility and movement will have a positive impact on (expectant) mothers, as well as the general population. Improvements such as dropped kerbs, reduced gradients and the installation of Equality Act 2010 – compliant infrastructure at bus stops and rail stations will improve accessibility for adults travelling with young children in push chairs. Measures to improve air quality will be beneficial to pregnant women, who have found to be vulnerable to air pollution, as unborn children's exposure has been associated with low birth weight.[11] **Negative** Incentivising car-free living, though intending to improve air quality, reduce car dependency and encourage active travel, could negatively impact those people who rely on cars. Car-free measures could	Mitigation measures could include increasing the availability of car club services and improving the quality of and physical

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[9] [Government Equalities Office (2018) Trans People in the UK](#).
[10] [Government Equalities Office (2011) Headline findings from our transgender online survey](#).
[11] Smith *et al.* 2017. Impact of London's road traffic air and noise pollution on birth weight: retrospective population based cohort study. BMJ, 359.

		negatively impact adults with young children and prams.	access to public transport services.
5. Race / Ethnicity	Yes ☒ / No ☐	Between 2018 and 2030, Barnet's population is projected to become more ethnically diverse. In 2018, the White ethnic group comprised 60.5% of the borough's population, but by 2030, this is predicted to reduce to 57.7%. The proportion of Black, Asian and Minority Ethnic (BAME) people in the borough is projected to rise from 39.5% in 2018 to 42.3% in 2030.[12] In Barnet, the highest proportions of BAME are found in the most deprived wards.[13] **Positive** The implementation of the Strategy is expected to increase participation among underrepresented groups. BAME groups are overrepresented in indices of deprivation, and are more likely to be exposed to transport related harmful impacts, such as traffic collisions[14] and poor air quality[15] which the Strategy seeks to address. Measures to address Anti Social Behaviour (ASB) on public transport will positively affect people who fear racial discrimination.	
6. Religion or belief	Yes ☒ / No ☐	As of 2017, 38.6% of respondents to the Annual Population Survey are Christian, 22.6% are Jewish, 20.5% have no religion, 8.1% are Muslim, 4.8% are Hindu, 3.2% are other, 1.2% are Sikh and 1.1% are Buddhist.[16] **Positive** Anti-social behaviour on public transport can relate to signs of religion. The policies of the Strategy, particularly around security and safety, are likely to impact all faith groups equally, as well as the other protected groups.	

[12] Barnet Council (2018) JSNA – Demography.
[13] Barnet Council (2018) JSNA – Demography.
[14] Steinbach R, Edwards P, Green J, and Grundy C (2007) Road Safety of London's Black and Asian Minority Ethnic Groups: A report to the London Road Safety Unit.
[15] Air quality and social deprivation in the UK: an environmental inequalities analysis, 2006.
[16] Barnet Council (2018) JSNA – Demography.

		Negative Traffic conditions, public transport, parking and other factors influence residents' ability to travel to places of worship and meet religious obligations. If any of the transport policies change service availability, this could prohibit residents from travelling to places of worship or meeting religious obligations.	Mitigation measures could ensure that a range of options for travel are available which in turn should enable people to make the best choice for themselves.
7. Gender / sex	Yes ☒ / No ☐	A 2013 TfL survey found that 15% of women had experienced unwanted sexual behaviour while travelling on public transport in London over the previous twelve months, and that 90% had not reported it to the police. **Positive** Measures to address anti social behaviour and safety on public transport will positively affect women, as well as all other groups, who do not feel safe while using public transport.	
8. Sexual orientation	Yes ☒ / No ☐	In 2015, London had the largest percentage (2.6%) of the British population who identified as gay, lesbian or bisexual.[17] TfL research on LGB perspectives of public transport indicates that key priorities should include: safety, reliability, customer service and information, and personal safety. It is difficult to accurately estimate the number of LGBTQI+ in London as this category is not included in the Census.[18] **Positive** Measures to address anti social behaviour and safety on public transport will positively affect LGBTQIA+ people who fear discrimination because of their sexuality.	
9. Marital Status	Yes ☐ / No ☒	None	
10. Other key groups?	Yes ☒ / No ☐	Policies relating to: transport service security, accessibility and connectivity; active/car free travel and air quality are expected to impact	

[17] Office for National Statistics (2015) Sexual identity, UK: 2015
[18] Assessment of the GGLA's impact on lesbian, gay and bisexual equality

		these groups to the same degree as the other groups above.	
Carers	Yes ☒ / No ☐	The implementation of the Strategy is expected to improve physical access to the public transport network for parents/carers, for whom step-free access may be particularly important	
People with mental health issues	Yes ☒ / No ☐		
Some families and lone parents	Yes ☒ / No ☐		
People with a low income	Yes ☒ / No ☐	There is a correlation between income and health; lower income groups are more likely to experience poor health.[19] Many of the negative external impacts of the transport network are experienced disproportionately by groups with fewer economic resources and those in relative deprivation. For example, poor air quality exposure is correlated to proximity to main roads where housing may be more accessible to these groups. Further, these groups are over-represented in road traffic collisions.[20] Measures to improve air quality and road safety will be beneficial to this group. If new technologies are trialled by and marketed toward those with more resources, low-income groups could be negatively affected as they are likely to have less access.	
Unemployed people	Yes ☒ / No ☐		
Young people not in employment education or training	Yes ☒ / No ☐		

5. Please outline what data sources, measures and methods could be designed to monitor the impact of the new policy or service, the achievement of intended outcomes and the identification of any unintended or adverse impact?

Include how frequently monitoring could be conducted and who will be made aware of the analysis and outcomes

Monitoring the impact of the Strategy will be dependent upon the actions which are generated as part of Strategy. At this time in the Strategy development we are unsure of the actions, however suggestions of possible monitoring has been noted below.

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[19] Public Health England (2017) Chapter 6: social determinants of health.
[20] Edwards et al. (2006) Deprivation and road safety in London.

- Air quality monitoring – Locations of monitors in most polluted and congested areas (Source: Re); the number of EV chargers and usage (Source: LBB/ Provider)
- Car type ownership via resident permit applications (Source: LBB)
- Transport mode choice – London Travel Demand Survey (Source: TfL); Car Club usage, (Source: LBB/ Provider)
- Active travel rates – annual surveys or TfL initiatives (Source: TfL)
- User surveys / consultations – Incremental throughout strategy time period (Source: LBB)
- Safety – KSIs (Source: TfL, Re) and Transport-related crime statistics (Source: TfL)

6. Initial Assessment of Overall Impact

Positive Impact	Negative Impact or Impact Not Known[21]	No Impact
☒	☒	☐

7. Scale of Impact

Positive impact:	Negative Impact or Impact Not Known	
Minimal ☐ Significant ☒	Minimal ☐ Significant ☒	

8. Outcome

No change to decision	Adjustment needed to decision	Continue with decision *(despite adverse impact / missed opportunity)*	If significant negative impact - Stop / rethink
		☒	
☐	☐		☐

[21] 'Impact Not Known' – tick this box if there is no up-to-date data or information to show the effects or outcomes of the function, policy, procedure or service on all of the equality strands.

9. Please give a full explanation for how the initial assessment and outcome was decided. .

November 2019

The equalities impact of the Strategy has been considered throughout its creation; including through a number of workshops with external stakeholders, Council officers, and elected members. The impacts will continue to be considered in light of any potential future changes, and throughout the public consultation process, with residents and service users. As a result, this Equalities Impact Assessment will be updated and revised at appropriate points throughout the development of the Strategy. In addition, specific proposals within the Strategy are likely to require further development, consultation and, where appropriate, their own Equalities Impact Assessments.

Due to the overarching nature of a Transport Strategy, almost every protected group could be impacted. The majority of these (outlined above) are positive and would benefit all groups. Some potential negative impacts relate to the availability of parking, or service alteration, which would impact those who are most reliant on car use to move around the borough, such as those with limited mobility (e.g. older people, people with disabilities, parents with young children, and carers).

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Health Equity Assessment of the Barnet Draft Long Term Transport Strategy 2020-2041

Oliver Taylor, Rachel Hodge and Janet Djomba – Public Health Team

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Introduction to the Transport Strategy

- Barnet's Draft Long Term Transport Strategy (LTTS) 2020-2041 is the vision for transport in the borough and includes a roadmap of interventions to achieve this vision.

- The LTTS supports other council strategies (such as the Joint Health and Wellbeing Strategy and the Growth Strategy) and enables target investments in transportation.

- Barnet's transport infrastructure will be improved by the possible proposals in the document and the high level actions proposed within.

- There is potential within the LTTS to improve health for Barnet residents and those opportunities will be explored in this assessment.

verarching Health Outcomes

ategy Theme	Impacts	Health outcomes
alking	Improved mobility and access to local area. More opportunities for physical activity. A modal shift from car to walking will also improve air quality.	Reduced risk of cardiovascular disease, type 2 diabetes a musculoskeletal conditions. Potential obesity reduction. Improved mental wellbeing.
blic Transport	Improved access to recreational spaces, local amenities and active travel. Provides more occasions for social engagement (especially amongst older people).	Improved mental wellbeing. Reduced risk of cardiovascul disease, type 2 diabetes and musculoskeletal conditions.
cling	Increased mobility and accessibility. Encourages active travel and physical activity.	Improvements to cardiovascular disease outcomes. Promotion of mental wellbeing. Reduced BMI and obesit reduction.
r	Road safety improvements within the borough. Potential reduction of congestion and improvements to air quality.	Reduction of serious injuries and casualties related to ro traffic incidents. Physical activity could be negatively affected by continued reliance on cars.
eight and logistics	Consolidation could reduce the amount of vehicles on the road and a movement to an electric fleet will reduce congestion and air quality impacts. Consolidating freight may also have a positive impact on safety for pedestrians and cyclists.	Reduction of serious injuries and casualties related to ro traffic incidents. Possible reduction in respiratory illness relating to pollutants from diesel/petrol vehicles.
haviour change	Better and safer uptake of active travel and road safety interventions. Children will enforce behaviours for family and friends so will reinforce behaviour change in general population.	For active travel related programmes - improved mental wellbeing and cardiovascular disease outcomes.

