

Meeting

Environment and Climate Change Committee

Date and time

Wednesday 25th January, 2023

At 7.00 PM

Venue

Hendon Town Hall, The Burroughs, London NW4 4BQ

TO: Members of Environment and Climate Change Committee (Quorum 3)

Chair: Councillor Alan Schneiderman
Vice Chair: Councillor Geof Cooke

Councillors

| | | |
|-----------------------|---------------|-----------------|
| Joshua Conway | Paul Lemon | Rohit Grover |
| Rishikesh Chakraborty | Simon Radford | David Longstaff |
| Giulia Innocenti | Emma Whysall | Dean Cohen |

Substitute Members

| | | |
|--------------|-------------------|--------------|
| Ernest Ambe | Claire Farrier | Alex Prager |
| Philip Cohen | Richard Cornelius | Lucy Wakeley |

In line with the Constitution's Public Participation and Engagement Rules, requests to submit public questions must be submitted by 10AM on the third working day before the date of the committee meeting. Therefore, the deadline for this meeting is Friday 20 January 2023 at 10AM. Requests must be submitted to Tracy Scollin Tel 020 83592315 tracy.scollin@barnet.gov.uk .

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

Governance Services contact: Tracy Scollin Tel 020 83592315
tracy.scollin@barnet.gov.uk

Media Relations Contact: Tristan Garrick 020 8359 2454 Tristan.Garrick@Barnet.gov.uk

Assurance Group

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Order of business

| Item No | Title of Report | Pages |
|---------|--|-----------|
| 1. | Minutes of the previous meeting To follow. | |
| 2. | Absence of Members | |
| 3. | Declarations of Members' Disclosable Pecuniary Interests and Non-Pecuniary Interests | |
| 4. | Report of the Monitoring Officer (if any) | |
| 5. | Public Questions and Comments (if any) | |
| 6. | Members' Items | |
| 7. | Investing in Barnet's Roads and Pavements Programme 2023/24 | 5 - 20 |
| 8. | Environment & Climate Change Forecast Financial Outturn month 8 (November 2022) | 21 - 32 |
| 9. | LiP Funding Allocation - Delivery Programme 23/24 | 33 - 40 |
| 10. | Sustainability Strategy Update | 41 - 86 |
| 11. | Highways Term Maintenance Contract - Negotiation Outcomes | 87 - 98 |
| 12. | Tree Policy Update and Planting Programme To follow. | |
| 13. | Events in Parks Policy update To follow | |
| 14. | A1000 Cycleway | 99 - 230 |
| 15. | Committee Forward Work Programme | 231 - 236 |
| 16. | Any Other Items that the Chairman Decides are Urgent | |

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Environment Committee

25 January 2023

Title

Investing in Barnet's Roads and Pavements Programme 2023/24

Report of

Chair of Environment and Climate Change Committee

Wards

All

Status

Public

Urgent

No

Key

No

Enclosures

Appendix A - Proposed 2023/24 Network Recovery and Community Infrastructure Levy programme

Officer Contact Details

Ian Edser, Director of Highways and Transportation,
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Summary

This report seeks the Committee's approval for the delivery of the 2023/24 Highway Network Recovery Plan (NRP) and Community Infrastructure Levy (CIL) Work Programme (the "Highway Work Programme") totalling £11.785 million to be funded from the agreed NRP Capital allocation of £6.240 million for 2022/23 and Highways and Transportation Community Infrastructure Levy (CIL) allocation of £5.545 million for 2023/24. This is an increase of £299,000 compared with 2022/23 and supports the new administration's commitment to better repairs of roads and pavements.

The Highway Work Programme has been primarily developed based on a visual condition assessment survey and deterioration modelling. The proposed schemes have been identified and prioritised using an asset management approach across the borough, using whole life costing and good asset management principles to ensure that investment is targeted where it is most needed.

The Highway Work Programme budget was agreed on 6 September 2022 by the Environment and Climate Change Committee. The Highway Work Programme is presented

to the Committee for approval, as set out in Appendix A of this report.

Officers Recommendations

- 1. That the Committee approves, subject to full Council agreeing the final 2023/24 capital programme, the capital expenditure of £11.785 million for the delivery of the 2023/24 Highway Work programme consisting of footway patching, flood management and drainage works, signs and lines renewal and other associated works.**
- 2. That the Committee agrees the proposed investment proportions detailed in paragraph 5.2.3 of this report.**
- 3. That the Director of Highways and Transportation, Customer & Place be authorised to alter the programme of works set out in the Highway Work Programme at Appendix A.**
- 4. That subject to the overall costs being contained within agreed budgets, the Director of Highways and Transportation, Customer & Place be authorised to implement the schemes proposed in Appendix A by placing orders with the Council’s term maintenance contractors or specialist contractors appointed in accordance with the public procurement rules and the Council’s Contract Procedure Rules.**

1. WHY THIS REPORT IS NEEDED

- 1.1 This report is needed to provide the appropriate Council authority to instruct the development and delivery of the Highway Work Programme and agree the proposed investment proportions for the Highway Work Programme for 2023/24.

2. REASONS FOR RECOMMENDATIONS

- 2.1 The Highway Work Programme is developed using an independent condition assessment survey company, XAIS, who undertake a visual survey of public highway footways and carriageways in the borough and record the data to a defined national standard. 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 and worship. In the case of footways, the surveys also consider where footway deterioration was evident due to tree root protrusion. These principles and guidelines are documented in the Code of Practice ‘Well Managed Highway Infrastructure’ publication commissioned by the Department for Transport.
- 2.2 In adherence to the aforementioned ‘Code of Practice’ it is crucial that a risk-based asset management approach is employed when selecting potential schemes, and the Council continually seeks advancement in the way the condition data is collected and analysed. With the advancement in data capture and analysis technology, this has enabled us to gain more insight into the data and use it more effectively to determine areas of defectiveness on the highway network. For the 2022/23 programme the introduction of

Artificial Intelligence (**AI**) technology and imagery for the validation of asset condition was introduced. This approach has also been applied to the 2023/24 programme.

- 2.3 Engagement with ward councillors will be undertaken on the Highway Work Programme as set out in Appendix A of this report. This is the final programme, which will only 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, or where engineering practicalities mean that the proposed treatment type is no longer suitable. 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.
- 2.4 Appendix A lists all the proposed carriageway treatments and footway relay schemes in each ward to be undertaken in 2023/24, in addition flood management and drainage works, signs and lines renewal and other associated works. Relevant information about the work in each location will be provided in advance to residents by letter along with advanced signing. To maximise improvement to the street scene, action will be taken to tidy up associated infrastructure and generally reduce street clutter. Local ward councillors will be notified in advance of residents of the proposed extent of works for each scheme.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 The alternative options of maintaining and improving the network has been considered and rejected in favour of an asset management approach. Previous network management was unsustainable and resulted in expensive short term reactive repairs.
- 3.2 The asset management approach recommended for 2023/24 is the same as the approach applied in 2022/23.

4. POST DECISION IMPLEMENTATION

- 4.1 Once the Committee approves the recommendations, officers will plan and implement the approved planned maintenance schemes by raising relevant orders with the Council's term contractor or specialist contractors if there are financial benefits in doing so. As part of year 9 of the Highway Work Programme a further independent condition assessment will be commissioned to assist in preparations to develop the forward programme for the Highway Work Programme.
- 4.2 This finalised programme will be taken forward to implementation, and if an instance arises where the community objects to a scheme being implemented, the Director of Highways and Transportation, Customer & Place, can take a decision to alter the programme under delegated powers.

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

- 5.1.1 In particular, the Network Recovery Programme and Community Infrastructure Levy capital borrowing fund 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.

- 5.1.2 The proposed work programme will also support the Council’s Sustainability Strategy in relation to supply chain operations and material selection including use of low carbon and recycled materials.
- 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 2023/24 Work Programme aims to minimise 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 The total proposed allocation for the Network Recovery Programme works in 2023/24 is £11.785 million, with £6.240 million funded from the Network Recovery Programme and £5.545 million funded from the CIL allocation. The breakdown is shown in the table below:

| Programme | NRP Allocation | CIL Allocation |
|---|-----------------------|-----------------------|
| Carriageway resurfacing principal road network | - | £1.798 million |
| Carriageway resurfacing unclassified road network | £2.191 million | - |
| Footway relay | £0.908 million | £1.357 million |
| Footway patching | £0.550 million | £0.556 million |
| Carriageway patching principal road network | £1.005 million | - |
| Carriageway patching unclassified road network | £0.597 million | - |
| Carriageway and Footway Brent Cross | - | £0.060 million |
| Capital works (including | - | £1.00 million |

| | | |
|--|------------------------|-----------------------|
| flooding & drainage) | | |
| Retrospective rubber crumb footway works | £0.250 million | - |
| Other assets (drainage and structures) | £0.200 million | £0.200 million |
| Heritage Assets | | £0.025 million |
| Total works budget | £5.701 million | £4.996 million |
| Additional programme resources and other works costs | £0.539 million | £0.549 million |
| Combined total works budget | £11.785 million | |

5.2.2 The amount of available funding determines the number of schemes that can be delivered in the financial year. The proposed percentage split of the budget between carriageways, footways, retrospective rubber crumb footway works and others (structures, drainage, signs, road markings) is 53%, 32%, 2% and 13% respectively.

5.2.3 The carriageway and footway estimates given in Appendix A are provisional and may be subject to change on completion of the individual scheme designs. The carriageway and footway estimates given in Appendix A are based on the contract rates of the London Highways Maintenance and Projects Framework (HMPF).

5.2.4 Some of the proposed schemes may not be delivered due to future utility or development works as previously stated. Updates of any changes or variations to the highway schemes scheduled in Appendix A will be reported to the Director of Highways and Transportation for his authorisation to alter the programme of carriageway and footway renewal works, as and when required.

5.2.5 In accordance with recommendation 5 of this report where specialist contractor requirements are identified these will be authorised to proceed and contracts awarded in accordance with the public procurement rules and the Council's Contract Procedure Rules.

5.2.6 There are no staffing ICT or property implications.

5.3 Legal and Constitutional References

5.3.1 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-area matters relating to the local environment.

5.3.2 Regulation 59 of the Community Infrastructure Levy Regulations 2010 (as amended) ("CIL Regulations") requires that CIL levy be spent on funding the provision,

improvement, replacement, operation or maintenance of infrastructure to support the development of a local authority's area. The range of infrastructure that can be funded through CIL levy is wide and includes highway maintenance, flooding and drainage. The proposed works set out in the Highway Work Programme to be funded from the CIL allocation accords with Regulation 59 of the CIL Regulations.

5.3.3 Highway Maintenance is a statutory duty under the Highways and Traffic Management Acts.

5.3.4 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.

5.4 **Insight**

5.4.1 Not applicable to this report, however the revised delivery plan will be informed by strategic insight data provided by TfL and other sources in due course.

5.5 **Social Value**

5.5.1 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.

5.6 **Risk Management**

5.6.1 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.

5.6.2 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 Work Programme has been developed in accordance with this.

5.7 **Equalities and Diversity**

5.7.1 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.

5.7.2 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.

5.7.3 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 Forums, Leader listens and Chief Executive Walkabouts, etc. 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.

5.7.4 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 conduct 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.

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

5.7.6 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.

5.7.7 The works proposed in the Highway Work Programme are not considered to adversely impact on persons within the protected equality groups.

5.8 Corporate Parenting

5.8.1 No direct or indirect impacts on looked after children or care leavers identified beyond those applicable to the population as a whole.

5.9 Engagement

5.9.1 Engagement with ward members was undertaken prior to the January 2023 Environment and Climate Change Committee to provide details of the proposed carriageway treatments and footway relay schemes in their wards.

5.9.2 Residents will receive a notification letter in advance of works informing them of the start date and useful information two weeks prior to work commencing on site.

6. ENVIRONMENTAL IMPACT

6.1 Implementing the recommendations in the report will lead to a positive impact on the Council's carbon and ecology impact aligned to the Council's Sustainability Strategy in

relation to supply chain operations and material selection including use of low carbon and recycled materials.

7. BACKGROUND PAPERS

- 7.1 Environment Committee approval of the 2021/22 Network Recovery Programme at the meeting of 18 January 2022
<https://barnet.moderngov.co.uk/documents/s62789/Highway%20Network%20Recovery%20Programme%20202122.pdf>
- 7.2 Environment and Climate Change Committee approval of Investing in Barnet's roads and pavements 6th September 2022
<https://barnet.moderngov.co.uk/documents/s73877/Environment%20%20Climate%20Change%20Committee%20Report%20NRP%20CIL%20Report%20September%202022%20Rev7.pdf>

Appendix A: Proposed Carriageway and Footway Works by Wards for Year 9 of the Network Recovery Programme – 2023/2024

Carriageway Resurfacing Principal Road Network – Year 9 Priority List

| Road name | Section Length (m) | Ward | Estimated cost |
|--|--------------------|-----------------------------------|-------------------|
| Station Road | 680 | Barnet Vale | £418,699 |
| Finchley Road | 436 | Childs Hill | £225,630 |
| Holders Hill Circus | 209 | Finchley Church End | £108,365 |
| East End Road | 469 | Garden Suburb / East Finchley | £315,520 |
| Bittacy Hill | 255 | Mill Hill / Totteridge & Woodside | £125,364 |
| High Road | 807 | Whetstone | £501,147 |
| Russell Lane | 159 | Whetstone | £103,047 |
| TOTAL CARRIAGEWAY RESURFACING PRINCIPAL ROAD SCHEME VALUE | | | £1,797,772 |

Carriageway Resurfacing Unclassified Road Network – Year 9 Priority List

| Road name | Section Length (m) | Ward | Estimated cost |
|----------------------|--------------------|-----------------------------|----------------|
| Carlisle Place | 98 | Brunswick Park | £30,841 |
| Oakdale | 220 | Brunswick Park | £76,280 |
| Deansbrook Road | 470 | Burnt Oak | £248,090 |
| Montrose Avenue | 300 | Burnt Oak | £152,145 |
| Grahame Park Way | 233 | Burnt Oak / Colindale North | £115,754 |
| Brent Terrace | 134 | Cricklewood | £65,878 |
| Hillside Gardens | 541 | Edgware | £274,216 |
| Shelley Close | 144 | Edgware | £36,515 |
| Sunnydale Gardens | 162 | Edgware | £55,468 |
| Gloucester Drive | 68.8 | Garden Suburb | £19,938 |
| Old Fold Lane | 303 | High Barnet | £93,988 |
| Salisbury Road | 252 | High Barnet | £250,028 |
| Milespit Hill | 277 | Mill Hill | £96,043 |
| Tithe Close | 145 | Mill Hill | £42,771 |
| Etchingham Park Road | 433 | West Finchley | £165,626 |

| Road name | Section Length (m) | Ward | Estimated cost |
|---|--------------------|---------------|-------------------|
| Nether Street | 150 | West Finchley | £49,680 |
| Prince Charles Drive | 340 | West Hendon | £131,786* |
| Mayfield Avenue | 602 | Woodhouse | £233,651 |
| Torrington Park | 111 | Woodhouse | £52,609 |
| TOTAL CARRIAGEWAY RESURFACING UNCLASSIFIED ROAD SCHEME VALUE | | | £2,191,306 |

Carriageway Resurfacing Brent Cross – Year 9 Priority List

| Road name | Section Length (m) | Ward | Estimated cost |
|---|--------------------|-------------|----------------|
| Prince Charles Drive | 340 | West Hendon | £60,000* |
| TOTAL CARRIAGEWAY RESURFACING BRENT CROSS SCHEME VALUE | | | £60,000 |

*Note – A £60k contribution is applied to the carriageway resurfacing scheme in the table above

Carriageway Patching Principal Road Network – Year 9 Priority List

| Road name | Section Length (m) | Ward | Estimated cost |
|---|--------------------|-----------------------------------|-------------------|
| North End Road | 352 | Childs Hill | £222,298 |
| Brockley Hill | 506 | Edgware / Borough Boundary | £172,790 |
| Dollis Road | 279 | Finchley Church End / Mill Hill | £136,967 |
| Finchley Road | 231 | Golders Green / Garden Suburb | £149,428 |
| The Ridgeway | 291 | Mill Hill / Totteridge & Woodside | £127,916 |
| The Broadway | 64 | Mill Hill | £25,208 |
| Friern Barnet Lane | 10 | Whetstone | £3,496 |
| Woodhouse Road | 244 | Woodhouse / Friern Barnet | £160,363 |
| Friern Barnet Lane | 20 | Woodhouse / Frier Barnet | £6,532 |
| TOTAL CARRIAGEWAY PATCHING PRINCIPAL ROAD SCHEME VALUE | | | £1,004,998 |

Carriageway Patching Unclassified Road Network – Year 9 Priority List

| Road name | Section Length (m) | Ward | Estimated cost |
|----------------|--------------------|----------------|----------------|
| Station Road | 61 | Barnet Vale | £29,743 |
| Russell Lane | 12 | Brunswick Park | £3,395 |
| Dishforth Lane | 20 | Burnt Oak | £5,575 |
| Trueman Close | 37 | Burnt Oak | £11,613 |

| Road name | Section Length (m) | Ward | Estimated cost |
|--|--------------------|-----------------------------|-----------------|
| Chandos Way | 290 | Childs Hill / Garden Suburb | £94,547 |
| Brownswell Road | 71 | East Finchley | £19,504 |
| High Street | 26 | Edgware / Borough Boundary | £8,372 |
| Hendon Lane | 16 | Finchley Church End | £6,624 |
| North Crescent | 62 | Finchley Church End | £9,982 |
| Windsor Close | 13 | Finchley Church End | £4,784 |
| George Crescent | 15 | Friern Barnet | £6,433 |
| Hornbeams Rise | 28 | Friern Barnet | £7,497 |
| Sycamore Hill | 41 | Friern Barnet | £9,264 |
| Asmunds Place | 78 | Garden Suburb | £50,039 |
| Wildwood Road | 195 | Garden Suburb | £75,684 |
| Alyth Gardens | 84 | Golders Green | £32,486 |
| Hampstead Gardens | 40 | Golders Green | £13,800 |
| Woodville Gardens | 53 | Golders Green | £26,879 |
| BURTONHOLE LANE RBW | 70 | Mill Hill | £20,373 |
| Longfield Avenue | 244 | Mill Hill | £117,624 |
| Station Road | 70 | Mill Hill | £26,517 |
| Barnet Lane | 29 | Totteridge & Woodside | £9,439 |
| Woolmead Avenue | 20 | West Hendon | £6,624 |
| TOTAL CARRIAGEWAY PATCHING UNCLASSIFIED ROAD SCHEME VALUE | | | £596,798 |

Footway Resurfacing Programme – Year 9 Priority List

| Road name | Section Length (m) | Ward | Estimated cost |
|-----------------------|--------------------|---------------------|----------------|
| Eversleigh Road | 197 | Barnet Vale | £56,340 |
| Grasvenor Avenue | 290 | Barnet Vale | £100,050 |
| Lytton Road | 112 | Barnet Vale | £58,800 |
| Hocroft Walk | 57 | Childs Hill | £12,825 |
| Clitterhouse Crescent | 100 | Cricklewood | £28,500 |
| Gratton Terrace | 105 | Cricklewood | £25,200 |
| Baring Road | 73 | East Barnet | £21,900 |
| Park Road | 146 | East Barnet | £48,180 |
| Oakview Gardens | 168 | East Finchley | £47,880 |
| Edgwarebury Gardens | 565 | Edgware | £182,879 |
| Gibbs Green | 479 | Edgware | £186,810 |
| Aldridge Avenue | 364 | Edgwarebury | £120,120 |
| Clandon Gardens | 262 | Finchley Church End | £106,110 |
| Victoria Avenue | 94 | Finchley Church End | £39,480 |

| Road name | Section Length (m) | Ward | Estimated cost |
|---|--------------------|-------------------------|-------------------|
| Hill Top | 393 | Garden Suburb | £135,585 |
| Courtleigh Gardens | 319 | Golders Green | £114,840 |
| Eastville Avenue | 129 | Golders Green | £38,700 |
| St Edwards Close | 149 | Golders Green | £37,995 |
| Brent Street | 119 | Hendon | £119,595 |
| Finchley Lane | 191 | Hendon | £85,950 |
| Greenacre Close | 118 | High Barnet | £30,090 |
| Hyde Close | 332 | High Barnet | £114,540 |
| Quinta Drive | 153 | High Barnet | £52,785 |
| Wyburn Avenue | 194 | High Barnet | £69,840 |
| Highwood Hill | 269 | Mill Hill | £46,605 |
| Northcliffe Drive | 187 | Totteridge & Woodside | £37,581 |
| Southway | 251 | Totteridge & Woodside | £86,595 |
| Graywood Court | 116 | West Finchley | £27,840 |
| Moss Hall Grove | 362 | West Finchley | £135,750 |
| High Road | 153 | Whetstone / Barnet Vale | £75,735 |
| Victoria Grove | 76 | Woodhouse | £20,520 |
| TOTAL FOOTWAY RESURFACING SCHEME VALUE | | | £2,265,620 |