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alth inequalities are potentially preventable
fferences in health across the population, and
tween different groups within society.

alth inequalities arise because of the conditions
which we are born, grow, live, work and age.
ese conditions influence our opportunities for
od health and how we think, feel and act, and
s shapes our mental health, physical health and
ellbeing.

blic Health England documents health
equalities between population groups across
ur dimensions, illustrated on the right.

king action on health inequalities requires
proving the lives of those with the worst health
tcomes, fastest.

Health England (Wider determinants of health profile))

Dimensions of health inequalities

Socio-economic/ Deprivation e.g. unemployed, low income, deprived areas

Equality and diversity e.g. age, sex, race

Inclusion health e.g. homeless people; Gypsy, Roma and Travellers; Sex Workers; vulnerable migrants

Geography e.g. urban, rural.

ur Dimensions of Health Inequalities

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Socioeconomic deprivation	Equality and diversity
onsider how proposals within the strategy will affect the ealth of unemployed, low income or people living in eprived areas. Unemployment in Barnet is estimated to e 4.7%[1.] Barnet is the 8th least deprived London orough[2].	How will this strategy affect health based on age, sex, race, sexual orientation, and disability. As an initial EQIA has been conducted on the strategy already, we will be explicitly focusing on health outcomes.
nclusion health	**Geography**
ulnerable groups of society, or 'inclusion health' groups, or example, vulnerable migrants; Gypsy, Roma and ravellers, as well as homeless people and sex workers. here is limited scope to address inclusion health in this ssessment this is a strategy and not a specific rogramme/scheme.	Consider the differences in accessibility and transport needs between densely and less densely populated areas Barnet contains many urban towns centres as well as a hilly topography with less dense areas.

Health England (Wider determinants of health profile) 2. Ministry of Housing, Communities and Local Government (English indices of multiple deprivation 2019)

Introduction to a Health Equity Assessment

- Health Equity Assessments (HEA) assesses the affect that a proposed strategy will have on health inequalities. This document will also discuss the heath impacts of a strategies action, in this case the LTTS.

- The HEA will provide a set of actions that aim to maximise the positive impacts on heath inequalities and mitigate against negative impacts that could create or widen health inequalities.

- The impact each intervention in the LTTS has on health inequalities will be scored and a recommendation will be provided on interventions if they have a negative impact on inequalities or if positive impacts can be further improved.

++	Likely to significantly reduce health inequalities. The effects are likely to be direct and permanent and the magnitude will be major.
+	Positive reduction in health inequalities affecting a small proportion of the borough. The effects can be direct or indirect, temporary or reversible.
0	Neutral.
-	Negative health impact; increasing health inequalities affecting a small proportion of the borough. The effects can be direct or indirect, temporary or reversible.
--	Likely to significantly increase health inequalities. The effects are likely to be direct and permanent and the magnitude will be major.
?	Not sufficient information to make a robust assessment of impact.
NA	Not applicable for the assessment criteria.

Objectives of the LTTS and their relation to health

Objective 1: Transport in Barnet keeps the borough moving, enabling people and goods to move within and through the borough efficiently using high quality orbital and radial links.

- Expanding high quality services will improve the inclusivity of transport and be enhanced by support from Public health.

Objective 2: All users can use the transport system regardless of age, ability and income, and the negative impacts of transport are limited.

- Addressing the accessibility of services and negative issues like noise pollution will create a better service for all. Accessible transport will better connect spaces and offer residents access to more of their local area and amenities/services.

Objective 3: Transport contributes positively to the health of the borough, by prioritising active travel and ensuring air quality is good.

- The role transport has in improving health is significant. Active travel interventions and air quality improvements will be wide reaching and help the residents of the borough to be healthier and make healthy choices.

Objective 4 : The road network and transport system in Barnet is safe and residents and visitors feel safe across all transport modes.

- Safety improvements will lead to residents taking up more transport modes including cycling. An improved feeling of safety will improve wellbeing and lead to better use of more transport modes.

Objective 5: Barnet's transport network creates better places to live and work, supports local businesses to thrive sustainably, and is flexible, adapting to future opportunities presented by technology and travel patterns.

- Health and wellbeing of residents will be supported by the creation of better places to live, work and visit and enhance engagement with town centres and local areas.

Assessment of health inequalities

...ention	Socioeconomic groups	Equality and diversity	Inclusion health	Geography	Impact score	Actions
...lthier routes to	Impact on socioeconomic groups is positive as there are little barriers to participation. Impact would only be seen in areas near participating schools.	School streets will support older and disabled residents by making pedestrian spaces more accessible and clearer for walking. There will also be a positive impact on children and adolescents.	There is no negative impact on inclusion health with this programme. School streets will be accessible to all who choose to use them.	Improvements would not be borough wide so only in certain areas. Affect on geography is determined by where the interventions take place..	+	
...traffic ...urhoods	Introduction of these areas will support those that may not have a car or have access to modes of transport other than walking or cycling.	Low traffic areas will support older residents and disabled residents by making pedestrian spaces more accessible and clearer for walking.	Intervention will be inclusive to all who choose to use it with no barriers to access or negative impacts on these group.	Proposed areas for low traffic neighbourhoods show that this will benefit dense residential streets only so wouldn't impact less dense areas.	+	
...age and ...ng	Wayfaring will mainly benefit those that live in and use built up areas. Proposed sites are spread across the borough so areas at different levels of deprivation will access this intervention.	The planned inclusion of accessibility features in wayfinding measures will make walking accessible.	Intervention will be inclusive to all who choose to use it with no barriers to access or negative impacts on these group.	Wayfinding sites will benefit built up town centres and urban parts of the borough. Due to the nature of this work it is not suitable for areas with low population density and those areas would not benefit from wayfinding/signage.	++	

Walking

ention	Socioeconomic groups	Equality and diversity	Inclusion health	Geography	Impact score	Actions
ve route – the op	Walking routes will be able to be accessed by most resident regardless of socioeconomic status. A barrier may arise for those in areas where they have to use public transport but lack the funds to do so for non-essential journeys.	The loop would provide physical activity opportunities for all regardless of age or level of mobility. Whilst some residents could not participate in the entire route, it will create new recreation paths that residents can use some of at a distance that suits their ability.	Intervention will be inclusive to all who choose to use it with no barriers to access or negative impacts on these group.	The Barnet loop will benefit mainly those in the rural parts and western parts of the borough. However improved transport links will support residents to access this for physical activity.	+	
sting to improve way network	All socioeconomic groups will be positively effected by these changes. Investment would be borough-wide and there is no socioeconomic barrier to accessing this intervention.	Footway improvements will make areas more accessible for older and disabled residents. Thus, improving their connection with local areas. Wheelchair users, less mobile pedestrians and parents will benefit from the safer, wider footways created by this. 65% of disabled Londoners found pavement condition to be a barrier to walking[1].	Intervention will be inclusive to all who choose to use it with no barriers to access or negative impacts on these group.	Implementation will be borough wide and neither dense and less densely populated areas would be negatively impacted by this.	++	

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vention	Socioeconomic groups	Equality and diversity	Inclusion health	Geography	Impact score	Actions
parking	Lower socioeconomic groups are the least likely to have suitable cycle storage within their accommodation. Increasing the availability of cycle storage, particularly in areas of deprivation may reduce the barriers to cycling. Indirectly, this may encourage the uptake of active travel.	No significant impact.	No significant impact.	Residents living in higher density areas are less likely to have suitable cycle storage within their accommodation. Increasing the availability of cycle storage in these areas may encourage uptake of active travel, reducing inequalities between urban and suburban areas of the borough.	+	To reduce health inequalities amongs population subgrou areas with high urba density and more deprived areas shou prioritised when implementing cycle storage.
network	Potential cycle network sites identified in C2 will increase the accessibility of active travel within Barnet's more deprived areas. It should be noted that lower socioeconomic groups are least likely to use trains or underground and may have different destination needs[1].	The additional connectivity provided by new cycle networks will enhance safety and inclusivity encouraging uptake amongst vulnerable groups including; children and older adults, women and BAME groups.	No significant impact.	The potential opportunities for cycle routes identified in W4 and C2 cover both orbital and N/S routes within the borough. The accessibility of this cycle network would benefit both urban and more rural areas of the borough.	++	

port for London (People on low incomes summary) 2. Health Equity in England: Marmot Review 10 Years On

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vention	Socioeconomic groups	Equality and diversity	Inclusion health	Geography	Impact score	Actions
provision	Lower income groups will have the greatest need for affordable transport options. Consulting with residents from more deprived areas may help identify appropriate price points for cycle share schemes and whether they would be fit for purpose for this group.	Vulnerable groups are more likely to identify as physically inactive[1]. Increasing the accessibility of electronic bikes may encourage those self-identifying as less fit to try cycling.	No significant impact.	As identified within the strategy, the topography of Barnet may discourage residents from cycling. By increasing the financial accessibility of electric bikes, residents in more areas of the borough may be encouraged to take up cycling.	+	When trialling schem prioritising areas wit higher deprivation alongside cycling potential can maxim positive health impa
raining	Free cycle training reduces financial barriers to cycling for low income groups.	Providing cycle training which is tailored to those with disabilities or partnering with organisations providing women specific cycle training[2] may reduce inequalities in use.	No significant impact.	The flexibility of cycle training means it can be delivered in different areas of the borough.	++	When tailored to the needs of vulnerable groups and training i both financially and physically accessible key population segm this may have a sign impact on uptake lor term.

England, Active Lives Survey (2018/19) 2. Sustrans (2018) Cycling: Reducing the gender gap

ublic transport

rvention	Socioeconomic groups	Equality and diversity	Inclusion health	Geography	Impact score	Actions
press and orbital tes	Addition of a new bus option would benefit those with a lower income who use these services more than other modes[1]. This is as it is cheaper than train/tube services and reaches more of the borough.	Bus option reach more areas and may be closer to access than trains or underground services. Elderly and disabled residents could better access these and would benefit from improvements.	No significant impact	Express and orbital route will most likely be between key areas and not cover the rural parts of the borough.	+	
proving the existing work	Improving the existing bus network would benefit those with a lower income. This is as it is cheaper than train/tube services and reaches more of the borough. From 28 April to 25 May 2020, 74% of journeys in London were by bus (31.2m journeys)[2].	Bus options reach more areas and may be closer to access than trains or underground services. Elderly and disabled residents could better access these and would benefit from improvements.	No significant impact	Improvements to the bus network will support access for both the urban and rural parts of Barnet that are currently accessible by bus.	++	
prove the existing Underground s	Underground and rail options will still remain more expensive than other forms of public transport. Those with lower incomes may not be able to access these services frequently. Increases to frequencies could make services more useable for more users such as shift workers.	Changes to capacity/frequency would make services more convenient to more of the population.	No significant impact	The planned additions of stations at Brent Cross and New Southgate will provide better access to services at those locations and surrounding areas.	+	

rt for London (People on low incomes summary) 2. Transport for London (Public Transport Journeys by Type of Transport)

Public transport

...ervention	Socioeconomic groups	Equality and diversity	Inclusion health	Geography	Impact score	Actions
...n-demand services	Impact of on demand services in deprived areas is dependent on where these services operate. Affordability of these services for low income families is dependent on pricing structure of proposed services.	Providing specific services that are in key areas that are under served or have low demand will give all in the community better access to transport. On demand services will benefit the elderly and disabled to access their local areas and services.	No significant impact	This will benefit areas that are currently not fully accessible due to geography or service demand, especially the less densely populated areas.	+	
...ateways	Gateways in more deprived areas will help those residents to increase access to public transport. Those at low income would benefit from cycling and walking improvements but cost to access train services may remain a barrier.	Gateways will help the less mobile by improving public realm and increasing resting places[1]. Improving public realm will encourages multi modal transport and walking and cycling to gateways.	No significant impact	Planned gateways are only feasible where stations are so will only affect urban areas.	++	

...rt for London (Guide to the Healthy Streets indicators)

vention	Socioeconomic groups	Equality and diversity	Inclusion health	Geography	Impact score	Actions
...ubs	This proposal is unlikely to have a significant impact on the health of lower socioeconomic groups. Although less expensive than owning a private vehicle, car clubs continue to be an unaffordable option for those on low incomes.	This proposal is unlikely to have a significant impact on the health of vulnerable groups. Although more accessible than public transport, the current availability of car clubs would not provide a suitable alternative for those with disabilities.	No significant impact.	In population dense residential areas there is unlikely to be space for each household to have a private vehicle. However, some journeys and services remain inaccessible by public transport. Car clubs therefore have the potential to reduce inequalities in accessibility based on geographical area.	+	
...ic vehicle charging	Pollution levels are, on average worse in areas of highest deprivation compared with areas of lowest deprivation[1]. By encouraging electric vehicle use alongside public transport and active travel, air quality may improve.	In London the highest air pollution levels occur in ethnically diverse neighbourhoods, even after allowing for the fact that some of these neighbourhoods are more deprived[1]. By encouraging electric vehicle use alongside public transport and active travel, air quality will improve.	No significant impact.	In areas of the borough that remain inaccessible by public transport or active travel, electric vehicles are a suitable option to reduce air pollution.	+	

...n Equity in England: Marmot Review 10 Years On

vention	Socioeconomic groups	Equality and diversity	Inclusion health	Geography	Impact score	Actions
safety ents	Rates of fatal and serious injuries for 5-9 years olds are nine times higher than average in the 20 percent more deprived areas than in the least deprived areas in England[1].	A review on the physical environment and physical activity among children ages 3-18 found that children's participation in physical activity was associated with their parents' perception of safety from traffic. One study has found that environmental hazards related to traffic and falls risks can be significant barriers to walking for seniors. Therefore, the overall reduction in traffic volumes, coupled with safe speeds, will increase the perception of safety and security and encourage people to walk and cycle in these spaces.	For rough sleepers and Roma, Gypsies and Travellers, road safety improvements have the potential to improve street scene and reduce the risk of KSI's across all groups, including those identified through inclusion health.	Improving road safety will have a positive impact on health outcomes for both urban dense and less dense areas of borough.	++	
place parking levy	This proposal is unlikely to have a significant impact on the health of lower socioeconomic groups, as they are the least likely to own private vehicles. However, if an employer transfers the cost of parking spaces to employees there is a risk that lower socioeconomic groups will be disproportionately affected.	This has the potential to have a negative impact on accessibility for blue badge holders. This can be easily mitigated by making exceptions for disabled parking spaces at workplaces.	No significant impact.	This may have a slight impact on the financial accessibility of jobs that are only accessible by car. However, this can be mitigated by greater public transport and active travel accessibility[2].	+	Negative impacts easily mitigated. discouraging car u have positive hea impacts for the po as a whole. A tier pricing system ba salary is recomme businesses to inc in their parking sc

Equity in England: Marmot Review 10 Years On 2. TfL IIA for Mayor's Transport Strategy 3

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vention	Socioeconomic groups	Equality and diversity	Inclusion health	Geography	Impact score	Actions
r management	Providing a reduction in fees to residents who own electric vehicles, which tend to be more costly, may increase inequalities in financial accessibility of parking management for lower income groups who cannot afford electric vehicles. However, parking controls will improve street scene; encouraging walking and cycling. It may also improve accessibility and efficiency of buses; improving public transport accessibility for lower income groups who are most likely to use a bus.	This has the potential to have a negative impact on accessibility for blue badge holders. This can be easily mitigated by making exceptions or reducing fees for disabled parking spaces.	No significant impact.	This may have a slight impact on the accessibility of areas of the borough without appropriate public transport or active travel. However, this can be mitigated by greater public transport and active travel accessibility.	+	Negative impacts ca easily mitigated. Ov discouraging car us have positive healtl impacts for the population as a who
user charging	This may increase inequalities in financial accessibility of car use for lower income groups who cannot afford additional costs. However, discouraging car use amongst the population as a whole will also have a positive impact on the health outcomes of more deprived communities; benefiting from improved air quality, more reliable public buses and an improvement in street scene.	The introduction of road user charging could have disproportionate impacts on disabled people who are reliant on private vehicles to access employment and leisure opportunities. This can be mitigated by making exceptions for blue badge holders.	No significant impact.	This may have a slight impact on the financial accessibility of jobs that are only accessible by car. However, this can be mitigated by greater public transport and active travel accessibility[1].	+	Negative impacts ca easily mitigated. Ov discouraging car us have positive healtl impacts for the population as a who Tiered pricing based salary can mitigate for low income households. It is understood that thi TfL's control.

eight and logistics

rvention	Socioeconomic groups	Equality and diversity	Inclusion health	Geography	Impact score	Actions
rnative fuels for	Pollution levels are, on average worse in areas of highest deprivation compared with areas of lowest deprivation[1]. By supporting electric vans with charging points, air quality may improve in these areas.	In London the highest air pollution levels occur in ethnically diverse neighbourhoods, and the link stands even after allowing for the fact that some of these neighbourhoods are more deprived[1]. By promoting electric van use air quality may improve.	No significant impact.	As the demand for freight continues in all areas of the borough, electric vehicles are a suitable option to reduce air pollution.	+	
solidation	By promoting consolidation of freight needs in the safest, cleanest and most efficient way possible we can promote better air quality and improve perceptions of safety on our roads. Low income areas are disproportionately affected by these issues at the moment and therefore have the most to gain from freight consolidation.	One study has found that environmental hazards related to traffic can be significant barriers to walking for seniors. Therefore, the overall reduction in traffic volumes and congestion, coupled with safe speeds, will increase the perception of safety and security and encourage older people to walk and cycle[2].	No significant impact.	As the demand for freight continues in all areas of the borough, consolidation is the most suitable option to promote air quality and reduce traffic congestion; improving walking and cycling environments.	++	

Equity in England: Marmot Review 10 Years On 2. TfL IIA for Mayor's Transport Strategy 3

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...vention	Socioeconomic groups	Equality and diversity	Inclusion health	Geography	Impact score	Actions
...arching ...t change ...e and specific ...t change ...for each	An overarching behaviour change programme as detailed in the current draft strategy is unlikely to have significant impacts on modal shift amongst vulnerable groups. However, encouraging modal shift across the population as a whole will have an indirect positive impact on their transport experience.	An overarching behaviour change programme as detailed in the current draft strategy is unlikely to have significant impacts on modal shift amongst vulnerable groups. As part of a wider community engagement strategy, specific consideration could be given to engaging with these groups.	No significant impact.	By including tailored behaviour change programming for each intervention in the strategy, this proposal will have a positive impact on different areas of the borough.	+	Public Health can support engagement planning for vulnerable groups. When delivered well, this has the potential to significantly imp... health and reduce inequalit...
...ation, training ...city - road, travel ...nal safety	The current strategy does not provide a specific commitment to provide education and training for lower income groups. However, encouraging education and training across the population as a whole will have an indirect positive impact on their transport experience.	The current strategy does not provide a specific commitment to provide education and training for harder to reach or more vulnerable groups; including women, BAME or older adults. However, encouraging modal shift across the population as a whole will have an indirect positive impact on their transport experience.	No significant impact.	The current proposal is unlikely to have significant impacts on modal shift amongst varying geographical areas. This can be easily mitigated by tailoring modal shift messages to the walking/cycling potential of an area.	0	Including a specific stateme... within the strategy which proposes engagement with vulnerable groups will help highlight our commitment t... reducing inequalities as a co... When delivered well, this ha... potential to significantly imp... health and reduce inequalit...
...el Planning	Providing travel plans as part of the planning process will have a positive impact on modal shift amongst lower income groups.	Including specific requirements within travel plans to accommodate the needs of disabled residents could be referenced within the strategy.	No significant impact	Providing travel plans as part of the planning process will have a positive impact on modal shift amongst all areas of the borough.	+	The strategy could have mo... specific references to how behaviour change will suppo... vulnerable and harder to rea... groups through travel plann...