Footway Patching Programme – Year 9 Priority List

| Road name | Section Length (m) | Ward | Estimated cost |
|--------------------|--------------------|-----------------|----------------|
| Cromer Road | 75 | Barnet Vale | £19,890 |
| Franklin Close | 67 | Barnet Vale | £19,859 |
| Julian Close | 32 | Barnet Vale | £9,984 |
| Brook Walk | 42 | Burnt Oak | £8,538 |
| Burnt Oak Fields | 43 | Burnt Oak | £11,324 |
| Cranfield Drive | 110 | Burnt Oak | £35,872 |
| Deans Lane | 82 | Burnt Oak | £35,905 |
| Deansbrook Road | 55 | Burnt Oak | £12,847 |
| Watling Avenue | 26 | Burnt Oak | £6,770 |
| Golders Park Close | 60 | Childs Hill | £11,195 |
| Pattison Road | 63 | Childs Hill | £17,550 |
| Prospect Place | 61 | Childs Hill | £19,692 |
| Rodborough Road | 50 | Childs Hill | £22,710 |
| Sunnyside | 56 | Childs Hill | £18,313 |
| The Riding | 30 | Childs Hill | £12,290 |
| Woodvale Way | 70 | Childs Hill | £18,564 |
| University Close | 58 | Colindale North | £16,146 |

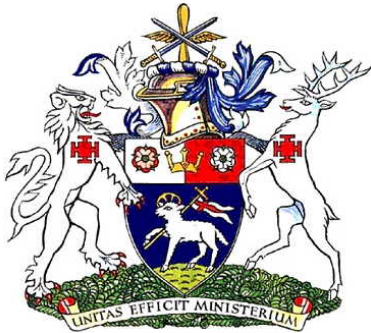
| Road name | Section Length (m) | Ward | Estimated cost |
|---------------------|--------------------|-------------------------|----------------|
| Colin Park Road | 70 | Colindale South | £24,058 |
| Woodfield Avenue | 59 | Colindale South | £24,851 |
| Cheviot Gate | 40 | Cricklewood | £6,240 |
| Beeston Road | 35 | East Barnet | £13,806 |
| Bourn Avenue | 63 | East Barnet | £28,637 |
| Church Way | 60 | East Barnet | £29,016 |
| Grove Road | 67 | East Barnet | £27,908 |
| Hertford Close | 55 | East Barnet | £14,586 |
| Littlegrove | 158 | East Barnet | £63,750 |
| Margaret Road | 51 | East Barnet | £13,581 |
| Chambers Gardens | 40 | East Finchley | £14,976 |
| Leicester Road | 65 | East Finchley | £22,994 |
| Deans Drive | 41 | Edgware | £15,163 |
| Fairmead Crescent | 65 | Edgwarebury | £31,386 |
| Bedford Close | 40 | Friern Barnet | £13,104 |
| Hollyfield Avenue | 30 | Friern Barnet | £10,296 |
| Larch Close | 59 | Friern Barnet | £17,488 |
| North Square | 53 | Garden Suburb | £23,977 |
| Raeburn Close | 25 | Garden Suburb | £7,800 |
| Wildwood Road | 57 | Garden Suburb | £16,836 |
| Forres Gardens | 45 | Golders Green | £14,742 |
| St Georges Close | 49 | Golders Green | £16,151 |
| Garrick Way | 48 | Hendon | £12,081 |
| Newark Way | 63 | Hendon | £20,639 |
| Sherrock Gardens | 36 | Hendon | £11,630 |
| Westside | 19 | Hendon | £5,928 |
| Byng Road | 46 | High Barnet | £15,787 |
| Elizabeth Close | 65 | High Barnet | £17,238 |
| Elmbank Avenue | 40 | High Barnet | £15,126 |
| Greenway | 63 | Totteridge & Woodside | £22,604 |
| Elm Road | 46 | Underhill / High Barnet | £15,787 |
| Meadow Close | 56 | Underhill | £19,219 |
| Ridgeview Close | 65 | Underhill | £30,420 |
| Fallow Court Avenue | 52 | West Finchley | £7,301 |
| Graham Road | 57 | West Hendon | £21,887 |
| Grove Gardens | 74 | West Hendon | £19,598 |
| Layfield Crescent | 69 | West Hendon | £36,492 |
| Park Road | 27 | West Hendon | £10,413 |
| Seelig Avenue | 43 | West Hendon | £9,282 |
| Silkfield Road | 57 | West Hendon / Colindale | £18,771 |

| Road name | Section Length (m) | Ward | Estimated cost |
|--|--------------------|-----------|-------------------|
| | | South | |
| Church Close | 65 | Whetstone | £20,280 |
| Russell Gardens | 41 | Whetstone | £11,985 |
| TOTAL FOOTWAY PATCHING SCHEME VALUE | | | £1,106,081 |

Flooding and Drainage -Year 9 Priority List

| Activity | Estimated cost |
|---|----------------|
| Drainage Infrastructure Policy, Survey and Mapping | £40,000 |
| Watercourse Policy, management, Drainage Open Water Course Infrastructure refurbishment and replacement | £200,000 |
| Drainage Gully Infrastructure replacements (including Flood Risk Gully mapping) Gully to Thames Water surface water sewer | £250,000 |
| Flood Risk Gully enhanced cleansing | £100,000 |
| Flooding Schemes Support, CDA and FCERM programmes | £250,000 |
| Sustainable Drainage Schemes | £150,000 |
| AI Gully Sensitisation | £10,000 |

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Environment and Climate Change Committee

25 January 2023

| | |
|---|---|
| Title | Environment and Climate Change Forecast Financial Outturn at Month 8 (November 2022) |
| Report of | Chair of the Environment and Climate Change Committee |
| Wards | All |
| Status | Public |
| Urgent | No |
| Key | No |
| Enclosures | None. |
| Officer Contact Details | Ndenko Asong, Head of Finance – Customer and Place and, Corporate Reporting ndenko.asong@barnet.gov.uk |
| Summary | |
| This report contains a summary of the Committee's revenue and capital forecast outturn for the financial year 2022-23 as at Month 8 (30 November 2022). | |
| Recommendations | |
| That the committee notes: <ol style="list-style-type: none"> 1. the current forecast financial outturn for 2022-23, for capital and revenue budgets. 2. the projected use of reserves as they relate to this committee's budgets. | |

1 Summary

1.0 This report sets out the forecast outturn position for the 2022-23 financial year as at 30th November 2022 for the services which fall within the Environment and Climate Change Committee. This now includes a report on the financial performance on the sustainability delivery service.

1.1 At month 8, the forecast General Fund revenue financial outturn is:

- A forecast overspend of £2.408m
- A forecast net use of reserves of £3.378m.

2. Forecast Position at Month 8

2.1 As at month 8, the forecast revenue outturn is a £2.408m overspend against the approved budget for 2022-23. This is outlined in Table 1 below.

Table 1: Forecast Revenue Outturn at Month 8

| Environment & Climate Change Committee | 2022-23 Budget | Month 8 Actuals | Month 8 (Forecast outturn before reserves) | Month 8 Variance | Reserves applied | Month 8 Forecast outturn after reserves | Month 8 variance after reserves | Month 6 variance after reserves | Reporting Change |
|---|----------------|-----------------|--|------------------|------------------|---|---------------------------------|---------------------------------|------------------|
| | £m | £m | £m | £m | £m | £m | £m | £m | £m |
| Green Spaces & Leisure | 1.612 | 1.207 | 2.389 | 0.777 | (0.720) | 1.668 | 0.056 | (0.001) | 0.057 |
| Mortuary | 0.569 | 0.291 | 0.708 | 0.140 | - | 0.708 | 0.140 | 0.140 | - |
| Street scene | 12.996 | 16.881 | 15.706 | 2.711 | (1.067) | 14.639 | 1.644 | 0.744 | 0.900 |
| Sustainability | 0.495 | 0.315 | 0.863 | 0.368 | (0.368) | 0.495 | - | - | - |
| Guaranteed Income | (11.878) | (4.716) | (11.878) | - | - | (11.878) | - | - | - |
| Re Managed Budgets | 2.875 | 1.161 | 4.666 | 1.791 | (1.223) | 3.442 | 0.568 | 0.031 | 0.537 |
| RE Management Fee | 18.038 | 13.292 | 18.038 | - | - | 18.038 | - | - | - |
| Total - Environment and Climate Change Committee | 24.705 | 28.431 | 30.491 | 5.786 | (3.378) | 27.113 | 2.408 | 0.914 | 1.494 |

2.2 Table 2 provides a breakdown of the variances as at Month 8 and underlying budget position.

Table 2: Month 8 variance detailed commentary

| Service Areas | Month 8 variance after reserves | Commentary |
|---------------------------------|---------------------------------|---|
| | £m | |
| Green Spaces & Leisure | 0.056 | This is due to increase in costs in the servicing of parks and open spaces. Energy costs have increased and car park income in parks is now forecast to be lower than expected. |
| Mortuary and Coroner's Services | 0.140 | No change from last reported forecast. Overspend relates to the contribution towards the sinking fund (£0.082m) for the costs for Wave 3 Excess Death Partnership. This is in accordance with the Inter Authority Agreement to manage COVID related deaths across London authorities to 31 March 2023. Unused funds are to be returned at the end of the Program. At month 6, the cost is transferred from the Environment COVID cost centre to Mortuary. £0.049m overspend in corners court relating to Staffing, agency and contract renewal costs. |
| Street scene | 1.644 | The forecast represents a £0.900m adverse movement from last reported position at month 6. This is made up of: £0.306m overspend forecasted for the Direct Labour Organisation (DLO). This includes an income shortfall from the minor works and sign shop as a result of works now being contracted to Conway Aecom and Kier Tarmac which was previously done by DLO. £0.106m income shortfall in commercial waste. The impact of regulation and the pandemic resulted in lower-than-expected uptake. |

| | | |
|--------------------|--------------|--|
| | | <p>£0.165 provision made for 6 months HGV driver recruitment and retention payment in order to compete with the private sector in a market where there is a shortage of HGV drivers.</p> <p>£0.030 additional cost for waste collection services.</p> <p>£1.750m shortfall in parking services because of an ongoing impact of the COVID 19 pandemic on travel patterns and parking behaviours and delay in implementation of the Controlled Parking Zone (CPZ) programme. A further breakdown is in Table 6.</p> <p>The service also has a number of underspends or positive income actuals:</p> <p>£0.308m from garden waste income following increased subscription to the service.</p> <p>£0.110m rebate from North London Waste Authority (NLWA) on the commercial waste levy due to tonnages being lower than anticipated.</p> <p>£0.094m of other minor underspends forecasted across the services.</p> |
| Guaranteed Income | 0.000 | The part of the Guaranteed Income reported in this committee is forecast to come in on budget |
| Re Managed Budgets | 0.568 | £0.200m overspend arising from the unexpected cost of repairing a significant sinkhole on the A5 road in the routine works budget. Management fees from Regional Enterprise (RE) for the LIP programmes are £0.150m lower than expected because of lower resource demands. Consequently, the charge back income to the capital projects (which is what is reported here) will be lower as it will be based on actuals. There is also no current indication of LBB being awarded an additional 15% management fee for the LIP projects further reducing the expected LIP income by c£0.200m |
| RE Management Fee | 0.000 | Forecast on budget |
| Total | 2.408 | |

Application of Reserves

- 2.3 The council holds reserves to deal with future pressures where the value or the timing of the pressure is uncertain, or where the funding can only be spent on specific objectives (e.g., grant funding). Reserves are divided into 'earmarked' reserves, where the spending objective is known with some clarity (as is the case with grants issued for a specific purpose), and 'general' reserves, intended to mitigate the impact of wholly unforeseeable costs. The levels of reserves are set out under Section 25 of the Local Government Act and prudent levels are determined by the CFO. Earmarked reserves are usually held by specific services, while general reserves are held corporately.
- 2.4 The use of reserves is not intended to replace savings or income generation opportunities as part of the MTFs. Reserves can only be used once and then they are gone. Any use of reserves to replace savings or income generation opportunities is a delaying action, storing up pressures into future years. This could be part of investing in transformational service delivery and is the ultimate last resort during budget setting when a gap cannot be bridged despite best efforts.
- 2.5 This report sets out anticipated use of or top up of earmarked service reserves within the service. The table below provides further detail. All items of expenditure being funded by reserves at this stage are expected to be one-off in nature.

Table 3 Use of or top-up of reserves at Month 8

| Service Areas | Forecast (drawdown)/ top-up to reserves | Commentary |
|---------------------------------|---|---|
| | £m | |
| Green Spaces & Leisure | (0.720) | £0.421m Earmarked reserve drawdown to support 5-year Tree planting program. £0.299m Earmarked reserve funded Pleasant Park Program to deal with increased demand and environmental related issues. |
| Mortuary and Coroner's Services | 0.000 | |
| Street scene | (1.067) | From carried forward Covid-19 funding £0.150m for the loss of commercial waste income due to businesses no longer operating at the same level as pre pandemic £0.095m from agency costs for additional vehicle cleansing in the first half of the year. |

| | | |
|---|----------------|---|
| | | The following from associated General Fund reserves £0.122m for Street Scene agency cover for employed staff who are absent. £0.350m from Neighbourhood Community Infrastructure Levy (NCIL) for the roll out of community skips service £0.300m from NCIL for the roll out of residential roads deep cleansing £0.050m from NCIL for roll out of invasive weed control |
| Sustainability | (0.368) | To fund the council's new sustainability projects. |
| Guaranteed Income | 0.000 | |
| Re Managed Budgets | (1.223) | £0.359m earmarked flood grant from Environment Agency £0.262m allowance for pending commercial claims from Term Maintenance contractor £0.030m feasibility study for A1000 cycle way £0.500m final additional top-up to fund Capital Betterment lump sum £0.072m reactive maintenance from earmarked maintenance reserves. |
| RE Management Fee | 0.000 | |
| Total - Environment and Climate Change Committee | (3.378) | |

Savings

2.6 The committee's budget for 2022-23 includes planned savings of £2.054m; of which it is current forecast that £1.983m of these savings will be achieved. Table 4 below outlines these savings.

Table 4 Savings Delivery 2022-23

| Savings Reference | Opportunity By Area | Description of saving | 2022-23 Savings £m | Forecast Achievable £m | Unachievable £m | RAG Rating |
|-------------------|-------------------------------------|--|-----------------------|---------------------------|--------------------|------------|
| ENV29 | Street Scene-Parking | Rebanding. Assumes approved (GLA) and implemented for full year (https://www.london.gov.uk/decisions/md2875-lb-barnet-request-change-penalty-charge-notice-levels) | (0.966) | (0.966) | 0 | Delivered |
| ENV30 | Street Scene-Waste | Lower than expected operating cost of travelling to new disposal points due to use of alternative operational model. . | (0.412) | (0.412) | 0 | Green |
| ENV31 | Street Scene-Environment Management | Senior Management Review | (0.200) | (0.200) | 0 | Delivered |
| ASU_NewIncome1 | Community Safety | FPN / Enforcement penalties by CST (littering Fly tipping trade waste etc) estimated | (0.431) | (0.360) | 0.071 | Amber |
| ENV14 | Greenspaces | Improvement plan for tennis delivery and facilities within Barnet. Introduction of booking system and programme of investment in facilities, with the intention of establishing sustainable, revenue-generating model. | (0.020) | (0.020) | 0 | Green |
| | | | (2.054) | (1.983) | 0.071 | |

Risks and opportunities

2.7 In preparing the report for month 8, a number of overall (corporate) and service-specific risks have been identified. There are no significant changes to the risks and opportunities. These are set out overleaf.

Table 5 Risks 2022-23

| Risk | Description of Risk | Mitigating actions | Likelihood |
|--|---|---|------------|
| Winter Gritting Service Risk | Cost of winter gritting operations exceeds available budgeted resources. | The service will seek to manage from its overall budget envelope in the first instance. The impacts modelled of a severe winter may see additional expenditure of £0.500m for this function. Funding may need to be requested from reserves as a one-off measure. | High |
| Transport | Diesel and vehicle fuel prices - increases in fuel prices are estimated to be a £0.400m - £0.605m for a full year impact. Inflation bid was submitted for £0.415m and of which £0.350m was awarded. | | Medium |
| Parking and Traffic income - changed patterns of behaviour | Income – Forecasts are based on the current level of activity which are subject to change due to the macro-economic environment. | | High |
| CPZ Programme | A review of the CPZ programme has confirmed a £1m income shortfall which is now forecasted. There is a risk that further delays might increase this shortfall. | Programme Board in place with recovery plan and clearly defined dependencies understood. Delivery is closely monitored through the Board to mitigate any issues early enough to avoid adversity. | Medium |
| CPZ Programme - professional services | Programme dependent on availability of professional services through partner organisations | Development of super SPIR with RE, recruitment of agency staff to support programme activities | |
| Parking products and penalties - Cost of living impact on ability to pay | Risk to parking income from reduction in discretionary spending and increase in debt delinquency | Continuation and review of hardship policies already in place. Consideration of mechanisms for addressing hardship in any review of policy, services, and products | |
| Parking Staff - Labour market effect on recruitment and retention (NSL employed) | Changes to the labour market and working patterns may affect supply of labour for frontline and back office workers with consequent effects on revenue | Regular engagement with suppliers in order to ensure that all recruitment avenues are being followed and to review ways of making roles more attractive to potential candidates. | |
| Parking equipment and technology - Supply chain issues | Potential for supply chain issues from geopolitical and economic factors with risk to procurement of equipment and technology supported services with consequent effect on revenue | Engagement with suppliers and subcontractors to ensure where possible that critical components are stocked and reserved at the earliest opportunity | |
| Reduced utility company parking suspension | Reduced year on year income from utility company parking suspensions | Uneven income through year not unusual. Monitoring of activity ongoing. | |
| Lodge Lane Market income | Non recovery of Lodge Lane market rent | Regular engagement established with an estates officer to resolve the issue. | |
| New MTC sites – professional services | Significant delays to receipt of survey data and implementation of the sites | Senior officers are engaged with supplier to facilitate resolution as a matter of urgency | |
| Bus Lanes – suspensions | Rolling suspensions of bus lanes for utility works supporting developments on A5 | Details of work schedule has been requested from TTRO team. NSL have been tasked with daily monitoring of bus lane suspensions | |
| West Hendon development – disruption to MTC enforcement | Delayed junction works at West Hendon may disrupt enforcement at several locations | Long term engagement between Parking /MSL/Videalert regarding relocation of cameras | |
| Debt recovery – integration issues with court bulk centre | Debt and warrant registration delays from June due to file formatting mismatch with court bulk centre. Delays to debt recovery. If sustained will affect recovery rates | Escalated with NSL/WSP and Northgate. Test batch successful land will be monitored over coming months | |

3 Ringfenced funding

Special Parking Account

- 3.1 Income received from parking charges is paid into a Special Parking Account (SPA) to comply with legislative requirements. Any surplus is appropriated into the General Fund at year end. The act requires any surplus to be spent on specified traffic and highways management objectives. Table 6 illustrates the month 8 forecast outturn position for the SPA and the appropriation to the general fund. It is currently forecast to be in deficit by £1.750m because of shortfall in projected income.
- 3.2 The deficit consists of two elements:
- 3.2.0 A shortfall on business-as-usual activity around penalty charge notices, permits, on and off-street parking. This reflects parking activity returning to c.80%-85% of the activity seen in 2019-20 due to long-term habits around use of vehicles changing because of the Covid-19 pandemic. We believe this is mirrored across neighbouring boroughs and nationally. As a result of the macro-economic environment with CPI at 11.1% and both fuel and electricity costs remaining high, affecting travel patterns and associated parking behaviours. This represents £0.750m of the overall deficit.
- 3.2.1 A delay in the delivery of the Controlled Parking Zones (CPZ) programme has arisen due to an extension of some consultations to facilitate greater community engagement. Time was also taken to work with the project delivery partner on development of the contractual, resourcing, and associated matters. This represents £1.000m of the overall deficit.
- 3.2.2 A recovery plan is in place with a senior officer governance board to oversee the delivery of the CPZ programme. The plan is expected to bring the CPZ programme back on track by the end of the next financial year. Updates will be provided to the Environment and Climate Change Committee (ECC).