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VID-19, Transport and Health

Although the Draft LTTS is a long term vision for transport in Barnet, the effects of COVID-19 on movement and transport are likely to last in the short to medium term; potentially affecting travel long term. The recent pandemic has also highlighted the need to address health nequalities within the population. The way people move and access services is one of the most significant ways we can improve population health.

An initial survey on transport and COVID-19 from Centre for London[1] found that in the 3-6 months following lockdown:

- 1 in 3 of those surveyed will use their car more
- 1 in 3 said they would walk and cycle more
- 1 in 2 will use public transport "significantly less"

t is currently unclear whether these findings reflect the experiences of vulnerable groups as well. Further consideration on COVID-19 and transport across London as a whole is needed.

for London survey available at: https://www.centreforlondon.org/blog/lockdown-changing-travel

ummary of recommendations

C1 Cycle parking	C3: Cycling provision	C4: Cycle Training
To reduce health inequalities amongst population subgroups, areas with high urban density and more deprived areas should be prioritised when implementing cycle storage.	When trialling schemes, prioritising areas with higher deprivation alongside cycling potential can maximise positive health impacts.	When tailored to the needs of vulnerable groups and training is both financially and physically accessible to key population segments this may have a significant impac on

| R4: Workplace parking levy	R5: Better management of parking	R6: Road charging scheme
Negative impacts can be easily mitigated. Overall, discouraging car use will have positive health impacts for the population as a whole. A tiered pricing system based on salary is recommended for businesses to incorporate in their parking schemes.	Negative impacts can be easily mitigated. Overall, discouraging car use will have positive health impacts for the population as a whole.	Negative impacts can be easily mitigated. Overall, discouraging car use will have positive health impacts for the population as a whole. Tiered prici based on salary can mitigate negative impacts for low income households. It is understood that this i in TfL's control.

BC1: Overarching behaviour change programme and specific behaviour change activities for each proposal	BC2: Education, training and publicity - road, travel and personal safety	BC3: Travel Planning
Public Health can support engagement planning for vulnerable groups. When delivered well, this has the potential to significantly improve health and reduce inequalities.	Including a specific statement within the strategy which proposes engagement with vulnerable groups will help highlight our commitment to reducing inequalities as a council. When delivered well, this has the potential to significantly improve health and reduce inequalities.	The strategy could have more specific references t how behaviour change will support vulnerable and harder to reach groups through travel planning.

Conclusion

- The LTTS overall is positive in its impacts on health inequalities.

- No interventions had negative impacts and recommendations have been provided to increase the positive impact where required.

- Behaviour change has been identified as a key area where Public Health can support to improve it's impact on health inequalities.

- Health is a clear part of the objectives of the LTTS and the HEA supports that. Next steps will be support from Public Health in the implementation plan for the strategy.

- We can evaluate the LTTS implementation and link to measures that monitor it's impact on reducing inequalities.

- If implemented fully, the LTTS will have a positive impact on reducing local health inequalities.

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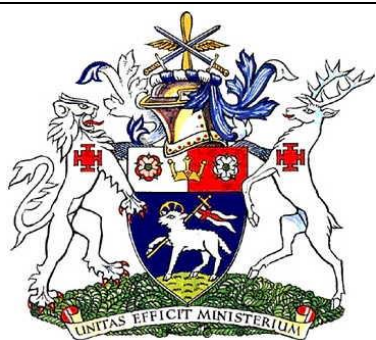
Environment Committee

9 September 2020

Title	**Highway Asset Management Review and Network Recovery Programme 2021/22**
Report of	Councillor Dean Cohen – Chair, Environment Committee
Wards	All
Status	Public
Urgent	No
Key	No
Enclosures	N/A
Officer Contact Details	Geoff Mee, Interim Executive Director, Environment Goeff.Mee@barnet.gov.uk

Summary

This report seeks the Committee's approval for the delivery of the 2021/22 Highway Network Recovery Plan (NRP) Work Programme ("the Work Programme") totalling £4.990 million to be funded from the agreed NRP Capital allocation of £6 million for 2021/22.

The investment split for 2021/22 will be as follows: 40% footway, 50% carriageway and 10% structures, drainage, road markings and other highway assets.

This report also seeks the Committee's approval for the development of a Highways Infrastructure Asset Management Plan (HIAMP) to set out the Council's strategic approach for managing its highway infrastructure assets.

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Officer's Recommendations
1. **That the Committee approves the capital expenditure of £6 million for the delivery of the 2021/22 Highway Network Recovery Plan (NRP) Work Programme consisting of carriageway and footway renewal works, carriageway patching and associated works.**
2. **That the Committee agrees the proposed investment proportions detailed in paragraph 5.2.2 of this report.**
3. **That the Committee authorises officers to undertake consultation on the Work Programme.**
4. **That the Committee approves the development of a Highways Infrastructure Asset Management Plan (HIAMP).**

1.   WHY THIS REPORT IS NEEDED

1.1   This report is needed to provide the appropriate Council authority to instruct Re to develop the Work Programme and agree the proposed investment proportions for the Work Programme for 2021/22.

1.2   Alongside this, approval is sought for the Council to engage Re to revise the existing Highways Asset Management Plan to ensure it is updated to reflect a risk based approach in line with the Well Managed Highway Infrastructure: A Code of Practice (2016).

2.   REASONS FOR RECOMMENDATIONS

2.1   Barnet's highway network is our largest, most valuable and most visible community asset and is probably the most-used of all of our services, by nearly all residents on a daily basis. It is vital to the economic, social and environmental well-being of our community.

2.2   The Highways Act 1980 (HA 1980) sets out the main duties of highway authorities in England and Wales. Highway maintenance policy is set within a legal framework. Section 41 of the HA 1980 imposes a duty to maintain highways which are maintainable at public expense. The HA 1980 sits within a much broader legislative framework specifying powers, duties and standards for highway maintenance.

2.3   The Council has a duty to ensure that the statutory functions and responsibilities in relation to those highways for which the local authority is responsible are discharged. The Authority also has a duty to ensure a safe passage for the highway user through the effective implementation of the legislation available to it, principally the HA 1980, and in particular Section 41, of the Act.

2.4   To ensure efficient execution of these statutory duties the Council needs to further develop asset management policies and processes that are guided by an overarching asset management plan, a Highways Infrastructure Asset Management Plan. This approach will make sure that available funding is best used by optimising the timing and nature of planned and reactive maintenance.

2.5 The Council's existing Highways Asset Management Plan was developed in 2012 and set out the Council's strategy for financially sustainable maintenance of the highway network. Since the development of this plan there has been a shift in methodology to a risk based approach for all aspects of highway maintenance, culminating in 2016 with the publication of the Well Managed Highways Infrastructure: A Code of Practice. This code sets out 36 recommendations designed to promote the adoption of an integrated asset management approach to highway infrastructure based on the establishment of local levels of service through risk based assessment.

2.6 In July 2014 this Committee considered a paper presenting a number of new policies and guidance documents including the Network Management Plan, the Network Recovery Plan, the Operational Network Hierarchy and the Developer Design Guide. With the proposed developed of the HIAMP, these documents will be revisited and key elements incorporated where appropriate.

2.7 The intention is that the proposed HIAMP will:
- bring together and update all existing asset management policies and procedures;
- translate the Council's Corporate Plan – Barnet 2024 strategic objectives into agreed levels of service and targets for the highways infrastructure assets;
- describe the long-term rehabilitation programmes (including the Network Recovery Programme); and
- influence the business planning, in respect to programmes, priorities and funding requirements

2.8 The Network Recovery Work Programme is developed using an independent condition assessment survey company, Xais, who undertake a survey of every footway and carriageway in the borough and record the data to a defined national standard of all footways and carriageways within the borough. This data is added to that of the defects scores, scoring to indicate the relative position on the operational network hierarchy and location in relation to places of education. In the case of footways, the surveys also consider where footway deterioration was evident due to tree root protrusion. Guidance was applied on Network Recovery Plan whole life cost principles and all of the above results in the production of the Work Programme.

2.9 The Work Programme has been primarily developed based on condition assessment survey data and deterioration modelling. Proposed schemes will be identified and prioritised to give a spread of schemes across the borough, using whole life costing and good asset management principles to ensure that investment is targeted where it is most needed.