Table 6 SPA Forecast

| SPA Accounts | 2022-23 Budget | Estimated 2022-23 Outturn | |
|---------------------------------------|----------------------|---------------------------|--------------|
| | £m | £m | £m |
| Income | Budgeted SPA Account | M8 Outturn | M8 Variance |
| Penalty Charge Notices | (12.977) | (11.134) | 1.843 |
| Residents Permits | (3.232) | (3.927) | (0.695) |
| Pay & Display | (3.725) | (3.436) | 0.289 |
| CCTV Bus lanes | (1.110) | (1.015) | 0.095 |
| Total Income | (21.044) | (19.512) | 1.532 |
| Budget Income Adjustment | | | |
| Total Income after adj. | (21.044) | (19.512) | 1.532 |
| Operating Expenditure (running costs) | 7.707 | 7.925 | 0.218 |
| Net Operating Surplus | (13.337) | (11.587) | 1.750 |
| Appropriation to General Fund | (13.337) | (11.587) | 1.750 |

2 Capital Programme

- 2.1 The capital forecast outturn at month 8 for 2022-23 is £30.162m which suggests a reprofiling into future years of £4.808m

Table 7 Current Financial Year Forecast Capital Outturn at Month 8

| Service Area | 2022-23 Budget | Additions/ (Deletions) Since last report | 2022-23 Forecast | Variance from Approved Budget | Expenditure to date |
|------------------|----------------|--|------------------|-------------------------------|---------------------|
| | £m | £m | £m | £m | £m |
| Street Scene | 10.504 | - | 10.504 | - | 2.790 |
| Highways Non-TFL | 17.892 | - | 15.955 | -1.937 | 4.525 |
| Highways TFL | - | - | - | - | 0.046 |
| Re (Environment) | 2.669 | - | 1.169 | -1.500 | 0.239 |
| Greenspaces | 3.907 | - | 2.536 | -1.371 | 0.797 |
| Total | 34.972 | - | 30.164 | -4.808 | 8.397 |

Street Scene

- 2.2 Street Scene: Vehicles, which was previously forecast to have a reprofiled budget of about £2.2m into future years due to supply chain issues is now being reported to budget as the supply change challenges have been rectified.
- 2.3 The Barnet EV 500 project with a budget of £4.8m is expected to be completed by the year end. There are currently no reported issues with delivery plans.
- 2.4 LED Lighting – This Programme is currently at 80% completion in terms of assets converted to LED, the remaining assets are expected to be completed in line with the delivery plan by year-end.

Highways Non-TFL

- 2.5 The programme is forecasting to reprofile £1.937m of budget into future years project assessments were undertaken following the challenges from socio-economic factors. Some projects may now only be delivered in the following year.

Highways TFL

- 2.6 Highways TFL: The programme is forecast to budget with no reported issues at M8

RE (Environment)

- 2.7 Re (Environment): Colindale Parks, Open Spaces and Sports – The majority of construction costs for the project will be incurred from 2023-24 onwards. As a result, £1.5m will be reprofiled into the next financial year, leaving £0.5m-£1.0m available for in-year costs. Work on Colindale Park has been completed, with any outstanding work for this project only related to Rushgrove Park.

Greenspaces

- 2.8 Barnet Playing Fields – £0.162m is projected to be spent on a play area in Barnet Playing Fields

- 2.9 Victoria Park Finchley - Capital Receipt from sale of an asset. All receipts must be re-invested in improving Victoria Park as a condition of the sale. Expenditure will be on bins and benches, play and tennis court, signage, garden phase delivery. £0.100m projected for 2022-23 in delivering outdoor gym, £0.110m re-profiling relates to staff resourcing to deliver remainder of scheme.
- 2.10 West Hendon Playing Field Sports Hub – Masterplan design development is underway and current projection includes cost of Design fees, surveys, and staff fees. £16.8m allocation under Parks and Open Spaces strategic community infrastructure levy (SCIL) has been provided to fund the works. The £6.830m re-profiling from 2022-23 is due to rephasing of budget to match the works programme now agreed vs the profile under the original bid
- 2.11 Greenspaces Development Project - relates to a series of strategic proposals (eg masterplan developments, quality / value category site investment) which are in line with delivering the Parks & Open Spaces Strategy.
- 2.12 £3.750m allocation under Parks & Open Spaces SCIL for Parks Infrastructure and Improving Quality for valued Parks has been provided in Greenspaces Development to fund the expenditure.
- 2.13 £2.000m expenditure is projected for 2022-23 on Tennis Courts, play areas and general parks improvements. Re-profiling necessary to future years relates to delays in some workstreams that have arisen due to procurement delays and funding applications.
- 2.14 Old Court House – Scheme to build public toilets expected to complete this year following planning delays. Scheme estimated to cost £0.070m. Balance to be funded from Infrastructure program.
- 2.15 Copthall Playing Fields and Mill Hill Open Space - £2m SCIL allocated to develop outline master plan to finer planning application for site regeneration. £1.5m is to be reprofiled to future years due to staff resourcing constraints to deliver scheme.
- 2.16 Gaelic Playing Pitch Relocation - Development of sports field and pavilion responsibility undertaken by club and recharged to Barnet. Sports field is complete. Current projection is the remaining contribution towards cost of building pavilion.
- 2.17 Greenspaces Infrastructure – Under the scheme opportunity is sought for capital improvements through S106 funding. Previously Area Committee opportunities relating to Greenspaces were delivered here but these are now raised under their respective budgets. This is reflected in the budget reprofiling. The current year projection is £0.300m on a series of improvement projects for which funding was secured.

5. REASONS FOR RECOMMENDATIONS

- 5.1 This report contains a summary of the forecast revenue and capital outturn for the services within the Environment Committee, for the financial year 2022-23, as at month 8 (November 2022).

6. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 6.1 None

7. POST DECISION IMPLEMENTATION

- 7.1 None

8. IMPLICATIONS OF DECISION

8.1 Corporate Priorities and Performance

- 8.1.1 This supports the council's priorities for the environment and sustainability.

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

- 8.2.1 This report considers the forecast position of the services under the remit of the Environment and Climate Change Committee at the end of the financial year.

8.3 Legal and Constitutional References

- 8.3.1 Section 151 of the Local Government Act 1972 states that: "without prejudice to section 111, every local authority shall make arrangements for the proper administration of their financial affairs and shall secure that one of their officers has responsibility for the administration of those affairs". Section 111 of the Local Government Act 1972 relates to the subsidiary powers of local authorities to take actions which are calculated to facilitate, or are conducive or incidental to, the discharge of any of their functions.

- 8.3.2 Section 28 of the Local Government Act 2003 (the Act) imposes a statutory duty on a billing or major precepting authority to monitor, during the financial year, its income and expenditure against the budget calculations. If the monitoring establishes that the budgetary situation has deteriorated, the authority must take such action as it considers necessary to deal with the situation. Definition as to whether there is deterioration in an authority's financial position is set out in sub-section 28(4) of the Act.

- 8.3.3 The Financial Regulations now allow for Theme Committees to have responsibility for Theme Committees for the oversight and scrutiny of:

- 8.3.3.1 The overall financial performance of the services operating within the remit of the respective Theme Committee.

- 8.3.3.2 The council's current Financial Regulations can be found at:
<https://barnet.moderngov.co.uk/ecSDDisplay.aspx?NAME=SD349&ID=349&RPID=638294>

- 8.3.4 Article 7 of Barnet's Constitution outlines the Committee's Terms of Reference; (1) Responsibility for all borough-wide or cross-area matters relating to the local environment including:

- Air Quality
- Cycling, Walking and Healthy Streets

- Biodiversity
- Transport and Public Transport
- Grounds Maintenance
- Highways
- On-Street and Off-Street Parking
- Road Safety
- Lighting
- Street Cleaning
- Environmental Crime (including littering, fly-tipping fly-posting, and graffiti)
- The Council's Fleet
- Waste and Recycling
- Waterways
- Parks and Open Spaces (including allotments and trees)
- Cemeteries, Crematoria and Mortuary
- Trading Standards and Environmental Health (except Environmental Health functions relating to housing and fire safety)

(2) Responsibility for the council's response to the climate emergency including:

- Setting and overseeing implementation of carbon reduction targets, both in relation to the council as an organisation and Barnet as a place
- Developing strategies to meet those carbon reduction targets
- Developing strategies for the mitigation of the impacts of climate change, both on the council as an organisation and Barnet as a place
- Implementing the elements of those strategies that relate to functions listed in (1) above.

(3) To submit to the Policy and Resources Committee proposals relating to the Committee's budget (including fees and charges) for the following year in accordance with the budget timetable.

(4) To make recommendations to Policy and Resources Committee on issues relating to the budget for the Committee, including virements or underspends and overspends on the budget. No decisions which result in amendments to the agreed budget may be made by the Committee unless and until the amendment has been agreed by Policy and Resources Committee.

(5) To receive reports on relevant revenue and capital expenditure, contracts, performance information and risk on the services under the remit of the Committee.

8.4 Insight

8.4.1 Whilst not specifically applicable to this report, insight is used to support the financial position forecasted in this report through activity drivers and place-based understanding.

8.5 Social Value

8.5.1 None applicable to this report.

8.6 Risk Management

8.6.1 Regular monitoring of financial performance is a key part of the overall risk management approach of the Council.

8.7 Equalities and Diversity

8.7.1 Decision makers should have due regard to the public sector equality duty in making their decisions. The equalities duties are continuing duties, they are not duties to secure a particular outcome. Consideration of these duties should precede the decision. The statutory grounds of the public sector equality duty are found at section 149 of the Equality Act 2010 and are as follows:

8.7.1.1 A public authority must, in the exercise of its functions, have due regard to the need to:

8.7.1.1.1 eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;

8.7.1.1.2 advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;

8.7.1.1.3 Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

8.7.1.2 Having due regard to the need to advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it involves having due regard, in particular, to the need to:

8.7.1.3 remove or minimise disadvantages suffered by persons who share a relevant protected characteristic that are connected to that characteristic;

8.7.1.4 take steps to meet the needs of persons who share a relevant protected characteristic that are different from the needs of persons who do not share it;

8.7.1.5 Encourage persons who share a relevant protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low.

8.7.1.6 The steps involved in meeting the needs of disabled persons that are different from the needs of persons who are not disabled include, in particular, steps to take account of disabled persons' disabilities.

8.7.1.7 Having due regard to the need to foster good relations between persons who share a relevant protected characteristic and persons who do not share it involves having due regard, in particular, to the need to:

8.7.1.8 Tackle prejudice and promote understanding.

8.7.1.9 Compliance with the duties in this section may involve treating some persons more favourably than others; but that is not to be taken as permitting conduct that would otherwise be prohibited by or under this Act. The relevant protected characteristics are:

8.7.1.9.1 Age

8.7.1.9.2 Disability

8.7.1.9.3 Gender reassignment

8.7.1.9.4 Pregnancy and maternity

8.7.1.9.5 Race

8.7.1.9.6 Religion or belief

8.7.1.9.7 Sex

8.7.1.9.8 Sexual orientation

8.7.1.9.9 Marriage and Civil partnership

8.7.2 This is set out in the council's 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 best value principles.

8.7.3 Progress against the performance measures we use is published on our website at: www.barnet.gov.uk/info/200041/equality_and_diversity/224/equality_and_diversity

8.7.4 Measures undertaken as part of the Council's response to the Covid-19 pandemic have been undertaken in full awareness of the Council's commitment and responsibility to act in accordance with its own Equalities Policy and wider legislation. It is notable that the virus does appear to affect some parts of the community more than others, and the Council's actions have been informed by its commitment to mitigate impacts in all areas, and to appropriately protect or shield especially vulnerable individuals, in accordance with national guidelines.

8.8 Corporate Parenting

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

8.9 Consultation and Engagement

8.9.1 None in the context of this report

8.10 Environmental Impact

8.10.1 None in the context of this report

9. BACKGROUND PAPERS

9.1 None



Environment and Climate Change Committee

25 January 2023

| | |
|--------------------------------|--|
| Title | Update on LIP funding |
| Report of | Chair of Environment and Climate Change Committee |
| Wards | All |
| Status | Public |
| Urgent | No |
| Key | Yes |
| Enclosures | <i>Appendix A LIP delivery plan proposals 2023/24- 2024/25</i> |
| Officer Contact Details | Ian Edser, Director of Highways and Transportation ian.edser@barnet.gov.uk |

Summary

The impact of Covid 19 on Transport for London's revenues has had a major knock-on effect on the funding available to the Borough to support delivery of its Transport Local Implementation Plan (LIP) for the last three years.

In 2021 TfL asked Boroughs to develop the next three-year delivery plan in stages with the plan for 2022/23 proposals being submitted by 1 November 2021. This plan was subsequently updated in September 2022 once funding for 2022/23 was finalised, albeit at a lower level.

In September 2022, TfL allocated the Borough a total of £1,436k in 2022/23 and a scheduled £1,536k for 2023/24 under LIP.

Appendix A provides a breakdown of the proposals for 2022/23 as they are currently being delivered, and the draft proposals submitted to TfL for 2023/24 and 2024/25.

The Committee is asked to note the proposals and, make any comments or suggestions regarding the 2023/24 & 2024/25 draft LIP delivery plan proposals, and delegate authority

to the Director of Highways and Transportation to submit the final version in line with the timescales prescribed by TfL.

Officers Recommendations

- 1. That the Environment and Climate Change Committee considers and notes that a new three-year LIP delivery plan has been produced for the period 2022/23-2024/25 inclusive as set out in Appendix A.**
- 2. That the Environment and Climate Change Committee agrees that:**
 - (a) the final LIP delivery plan for 2023/24 and 2024/25, due for submission in February 2023, is to be completed taking account of the relevant guidance, TfL comments and comments from this Committee and**
 - (b) that approval of the final LIP delivery plan be delegated to the Director of Highways and Transportation in consultation with the Chair of the Environment and Climate Change Committee.**
- 3. The Environment and Climate Change Committee delegates authority to Director of Highways and Transportation to make operational adjustments as may be necessary due to actual funding provided and to maximise delivery of the 2022/23 LIP delivery plan and future year programmes including acceleration or deceleration of individual proposals and funding allocated between schemes.**

1. WHY THIS REPORT IS NEEDED

- 1.1 In March 2019 the Mayor of London approved Barnet's Local Implementation Plan (LIP) produced in response to the third Mayor's Transport Strategy (MTS). This included a series of proposals to implement the MTS locally during the life of the MTS (to 2041) but focusing on the initial 3 years from 2019/20 to 2021/22 inclusive.
- 1.2 In the past, core funding for the implementation of the LIP was provided by TfL through programmes, particularly a formula allocated programme, available to address a range of transport issues. Boroughs were required to make an Annual Spending Submission each year with details of the proposals for funding, for approval by TfL. The 2019/20 Annual Spending Submission was approved by the Policy & Resources Committee in October 2018 at the same time the draft LIP was approved for consultation. A 2020/21 Annual Spending Submission was approved by the Environment Committee in September 2019 for the period April 2020-March 2021.
- 1.3 As the Committee is aware, TfL paused work on the 2020/21 LIP work programme in May 2020, owing to the impact of Covid-19 on their financial situation. Subsequently, available funding has been limited and short term, and often restricted to specific areas of work as Department for Transport (DfT) and TfL negotiated funding arrangements more generally.
- 1.4 TfL provided draft guidance in August 2021 for producing the next three-year delivery plan covering the period 2022/23 – 2024/25. In 2021 TfL asked boroughs to develop this plan in stages given the challenges of planning in the emerging recovery context.
- 1.5 The first stage was a detailed plan for 2022/23 along with details beyond that year for any multi-year schemes beginning that year, this was submitted to TfL in November 2021.

This submission took the place of the usual annual submission and was made on the assumption that funding would be at pre-covid levels.

- 1.6 In March/April 2022 only limited funding was allocated while TfL and DfT continued to negotiate regarding the funding provided to TfL as a whole. The initial allocation was provided to cover a level of staffing costs until 24 June 2022 (which in Barnet was directed towards activities such as School Travel Plans and Road Safety Education) and some limited funding provided for 5 specific schemes from the submitted programme. The delivery period was subsequently extended until early August 2022 and TfL provided some supplementary funds from their reserves to help cover this period.
- 1.7 In August 2022 TfL and DfT came to an agreement and, as a result, in September 2022 TfL released a letter confirming the level of funding available at borough level in 2022/23 and 2023/24. Please see Table 1 for the differences between November 2021 submission, April 2022 funding received, and September 2022 funding received.
- 1.8 The letter confirmed that the funding could be used for any of the schemes submitted in the previous November as long as they had not been ruled out of scope in feedback received (one Barnet scheme required more information, this was provided and thus reinstated in the programme).

| Programme | November 2021 submission for 2022/23 funding | April 2022 funding received from TfL (for 2022/23) plus additional from TfL reserves | September 2022 funding received from TfL (for 2022/23) | Total for 2022/23 |
|---|--|--|--|-------------------|
| Corridors, Neighbourhoods and Supporting Measures (includes Cycle Training) | £2,967k | £228k | £1,377k | £1605k |
| Local Transport Fund (LTF) | £100k | £0k | £0 | £0 |
| Borough Cycling (Cycleways Network Development) | £200k | | £10k | £10k |
| Bus Priority | £141k | | £15k | £15k |
| Cycle Parking | £137k | | £34k | £34k |
| TOTAL | £3,545k | £228k | £1,436k | £1,664k |

Table 1: Differences in funding based on submission and receipt for 2022/23

- 1.9 The reduced funding available coupled with the short-term nature has had significant impact on delivery including delays in proposals, and in some cases a requirement for previous stages of the scheme development to be repeated. In determining proposals to take forward in 2022/23 Officers undertook a deliverability exercise prioritising schemes based upon:

- Ease of implementation
- Time needed to implement
- Confidence in Viability
- Procurement Requirements
- Confidence in stakeholders supporting the proposals
- Political support

This is in the context that TfL are looking for the majority of schemes to be completed by 31 March 2023, a period of only 6 months.

- 1.10 In August/September 2022 TfL circulated draft guidance for the submission of proposals for 2023/24 and 2024/25 and finalised guidance in mid-October. Submission was requested by 28 October 2022, although an extension till early November was granted given the limited time available.
- 1.11 For the 2023/24 submission, officers undertook an exercise of prioritisation similar to that in Section 1.9, with the addition of assessing the strategic value of schemes against the Councils adopted Long Term Transport Strategy objectives. This approach allows the delivery of the schemes which meet the key objectives to be prioritised. Funding levels for 2024/25 are not yet known but the submission has been made based on an assumption that funding returns to the higher levels previously available i.e., Pre-Pandemic levels.
- 1.12 Regarding our submission, TfL have promised to provide feedback on this submission in January prior to Boroughs making a final submission in February 2023.
- 1.13 For information Appendix A summarises the proposals being taken forward for 2022/23 together with the draft proposals for 2023/24 and 2024/25 as submitted to TfL in November 2022. Adjustments to and between proposals in the current year and future years will be necessary as they evolve in order to manage inevitable changes and maximise delivery.
- 1.14 The Committee is asked to note the current year proposals and the submission made to TfL for the future years.
- 1.15 The Committee is also asked to delegate authority to the Director of Highways and Transportation to make a final submission to TfL in February 2023 for the proposed 2023/24 & 2024/25 delivery plan, taking account of comments from the committee, the relevant guidance and TfL feedback.