2.10 Schemes will be prioritised based on their known condition. In order to achieve best value for the investment, the proposed carriageway treatments include resurfacing as well as patching as required (both Infrared Rhino patching and machine patching). All ward councillors will be consulted over the proposed

schemes and as such the proposed year 7 schemes lists may be subject to review and possible change, to incorporate their comments where appropriate. The final programme will also be subject to review and possible change to ensure that future developments and statutory undertaker works within the borough do not conflict with that proposed and result in abortive works. Any schemes which are unable to be progressed or delayed due to the above will be replaced in the programme with those next on the priority list.

2.11   Under Section 58 of the New Roads and Street Works Act 1991, the Highway Authority is required to issue a statutory three-month Notice to Utility companies of its intention to carry out substantial road works on the public highway. This requirement is aimed at preventing or restricting streets being dug up soon after they have been resurfaced for major works. This is a legal notice which is served on all the statutory undertakers who carry out work in the Borough. The Highways Authority is required to commence the works within one month of the date specified in the notice. The restriction on statutory undertakers carrying out street work applies for a period of 36 months after the works have been implemented. However, Utility companies can still carry out emergency and service connection works by just notifying the Highway Authority. The Notice will be published in the London Gazette and sent to all the utility companies for co-ordination.

2.12   The Traffic Management Act 2004 introduced a new hierarchy of Strategic Roads for London where the London Boroughs retain highway and traffic authority responsibilities, but for which Transport for London (TfL) has oversight. This requires the Council to notify TfL, or both TfL and neighbouring boroughs, if the proposed works are likely to affect traffic operations on a strategic road in its own area. The Council aims to implement all the schemes safely, with minimum traffic congestion and TfL will be provided with the necessary information within the stipulated timescales. The contractor will have in place a Health and Safety Plan for implementing these schemes safely.

2.13   **Network Recovery Programme progress to date**

2.13.1 In December 2014 Council approved the five-year capital allocation of £50.365m for Phase 1 of the Network Recovery Programme. At full Council in March 2019 it was agreed to extend the Network Recovery Plan by £12 million over a further 2 years (2020/21 and 2021/22).

2.13.2 A total of 647 schemes have been completed to date across the six years of the Network Recovery Programme, as set out in the table below. For the Year 6 programme to the end of July 2020 we have completed 25% of the combined carriageway resurfacing and footway relay schemes, as illustrated in Table 1:

Programme	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6 (Current Year)
Carriageway resurfacing	51	42	12	17	24	9 "*"
Carriageway micro asphalt	43	23	44	33	-	-
Carriageway surface dressing	125	-	-	-	-	-
Footway relay	83	64	17	33	27	-

Table 1: Network Recovery Programme Delivery Six Year Profile

"" The year 6 programme is currently 25% complete, thus only 9 completed schemes are shown in Table 1*

2.13.3 Figure 1 below shows the highway network condition trend from 2010 to 2020. This demonstrates that the investment into the Network Recovery Programme has been successful in maintaining the highway network in a steady state and has kept pace with the rate of deterioration, however the current investment is not sufficient to achieve an improved asset condition. For Members information past analysis has shown that at a more granular level footways are in a better condition than carriageways across the Borough.
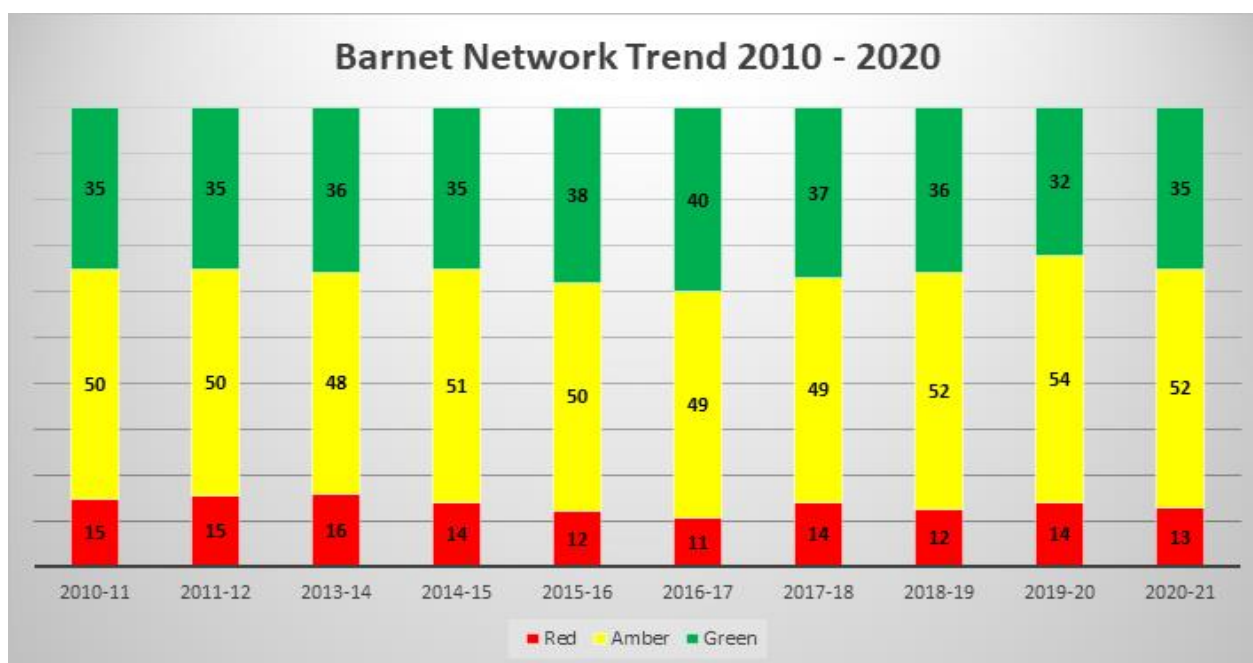

Figure 2: Barnet highway network condition trend 2010 to 2020

2.13.4 As part of the development of the HIAMP, the Network Recovery Plan will be reviewed to determine future investment levels and strategies to support the business case for strategic investment funding for future years post 2021/22. This review will include further predictive modelling to determine necessary funding levels going forward.

2.13.5 As part of year 7 Network Recovery Programme a further independent condition assessment will be commissioned to assist in preparations for future years' investment strategies.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

3.1 The alternative option of maintaining and improving the network through short term reactive maintenance plans has been considered and rejected in favour of an asset management approach which has delivered a steady state condition of the network. Previous network management was unsustainable and resulted in expensive short-term reactive repairs.

4. POST DECISION IMPLEMENTATION

4.1 Once the Committee approves the recommendations, officers will consult with ward councillors to finalise the proposed carriageway treatments and footway relay schemes in the Work Programme for each ward, and the Environment Committee will approve the finalised Year 7 programme at the January 2021 Committee meeting.

4.2 In parallel to this, officers will develop the HIAMP, which will then be subject to twelve weeks consultation with residents, businesses and appropriate stakeholders from December 2020, in conjunction with the communication teams. A consultation plan will be developed and implemented. This timetable is proposed so that the HIAMP can be in place from 1 April 2021 alongside the alternative asset management software solution, which is currently being procured.

4.3 A further report will be prepared following consultation summarising feedback, proposing changes as required to the draft HIAMP document and setting out recommendations for adoption by LBB for Committee approval.

5. IMPLICATIONS OF DECISION

5.1 **Corporate Priorities and Performance**

5.1.1 The Council's Corporate Plan – Barnet 2024, states in its strategic objectives that it will work with partners to achieve a pleasant, well maintained borough that we protect and invest in.

5.1.2 In particular, the Network Recovery Programme will improve the highway network, which in turn will contribute to improving the local environment and the quality of life for the residents and help create conditions for a vibrant economy.

5.1.3 The proposed Work Programme will also contribute to the Council's Health and Wellbeing Strategy by making Barnet a great place to live and enable the residents to keep well and independent.

5.1.4 The Highway network is the Council's most valuable asset and is vital to the economic, social and environmental wellbeing of the Borough as well as the

general image perception. The Highways provide access for business and communities, as well as contribute to the area's local character and the resident's quality of life. Highways really do matter to people and often public opinion surveys continually highlight dissatisfaction with the condition of local roads and the way they are managed. Public pressure can often result in short term fixes such as potholes for example, rather than properly planned and implemented longer term solutions. The proposed 2021/22 Work Programme aims to stop short term repairs that provide poor value for money and often undermine the structural integrity of the asset.

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

5.2.1 At full Council in March 2019 it was agreed to extend the Network Recovery Plan by £12 million over a further 2 years. This is mainly funded from Community Infrastructure Levy (CIL). The budget has been split evenly with £6 million being allocated against 2020/21 and 2021/22 for the Highway Asset Management/Network Recovery Plan (NRP) Phase 2.

5.2.2 The total proposed allocation for the Network Recovery Programme works in 2021/22 is £4.990 million, the breakdown is shown in the table below:

Programme	Allocation
Carriageway resurfacing	£2.145 million
Footway relay	£1.716 million
Carriageway patching	£0.700 million
Other assets (drainage and structures)	£0.429 million
Total works budget	£4.990 million

5.2.3 The remaining £1.01m budget will be allocated to capital improvements for other highway assets, condition surveys, as well as fees associated with programme delivery.

5.2.4 The amount of available funding will determine the number of schemes that can be delivered in the financial year. Where the number of schemes exceed the budget, then the identified schemes will be prioritised. The proposed percentage split of the budget between footways, carriageways and others (structures, drainage, signs, road markings) is 40%, 50% and 10% respectively.