2. REASONS FOR RECOMMENDATIONS

- 2.1 In October 2021 the Environment Committee agreed that the 2022/23 programme should be reported to committee once TfL had confirmed which proposals were agreed and funded and also be reported alongside the rest of the three-year delivery plan once the process for developing had been further established.
- 2.2 The late confirmation of funding for 2022/23 has delayed the finalisation of a programme based on the proposals submitted in November 2021. Delivery of the programmed proposal is now underway.

- 2.3 The timing of provision of guidance and information regarding available funding from TfL has meant that it is not practical to present the 2023/24 (and 2024/25) proposals to Environment and Climate Change Committee prior to submission of the draft to TfL and there will be limited time to make changes between receipt of TfL feedback and final submission.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 As mentioned previously, the schemes for 2022/23 have been assessed based on deliverability due to tight time constraints (between release of funding and delivery end date). The 2023/24 and 2024/25 delivery plan submission has been assessed based on deliverability as well as the strategic value of the schemes against the Councils adopted Long Term Transport Strategy objectives. This allows for the delivery of the schemes which meet the key objectives to be prioritised.
- 3.2 Owing to the limited timeframe in which to formulate the 2022/23 programme and the lead-in times required for a committee decision, an alternative option is not feasible.

4. POST DECISION IMPLEMENTATION

- 4.1 Feedback from TfL is expected in January 2023 from which a final version of the proposed delivery plan will be produced taking account of their feedback and this committee comments. Amendments that align with the relevant guidance are planned to be incorporated in the February 2023 final submission to be made to TfL.

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

- 5.1.1 The LIP provides the means by which projects and programmes of work are delivered that contribute to the Councils priorities. In particular:

- Clean, safe and well run – by delivering road safety education initiatives and road safety engineering schemes;
- Family friendly – by supporting school travel initiatives, cycle training for children and adults and providing an environment where people of all ages can travel;
- Healthy – by encouraging active travel opportunities through provision of infrastructure information and support;
- Thriving – by supporting projects in town centres and growth areas.

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

In recent years LIP funding has contributed around £3M of schemes and activities, in addition to other programmes of funding available from TfL for specific work. In 2020/21 and 2021/22 the amount claimable was about half this value owing to reduced allocations and the impact of the unstable funding on ability to deliver. Despite funding via TfL of other proposals to respond to the impact of Covid the overall funding including all (LIP & non-LIP) TfL programmes was significantly less than normal.

- 5.2.1 For 2022/23 LIP “Corridor” proposals funding was approximately £1,436k. A similar level

is anticipated for 2023/24. Funding levels for 2024/25 are yet unknown.

5.3 Legal and Constitutional References

5.3.1 The Greater London Authority Act 1999 (GLA Act) Part IV Chapter I governs the preparation of a Transport Strategy by the Mayor of London and preparation of a Local Implementation Plan by each borough containing proposals for the implementation of the Mayor's Transport Strategy in its area. Under section 144 of the GLA Act, the Council, when exercising any function is to have regard to the transport strategy and have regard to the Mayor's guidance about the implementation of the transport strategy. The Act contains statutory provisions for the revision of LIP and its implementation in accordance with any timetable stipulated by the Mayor. Under section 146 the Council must submit the LIP, including revised LIP, to the Mayor for his approval.

5.3.2 Section 159 of the GLA Act allows TfL to provide financial assistance to support provision of transport facilities or services within Greater London.

5.3.3 Article 7.5 of the Council's Constitution sets out the functions and the Terms of Reference of the Environment and Climate Change Committee. These include responsibility:

- (1) For all borough-wide or cross-area matters relating to the local environment including: Air Quality, Cycling, Walking and Healthy Streets, Biodiversity, Transport and Public Transport, Grounds Maintenance, Highways, On-Street and Off-Street Parking, Road Safety, Lighting, Street Cleaning, Environmental Crime (including littering, fly-tipping fly-posting, and graffiti), The Council's Fleet, Waste and Recycling, Waterways, Parks and Open Spaces (including allotments and trees), Cemeteries, Crematoria and Mortuary, Trading Standards and Environmental Health (except Environmental Health functions relating to housing and fire safety).

5.4 Insight

5.4.1 The revised delivery plan for 2022/23-2024/25, inclusive was informed by TfL data on cycling, bus use, walking data and collision data. Furthermore, it was informed by an Officer assessment of each scheme against its strategic value and deliverability (for 2023/24-2024/25).

5.5 Social Value

5.5.1 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. Before commencing a procurement process, commissioners should think about whether the services they are going to buy, or the way they are going to buy them, could secure these benefits for their area or stakeholders.

This is not applicable in the context of this report.

5.6 Risk Management

5.6.1 Failure to deliver against the TfL provided LIP funding may affect access to future funding through TfL's funding programmes including extension of the LIP funding programmes

if/when available.

5.7 Equalities and Diversity

- 5.7.1 The Council has a duty under section 149 of the Equality Act 2010 (“the Act”) in the exercise of any of its functions to have due regard to eliminating discrimination, advancing equality of opportunity and fostering good relations between persons who share a relevant protected characteristic and those who do not share it. The relevant protected characteristics are age, race, disability, gender reassignment, pregnancy and maternity, religion or belief, sex and sexual orientation.
- 5.7.2 An equalities impact assessment was undertaken in developing the original LIP and no adverse impacts for any of the groups with protected characteristics was identified by the assessment. The strategic element of the prioritisation for 2023/24 onwards included a consideration of the impacts on groups with protected characteristics.
- 5.7.3 It is considered that beneficial impacts to some groups, notably persons with a disability and children may be less as a result of the changed funding availability.

5.8 Corporate Parenting

- 5.7.1 No direct or indirect impacts on looked after children or care leavers identified beyond those applicable to the population as a whole.

5.9 Consultation and Engagement

- 5.9.1 Public consultation was undertaken in relation to development of the full LIP and the Councils adopted Long Term Transport Strategy that has informed prioritisation of proposals for the current delivery plan. Future statutory and non-statutory consultation will apply to implementation of various schemes.
- 5.9.2 Specific consultation on the new delivery plan is not planned, however specific schemes may be subject to local consultation as and when required.

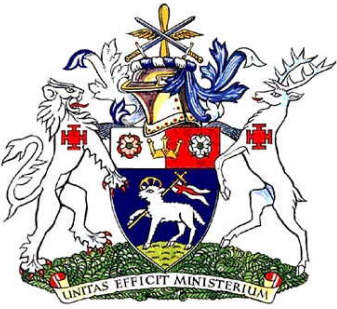
6. ENVIRONMENTAL IMPACT

- 6.1 There are no direct environmental implications from noting the recommendations. Implementing the recommendations in the report will lead to a positive impact on the Council’s carbon and ecology impact, or at least it is neutral.

7. BACKGROUND PAPERS

- 7.1 Policy and Resources Committee on 23 October 2018 (item 17) resolved that the committee:
1. Approve the draft Local Implementation Plan for public consultation including with Transport for London.
 2. To approve the schemes identified in the Local Implementation Plan Annual Spending Submissions for 2019/20.

3. That the Policy and Resources Committee agree that, following consultation and receipt of TFL recommendations, the Environment Committee make the decision to agree the final draft version of the LIP for submission to the Mayor of London for approval.
<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=692&MId=9459&Ver=4>
- 7.2 Environment Committee on 21 January 2019 (item 9) resolved:
That the Committee approved the final draft Local Implementation Plan for submission to the London Mayor for approval.
<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=695&MId=9733&Ver=4>
- 7.3 Environment Committee on 11 September 2019 (item 16) resolved:
That the Environment Committee agreed the proposals in Appendix 2 [of that report] for submission to TfL as the LIP Annual Spending Submission for 2020/21
<https://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=695&MId=9907&Ver=4>
- 7.4 Environment Committee on 6 October 2021 (item 10) resolved:
 1. To note the impacts of disrupted LIP funding in 2020/21 and 2021/22 on Barnet's LIP delivery plan and the formulation of the LIP Working Group
 2. To note that a new three-year LIP delivery plan needs to be produced for the period 2022/23-2024-25
 3. To delegate the approval of the first stage of the LIP delivery plan (incorporating proposals being delivered or starting in 2022/23) to the Executive Director for Environment in consultation with the Chairman of the Environment Committee.
<https://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=695&MId=10912&Ver=4>
- 7.5 LIP guidance document <http://content.tfl.gov.uk/third-lips-guidance-2018.pdf>
- 7.6 LIP 3 year delivery plan guidance October 2021 <https://content.tfl.gov.uk/lip-three-year-guidance-oct21.pdf>
- 7.7 LIP delivery plan guidance October 2022 <https://content.tfl.gov.uk/guidance-on-developing-borough-healthy-streets-delivery-plans-2023-2025.pdf>
- 7.8 LIP Letter to Barnet Council on 27 September 2022 <https://content.tfl.gov.uk/lip-letter-barnet-september-2022.pdf>

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|---|---|
|  | Environment & Climate Change Committee 25 January 2023 |
| Title | Sustainability Strategy Update |
| Report of | Chair of Environment and Climate Change Committee |
| Wards | All |
| Status | Public |
| Urgent | No |
| Key | No |
| Enclosures | Appendix A – Our Journey So Far (Dec 2022) |
| Officer Contact Details | Deputy Chief Executive – Cath Shaw Cath.shaw@barnet.gov.uk Director of Growth – Stephen McDonald stephen.mcdonald@barnet.gov.uk (Interim) Assistant Director for Sustainability – Yogita Popat yogita.popat@barnet.gov.uk |

Summary

This paper provides an overview of the progress against Barnet's Net Zero commitments and the actions taken since the last Environment and Climate Change Committee (21 November 2022)¹

Officers Recommendations

1. That the Committee note the progress since the last Environment and Climate Change Committee (21 November 2022)
2. The Committee note the progress on delivery of a Citizen's Assembly for Climate Change and Biodiversity.
3. The Committee note the outcomes of the Engagement Workshop held in March/April 2022 and the progress against actions since these sessions

¹ <https://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=695&MId=11127&Ver=4>

4. The Committee notes the ongoing work to develop and implement initiatives to deliver reductions in carbon emissions and confirms that this work should continue.

1. Why this report is needed

1.1 This report is presented to the Committee to provide an update on progress on the Sustainability Strategy since the last report which was provided to the Environment & Climate Change Committee on 21 November 2022, with the following recommendations:

- That the Committee note the progress since the last Environment and Climate Change Committee (26 September 2022)
- The Committee note the progress on delivery of a Citizen’s Assembly for Climate Change and Biodiversity.
- The Committee notes the ongoing work to develop and implement initiatives to deliver reductions in carbon emissions and confirms that this work should continue.

This report provides an update on the progress on some of the key areas of delivery in our Sustainability Action Plan; most notably:

- Actions from the Engagement Workshop held in March/April 2022
- Citizen’s Assembly & Young People’s Assembly
- Roadmap to Net Zero

1.2 Actions from Engagement Workshop – Applied Negative Emissions Centre (ANEC) Engagement March 2022

In March 2022, Barnet Council commissioned ANEC to conduct a series of qualitative engagement workshops to discuss and shape the emerging Sustainability Strategy Framework. The workshops provided the opportunity for residents, businesses, and community organisations to feedback their views on the council’s sustainability plans. There were 11 workshops held across the borough, 5 in person, and 6 virtually. In total, 166 residents participated overall, as well as 12 representatives from partner organisations.

As a result of the engagement, there were a number of recommendations which are now embedded within the themes and overarching commitments of the Sustainability Strategy, (presented at the last Environment and Climate Change Committee, 21 November 2022).

A summary of the recommendations from the workshops are grouped by theme below, the actions against each of these themes have been incorporated into the wider Sustainability Action Plan and will be reported through this framework going forward.

- **Housing and Buildings:** You asked us to: Develop ambitious targets for

sustainable development, directly improve energy efficiency in council homes and buildings across the borough and support the private sector, and develop a net zero pathway for the built environment

- **Transport:** You asked us to: Develop initiatives that encourage the take up of active travel, particularly walking and cycling in the borough and to improve orbital bus routes and access to car clubs.
- **Staff, Policy and Supply Chain:** You asked us to: Develop internal policies within the council as an organisation to promote sustainability including the supply chain and investments, as well as ensuring the entire Borough has a just transition.
- **Business and Skills:** You asked us to: Support the development of green skills and job opportunities in the borough and consider implementing a library of things and repair spaces.
- **Waste:** You asked us to: Increase awareness of correct waste and recycling methods and increase access to disposal services.
- **Natural Environment and Biodiversity:** You asked us to: Support, protect and enhance local greenspaces, consider educational opportunities and strengthen protective policies and opportunities for sustainable drainage.

1.3 Citizens' Assembly & Young People's Assembly Update

The purpose of a Citizen's Assembly on Climate Change and Biodiversity is to provide a platform for contributing to the co-production and monitoring our Sustainability Strategy and Action Plan.

TPXimpact Ltd has been appointed to deliver both the Citizen's Assembly and Young People's Assembly, alongside council officers. Their involvement will ensure impartiality as well as facilitating the deliberative process to produce actionable outcomes.

This paper provides an update on progress of the planning and delivery of the two Assemblies on Climate Change and Biodiversity

- **Design** sessions for the process took place in November and December 2022 deciding the size, composition, question, framing, evidence and mode of delivery. Further sessions in January and February 2023 will focus on the design of the learning journey and shape of the sessions in order to develop the session and facilitation plans. There will be some flexibility in design required throughout the process to take account of the participants needs and preferences.
- **Input and evidence** for the process will continue to be shaped by the Independent Expert Advisory Group, with input from the Oversight & Scrutiny Panel and sign off from the Planning Team. A first list of speakers will be invited in January after input from both governance groups and then reviewed throughout the process in light of feedback from participants.
- **Question setting** is an important step in the design process and a question has now been agreed in collaboration with the planning team, engagement

with community groups and staff. The question being taken to both the Citizens' Assembly and Young People's Assembly has now been finalised:

Barnet has declared a climate emergency. What more can we do together to make Barnet more sustainable, now and in the future?

- **Delivery** of both the assembly sessions will begin in early February 2023 and conclude by late May, with reporting and further participant engagement to follow. All Assembly sessions are being held at Middlesex University.
- **Communications** planning has started in partnership with council officers and the team working on the BarNET ZERO campaign to ensure alignment. A plan will also be developed to engage with those residents who were not recruited to the wider assembly so that they are kept updated of progress and outcomes.
- **Community engagement** has begun with local community, faith and business groups to ensure they are an integral part of this process with members from some groups on the Oversight and Scrutiny Group.
- **Final Reporting** on the process will take place from June 2023. Council officers in the Sustainability Team will take responsibility for action planning, monitoring and impact assessment of the outputs from the process, updates on progress will be provided to the Environment and Climate Change Committee. The Planning Team will work with Assembly Members to agree a review mechanism and how, those who wish to be, can continue to be involved in the implementation of the recommendations.

Update on Citizens' Assembly (18+ years old)

- **Recruitment** of a representative sample of residents began on 30th December with letters arriving at selected households asking for registration of interest, led by Sortition Foundation. Onboarding of selected participants begins in Feb 2023. A list of confirmed participants will be available to TPXimpact and the Council at the end of January.

Update on Young People's Assembly (11-17 years old)

- **Design:** The Young People's Assembly aims to recruit 20 young people between 11-17 years old across the borough to participate in the assembly. Within this group of 20 young people, 5 of the young people will become co-design leads, and in doing so, will ensure that the principles of the assembly are adhered to and will shape the design of the process.
- **Recruitment:** Invitations for young people to apply to be part of the assembly has been launched via Secondary Schools at the beginning of January 2023. A selection panel will meet during the week of Monday 16th January to review the applications and select 20 participants (including the co-design group) for the young people's assembly. Onboarding of selected participants will begin on week of 23rd January 2023, parallel to the Citizen's Assembly.

Further updates on the progress of both the Citizen's Assembly and Young People's Assembly will be provided through our website: [Citizens' Assembly on Climate Change and Biodiversity 2023 | Engage Barnet](#) and will be brought to the next Environment and Climate Change Committee (March 2023). We are aiming for the final report from the citizens' assembly to be presented to the cabinet in June 2023.

1.4 Roadmap to Net Zero

Update on portfolio progress: Since the previous update given to Environment and Climate Change Committee (21 November 2022), service areas have moved forward with the implementation and delivery of many projects, including:

- Works are due to begin winter-22/23 to deliver a 'deep' retrofit pilot of a caretaker's home to achieve EPC Band B. This will include loft insulation and window glazing, alongside the installation of solar PV, low carbon radiators and heat pump technologies. The pilot is due to complete by April 2023, where the property will be disconnected from gas which will no longer be required.
- As part of Public Sector Delivery Scheme (PSDS) Phase 3, installation is ongoing of air source heat pumps, solar PV and radiator upgrades to 21 schools and Family Services buildings, due to complete in March 2023.
- Work is progressing with the installation of electric vehicle lamp column charge points, with over 200 now in place. Further funding has been secured which will allow for the installation of an additional 610 charge points over the next year. This will include 510 surface mounted Trojan charge points across 34 locations, installation of these started in October 2022, and is due to complete by the end of May 2023 with the first streets due to become operational in February.
- As approved at Policy & Resources Committee on 13th December], officers are beginning work on preparing the necessary procurement documentation to test the market to support the rollout of further Electric Vehicle charge points throughout 2023 and beyond; as well as seeking to make the most of available government grant funding. Further information on this decision is available at: [Committee Report \(moderngov.co.uk\)](#)
- Work is ongoing to co-produce and finalise the Air Quality Action Plan, (further update to be brought to committee in March 2023).

A fuller update on some of the initiatives completed on Our Journey to Net Zero is shown in Appendix B

1.5 Reasons for recommendations

- **Recommendation 1:** an update is provided to the Committee to provide assurance on progress against our Sustainability Action Plan, the committee is asked to note progress of this work.
- **Recommendation 2:** the Citizen’s Assembly and Young People’s Assembly, will be one of the ways we engage with residents across Barnet to hear their views and recommendations on how we can together work to becoming a more sustainable borough; an update is provided to the committee to show progress against this work and the delivery against timescales set out in the report on 21 November 2022.
- **Recommendation 3:** the recommendations from the Resident Engagement Workshops held in March/April 2022 have been analysed against the Sustainability Action Plan; the actions recommendations from these workshops have been included in the wider Sustainability Action Plan where appropriate. The committee is asked to note this work and that progress against these recommendations will be made through the wider Sustainability Action Plan reporting.
- **Recommendation 4:** the committee is asked to note the progress to date on developing the climate action plan, associated commitments and objectives. It is recognised that in achieving our Sustainability goals these will have a wider health, economic and social benefits, as well as environmental ones. Much work has already taken place in delivering actions across the organisation in these areas and a wider Transformation Programme is being developed across the organisation, that will enable the council to maintain its momentum in this area, as well as demonstrating its wider intentions to residents, businesses and partner organisations

2. Alternative options considered and not recommended

- 2.1 The alternative to the actions and progress outlined in this paper is to do nothing. As the Council declared a Climate & Biodiversity Emergency in Mayslit 2022 and set out its ambitions to be a net zero Council by 2030 and as a place by no later than 2042, doing nothing is not an option and cannot be recommended.

3. Post decision implementation

- 3.1 Work will continue to implement a borough-wide Citizen’s Assembly for Climate Change and Biodiversity; in consultation with the Chair of the Committee.
- 3.2 Since our initial report to the Environment and Climate Change Committee in June 2022, work to deliver and monitor the impact of existing and new carbon reduction and sustainability initiatives is continuing; we recognise the need to work at pace whilst being agile in an ever changing landscape.

4. Implications of decision

4.1 Corporate Priorities and Performance

- Following the declaration of a climate emergency, delivering and implementing the Sustainability Strategy and Climate Action Plan is a key corporate priority for the council, which cares for its people, place and planet.

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

- Finance & Value for Money: At a meeting of the Policy & Resources Committee (P&R) in July 2022, a budget was approved to support the delivery of the Sustainability Strategy and Climate Action Plan. £0.350m has been allocated from contingency for the financial period 2022/23 with an additional £0.508m budget from contingency for 2023/24. Funding for the proposals noted within this report will be considered further in the development of detailed action plans, and resourced within the budget envelope approved by P&R.
- Additional funding opportunities are available, including those generated by the council through Section 106, carbon off-set fund and Community Infrastructure Levies (CIL). Previous reporting to this Committee outlined successful bids for external funding sources which will form part of the overall budget envelope.
- Feasibility studies and delivery plans will be developed as part of this work; but will not be a barrier to the council delivering its ambitious plans, at pace and with rigour. These will include estimated project costs, staffing and other resource requirements, and potential sources of funding. This will inform the Value-for-Money proposition to the Council.
- Resource requirements will be further explored throughout the development of any actions.
- The council must, by statute, set a balanced budget each year. It is good financial management practice to also set a Medium-Term Financial Strategy (MTFS) over a 3-5 year timeframe. Any proposed deliverables arising from the work should not have a negative impact to the council's financial sustainability. Where deliverables have costs exceeding planned resources, it is expected that officers responsible for delivery will mitigate these costs through appropriate actions, for example value engineering of large capital programmes.
- Procurement: any procurement proposals identified as a result of the Action Plan will be subject to procurement in accordance with the Council's Contract Procedure Rules.

Additional procurement requirements arising from the development of the workstreams will be authorised in accordance with value and as appropriate under the council's contract procurement rules and delegated authority of the Deputy Chief Executive and Chair of the Environment and Climate Change

Committee, as approved at the Environment & Climate Change committee in September 2022; the full cost of this is being analysed and continuously being refined as the landscape and technologies improve.

- **Staffing:** additional resources may be required post approval of this report, to further develop the proposals, manage projects and support with the development and implementation of any actions. This will be undertaken via delegation to the Deputy Chief Executive as approved at Environment and Climate Change Committee in June 2022.
- **IT:** at this time there are no direct implications
- **Property:** at this time there are no implications
- **Sustainability:** the report specifically notes the positive impact on all three aspects of Sustainability (Social, Economic and Environmental). A Sustainability Decision Making Wheel is being developed which will help the organisation to assess the impact on sustainability of decisions.

4.3 Legal and Constitutional References

National Legislation

- The Climate Change Act 2008 introduced a legally binding target for the UK to reduce greenhouse gas emissions by 80% by 2050 compared to a 1990 baseline. In June 2019, the target was updated to reach net zero by 2050. In April 2021, the UK government committed to reducing emissions by 78% by 2035 compared to 1990 levels. The Environment Act 2021 gained Royal Assent on 9th November 2021 with an aim to develop similar legally binding targets for biodiversity, air quality, water, and waste.
- Section 40 of the Natural Environment and Rural Communities Act 2006 places a general duty on the Council to conserve and enhance biodiversity and it must from time to time consider what action the authority can properly take, consistent with the proper exercise of its functions, to further the general biodiversity objective. After that consideration the authority must (unless it concludes there is no new action it can properly take), determine such policies and specific objectives as it considers appropriate for taking action to further the general biodiversity objective, and take such action as it considers appropriate, in the light of those policies and objectives, to further that objective.
- The Localism Act 2011 includes a 'general power of competence' which gives local authorities the legal capacity to do anything that an individual can do that is not specifically prohibited
- In London, the Mayor is required to prepare and publish a London Environment Strategy by the Greater London Authority Act 1999 (as amended).

International Legislation

- The Paris Agreement set the international target to limit global temperature rise to well below 2°C with the aim of 1.5°C above pre-industrial levels. The IPCC's follow up report stated that this requires a global reduction in

greenhouse gas emissions of 45% by 2030²

- Legal challenges to governmental policies on carbon management have been made in the European Court of Human Rights, particularly by Dutch environmental pressure groups, relying on provisions in the European Convention on Human Rights which are given effect to in UK domestic law by the Human Rights Act 1998, particularly the provisions relating to the right to life, private and family rights, and the right to effective remedies. The European Court on Human Rights has consistently rejected the proposition that the European Convention on Human Rights confers general rights to environmental protection (*Kyrtatos v Greece* and *Fadeyeva v Russia*). The Dutch Supreme Court has, however, found that the state is responsible for excessive emissions, triggering positive emissions reduction obligations, based on the provisions in the European Convention on Human Rights relating to right to life and privacy and family life. Such a position has not yet been established in the UK, although it has been found that the establishment of a direct ‘causal nexus’ between a ‘real and immediate threat’ to individual rights may trigger a positive obligation on a state to take action (*Osman v UK*).

Council Constitution

- The Council’s Constitution, Article 7 Committees, Forums, Working Groups and Partnerships, sets out the functions of the Environment and Climate Change Committee:
 - 1) Responsibility for all borough-wide or cross-area matters relating to the local environment including: air quality, cycling, walking and healthy streets, biodiversity, transport and public transport, grounds maintenance, highways, on-street and off-street parking, road safety, lighting, street cleaning, environmental crime (including littering, fly-tipping fly-posting, and graffiti), the council’s fleet, waste and recycling, waterways, parks and open spaces (including allotments and trees), cemeteries, crematoria and mortuary, trading standards and environmental health (except environmental health functions relating to housing and fire safety).
 - 2) Responsibility for the council’s response to the climate emergency including:
 - Setting and overseeing implementation of carbon reduction targets, both in relation to the council as an organisation and Barnet as a place
 - Developing strategies to meet those carbon reduction targets
 - Developing strategies for the mitigation of the impacts of climate change, both on the council as an organisation and Barnet as a place
 - Implementing the elements of those strategies that relate to functions listed in (1) above.

4.4 Insight

- The council will take an evidence-driven approach to ensure that we are

² [UK becomes first major economy to pass net zero emissions law - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/news/uk-becomes-first-major-economy-to-pass-net-zero-emissions-law)

taking the most impactful action. Therefore, data and insight will be used to develop our action plan and monitoring thereof of it.

4.5 Social Value

- There are no immediate Social Value implications attached to this report. However, the Social Value policy and toolkit contains sustainability measures so we would therefore expect any procurement to actively support the utilisation of those measures in support the delivery our sustainability and carbon reduction aims.

4.6 Risk Management

- The Council has an established approach to risk management, which is set out in the Risk Management Framework. Managing risk will be an essential part of programme management and will be considered in the development of the action plan and Strategy. Risk will also be considered at the feasibility stage for specific projects.

4.7 Equalities and Diversity

- Equality and diversity issues are a mandatory consideration in the decision making of the Council. Decision makers should have due regard to the public sector equality duty in making their decisions. The Equality Act 2010 and the Public-Sector Equality Duty require 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. The equalities duties are continuing duties they are not duties to secure a particular outcome. The statutory grounds of the public sector equality duty are found at section 149 of the Equality Act 2010 and are as follows::
- A public authority must, in the exercise of its functions, have due regard to the need to:
 - *Eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;*
 - *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.*
- Having due regard to the need to advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it involves having due regard to the need to:
 - *Remove or minimise disadvantages suffered by persons who share a relevant protected characteristic that are connected to that characteristic;*
 - *Take steps to meet the needs of persons who share a relevant*

protected characteristic that are different from the needs of persons who do not share it;

- *Encourage persons who share a relevant protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low.*
- The steps involved in meeting the needs of disabled persons that are different from the needs of persons who are not disabled include, in particular, steps to take account of disabled persons' disabilities.
- Having due regard to the need to foster good relations between persons who share a relevant protected characteristic and persons who do not share it involves having due regard, in particular, to the need to:
 - *Tackle prejudice, and*
 - *Promote understanding.*
- Compliance with the duties in this section may involve treating some persons more favourably than others; but that is not to be taken as permitting conduct that would otherwise be prohibited by or under this Act. The relevant protected characteristics are:
 - *Age*
 - *Disability*
 - *Gender reassignment*
 - *Pregnancy and maternity*
 - *Race*
 - *Religion or belief*
 - *Sex*
 - *Sexual orientation*
 - *Marriage and civil partnership*
- Each proposal will consider equalities and be cognisant of the fact that some protected characteristics could be affected more than others. Due to the breadth of issues and projects covered in this report, it is not possible to provide all the necessary impacts and information at this time. As appropriate, individual Equalities Impact Assessments will be undertaken as the proposals are developed

4.8 Corporate Parenting

- In line with Children and Social Work Act 2017, the Council has a duty to consider Corporate Parenting Principles in decision-making across the Council. The outcomes and priorities in the refreshed Corporate Plan, Barnet 2024, reflect the Council's commitment to the Corporate Parenting duty to ensure the most vulnerable are protected and the needs of children are considered in everything that the Council does. To this end, great attention has been paid to the needs of children in care and care leavers when

approaching business planning, to ensure decisions are made through the lens of what a reasonable parent would do for their own child.

- Climate change will hold greater implications for children and young people, and future generations than it does current adults residing in Barnet. Our surveys of children and young people highlight the strength of feeling they have around climate action. The Corporate Parenting Principles have been considered in the development of this report and will continue to be considered in the development of the strategy; they will also be considered in the development of the Equalities Impact Assessment

4.9 Consultation and Engagement

- The formation of a Citizens Assembly on Climate Change and Biodiversity will engage with all relevant sectors of the Barnet community and will be undertaken in line with the council's corporate guidelines
- Engaging with citizen's, communities and businesses is at the heart of delivering our Sustainability Strategy and a wider plan of engagement is being developed. The outcomes of this will form part of our Action Plan where appropriate.

4.10 Environmental Impact

- The delivery of an ambitious sustainability action plan will enable us to deliver on our commitment to climate change; this work will have a positive impact on our borough and the environment in which we live, work and visit. The proposals included in this report aim to improve the sustainability of Barnet's environment and will have wide ranging environmental impacts which should provide a net positive impact. The potential benefits of the proposals are detailed throughout the report, and their environmental impact will be assessed on a project-by-project basis when conducting feasibility studies and delivery plans

5. Background papers

- 5.1 Update on Barnet Sustainability Strategy – Environment Committee, 11 March 2021 - [A4 Letterhead \(moderngov.co.uk\)](#)
- 5.2 Sustainability Strategy Framework – Policy & Resources Committee, 9 December 2021 - [Committee Report \(moderngov.co.uk\)](#)
- 5.3 London Borough of Barnet Air Quality Annual Status Report for 2021, May 2021 - [Barnet Air Quality Annual Status Report 2020 \(ODT, 835KB\) | Barnet Council](#)
- 5.4 Update on Barnet Sustainability Strategy – Environment Committee 9 June 2022 - [Committee Report \(moderngov.co.uk\)](#)
- 5.5 Update on Barnet Sustainability Strategy – Environment and Climate Change Committee 6 September 2022 - [Agenda for Environment and Climate Change](#)

[Committee on Tuesday 6th September, 2022, 7.00 pm | Barnet Council \(moderngov.co.uk\)](#)

- 5.6 Update on Barnet Sustainability Strategy – Environment and Climate Change Committee 21 November 2022 - [Agenda for Environment and Climate Change Committee on Monday 21st November, 2022, 7.00 pm \(moderngov.co.uk\)](#)

Appendix B – Our Journey to Net Zero (So far)



BarNET-Zero - the story so far (Dec22).p

Case Studies...

The story so far

December 2022

Sustainability@barnet.gov.uk



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Workstreams

1. Housing and Buildings
2. Renewable Energy
3. Transport
4. Waste
5. Staff, Policy and Supply Chain
6. Supply Chains and Investments
7. Business and Skills
8. Natural Environment

The story so far
Housing and Buildings



Council homes

Barnet Council have retrofitted **34 council homes** to EPC Band C or above through the Local Authority Delivery Scheme Phase Two in September 2022 (LAD 2). These properties were non-traditional type houses situated in a conservation area in Watling, and were of poor energy performance.

What is the Local Authority Delivery (LAD) Scheme?

A scheme that provides funding to improve the energy efficiency of homes of low-income households and to help reduce fuel poverty. It is part of the wider plan to phase out high carbon fossil fuel heating, towards the UK's commitment to net-zero by 2050. More information [here](#).



Next steps:

Another 15 properties are being surveyed to be included within this phase.

Social Housing

Submitted an application for funding to have approx. 500 low-energy performing properties to be retrofitted through the Social Housing Decarbonisation Fund (SHDF), estimated value £8 million.



What is the Social Housing Decarbonisation Fund?

A Government grant aimed at helping the social housing market upgrade their energy performance certificate (EPC) rates to a band C. The fund supports the installation of energy performance measures for social homes in England. The objective is to: help reduce carbon emissions, tackle fuel poverty, support green jobs, and develop the retrofit sector, ensuring the delivery of warm and efficient homes in addition to improving the comfort and well-being of social housing tenants. Wave 2 began in September 2022.

Next steps:

Awaiting outcome of application.

Council Buildings

Installed Air Source Heat Pumps and Photovoltaic panels on 17 council buildings through the Public Sector Decarbonisation Scheme (PSDS).

What is PSDS?

Provides grants for public sector bodies to fund heat decarbonisation and energy efficiency measures. Now in Phase 3 period.

Value of the work:

£1.38 million

Benefits:

Circa £33k per annum and savings of around 287 tonnes CO2 per annum.



Schools and Family Service buildings

Below: Some schools benefitting from the scheme

Works have started to deliver improvements to 21 schools and Family Services buildings which involves the installation of a range of retrofitting measures, including air source heat pumps and solar PV, across sites. This is part of Phase 3 of PSDS.



Value:

£5.9m grant. Total project c£8.2m

Benefits:

c£92k pa; 783 tonnes CO2 pa

Next steps:

Works for Phase 3 due to complete in March 2023.



Above: Foulds School, Barnet

New Developments

Brent Cross

One of the biggest regeneration projects in Europe, the Brent Cross Cricklewood scheme will see the comprehensive regeneration of 151 hectares to create a sustainable new town centre for Barnet and North London including substantial residential and commercial uses:

1) Brent Cross London a modernised and extended shopping centre and improvements to critical road infrastructure as well as cycling and pedestrian access. Visit [Brent Cross](#).

2) Brent Cross South the creation of a new high street south of the North Circular, including 6,700 new homes, commercial development and new and improved community facilities and public spaces. Visit [A park town for future London - Brent Cross Town](#)

3) Brent Cross Thameslink a new, additional Thameslink station and associated infrastructure works to provide pedestrian, cycling and vehicle links across the railway, and replace outdated waste and freight facilities. Visit www.barnet.gov.uk/brentcrossthameslink



Communications

Cost of Living campaign

The communications team supported the council's wider response to the **cost-of-living crisis** to provide residents with the information to take action to lower their energy bills and stay warm and safe this winter, and provide guidance to secure grants and funding to improve energy efficiency.

Resource:

[Save energy and keep warm this winter | Barnet Council](#): Top tips to save energy in the home that was shared on the council's social media sites.

[Cost of living support | Barnet Council](#): contains information on financial support and the Warm Spaces Scheme.



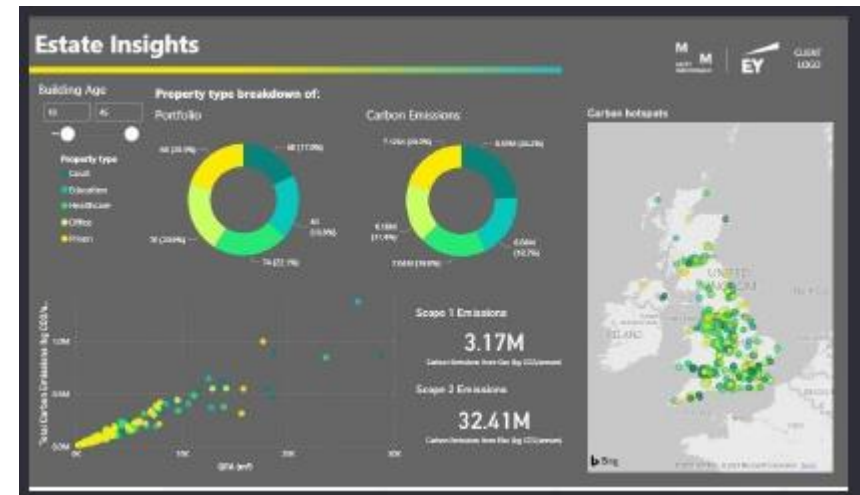
Technology

Net Zero Estates Tool

Completed a project to pilot a **Net Zero Estates Tool**, developed by the Association of Directors of Environment, Economy, Planning and Transport (ADEPT) in November 2022.

What does the Net Zero Estate Tool do?

- Provides a baseline report of emissions for all corporately owned buildings and council homes.
- Provides a decarbonisation model
- Forecast costs to meet strategic commitments.
- Provide information needed to apply for government grant funding (e.g. Public Sector Decarbonisation Scheme)



The story so far Renewable Energy



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Green Electricity

We are currently exploring options on improving our green electricity uptake to deliver savings in carbon emissions.

This includes considering options for entering into a **Power Purchase Agreement (PPA)**, both as a partner initiative with other London Boroughs, and directly.



What is PPA?

A PPA is a long-term agreement to supply renewable electricity over an agreed period. A PPA is essentially an energy contract, whereby a certain amount of renewable energy is agreed in volumes and at prices that meet both the requirements of the generator and consumer.

The story so far Transport



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22nd September 2022: World Car-Free Day

Launched a communications campaign on World Car Free Day to encourage motorists to give up their vehicles for the day.

In its run up, Barnet councillors have been learning to get cycle confident and take to two wheels for World Car-Free Day on Thursday 22 September. Councillors are also encouraging motorists to use other forms of sustainable transport for the day, while raising awareness of the various benefits that active travel, such as cycling and walking, have to climate change, health, the air we breathe and the local economy.



WORLD CAR-FREE DAY
22 SEPTEMBER 2022



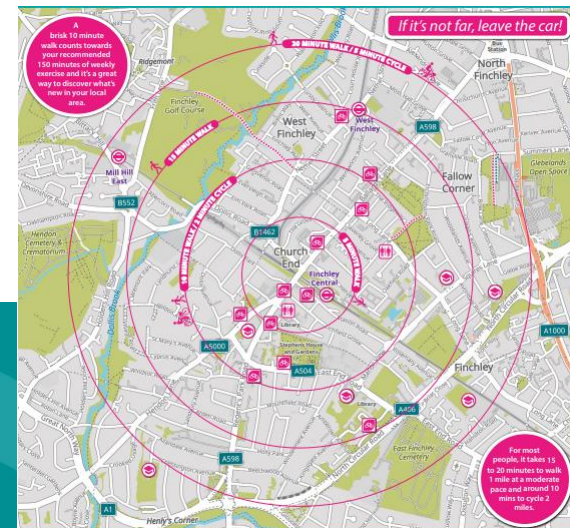
Active Travel campaign

A Town Centre Travel Campaign was delivered which aims to promote behaviour change away from car use and towards more active forms of travel for local shopping journeys. The campaign also raises awareness about ways in which local businesses can promote **sustainable travel**; linking to the **wider Sustainability Strategy** and **public health promotion**.

Webpage: [If you've got a short journey to make, why not leave the car behind? | Engage Barnet](#) – this includes maps of main town centres and its walking/ cycling distance.

Results:

Over 63,000 people have been exposed to the digital campaign. Across the various platforms, there have been around 10,000 views of its Discover Your Town centre videos. Over 300 downloads of the digital maps, 500 paper copies were delivered to Barnet libraries.



Electric Vehicle Charging Points

We are working with a range of private charge point operators to provide an ever-expanding network of electric vehicle charge points across the borough. This will help those residents that do not have access to off-street parking to transition to owning an electric vehicle.