5.2.5 The following three main treatment types are proposed:

Footway Relay: The Environment Committee on 15 March 2017 agreed two main footway treatment types with Type 3 being the standard treatment and Type 1 being used for town centres and conservation areas. Type 3 treatment is a mixture of a flexible asphalt footway behind a grey block margin by the kerb line. Type 1 is Artificial Stone Paving (ASP), with flexibility for a grey block margin by the kerb line.

It is acknowledged that there may be exceptional circumstances where the treatment type should be changed - for example in cul-de-sacs which lead off town centres, which would be paved and these may be better completed in paving as a treatment Type 1 or where sections of footway are only partially in a conservation area or town centre and the treatment type may require extending to the nearest junction to separate the treatments.

Carriageway Resurfacing: This requires the removal and replacement of the surface layer with hot rolled asphalt, dense bitumen macadam or stone mastic asphalt, and the specific treatment will be decided by the highway officers. The treatment depth is between 30 and 40 mm, but it can be more if the underlying layer also needs replacing. A typical life expectancy is 15-20 years.

Carriageway patching: This is the remedial patching of the surface layer, using two techniques. The first of these is to continue the Infrared Rhino patching programme and the second is to use machine laid patching for larger areas of surface deterioration.

Other treatments may also be proposed such as carriageway patching, joint sealing and use of reflective membranes where considered necessary by experienced highway officers.

5.2.6 The proposed HIAMP will ensure optimum value for money from expenditure on the highway network. Detailed financial impacts will be included in relevant approval reports to Environment Committee. The development of the HIAMP does not give rise to any additional costs that cannot be met within existing budgets.

5.2.7 There are no staffing ICT or property implications.

5.3 Social Value

5.3.1 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. This report does not relate to procurement of services contracts.

5.4 Legal and Constitutional References

5.4.1 The Council's Constitution Article 7 – Committees, Forums, Working Groups and Partnerships (Responsibility for Functions, 7.5) gives the Environment Committee responsibility for all borough-wide or cross-constituency matters related to the street scene.

5.4.2 Full Council approved on 5 March 2019 the extension of the Network Recovery Programme by £12 million over a further 2 financial years (2020/21 and 2021/22). The 2021/22 apportioned allocation will be included in the coming year's final capital programme, to be agreed by full Council at its forthcoming annual budget setting meeting.

5.4.3 Highway Maintenance is a statutory duty under the Highways and Traffic Management Acts.

5.4.4 The Traffic Management Act 2004 places obligations on 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.

5.5 **Risk Management**

5.5.1 Effective management of risk is an integral part of asset management and the Council's Risk Management Framework has established strategic and departmental risk registers.

5.5.2 The Code of Practice 'Well-managed highway infrastructure' (2016) advocates the adoption of a risk-based approach to the management of highway infrastructure assets, and the proposed HIAMP will align with this approach.

5.6 **Equalities and Diversity**

5.6.1 Good roads and pavements have benefits to all sectors of the community in removing barriers and assisting quick, efficient and safe movement to schools, work and leisure. This is particularly important for older people, people caring for children and pushing buggies, those with mobility difficulties and sight impairments. The state of roads and pavements are amongst the top resident concerns and the Council is listening and responding to those concerns by the proposed planned highways maintenance programme.

5.6.2 The physical appearance and the condition of the roads and pavements have a significant impact on people's quality of life. A poor quality street environment will give a negative impression of an area, impact on people's perceptions and attitudes as well as increasing feelings of insecurity. The Council's policy is focused on improving the overall street scene across the borough to a higher level and is consistent with creating an outcome where all communities are thriving and harmonious places where people are happy to live.

5.6.3 There are on-going assessments carried out on the conditions of the roads and pavements in the borough, which incorporates roads on which there were requests by letter, email, and phone-calls from users, Members and issues raised at meetings such as Area Forums. The improvements and repairs aim to ensure that all users have equal and safe access across the borough regardless of the method of travel. Surface defects considered dangerous are remedied to benefit general health and safety issues for all.

5.6.4 The Equality Act 2010 outlines the provisions of the Public Sector Equalities Duty which requires Public Bodies to have due regard to the need to:

a) Eliminate discrimination, harassment and victimisation and other contact prohibited by the Equality Act 2010.
b) Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it.
c) Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

The broad purpose of this duty is to integrate considerations of equality into day to day business and keep them under review in decision making, the design policies and the delivery of services. There is an on-going process of regularisation and de-clutter of street furniture and an updating of highway features to meet the latest statutory or technical expectations.

5.6.5 Corporate Parenting

5.7.1 This section of the report does not apply to this report.

5.7 Consultation and Engagement

5.7.1 Consultation with local ward councillors will be undertaken in the autumn of 2020 to finalise the proposed carriageway treatments and footway relay schemes in each ward. All requests for highways maintenance received in the last year are logged and will be considered in the preparation of the Work Programme. A copy of the indicative consultation plan is set out in Appendix 1 of this report.

5.7.2 Residents will receive notification in advance informing them of any forthcoming works. The Council's Communications Team will be engaged to communicate with the residents via the press, the Council's Barnet First magazine and other media and highlight the Council's investment in highway maintenance.

5.8 Insight

5.8.1 This section of the report does not apply to this report.

6.   BACKGROUND PAPERS

6.1   Environment Committee approval of 15th of March 2017 of the footway treatment types (Type 1 and Type 3)
http://barnet.moderngov.co.uk/documents/g8593/Public%20reports%20pack%2015th-Mar-2017%2018.30%20Environment%20Committee.pdf?T=10

6.2   Environment Committee approval 24 July 2014
https://barnet.moderngov.co.uk/documents/g7879/Public%20reports%20pack%2024th-Jul-2014%2019.00%20Environment%20Committee.pdf?T=10

6.3   Environment Committee approval 18 November 2014 of the five-year Commissioning Plan
https://barnet.moderngov.co.uk/documents/g7880/Public%20reports%20pack%2018th-Nov-2014%2019.00%20Environment%20Committee.pdf?T=10

6.4   Council approval 16 December 2014 of the five-year capital allocation of £50.365m for Phase 1 Network Recovery Programme
https://barnet.moderngov.co.uk/documents/g7816/Public%20reports%20pack%2016th-Dec-2014%2019.00%20Council.pdf?T=10

6.5   London Borough of Barnet Highways Asset Management Plan Version 2.2: November 2012

Appendix 1

Indictive dates for proposed Ward Member consultation on the 2021/22 programme.

Hendon	
Ward	**Consultation Date**
Burnt Oak	W/C - 9 Nov 20
Colindale	W/C - 16 Nov 20
Edgware	W/C - 16 Nov 20
Hale	W/C - 16 Nov 20
Hendon	W/C - 23 Nov 20
Mill Hill	W/C - 12 Oct 20
West Hendon	W/C - 19 Oct 20

Finchley & Golders Green	
Ward	**Consultation Date**
Childs Hill	W/C - 5 Oct 20
East Finchley	W/C - 26 Oct 20
Finchley Church End	W/C - 26 Oct 20
Golders Green	W/C - 2 Nov 20
Garden Suburb	W/C - 2 Nov 20
West Finchley	W/C - 12 Oct 20
Woodhouse	W/C - 9 Nov 20

Chipping Barnet	
Ward	**Consultations Date**
Brunswick Park	W/C - 28 Sept 20
Coppetts	W/C - 28 Sept 20
East Barnet	W/C - 23 Nov 20
High Barnet	W/C - 23 Nov 20
Oakleigh	W/C - 19 Oct 20
Totteridge	W/C - 28 Sept 20
Underhill	W/C - 5 Oct 20

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	Environment Committee **9 September 2020** AGENDA ITEM 9
Title	**Street Cleansing Enhancement**
Report of	Chairman of Environment Committee
Wards	All
Status	Public
Urgent	No
Key	Yes
Enclosures	Appendix One: Operational Area Descriptions
Officer Contact Details	Craig Miller, Street Scene Director craig.miller@barnet.gov.uk – 020 8359 6065

Summary

Street cleansing is a key contributor to achieving the council's corporate priority of ensuring that Barnet is a pleasant, well maintained Borough that we protect and invest in.

The council recognised in June 2019 that more was needed to be done in Street Cleansing and an additional £500,000 was allocated to the team to increase its resource.

When the subscription garden waste service was approved for implementation, it was recognised that a successful introduction would allow the council to confirm the £500,000 per annum as a permanent investment and potentially enable further enhancements.

The new garden waste service has been well received. The very successful introduction means the initial £500,000 per annum is confirmed and an additional £600,000 per annum is now proposed to be added to the service. Together these should allow the enhancements described in the paper.

This report details plans to further enhance the council's street cleansing service through the implementation of a new area based operating model. The model will be based on three geographical areas with dedicated cleansing resource for each area supplemented with more specialist resources working on a borough wide basis e.g. graffiti removal teams.

This new operating model will provide both a schedule-based operation that will enhance the level of service provided and improve reactive services to incidents. Together the new services will improve the upkeep and maintenance of the public realm.

Officers Recommendations

1. **That the Environment Committee notes the contents of the report and the further investment of £600,000 per annum in the service.**

2. **That the Environment Committee endorses the Street Cleansing enhancements proposed and the implementation of an area based operating model.**

3. **That the Environment Committee requests officers to report back in 12 months detailing the progress of full year benefit realisation from the proposed service enhancements.**

1. WHY THIS REPORT IS NEEDED

1.1 This report and the proposals contained within it, consolidate and deliver upon the work undertaken to review policies and practices in relation to Street Cleansing, initiated by a motion passed by Full Council on 29 January 2019

1.2 The report sets out proposals to restructure the Street Cleansing service, in order to permanently enhance the level of service provided, in support of the corporate priority to ensure *Barnet is a pleasant, well maintained Borough that we protect and invest in*.