Barnet context:

There are currently 154,600 registered motor vehicles in Barnet (Q2 2022)
Barnet has the greatest number of privately licensed EVs of any local authority area in the UK, with 6,365 vehicles.

EV5000 Trojan project:

£3.5m grant funding to support delivery of 500 'flat and flush' Trojan charge points across 34 locations.

Will allow charge point delivery at locations where lamp columns are not viable due to the being at the back of the footway.



A1000 consultation

The new A1000 cycle and bus lane was opened in November 2020. The cycle lane provides a connection between North Finchley Town Centre in the north and the boundary with Haringey borough in the south. The scheme has seen the creation of 3.2km of new cycle lanes in the Finchley / Golders Green areas of Barnet borough, providing a safe and direct green corridor for commuters and leisure cyclists alike.

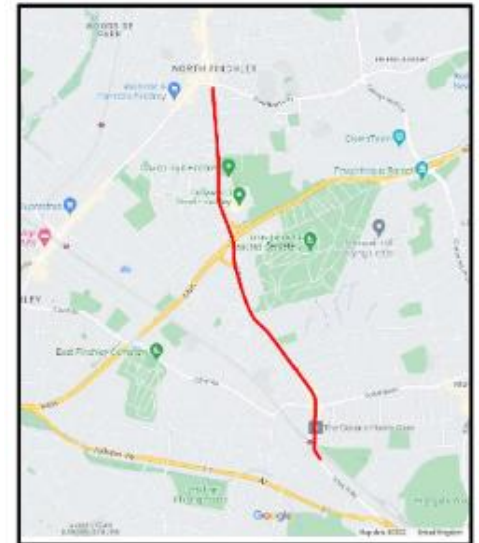
Public feedback on the experimental A1000 cycle lane:

Barnet held consultations with residents to decide if the experimental A1000 Cycle Lane should be made permanent, altered or removed. The consultations are now in its 2nd phase.

Next steps:

Following the Phase 2 consultation the Environment and Climate Change Committee will make a final decision on the future of the Cycle Lane in January 2023.

A1000 CYCLE LANE ROUTE: TALLY HO CORNER, NORTH FINCHLEY TO LB HARINGEY BORDER, EAST FINCHLEY



3-7 October 2022: Cycle to School week

The council organised a visit for Barnet Council Leader, Cllr Barry Rawlings to Sunnyfields primary school in Hendon as Year 4s received level 1 cycle training, delivered by our partners at Cycle Confident.

The week continued its anti-idling campaign mission of improving air quality in the borough by encouraging more people to cycle. It is doing this by working with residents to reduce carbon emissions, and tackle traffic congestion while improving physical and mental health.

Cycle parking at the school was also funded through cycle/scooter parking grants, and a pool bike grant of £1,000 and 6 balance bikes along with teacher training on delivering balance bike sessions provided by the Council.

Press release issued: [Barnet Council encourages residents to leave the car at home for Cycle to School Week | Barnet Council](#) and promotion through our social media channels.



The story so far
Waste



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Recycling and Waste – Community Skips

Community skips:

As part of the council's commitment to become cleaner and reduce fly tipping, Barnet Council have launched a Community Skips Service to help residents dispose of large items easily.

We will try to recycle as much of the materials deposited as possible. This service is free to use and is available to all residents across the borough.

There will be a skip for large non-electrical items and a council vehicle for large electrical items.

Residents will be posted to notify them of their skip service date and skip location.



The story so far
Staff, Policy and Supply Chain



Carbon Literacy Training

Carbon Literacy
Project



What is Carbon Literacy Training?

An awareness of the carbon dioxide costs and impacts of everyday activities, and the ability and motivation to reduce emissions, on an individual, community and organisational basis.

Action:

Delivered carbon literacy training to officers across 3 teams, strengthening low carbon culture and empowering learners to support action to motivate emissions reduction.

Next steps:

Further carbon literacy sessions planned in the new year and development of e-learning courses for staff.

The story so far
Business and Skills



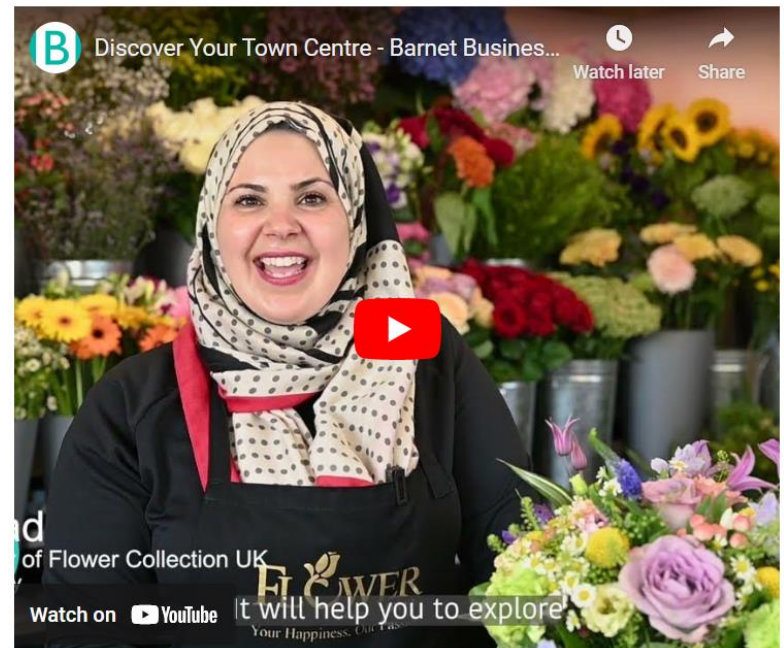
Discover Barnet: Shop Local campaign

A campaign to encourage residents to support Barnet's 23,000 businesses, the majority being micro-businesses, by visiting high streets and town centres through active travel. As well as the health benefits, the campaign aimed to save local jobs and supply chain. Website: [Discover Barnet – shop local | Engage Barnet](#)

This was linked to the **Town Centre Travel Campaign** which aimed to promote behaviour change away from car use and towards more active forms of travel for local shopping journeys.

Result:

Across the various platforms, there have been around 10,000 views of its Discover Your Town centre videos, which showcased local businesses.



April 2022: Recycled computers training

2econd Chance



What is 2econd Chance?

A not-for-profit computer recycling company based in Hendon Central offering work based training for people furthest away from the job market. Working on a referral basis with partner organisations in the local borough, the training programme covers all areas of computer refurbishment. The aim is that on completion (40 – 60 hours) every trainee can independently refurbish a machine. Once refurbished, the machines are either sold at low cost to continue funding the programme with 1 in 4 being donated back into the community. Having welcomed their first trainee in April 2022, they now have 20 trainees coming in every from a range of organisations including Resources for Autism, Langdon, Kisharon and the local job centre.

Next steps

Based on feedback from our trainees we are currently investigating becoming a City and Guilds Centre so that we can offer formalised training as part of our offer. Our ambition if we are able to do this is to also offer training for students aged 16+ in special schools so that they can also receive the qualification.

The story so far Natural Environment



24 Sept to 2 October 2022: Great Big Green Week

The council marked Great Big Green Week by running an event in partnership with Barnet Hospital and Cycle Confident, where we provided NHS staff with a free Dr Bike session Cllr Roberts brought his bike along too, to get it checked out by trained mechanics.

The campaign shone a light on the activities happening by community and voluntary groups across the borough of Barnet, to build a more sustainable borough, from winter bulb planting to apple juicing and composting.

The [Great Big Green Week | Engage Barnet](#) website reinforced our commitment to working together with local people, communities, and business across the borough. It also showcased interviews with residents going on their bikes and the hard working teams that help keep the borough's streets clean



Flood alleviation

Halliwick Recreation Ground SuDS Scheme – Initial consultation

The scheme, supported by Metis, will be the first sustainable urban drainage scheme in the borough, aims to divert runoff from nearby roads and the recreation ground to reduce the extent of downstream property and road junction flooding from surface water.



It will also provide wider benefits of improved park amenity, biodiversity and will be integrated with park regeneration works proposed by the Friends of Halliwick Rec. So far, the SuDS scheme received positive feedback from the community during initial consultations. The consultation period for this project runs until the end of July through the Barnet Council website with construction planned for early 2023.

Barnet Memorial Woodland

Barnet Memorial Woodland

- In partnership with the local community, Barnet Council has created this woodland as a living memorial space where people can connect with nature and cherish memories of those they have lost.
- Local schools and residents were involved in the tree planting of the woodland, during which **500 trees were planted over a three-day period.**
- The woodland offers home to a wealth of wildlife, from shade-loving plants and fungi, to nesting birds, small mammals and rare insects.
- A **two year management plan** will ensure the site remains a clean, safe space for all to visit.



Sustainability@barnet.gov.uk



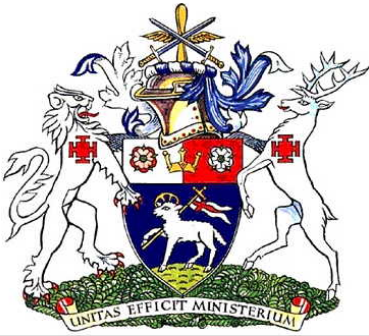
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Environment and Climate Change Committee

25 January 2023



| | |
|--------------------------------|---|
| Title | Highways Term Maintenance Contract Negotiation Outcomes |
| Report of | Chair of Environment and Climate Change Committee |
| Wards | All |
| Status | Public |
| Urgent | No |
| Key | Yes |
| Enclosures | Appendix A - Industry Financial Assessment |
| Officer Contact Details | Ian Edser, Director of Highways and Transportation, Customer and Place ian.edser@barnet.gov.uk |

Summary

The Highways Term Maintenance Contract with Tarmac Kier JV is currently due to end on 30 September 2023. The contract was awarded to Tarmac Kier JV for an initial two (2) years and six (6) months period through the TfL Highway Maintenance and Projects Framework (“HMPF”) through the completion of the Call-Off Contract arrangements as defined in the TfL HMPF contract documentation.

The Call-Off Contract with Tarmac Kier JV has the potential to extend beyond the initial two (2) years and six (6) months aligned to the TfL HMPF by five (5) years and six (6) months with a total contract period of eight (8) years through to 31 March 2029. In addition, the contract has the potential to extend beyond 31 March 2029 for a further four (4) years giving a maximum duration of twelve years (12).

In line with the recommendation from the 13 January 2022 Environment Committee, officers have undertaken negotiations with Tarmac Kier JV to develop the terms of a potential future service provision post September 2023. The outcomes of these negotiations are set out in this report.

The contract arrangements under the extension include a range of activities that will increase the sustainability of operations these are set out in more detail in Section 2.8 of this report.

Officers Recommendations

- 1. That the Environment and Climate Change Committee notes the outcome of the negotiations with Tarmac Kier JV regarding an extension of the current contractual arrangements and agrees to authorise the award of an extension of contract for a further period of five (5) years and six (6) months through to 31 March 2029 subject to completion of the Call-Off Contract arrangements as defined in the TfL HMPF contract documentation.**
- 2. That the Environment and Climate Change Committee agrees to the inclusion of a mutual break point mechanism on 30 September 2026 to enable both the Council and Tarmac Keir JV to terminate the contractual arrangement if required for economic, technical, operational or performance reasons.**
- 3. That the Environment and Climate Change Committee authorises officers to notify Tarmac Kier JV of the Council's intention to extend the current contract subject to completion of the Call-Off Contract arrangements as defined in the TfL HMPF contract documentation.**
- 4. That the Environment and Climate Change Committee delegates authority to the Director of Highways and Transportation to settle the final contractual terms and to enter into the contract extension with Tarmac Kier JV to enable an effective extension of the contract from 1 October 2023.**

1. WHY THIS REPORT IS NEEDED

- 1.1 This report is needed to provide appropriate Council authorisation to award an extension for the Highways Term Maintenance contract with Tarmac Kier JV for a further period of five (5) years and six (6) months to 31 March 2029 from the current contractual end date of 30 September 2023.
- 1.2 The proposed extension will align with the HMPF term through which the Council's Term Maintenance contact with Tarmac Kier JV has been procured under a Call-Off Contract arrangement.
- 1.3 It is proposed to include an agreed mutual break point mechanism on 30 September 2026 i.e., three (3) years from the point of proposed extension of 1 October 2023; this forms an appropriate midterm point in the proposed extension to enable both the Council and Tarmac Kier JV to terminate the contractual arrangement if required for economic, technical, operational or performance reasons.
- 1.4 There is the potential that the contract, subject to necessary performance, could be extended for a further four (4) years beyond 31 March 2029, however this would be the

subject of a future report to this Committee and so is not included in the recommendations set out in this report.

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 our services, by nearly all residents daily. It is vital to the economic, social, and environmental well-being of our residents and wider 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 Council 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, with reference to Section 41, of the HA 1980.
- 2.4 The current Term Maintenance Contract provider, Tarmac Kier JV, was procured through a Call-Off Contract arrangement under the TfL HMPF commencing 1 April 2021 for an initial period of two (2) years and six (6) months. The current arrangement is set to terminate on 30 September 2023. The contract has the potential to be extended for a further five (5) years and six (6) months to 31 March 2029 to its full eight (8) year term. In addition, there is the potential to extend for a further four (4) years beyond 31 March 2029, however this would be the subject of a future assessment regarding economic, technical, operational and performance aligned to discussions with TfL nearer the time as to their stance on extending the core HMPF contract arrangements across London.
- 2.5 At the meeting of this Committee held on 13 January 2022 it was resolved that Officers enter into negotiations with Tarmac Kier JV to develop the terms of a potential future service provision post September 2023. The outcomes of these negotiations are set out in this report.
- 2.6 From the outset of the negotiations Tarmac Kier JV wanted to put on record their recognition that the contract with LB Barnet is seen from both Tarmac and Kier main boards (the JV partners) as an exemplar within London. Both Officers and Tarmac Kier JV feel that solid foundations have been formed since the contract commencement on 1 April 2021 and these foundations would enable, subject to Committee approval, the delivery of a long-term partnership arrangement delivering value for money, continuous improvement, innovation, and associated service excellence especially at the current time with tough fiscal challenges being faced by the industry and the wider UK economy.
- 2.7 In the negotiation discussions Tarmac Kier JV have, however, recognised that there have been times where the contract has not worked as effectively for the Council as they anticipated in relation to service responsiveness and flexibility. These matters and ultimately the experience of our residents have been factored into the negotiations conducted during 2022.

2.8 **Quality Proposals:** The negotiations undertaken with Tarmac Kier JV have resulted in a set of quality proposals being submitted, in summary:

- **Reactive Maintenance Service** ~ implementation of refreshed processes, governance, and performance measures, coupled with improved utilisation of the Councils Confirm IT Asset Management system, to deliver reactive maintenance i.e., safety critical repairs in line with the Council's pledge of 'quicker and better'. If the recommendations of this report are approved, Tarmac Kier JV have committed to put this new arrangement in place from 1 April 2023.
- **Refreshed Governance Arrangements** ~ Tarmac Kier JV have recognised with the Council that the current governance arrangements would benefit from a review, aligned to any extension, to deliver a strong partnership ethos to foster positive working relationships and behaviours. The proposed governance arrangement ensures the delivery of clear lines of reporting and effective relationship management at all levels between Tarmac Kier JV and LB Barnet officers.
- **Introduction of Design Capability** ~ The HMPF contract includes the potential to access design capability from Tarmac Kier JV which has only been used in a limited way to date. However, in line with the Highways Future Service Delivery Strategy, as approved at this Committee on 8 March 2022, the proposal from Tarmac Kier JV would enable the Council to access professional design services from Tarmac and Kier as a secondary delivery provider to the Council's own in-house design teams for any works that come within the scope of the HMPF contract. On specialist and large-scale schemes, this would be able to be extended to a design and build approach with the associated liability sitting with Tarmac Kier JV.
- **Social Value for our Residents** ~ Tarmac Kier JV have committed through their proposals to review their delivery methodologies in relation to the management of their supply chain and associated self-delivery, subject to an agreed set of commitment and obligation metrics that will be reported to the Council through the contracted reporting mechanisms. Examples include:
 - Creating new jobs and skills to tackle economic inequality in the borough
 - Improving local supplier capacity and resilience
 - Supporting resident involvement and development in schemes
- **Sustainability of the Operation** ~ Tarmac Kier JV have already been proactive in the delivery of sustainability and carbon reduction initiatives including supporting the Council in the introduction of a dedicated Highway Material Palette, introduction of recycled materials into the operation, and driving efficiency through value engineering one pass practices. We will agree with Tarmac Kier JV the introduction of a dedicated carbon reduction plan with associated refreshed KPIs to enable effective measurement.
- **Innovation, Continuous Improvement and Behavioural Change** ~ Tarmac Kier JV are well placed to deliver innovation and continuous improvement in the operation, with clear demonstratable examples already in place through the current operation e.g:

- Changing the rubber crumb material supplier to a new product that uses a higher % of recycled car tyres.
- Expanding the portfolio of vehicle refuelling stations used by Riney/TKJV to reduce vehicle movements, and therefore a reduction in emissions.
- Introducing new integrated helmet and safety glasses units to reduce the number of plastic glasses being lost and wasted.
- Centralising the grab fleet management to a centralised hub/system/ software allowing for more efficiency and reduced emissions.
- Moving towards solar powered welfare units instead of using fossil fuels.
- Introducing electric powered whacker plates and small tools.

Tarmac Kier JV are proposing to move beyond this to work with the Council to develop, implement and monitor a suite of KPIs that drive further commercial innovation in the service with aligned behaviours to ensure that it is embedded and maintained.

- **Confirm IT Asset System Workflow Review** ~ Tarmac Kier have committed to supporting the Council in a full end to end workflow review of the Confirm Asset Management system utilising the Tarmac Kier JV in-house Confirm asset management specialists. This review will have the purpose of enhancing the current utilisation of Confirm across both Tarmac Kier JV and LB Barnet. This will be coupled with the development and implementation of a joint rolling training and plan utilising Tarmac Kier JV specialists.
- **LB Barnet Utilities and Highways Charter** ~ Tarmac Kier JV recognise the benefits of the Councils Utilities and Highways Charter, and even though they are not a utility company they have agreed to sign up to the charter and work to the defined objectives set out within the charter.

2.9 **Financial Stability:** Regarding the financial sustainability of the operation, the negotiations were entered into by both parties mindful of the economic climate experienced during 2022 and beyond. Through the current contractual arrangement with Tarmac Kier JV the Council has been able to benefit from:

- Base contract rates that were set on 1 April 2021, pre the current economic climate, with an inflation mechanism that has resulted in rate increases below the current industry average as reported by the Office for National Statistics (ONS).
- Continuity of material, plant and equipment supply due to both Tarmac Kier JV's production and buying power in the market.
- Flexibility of operational delivery through direct workforce and selected supply chain partners ensuring efficiency of spend on the network.

For information Appendix A summarises the current industry financial position.

2.10 **Summary** ~ In summary the contractual arrangement entered with Tarmac Kier JV on 1 April 2021 has enabled the Council to maintain stability of service during a challenging financial period from pandemic response through to economic turbulence within the approved financial envelope. This arrangement has enabled Officers to maintain focus on operational reactive and planned maintenance programmes for our residents.

- 2.11 Through an extension of the contract the Council would continue to benefit from the contractual arrangements set in 2021 with the assurance of an industry partner that is looking for a sustainable long-term partnership to deliver service quality, value for money and delivery. Having a partner with the capacity and capability to work in partnership with the Council to smooth the economic and environmental impact of the highways market now and into the future is critical, especially without the need to go to the market with the associated procurement costs attributable to such an exercise.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 The Council has a range of potential short-term options available; these include:

- Haringey (LCP) Construction Framework (Lot 5.1)
- Crown Commercial Services public works framework (Lot 1.2)
- Use of the Council's resilience framework, which is currently out to market, due to go live 1 April 2023.

The above options have been discounted as they do not offer the level of long-term service quality and value for money when compared with that offered by Tarmac Kier JV in their extension proposal.

In addition, the Council could undertake a market exercise to secure a new Term Maintenance Contract supplier, however this has been discounted as it would divert resources from the Re JV insourcing exercise, incur procurement expense and would not be in place for the 1 October 2023, necessitating a period of short-term extension with Tarmac Kier JV.