1.3 The proposals build on improvement options reported to Environment Committee in June 2019 and details an area based operating model that will provide a scheduled based operation and an ability to react proactively to problems as they arise, which should improve levels of cleanliness for residents, visitors and businesses.

1.4 These plans deliver against the commitment made by Environment Committee at its meeting of 20 January 2020, to utilise income generated from a successful implementation of the council's subscribed garden waste collection service, to support the continuation of the initial £500,000 per annum into the Street Cleansing service. The success of the garden waste service also enables the further £600,000 per annum investment through these proposals in improving the cleanliness of the borough.

2. REASONS FOR RECOMMENDATIONS

2.1 The proposed operating model for the Street Cleansing service is based on dedicated resource operating in three geographical areas, broadly based on the three area committees. It is recognised that this may need to be adapted if the new ward boundaries come into effect in 2022. A dedicated supervisor will be assigned to each of the three operational areas. These officers will act as the named point of contact for each area and will hold responsibility for the street cleansing operation within the area. A more detailed description of each area is provided at Appendix One.

2.2 The model will allow for a schedule-based operation and proactive response to incidents, with improved ability to manage the service, whilst facilitating a greater degree of ownership and accountability for the quality of services delivered within each area.

Reactive and ad-hoc service requests will be assigned by Supervisors to the most appropriate and best placed resource within their area.

2.3 The dedicated area resource will be supplemented by teams completing more specialist functions across the Borough e.g. alternate side cleansing, weed spraying, graffiti clearance, trunk road cleansing, a dedicated response team to deal with emergencies and a dedicated seasonal leaf clearance resource.

What will this mean for our customers?

2.4 **Residential Roads** - residential roads located outside of the town centres will receive the following level of service:

- Two scheduled deep cleanses per annum if required, incorporating footway sweeping, kerb line sweeping, litter and detritus removal and back lines where accessible (where the footway meets property boundaries e.g. boundary walls or garden fences etc.)

- Three and if necessary up to four weed scheduled spray treatments per annum

- Scheduled highway sweeping up to four times per annum

- Scheduled seasonal leaf clearance resource for those roads with highway trees over a 12-week period during autumnal leaf fall

- Dedicated fly-tip removal resource and pro-active monitoring as required

- Reactive graffiti removal resource and pro-active monitoring as required

- Reactive response resource to deal with any cleansing events that occur between scheduled activity e.g. debris from road traffic accidents, spillages etc.

2.5 Some residential roads within the borough are heavily parked throughout the day and require intervention to facilitate effective deep cleansing being completed. The council will look to utilise an alternate side cleansing model in these locations. This methodology was trialled as part of the recommendations approved by Environment Committee in June 2019. In summary, the council will communicate with residents living in identified roads to request that they move their vehicles from one side of their street on a given date. The council's resource will then undertake a deep cleanse of that side of the road. The other side of the road will be cleansed in the same manner on a separate date.

2.6 The operating model includes capacity to complete circa 350,000 metres of residential road per annum through the alternate side methodology. It is assumed that five roads (single sides) will be cleansed each day on average. The operation will include: a dedicated team of four manual operatives; a dedicated Hako sweeper; and a dedicated LGV sweeper.

2.7 The implementation of alternate side cleansing will include a review of residential roads in conjunction, with ward members to determine those to be included in the final schedule. This will be informed by the following parameters:

- Inability to effectively complete a thorough cleanse due to parked vehicles
- Proximity to a transport hub or heavily trafficked facility or location
- CPZ parking restrictions are in place.

2.8 These alternate side cleansing roads will also benefit from the following services:

- Three and if necessary up to four scheduled weed spray treatments per annum

- Scheduled seasonal leaf clearance resource for those roads with highway trees over a 12-week period during autumnal leaf fall

- Dedicated fly-tip removal resource and pro-active monitoring as required

- Reactive graffiti removal resource and pro-active monitoring as required

- Reactive response resource to deal with any cleansing events that occur between scheduled cleansing activity e.g. debris from road traffic accidents, spillages etc.

2.9 The council will be able to communicate cleansing frequencies for the scheduled elements of the service following the implementation of the area-based model.

2.10 **Town Centres -** There are seven primary town centres and fourteen secondary town centres located across the Borough.

2.11 The operating model proposes a dedicated Town Keeper for each primary town centre, who will be responsible for changing all street bins, pavement cleansing, use of a Glutton mechanised unit to clear front and back lines and manually cleansing problematic areas daily. Town Keepers will work to a seven-day schedule.

2.12 Primary town centres are configured as central "gold" areas that are cleansed on a daily frequency and "silver" periphery areas that are cleansed on a fortnightly basis. Town keepers are responsible for both gold and silver areas.

2.13 Each secondary town centre will be serviced by a street cleansing operative daily, Monday to Friday.

2.14 Eleven town centre crews, each consisting of a driver operative and one street cleansing operative, will support the street cleansing of the primary and secondary town centres and gold and silver areas located across the Borough. The crews will also remove bagged waste, litter pick and complete hot spot cleansing.

2.15 Primary town centres will also be serviced daily by a Hako mechanical sweeper, cleansing roads and pavements detailed in the town centre daily schedules. The schedule will also incorporate roads located in silver locations that are to be swept on a fortnightly frequency.

2.16 **Borough wide resources -** The proposed operating model incorporates several specialist teams that will undertake specific work tasks on a borough wide basis. These incorporate discrete work streams that need specialist equipment or specialist personnel and work tasks that will support elements of the area teams work programme.

- **Two trunk road crews,** consisting one driver operative and one street cleansing operative, dedicated to cleansing the pavement and verges of main arterial roads within the Borough (with a safety vehicle where needed). There is approximately 66,000 metres of trunk road within Barnet, and a fortnightly cleansing schedule is proposed.
- A **midi mechanical sweeper** will support the residential crews and will follow the cleansing schedule for each area. A midi sweeper can sweep approximately 13.75 miles per day. Each operational area has an average residential road sweeping

requirement of approximately 250 miles. The midi sweeping schedule will facilitate a cycle of up to four times per year.

- Up to **four borough-wide weed spray treatments**. These will normally take place between March and October.
- **Two LGV sweepers** will follow a schedule to complete road sweeping throughout the borough. This also includes a small amount of single lane arterial road cleansing where the speed limit is 30mph. The sweeping schedule comprises approximately 100 miles of road to be swept. An LGV sweeper can complete circa. 62 miles per week. The sweeping schedule will facilitate weekly frequency.
- **Two graffiti teams** will work throughout the borough clearing graffiti, flyposting removal and anti-social deposit removal. This work is largely reactive to service requests and is not operated on a scheduled basis. The Graffiti team will also carry out cleansing within the town centres, including street furniture, spot cleansing and pavement washing, which will be carried out on a scheduled basis of six times per annum per primary town centre.
- **Dedicated response team,** to enable the service to carry out rapid or emergency response to dead animal removal, spillages road traffic accident debris clearance, or other street cleansing issues. Circa. 1,430 reactive work requests were received in 2019/20. This resource would work from 10:00 until 18:00 to allow for service provision beyond the operating hours of the core street cleansing resource.
- **Seasonal leafing team,** incorporating four teams of a driver and two operatives. Teams will be deployed to clear scheduled routes and locations. The model aligns with that rolled out in 2019/20. The leafing schedule will cover up to twelve weeks of leaf removal and cleansing activities.

2.17   The proposal includes provision for the completion of two independent **Cleanliness Surveys,** to facilitate robust performance management and validation of cleanliness standards achieved.

2.18   A £10,000 provision has been factored into the cost of the model to support future **Community Litter Pick** activity. This budget will be used to support the supply of equipment and personal protective equipment for volunteer and community groups wishing to participate in this initiative.

3.   ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

3.1   Continuation of the existing street cleansing model has been considered but not pursued, as this would not realise the opportunity to optimise the operation, increase productivity and improve cleansing levels within the Borough. This option would also not deliver against the commitments made by Environment Committee in respect of this service.

4.   POST DECISION IMPLEMENTATION

4.1   An implementation plan has been developed for the new operating model. The recruitment and consultation process for the new Operations Manager and Supervisor role is currently live.

4.2   Operating schedules are currently being drafted for the main work streams in readiness for implementation. The fly-tipping teams have moved to an area based operating model and the graffiti teams are following newly developed schedules.

4.3 It is assumed that complete implementation will take approximately six months, with full benefit realisation taking circa 12 months post implementation.

5. IMPLICATIONS OF DECISION

Corporate Priorities and Performance
5.1 The Street Cleansing restructure and associated service enhancements support the council's corporate Plan, Barnet 2024, priority of *'Barnet being a pleasant, well maintained borough that we protect and invest in'*.

5.2 The restructure is included within the Street Scene delivery plan for 2020/21 to 2023/24. The implementation phase will be managed and monitored as a discrete project. Performance management indicators for the service will be utilised by the service manager and will be monitored on a monthly basis by the Street Scene Leadership Team.

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

5.3 **Finance and Value for Money**: Environment Committee approved the introduction of the subscribed garden waste service at its meeting of 20 January 2020. The committee report detailed an underlying principle for the recommendations made as being to facilitate additional investment in street cleansing improvements.

5.4 A consequence of the successful introduction of the subscription-based garden waste service, is the need to offer a solution for those customers who have filled their green bins with garden waste but do not wish to purchase a subscription and do not want to retain their bin for future use. The incorporation of a £10 fee for a one-off green bin emptying and removal service into the charges previously agreed for the garden waste service by the Environment Committee, has been approved by way of delegated powers report by the Interim Executive Director, Environment in consultation with the Chairman of the committee.