4. POST DECISION IMPLEMENTATION

- 4.1 If the Environment and Climate Change Committee approves the recommendations in this report, HB Public Law will be instructed to conclude the contract extension aligned to the TfL HMPF Call Off Contract arrangements with Tarmac Kier JV.
- 4.2 The Council will follow the guidance set out in the TfL HMPF contract Call-Off Contract arrangements with Tarmac Kier JV.
- 4.3 Officers will undertake the final commercial and legal processes, to enable a seamless extension to be put in place from the 1 October 2023.

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

- 5.1.1 The extension of the Term Maintenance Contract will contribute to the Council's sustainability strategy through the promotion of sustainable practices and continuous improvement within the operation.
- 5.1.2 A well-functioning sustainable Term Maintenance Contract will ensure efficient and effective improvements to 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 contract extension will 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.

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

5.2.1 Finance & Value for Money

5.2.1.1 The annual spend for the current contract is £10.957m based upon the 2022/23 contractual budget outturn, and this is the financial envelope that the contract is operating within as set in the Council's annual budget. There is no planned increase in budget above that already set because of this report.

5.2.1.2 The underlying financial principles will continue as per the award of the contract on 18 January 2021 ensure that the Council's interests are protected in relation to the continued delivery of a value for money solution, specifically in relation to:

- Performance
- Payment Mechanisms
- Delivery Volumes

5.2.1.3 Under Article 7 of the Constitution, the Environment and Climate Change Committee has responsibility for all borough-wide or cross-constituency matters relating to the street scene including, parking, road safety, lighting, street cleaning, and can receive reports on relevant performance information and risk on the services under the remit of the Committee.

5.2.2 Procurement

5.2.2.1 The current contract commenced on 1 April 2021 by way of a Call-Off Contract under the TfL HMPF. The current arrangement is due to continue to 30 September 2023.

5.2.2.2 The TfL HMPF contract has within it a clause enabling the Council to extend the Call-Off Contract with Tarmac Kier JV.

5.2.2.3 The procurement of highway services, including related supplies and works, must be done in compliance with the public procurement rules, including the Public Contracts Regulations 2015 (PCR).

5.2.2.4 The use of the extension arrangement in accordance with the terms of the TfL

HMPF is a recognised route to market for the provision of Highways Term Maintenance Contract Services. The approach is PCR compliant and in accordance with the Council's Contract Procedure Rules at paragraph 11.1

5.2.3 Staffing

There are no direct staffing implications for the Council as a result of extending the current contractual arrangements.

5.2.4 IT

There are no direct IT implications for the Council as a result of extending the current contractual arrangements. Tarmac Kier JV will continue to maintain existing IT systems and connectivity to enable the contracted reporting and data sharing requirements during the period of extension.

5.2.5 Property

Tarmac Kier JV have confirmed that they will continue to utilise depot facilities, set up at contract commencement, to service the contract during the period of extension.

5.2.6 Sustainability

The contract arrangements under the extension include for sustainability of operations including those detailed in Tarmac Kier JV proposals set out in Section 2.8 of this report.

5.3 Legal and Constitutional References

5.3.1 As a highway authority Barnet has a duty under section 41(1) of the Highways Act 1980 to maintain the public highway.

5.3.2 In addition, Section 30 of the Greater London Authority Act 1999 confirms that the highways authority has the general power to, amongst other things, promote the improvement of the environment, and economic and social development.

5.3.3 The Call-Off Contract commenced on 1 April 2021 and will continue until 30 September 2023.

5.3.4 The TfL HMPF was lawfully procured under the PCR 2015 and the Council, by way of the Call-Off Contract, appointed Tarmac Kier JV under the HMPF as the North Area contractor. The extension to the Call-Off Contract is permissible under clause 4.5 of the HMPF as long as the Council ensures that:

The service period specified in a Call-Off Contract does not extend beyond the end of the Framework Term, save in respect of any instructed Task.

The end of the Framework Term of the TfL HMPF is 31 March 2029; therefore, the Council can utilise the full Framework Term of the TfL HMPF and extend the *service period* (the term of the Call-Off Contract) to 31 March 2029. The Council remains compliant with public procurement law as the extension adheres to the terms of the

TfL HMPF and any amendments required to the Call-Off Contract pursuant to the extension must not and will not be substantial. Further, Contract Procedure Rule 11.1 is adhered to whereby:

Contracts that have been originally advertised with extension options and which contain clear extension options can be extended subject to acceptance under Article 10 Table B of the Constitution.

Acceptance under Article 10 Table B of the Constitution occurs in that this Committee Report is the appropriate document to authorise the extension.

HB Public Law will work with Tarmac Kier JV to document the extension in a suitable legal document.

5.3.5 Under Barnet's Constitution the Environment and Climate Change Committee is responsible for "all borough-wide or cross-area matters relating to the local environment".

5.4 **Insight**

5.4.1 Not applicable to this report, however the revised delivery plan will be informed by strategic insight data provided by TfL and other sources in due course.

5.5 **Social Value**

5.5.1 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. Social Value is covered in paragraph 2.8 (Social Value for our residents) of this Committee Report.

5.6 **Risk Management**

5.6.1 The Council, as Highway Authority, has various responsibilities and duties. To address these responsibilities and duties, the Council has established policies, systems and processes that are regularly audited, reviewed, and amended where necessary to reflect current policy and guidance and provide the Council with a robust defence against insurance claims on the public highway.

5.6.2 The preparation of annual programmes of work for both footways and carriageways in the borough demonstrates the necessary use of asset planning and risk management principles for the distribution of available funding and resources on an agreed, clear, and auditable basis utilising a prioritisation process and governance arrangements overseen by members and approved by the Environment and Climate Change Committee.

5.6.3 The extension of the current contract with Tarmac Kier JV will be subject to a legally binding agreement between the Council and Tarmac Kier JV. This agreement will be the subject of a formal commercial settlement with Tarmac Kier JV, the terms of which will ensure that the Council's interests are protected in relation to core

contractual requirements.

5.7 Equalities and Diversity

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

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

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

5.7.3 To assist in meeting the duty, the Council will:

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

5.7.4 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 of policies and delivery of services.

5.7.5 Good roads and pavements benefit all sectors of the community by removing impediments and assisting quick, efficient, and safe movement to access school, work and leisure facilities. This is particularly important for the elderly, people caring for children and those with mobility difficulties and sight impairments. The condition of roads and pavements is regularly at the top of concerns expressed by residents and the Council is listening and responding to those concerns by committing funding and resources to its planned highway maintenance programmes across the borough on a prioritised basis.

5.7.6 The physical appearance and the condition of the roads and pavements also have a significant impact on the quality of life of residents and visitors to the borough. 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.

5.8 Corporate Parenting

No direct or indirect impacts on looked after children or care leavers identified beyond those applicable to the population as a whole.

5.9 Consultation and Engagement

This section does not apply to this report.

6. ENVIRONMENTAL IMPACT

Implementing the recommendations in the report will lead to a positive impact on the Council's carbon and ecology impact aligned to the Council's emerging Sustainability Strategy in relation to supply chain operations and material selection including use of low carbon and recycled materials.

7. BACKGROUND PAPERS

- 7.1 Environment Committee Meeting 30 June 2020
<https://barnet.moderngov.co.uk/documents/s59143/Procurement%20of%20Highways%20Term%20Maintenance%20Contractor%20-%20Public.pdf>
- 7.2 Environment Committee Meeting 11 September 2020
<https://barnet.moderngov.co.uk/documents/s55126/Procurement%20of%20Highways%20Term%20Maintenance%20Contractor.pdf>
- 7.3 Environment Committee Meeting 18 January 2021- Main report
<https://barnet.moderngov.co.uk/documents/g10158/Public%20reports%20pack%2018th-Jan-2021%2018.00%20Environment%20Committee.pdf?T=10>
- 7.4 Environment Committee Meeting 18 January 2021- Supplemental Report
<https://barnet.moderngov.co.uk/documents/s62877/Environment%20Committee%20LoHAC%20Replacement%20Supplemental%20report.pdf>
- 7.5 Environment Committee Meeting 13 January 2022
https://barnet.moderngov.co.uk/documents/s69480/Environment%20Committee%20Report%20Highways%20Service%20Future%20040122%20Final_.pdf

Appendix A – Industry Financial Assessment

- **Increased base costs** ~ attributable to staff, fuel and material costs which have seen construction output price growth increase on a monthly average of between 10% and 11% in 2022. The latest ONS reported figure is 10.9% in October 2022.
- **Construction Material hyperinflation** ~ Considering construction materials in isolation, ONS have reported that these have been subject to an average increase of 16.7% between September 2021 and September 2022 fed by huge increases in specific materials, for example:
 - Gravel, sand, clays and kaolin ~ circa 60% increase (Sept 21 to Sept 22)
 - Precast Concrete paving / kerb products 32% increase (Oct 21 to Sept 22)
 - Natural Stone 23% increase (Jan 22 to May 22)
 - Ready mix concrete 14% increase (April 22 to September 22)
- **Predictions for 2023** ~ The financial forecast is that base costs will continue to rise, however it is anticipated that material price increases will reduce to pre-pandemic levels for 2023 and beyond potentially off the back of a reduction in demand due to the economic climate.



Environment and Climate Change Committee

AGENDA ITEM 14

25 January 2023

Title **A1000 Cycle Lane Scheme**

Report of Chair of the Environment and Climate Change Committee

Wards All

Status Public

Urgent No

Key Yes

Enclosures None

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Summary

This report is in relation to the A1000 Cycle Lane which was constructed utilising TfL Social Distancing Funding during the period September 2020 to November 2020 following experimental traffic orders made on 21 September 2020 (“2020 ETMOs”). The Cycle Lane runs from just south of Tally Ho corner to the boundary with LB Haringey, a distance of approximately 3.2kms. The Environment Committee on 13 January 2022 noted the status of a number of Coronavirus pandemic emergency schemes, including the A1000 Cycle Scheme. The Officers undertook to report back in March 2022 on developed design alterations to the A1000 Cycle Lane scheme.

The Environment Committee on 8 March 2022, considered whether to retain or remove the A1000 Cycle Lane scheme (“the Cycle Lane”) and in turn retain or revoke the 2020 ETMOs. The Environment Committee also considered the design alterations to the Cycle Lane proposed by the officers.

The March 2022 Environment Committee agreed the design changes to the Cycle Lane and the introduction of new Experimental Traffic Management Orders (“2022 ETMOs”) to facilitate these design changes. It was noted that the 2020 ETMO would not be made permanent and wide engagement and consultation would take place in respect of the 2022 ETMOs and the revised scheme. The 2022 ETMOs were put in place on 21 March 2022 and are due to end on 20 September 2023.

The results from the engagement and consultation exercise showed an overall (62%) majority support for keeping and improving the Cycle Lane, a figure that supports the council’s Sustainability Strategy and looks to improve safety and the general environment for those cycling and walking the route.

This report outlines the above outcome of the engagement and consultation exercise (referencing the 2022 ETMOs statutory consultation) and offers Officers’ recommendations for the future of the scheme.

Officers Recommendations

- 1. That the Environment and Climate Change Committee instruct Officers to make the current 2022 ETMOs issued in March 2022 permanent.**
- 2. That the Environment and Climate Change Committee approve the retention of the A1000 Cycle Lane from Tally Ho corner south to the boundary with LB Haringey subject to the 2022 ETMOs being made permanent.**
- 3. That the Environment and Climate Change Committee instruct Officers to undertake initial tasks to facilitate the future improvement of the Cycle Lane infrastructure to a standard in common with relevant national standards and advisory notes, which may necessitate new permanent TMOs.**
- 4. The approval of future improvements including any requirements for new TMOs to be delegated to Director of Highways and Transportation in**

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| consultation with the Chair of the Environment and Climate Change Committee |
| 5. That the Environment and Climate Change Committee agree to Officers identifying an appropriate funding strategy and that following this there will be a submission of a Capital bid to a future Policy and Resources Committee meeting in order to enable the undertaking of the Advance Measures set out in Section 7.2.1.3 of this report. |
| 6. That the Environment and Climate Change Committee receives future reports outlining progress with the development of the A1000 Cycle Lane. |

1. WHY THIS REPORT IS NEEDED

- 1.1 The Environment Committee of 8 March 2022 noted the introduction of new Experimental Traffic Management Orders (the 2022 ETMOs). These were introduced to reflect feedback on the design of the Cycle Lane.
- 1.2 The Committee also noted arrangements to carry out an engagement and consultation exercise to determine the future of the Cycle Lane.
- 1.3 This report presents the feedback and analysis of that engagement and consultation exercise and makes recommendations for the future of the Cycle Lane as in the 2022 ETMOs.

2. REASONS FOR RECOMMENDATIONS

- 2.1 The Cycle Lane has been in place for just over two years since September 2020 subject to modification in March 2022. This and similar schemes were introduced as a government backed initiative to provide temporary alternatives to public transport during the Covid crisis. The A1000 was chosen due to its inclusion in Barnet's Long Term Transport Strategy (LTTS) as a green corridor and for the relative ease with which 'pop up' cycle infrastructure could be installed along the road within the Government set programme and budget. There has been considerable feedback, which has been noted and, where practical, acted upon. An experimental order (2020 ETMO) was made on 21 September 2020, this was not made permanent and expired. A new order, the 2022 ETMOs, was made on 21 March 2022 introducing changes to the Cycle Lane and the recommendation is to make this permanent.
- 2.2 Government requirements set out in the July 2021 Department of Transport letter (**Appendix A**) require professional polling, prior to any decisions on retention, modification, or removal of Covid related schemes of this type.
- 2.3 The recommendations in this report follow the requirements set out by Government and as noted in the March 2022 Committee report.

3. RECOMMENDED OPTIONS

- 3.1 This report recommends the making permanent of the 2022 ETMOs and retaining the revised Cycle Lane.

3.2 That, subject to further design and engagement, funds are sought to monitor and further improve the Cycle Lane to relevant standards and guidelines and that these improvements are carried out to a prioritised programme, to be developed and agreed. Improvements may include but not be limited to:

- (i) Fully segregated cycle lanes i.e. separated from motorised traffic by physical barriers.
- (ii) Modifications to signalised junctions to assist pedestrians and cyclists e.g. early release signals and modifications to separate cyclists from motor vehicles and improvements to pedestrian facilities.
- (iii) Reallocation of road space to better accommodate cycle lanes e.g. localised carriageway widening to improve cycle lane widths and access/egress.
- (iv) Measures to ensure the continuity of the cycle lane, without breaks.
- (v) Changes to parking and loading facilities to mitigate the introduction of cycle infrastructure.
- (vi) Changes to pedestrian facilities to mitigate the introduction of cycle infrastructure.
- (vii) Improved facilities for cycle parking adjacent shopping areas and other destinations.
- (viii) General improvements and repairs to footway and carriageway surfacing.
- (ix) Introduction of sustainable drainage systems e.g. rain gardens and other environmental enhancements along the A1000 corridor.

4. PROGRESS ON ENGAGEMENT AND CONSULTATION and MAINTENANCE AND MONITORING

4.1 In line with the resolution from the March 2022 meeting of this Committee, consultation has been undertaken. This consultation was undertaken in two separate forms. The first comprised the statutory consultation which followed the introduction of the 2022 ETMOs in March 2022. ETMOs last for a maximum period of 18 months, the first 6 months of which comprise a statutory consultation period in which feedback can be offered and considered. In this case, the statutory consultation period lasted until 20 September 2022.

4.2 The second form of consultation was a wider exercise, itself split into two Phases:

- (i) Phase 1 - Informal engagement, to gather informal feedback from those attending a series of workshops; and
- (ii) Phase 2 - On-line consultation, in part informed by the engagement workshops.

Experimental Traffic Management Orders (ETMOs)

4.3 The 2020 ETMOs for the scheme expired in March 2022. New 2022 ETMOs were introduced on 21 March 2022, entailing a 6-month statutory consultation period. Whilst this statutory process has been succeeded by the broader engagement and consultation outlined in Sections 4.7 to 4.17, it has, nevertheless, provided feedback in response to the specific changes to the current design that took place in March 2022.

4.4 With regard to the 2022 ETMOs, a total of 290 people responded to the question "Do you have any comments on the proposed changes to the A1000 cycle lane". A full analysis of

the feedback is included in Section 2 of Steer's 'A1000 Cycle Lane Engagement and Consultation Findings' attached as **Appendix B** of this report.

- 4.5 For the Committee's information the top 10 responses for the 2022 ETMOs are shown in Table 4.1 below:

| Theme * | Code * | No. of responses | % |
|-------------------------|--|------------------|-------|
| General | Oppose proposed changes due to negative impacts on cycling infrastructure (inc. downgraded, step back) | 81 | 27.9% |
| Cycling | Concern that proposed changes worsen the safety of cycling | 70 | 24.1% |
| Private Vehicle Traffic | Concern that cycle lanes cause increased traffic congestion and pollution) | 55 | 19.0% |
| Policy Context | Concern that amendments are not furthering goals within transport strategy to reduce car usage/emissions | 49 | 16.9% |
| General | Support for proposed changes (non-specific) | 47 | 16.2% |
| Cycling | Concern for the safety of shared-use footpaths | 45 | 15.5% |
| Cycling | Support for retaining/improving cycleway | 43 | 14.8% |
| General | Support for removing cycle lanes/reverting to former system | 38 | 13.1% |
| Cycling | Comment that the cycle lane is underused | 33 | 11.4% |
| Cycling | Concern that proposed changes impact segregation from road traffic (inc. too narrow) | 29 | 10.0% |

* Refer to Appendix B, Steer report, Section 2.2

Table 4.1: Top 10 responses by % to 2022 ETMOs Statutory Consultation

- 4.6 Whilst some of the responses clearly oppose the cycle lane and others raise concerns for other road users, there is a notable percentage of people who desire to see the Cycle Lane not only kept but the current infrastructure improved.

Wider Engagement and Consultation

- 4.7 The March 2022 Committee noted an intention to complete a broad Engagement and Consultation on the future of the Cycle Lane, both in support of national Government expectations and a local desire to understand public feeling towards the Cycle Lane. In order to ensure an independence of approach Barnet appointed Steer consultants to lead on this exercise. Steer are an experienced and recognised company in the provision of public engagement and consultation and have supported the council in similar exercises in the past. Their methodology for the Engagement and Consultation consisted of two Phases and is further explained in Section 3 of their report attached as **Appendix B**.

Phase 1 - Workshops

- 4.8 Phase 1 comprised a series of six informal 'face to face' and on-line Workshops, which took place in October and November 2022. People were invited to register for these by completing a questionnaire on Barnet's Engage Hub. This was advertised through Barnet's usual social media outlets. A total of 137 people registered, and all were invited to a Workshop. Of these, 60 people attended either in person or online. In addition to the 6no workshops that took place, a delayed Young Persons' Workshop was planned for late December to gather the views of this demography. This was again unavoidably delayed until early January.

- 4.9 A short presentation by Steer, to outline the context of the exercise, was followed by facilitated discussion on attendee's experiences of the scheme to date and views on its future. Steer's presentation is attached as **Appendix C** of this report.
- 4.10 Section 3 of Steer's report provides further detail of discussion topics on a workshop-by-workshop basis. In summary, the following for and against themes were identified:
- (i) Those who support the scheme have reservations about the quality of the infrastructure currently provided, including that the infrastructure is not seen as consistent along the route. People attending identified how and where improvements could be made.
 - (ii) Those who oppose the scheme do so on the grounds of perceived traffic congestion that has arisen both on the A1000 and redistribution to surrounding roads.