5.5 **Procurement:** A procurement process will be undertaken for the additional vehicles required to support the proposed new operating model. The proposal has been developed on the principle of utilising existing fleet wherever possible, but seeking to optimise how the assets are used, to maximise productivity.

5.6 Table one details the small number of additional vehicles required to support this model. It is possible that the estimated capital cost of approximately £320,000 (subject to any change due to vehicle specification and prices at the time of procurement) associated with these vehicles could be accommodated within the existing Street Scene Fleet capital budget. It is proposed that additional vehicles be hired until the procurement process is complete in order to allow the implementation of the model to proceed.

Table One – Additional Vehicles	
Vehicle	Number
Midi Sweeper	1
7.5t Caged Tipper	1
3.5t Caged Tipper	5

5.7 **Staffing:** The Street Cleansing establishment prior to the £500,000 additional investment in 2018/19 was 77 FTE. The establishment increased to 97 FTE following this investment. The Street Cleansing establishment for this proposal is 115 FTE. The new operating model includes provision to cover annual leave, or any potential staff absence to ensure service continuity.

5.8 **Property**: The new operating model seeks to utilise several existing council owned assets as local tipping and refilling points for the fleet of Hako small mechanical sweeper units. This approach will reduce non-productive travel time to tip and will facilitate productivity gains.

5.9 **IT:** Street cleansing work processes and service data will be incorporated into the new Street Scene works data system (Agile), once implemented. It is envisaged that this will enable productivity gains within the back-office support functions for the service.

5.10 **Sustainability**: The use of localised tipping points for the Hako small mechanical sweeper operation will reduce travel times and fuel use.

Social Value

5.11 The Public Services (Social Value) Act 2013 requires people who commission public services to think about how they can also secure wider social, economic and environmental benefits. The street cleansing restructure and service enhancements will improve the public realm and help encourage customers, visitors and businesses to the Borough. This will assist with the council's efforts to assist economic recovery post COVID and future economic success.

Legal and Constitutional References

5.12 Local authorities have a number of different statutory powers and responsibilities in relation to street cleaning, recycling and waste collection. The Environmental Protection Act 1990 (as amended), the Controlled Waste Regulation 1992 (as amended) the London Local Authorities Acts 2007 (as amended). These acts set out the duty of the Local Authority to ensure that land in its area for which it is responsible is kept clear of litter and refuse.

5.13 Council Constitution (Article 7, Committees, Forums, Working Groups and Partnerships) sets out the responsible body and their functions. For the Environment Committee it's functions include: *Responsibility for all borough-wide or cross-constituency matters relating to the street scene including, parking, road safety, lighting, street cleaning, transport, waste, waterways, refuse, recycling, allotments, parks, trees, crematoria and mortuary, trading standards and environmental health".*

Risk Management

5.14 The implementation of the new operating model is being managed as a discrete project and is subject to normal project governance arrangements. This incorporates a project risk register and issues log that is regularly reviewed and updated by the project board.

Equalities and Diversity

5.15 Equality and diversity issues are a mandatory consideration in the decision making of the council. The Equality Act 2010 and the Public-Sector Equality Duty requires elected Members to satisfy themselves that equality considerations are integrated into day-to-day business and that all proposals emerging from the business planning process have taken

into consideration the impact, if any, on any protected group and what mitigating factors can be put in place.

5.16 This is set out in the councils Equalities Policy together with our strategic Equalities objective – as set out in the corporate plan – that citizens will be treated equally with understanding and respect; have equal opportunities and receive quality services provided to the best value principles.

Corporate Parenting

5.17 Not applicable.

Consultation and Engagement

5.18 Street Cleansing Operations Managers and Supervisors have been engaged in the development of the proposed operating model. Supervisors have also been engaged in drafting the operational schedules for the service functions.

5.19 The Chairman and Vice Chairman of the Environment Committee have been briefed and engaged with the development of the proposed operating model as it has progressed.

Insight

5.20 This proposal has been informed by the learnings and intelligence arising from the trials undertaken as part of the initial additional £500,000 invested in the service e.g. alternate side cleansing trial.

5.21 The model has also been informed by manufacturer and actual productivity and demand data, particularly for the development of new operational schedules.

6   BACKGROUND PAPERS

6.1 Environment Committee – 20 January 2020
https://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=695&MId=9909&Ver=4

6.2 Environment Committee – 04 June 2019
https://barnet.moderngov.co.uk/documents/s52775/Street%20Cleansing%20Improvment%20Options%20Final.pdf

6.3 Environment Committee – 14 March 2019
https://barnet.moderngov.co.uk/documents/s51581/Motion%20form%20Full%20Council%20-%20Street%20Cleansing%20Review.pdf

Appendix One - Operational Area Descriptions

1.0 Details of the wards within each area, and dedicated/scheduled resource and activity incorporated within each of the town centres is set out below:

1.1 **Area One**

Wards			
Brunswick Park	High Barnet	Underhill	East Barnet
Oakleigh	Coppetts	Totteridge	
Area Committee			
Chipping Barnet			

1.2 **Description**

- **Seven Secondary Town Centres** are in this area, each covered by a street cleansing operative from Monday to Friday and monitored by the weekend service crew (bag clearance and changing of street litter bins). There are 6,850 metres of road across the seven secondary areas and the first 50 metres of the adjoining roads. The operative responsibilities will include; litter picking, detritus removal, changing of street litter bins, reporting area defects e.g. broken street furniture, weed removal and leaf clearance when required.

1.3 **Area Two**

Wards			
Childs Hill	East Finchley	Finchley Church End	Garden Suburb
Golders Green	Woodhouse	West Finchley	
Area Committee			
Finchley & Golders Green			

Description

- Five **Primary Town Centres** are included within this area, each with a dedicated Town Keeper, a dedicated town centre crew and support from a Hako mechanical sweeper. They will be responsible for the upkeep of the town centre, incorporating silver and gold areas, including litter picking, detritus removal, removal of bagged waste, changing of street litter bins, reporting area defects e.g. broken street furniture, weed removal and leaf clearance when required. The cleansing of pavement furniture, bins and problematic spots will also be undertaken by one of the graffiti crews.

- One **Secondary Town Centre** is within this area, covered by a street cleansing operative from Monday to Friday and monitored by the weekend service crew (bag clearance and changing of street litter bins). The street cleansing operative will cover 518 metres of road across the secondary area and the first 50 metres of the adjoining roads. Their responsibilities include; litter picking, detritus removal, changing of street litter bins,

reporting area defects e.g. broken street furniture, weed removal and leaf clearance when required.

1.4   **Area 3**

Wards			
Burnt Oak	Colindale	Edgware	Hale
Hendon	Mill Hill	West Hendon	
Area Committee			
Hendon			

Description

- **Two primary town centres** are located within this area, each with a dedicated Town Keeper, a dedicated town centre crew and support from a Hako mechanical sweeper. They will be responsible for the upkeep of the town centre, incorporating the silver and gold areas, including litter picking, detritus removal, removal of bagged waste, changing of street litter bins, reporting area defects e.g. broken street furniture, weed removal and leaf clearance when required. The cleansing of pavement furniture, bins and problematic spots will also be undertaken by one of the graffiti crews.

- There are **three Secondary town centres** within this area, each covered by a street cleansing operative from Monday to Friday and monitored by the service crew on a weekend (bag clearance and changing of street litter bins). The barrow beats will cover 1,820 metres of road across the seven secondary areas and the first 50 metres of the adjoining roads. Their responsibilities include; litter picking, detritus removal, changing of street litter bins, reporting area defects e.g. broken street furniture, weed removal and leaf clearance when required.

London Borough of Barnet

Environment Committee Work Programme

November 2020 – Jan 2021

Title of Report	Overview of decision	Report Of	Issue Type (Non key/Key/Urgent)
25th November 2020			
Quarter 2 Performance Report / Recovery Report	Committee to comment on the 2020/21 Quarter 2 service performance / Recovery	Chair of the Environment Committee	Non-key
Business Planning	Committee to approve the business planning report	Chair of the Environment Committee	Non-key
Fees and Charges	Committee to approve the fees and charges	Chair of the Environment Committee	Non-key
Time Banding Review	Committee to consider the review of Time Banding and recommendations for change	Chair of the Environment Committee	Non-key
Parks Car Park Charging	Committee to comment and agree to consult on the draft Transport Strategy	Chair of the Environment Committee	Non-key
Remedial action for tree root damage on the Highway	Committee to note the process and guidance to be considered	Chair of the Environment Committee	Non-key
Ceasing of Parks Locking: Phase 2	Committee to consider and approve the identified list Phase 2 sites.	Chair of the Environment Committee	Non-key

Title of Report	Overview of decision	Report Of	Issue Type (Non key/Key/Urgent)
Public Rights of Way	Committee to note the progress with the management of Public Rights of Way service and consider the priorities for the service for 21/22.	Chair of the Environment Committee	Non-key
Application for a Modification Order to add paths to the Definitive Map	Committee to note the application of a legal Modification Order and agree to an amendment to the Councils Definitive Map	Chair of the Environment Committee	Non-key
18th January 2021			
Traffic, Parking and CPZ strategic policy review	Committee to comment on the Traffic, Parking and CPZ policy review	Chair of the Environment Committee	Non-key
NRP Programme 2021/22	Committee to approve the 21/22 Network Recovery Programme. Subject to funding agreed through a future Capital Board and P&R Committee.	Chair of the Environment Committee	Non-key

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