Phase 2 – On-line Formal Consultation

- 4.11 The on-line consultation was carried out via a Survey Monkey questionnaire, accessed through the Engage Hub. As with the Workshops, the survey was advertised through Barnet's usual social media outlets. Feedback from the Workshops was used to help inform the questions asked in the survey form. In particular, it was apparent from the Workshops that the option of retaining the Cycle Lane in its current form was not acceptable to the majority of those supporting its retention. In respect of this some of the changes brought in under the 2022 ETMOs were seen as retrograde and a backward step by many.
- 4.12 The consultation opened on 21 November 2022 and ran for 4 weeks until 21 December 2022. A total of 747 people responded to the consultation.
- 4.13 The consultation comprised 8no number 'closed' and 'open' survey questions. Closed questions have a discrete set of answers from which the survey participants were asked to select. The closed question responses provided information on the usage of the Cycle Lane, views on the scheme and demographics of respondents. Some of these questions were optional so not all respondents answered every question; those not answered are displayed as 'No response' in the results. There were two open questions in this survey, which are those that provided respondents with the opportunity to write an open text response with suggestions or comments on the Cycle Lane and how to reduce traffic in the area.
- 4.14 Section 4.0 of Steer's 'A1000 Cycle Lane Engagement and Consultation Findings' (**Appendix B**) provides a detailed analysis of the consultation returns. This analysis highlights feedback via a number of categories including protected characteristics, location and preferred mode of travel. The level of support for the cycle lane understandably differs, depending on these categories.
- 4.15 Notwithstanding the above, the final question of the consultation survey, Question 8 requested a response to the following:

'In terms of the future of the A1000 Cycle Lane which of the following two options do you support',

the options being set out in Table 4.2 below. The responses demonstrate a clear overall majority in support of keeping and improving the Cycle Lane:

| Options | % |
|--|-----|
| I want the A1000 cycle lane to be made permanent but the design to be amended. | 62% |
| I want the A1000 cycle lane to be removed. | 33% |
| No response to question | 5% |

Table 4.2: Responses to Section 8 of On-line Consultation

- 4.16 In noting this support Officers acknowledge the variations in support identified through the other survey questions. These responses will provide valuable guidance in future design optioneering and ongoing engagement with the public in improving the scheme in the future.
- 4.17 Officers also note the written comments associated with the wider engagement and consultation exercise and the 2022 ETMOs statutory consultation. In recommending the making permanent of the Cycle Lane, officers recognise the need to review and address specific issues raised. In this respect, reference is made to sections 6.3 and 6.4.

Maintenance and Monitoring

- 4.18 Notwithstanding the current interim nature of the route it represents a significant highways asset which is subject to maintenance and monitoring.

Maintenance

- 4.19 The Cycle Lane is subject to inspection and maintenance which is currently funded from the capital allocation agreed at P&R Committee on 13 December 2022.
- 4.20 Subject to Committee approval to retain the cycle lane a maintenance budget has been identified as part of the Councils MTFS budget setting exercise for 2023/24

Monitoring

- 4.21 Ongoing surveys have been carried out at periodic intervals during the last two years. These have covered at various stages cycle and motor vehicle volumes, junction queue lengths, journey times and air quality.
- 4.22 There is a considerable amount of data and high-level figures were provided at the Workshops, as summarised in **Appendix C** (Phase 1 Workshop Presentation). Cyclist volumes, across three survey points, are replicated, for ease of reference, in the table below, which now also includes October and November data:

| TOTAL WEEKLY CYCLE VOLUME (EXCLUDING FOOTWAY CYCLISTS) | South of Baronsmere Road | | North of Creighton Avenue | | South of Granville Place | |
|--|-----------------------------|------|------------------------------|------|-----------------------------|------|
| | N/B | S/B | N/B | S/B | N/B | S/B |
| 01. Week 08/07/20 to 14/07/20 | 3262 | 3187 | 2707 | 2923 | 1815 | 1906 |
| 02. Week 06/12/20 to 12/12/20 | 1754 | 1667 | 1521 | 1674 | 992 | 1071 |
| 03. Week 22/02/21 to 28/02/21 | 2525 | 2390 | 2298 | 2594 | 1719 | 1731 |
| 04. Week 07/06/21 to 13/06/21 | 3083 | 2979 | 2942 | 3149 | 2022 | 2023 |
| 05. Week 05/07/21 to 11/07/21 | 2298 | 2181 | 2268 | 2496 | 1495 | 1579 |
| 06. Week 15/10/21 to 21/11/21 | 1941 | 1945 | 1877 | 2089 | 1177 | 1276 |
| 07. Week 22/10/21 to 28/10/21 | 1869 | 1901 | 1688 | 1980 | 1053 | 1266 |
| 08. Week 29/10/21 to 04/11/21 | 1859 | 1772 | 1474 | 1774 | 902 | 1134 |
| 09. Week 05/11/21 to 11/11/21 | 2221 | 2201 | 1807 | 2229 | 1176 | 1365 |
| 10. Week 12/11/21 to 18/11/21 | 2212 | 2078 | 1988 | 2199 | 1165 | 1400 |
| 11. Week 19/11/21 to 25/11/21 | 1952 | 1756 | 1785 | 2140 | 1131 | 1316 |
| 12. Week 10/09/22 to 16/09/22 | 2365 | 2419 | 2324 | 2567 | 1495 | 1587 |
| 13. Week 08/10/22 to 14/10/22 | 2140 | 2191 | 2068 | 2252 | 1211 | 1412 |
| 14. Week 12/11/22 to 18/11/22 | 1682 | 1620 | 1653 | 1735 | 985 | 1049 |

Table 4.3: Cycle Volumes

4.23 The numbers show a general consistency of volume from just before the scheme went in, in the summer of 2020 to the end of 2022. However, as explained at the Workshops the usefulness of the data as a demand reference is limited by two factors:

- (i) There is little of no 'pre-covid' data to compare levels of motor vehicles or cyclists along the route.
- (ii) During the covid period, the impacts of lockdowns and Government advice on travel and working from home created considerable uncertainty over the figures as a base line for current and future transport demand.

4.24 Nevertheless, as traffic patterns start to adjust to the 'new normal' this data can be used as part of an ongoing design process in order to assess the impacts of potential designs on junction queues, journey times and changes in routes taken by motorists.

- 4.25 Importantly, traffic data should be seen as a tool for optioneering design solutions to Council strategies, not simply as an indication of current demand for infrastructure. We can see from the traffic data, but more importantly from feedback that there is a demand for cycling infrastructure in the borough. The acknowledgement of this desire for sustainable transport is evidenced in existing approved strategies such as Health and Wellbeing, as well as the Council's Long Term Transport and Sustainability Strategies.
- 4.26 This growing demand for suitable cycling infrastructure to sustain and encourage cycling is also evidenced by 2021 census data on mode of travel to work that was issued at the end of 2022 and shown in the table below. Whilst the increase in cycling volume is small it is one of the few modes (excluding working from home) that has increased:

| Mode | 2021 (% of population 16+ in work)) | 2011 (%) | Change |
|----------------------|--|-----------------|---------------|
| Work mainly at home | 42.8 | 7.4 | +35.4% |
| Underground | 11.1 | 26.2 | -15.1% |
| Train | 2.5 | 5.9 | -3.4% |
| Bus | 8.1 | 11.9 | -3.8% |
| Taxi | 0.5 | 0.4 | +0.1% |
| Motorcycle | 0.6 | 1.1 | -0.5% |
| Drive in car/van | 25.1 | 36.5 | -11.4% |
| Passenger in car/van | 1.7 | 2.4 | -0.7% |
| Bicycle | 1.2 | 0.2 | +1% |
| Walking | 5 | 6.2 | -1.2 |
| Other | 1.3 | 0.8 | +0.5 |

Table 4.4: Changes in Mode of Travel to Work

- 4.27 Graphically, this data in the area of the Cycle Lane and to the south of the borough is shown below, with the darker blues showing the higher percentages of those cycling to work:

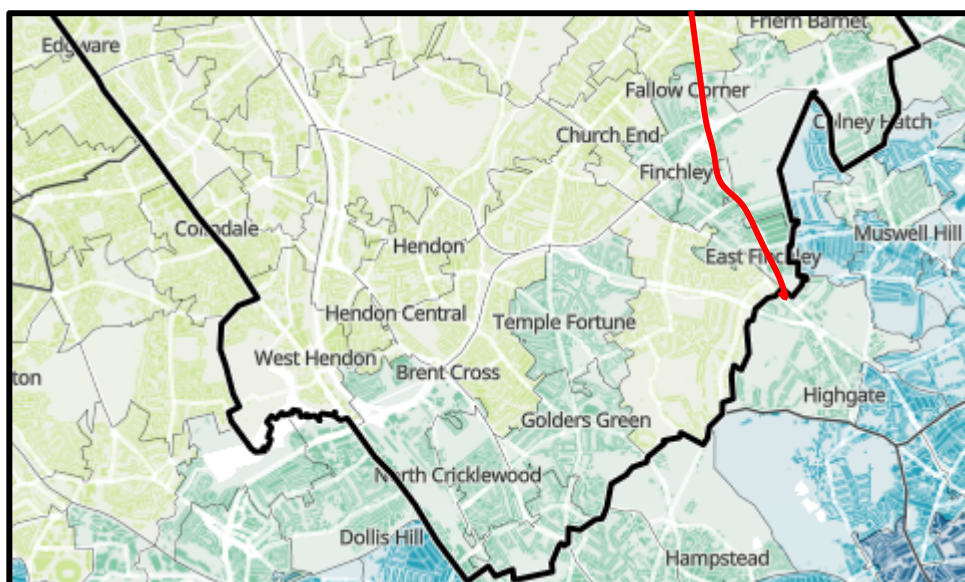


Figure 4.1: Percentage of People Cycling to Work

5. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

Retention of the Current Cycle Lane “As Is” Without Future Improvements

- 5.1 This would entail making the 2022 ETMOs permanent without any further improvements as outlined in section 3.2. However, whilst the current infrastructure was acceptable for the purposes of an interim ‘pop up’ scheme it falls short of current standards and guidelines for a permanent cycle lane.
- 5.2 As outlined in Section 4.10 of this report, the Workshops saw those wanting to see a permanent infrastructure raise concern over the current design. The desire is to see improvements to the layout, for example reflecting schemes in place in other parts of London and nationally.
- 5.3 As a result of the feedback from the Phase 1 Engagement, retention of the Cycle Lane, currently “As Is” was not carried forward to the Phase 2 Consultation as the workshop feedback demonstrably did not support this option. In addition, it is not considered a viable engineering solution. Retention “As Is”, would still require ongoing maintenance and alterations to the design to mitigate specific issues arising from the nature of the temporary design. Such design changes may also necessitate new traffic management orders.
- 5.4 Retention in its current format does not provide infrastructure that will encourage people to take up cycling and support LB Barnet Health and Wellbeing strategies and the Councils adopted Long Term Transport Strategy.

Removal of the Cycle Lane “In Totality” and Not Making the 2022 ETMOs Permanent

- 5.5 Not making the 2022 ETMOs permanent would result in the Cycle Lane having to be removed in September 2023. Question no8 of the online consultation indicated that 33% of those responding wanted the cycle lane removed. From Officers perspective the removal of the Cycle Lane is not felt to be a viable option for the following reasons:

- (i) Removal of the Cycle Lane will offer no incentive to prospective cyclists. This will undermine Barnet's commitment to health and wellbeing strategies and potentially impact future funding of health and wellbeing initiatives.
- (ii) The provision of a cycle lane is in line with the Council's adopted Long Term Transport Strategy (LTTS). Removal will undermine perception of LBB's commitment to the LTTS.
- (iii) Removal of the Cycle Lane would not support the Mayor of London's Transport Strategy and Cycling Strategy 2018. This strategy includes an ambition that by 2041, 80% of trips in London to be made on foot, by bicycle or using public transport.

In addition, removal of the scheme will incur decommissioning costs, as well as the potential impact on longer term relationships with TfL.

6. POST DECISION DEVELOPMENT

6.1 The development programme for a scheme of the nature of the A1000 Cycle Lane is generally across 2 to 3 years. Progression is dependent on initial planning and data gathering, liaison with Third Parties (including TfL and developers) and design and engagement. The current general economic situation provides constraints on this process. Development of a delivery programme will be undertaken by Officers between January and March and will include discussion with funding sources, such as TfL. Set out below are a series of provisional stages.

Stage 1 - Experimental Traffic Management Orders (ETMOs)

6.2 Immediately following confirmation of the recommendations of this Committee the 2022 ETMOs will be made permanent. Copies of these are attached as **Appendix D.1 to D.4**. This does not entail any acceptance of the infrastructure as it currently stands, nor does it ignore comments and suggestions made in the statutory ETMO response. It merely establishes the principle of the permanence of the cycle lane and allows an avenue for providing feedback to the public on the statutory and wider consultations, just undertaken and allowing for further improvements. In addition, a small number of requested loading and parking changes will be subject to new permanent TMOs to ensure their continuity.

Stage 2 - Advance Measures

6.3 The engagement and consultation exercise highlighted several areas where the temporary nature of the infrastructure, by necessity, fell short of current cycling standards or otherwise presented difficulties to road users.

6.4 Over the course of the next 6 months Officers will review these areas with the intention of prioritising 'quick win' improvements. Such interventions are likely to be dependent upon current engineering viability and available budget. Value for money will also need to be considered, reflecting the possibility for further modification of these early interventions when the design of the infrastructure as a whole is looked at in the longer term.

Stage 3 – Design and Engagement for the Final Scheme

6.5 Whilst the Stage 2 advance measures will address some of the current interim nature of the design they will not, in themselves, provide a scheme that reflects current cycling

infrastructure design standards and expectations. The current interim design is adequate for the present but it is recognised that further improvements must be made to ensure long term benefits. The programme for this will be dependent in part on funding opportunities. It will also be dependent on TfL programming support. The signalised junctions along the route will form key elements of the scheme. The signal elements are owned and operated by TfL, requiring programmed liaison and resource from them to design, approve and implement changes. Similarly, the structure over the A406 is owned and maintained by TfL and changes to this will also require their liaison and resource input.

- 6.6 A comprehensive programme will be put together with the objective of delivering a permanent, continuous, direct, cohesive piece of cycling infrastructure, to current design standards and guidelines.
- 6.7 The design will look at provision for all transport modes and look to accommodate the needs and expectations of all road users. This will include, for example, upgrades to the signal crossings to improve pedestrian facilities, where necessary, such as at the Granville Road/Summers Lane junction. The process will include engagement and consultation with stakeholders, as necessary.
- 6.8 The design will also reflect the Cycle Lane's role in paving a way to improved modal travel choice in strategic terms. In the wider strategic aspiration for cycle links into adjacent boroughs and beyond those into central London. But, also in more local strategic terms in improving modal choice for linking Town Centres and other destination places within the Borough.

7. IMPLICATIONS OF DECISION

7.1 Corporate Priorities and Performance

- 7.1.1 The Council's Corporate Plan – The Barnet Plan 2021-25, looks to ensure that roads and pavements can be used for safe, reliable travel in the long term.
- 7.1.2 The Cycle Lane will contribute towards Barnet's sustainability strategy.
- 7.1.3 The Cycle Lane will introduce changes along the A1000 that will contribute to the area's local character and the resident's quality of life.
- 7.1.4 The Cycle lane 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.

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

7.2.1 Finance & Value for Money

Expenditure to Date –

- 7.2.1.1 Funding for the scheme has been through a mix of TfL Social Distancing funding and Council Capital Borrowing as follows:

| A1000 Cycle Lane | Govt Direct Funding | Govt (via TfL Funding) | LB Barnet Capital |
|--------------------------------|---------------------|------------------------|-------------------|
| Initial installation | £ 51,000 | £ 263,800 | |
| Review and mitigation measures | | £ 208,975 | |
| Engagement & Consultation | | | £ 55,000 |
| Maintenance | | | £ 145,000 |
| | | | |
| Totals | £ 51,000 | £ 472,775 | £ 200,000 |

Table 7.1 – Expenditure to Date

On Going Maintenance

- 7.2.1.2 As of January the above funding has been expended. An additional revenue pressure bid of £160,000 has been included as part the Councils MTFS budget setting exercise for the 2023/24 financial year in order to cover ongoing maintenance.

Advance Measures

- 7.2.1.3 An assessment of design and construction costs associated with these measures will be undertaken prior to summer 2022 and subject to approval it is intended to finance these measures through a capital bid to Policy and Resources Committee for implementation in the 2023/2024 financial year.

Design and Engagement for the Final Scheme

- 7.2.1.4 Over the course of the 2023/2024 financial year preliminary studies and review of the measures necessary to provide a final scheme to current Standards will be undertaken. These studies will include a detailed assessment of the associated programme and costs.
- 7.2.1.5 The costs associated with implementation of a final scheme are currently unfunded and will be subject to negotiation with TfL, together with identification of potential third party including s106 funding and associated capital bids through the Policy and resources Committee and will be the subject of future reports to this committee.

7.2.2 Procurement

A number of options exist for procurement of design and construction, or both. Final decisions on these are dependent on funding and funding sources, prioritisation of scheme elements and the developing re-organisation of internal Barnet resources.

7.2.3 Staffing

As with Section 7.2.2, consideration will be given to whether the design is carried out internally, or by a combination of internal staff and Third-Party companies procured through appropriate processes.

7.2.4 IT

This section does not apply to this report.

7.2.5 Property

This section does not apply to this report.

7.2.6 Sustainability

The scheme supports the council's plans for a sustainable Transport Network as outlined in the Long Term Transport Strategy (LTTS).

7.3 Legal and Constitutional References

7.3.1 The Traffic Management Act 2004 and Section 122 of the Road Traffic Regulation Act 1984 places obligations on highway authorities to ensure the expeditious movement of traffic on their road network. The current scheme will not detrimentally impact on existing vehicular traffic flow, whilst noting TfL strategic direction in respect of sustainable transport objectives on roads, including that in the scheme. The introduction of the scheme will help promote walking initiatives. Authorities are required to make arrangements as they consider appropriate for planning and carrying out the action to be taken in performing the duty.

7.3.2 The Council as the Highway Authority has the necessary legal powers to make Experimental Traffic Management Orders under Section 9 of the Road Traffic Regulation Act 1984 in accordance with the procedure set out in The Local Authorities' Traffic Orders (Procedure) England and Wales) Regulations 1996 and thereafter to make it permanent in accordance with the 1996 Regulations.

7.3.3 The Barnet Constitution (Article 7) states that the Environment & Climate Change Committee's responsibilities are:

(1) for all borough-wide or cross-area matters relating to the local environment including:

Air Quality, Cycling, Walking and Healthy Streets, Biodiversity, Transport and Public Transport
 Grounds Maintenance, Highways, On-Street and Off-Street Parking, Road Safety, Lighting, Street Cleaning, Environmental Crime (including littering, fly-tipping fly-posting, and graffiti), The Council's Fleet, Waste and Recycling, Waterways, Parks and Open Spaces (including allotments and trees), Cemeteries, Crematoria and Mortuary, Trading Standards and Environmental Health (except Environmental Health functions relating to housing and fire safety).

(2) the council's response to the climate emergency including:

- Setting and overseeing implementation of carbon reduction targets, both in relation to the council as an organisation and Barnet as a place
- Developing strategies to meet those carbon reduction targets
- Developing strategies for the mitigation of the impacts of climate change, both on the council as an organisation and Barnet as a place
- Implementing the elements of those strategies that relate to functions listed in (1) above.

(3) To submit to the Policy and Resources Committee proposals relating to the Committee's budget (including fees and charges) for the following year in accordance with the budget timetable.

(4) To make recommendations to Policy and Resources Committee on issues relating to the budget for the Committee, including virements or underspends and overspends on the budget. No decisions which result in amendments to the agreed budget may be made by the Committee unless and until the amendment has been agreed by Policy and Resources Committee.

(5) To receive reports on relevant revenue and capital expenditure, contracts, performance information and risk on the services under the remit of the Committee.

7.4 Insight

7.4.1 This section does not apply to this report.

7.5 Social Value

7.5.1 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.

7.5.2 The scheme supports Barnet's Joint Health and Wellbeing Strategy that outlines the commitment to improving the health and wellbeing of all who live, work and study in Barnet. This includes a focus on physical exercise.

7.5.3 The Fit and Active Barnet Framework demonstrates a vision to 'create a more active and healthy borough' with active travel being a key component to achieve this.

7.6 Risk Management

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

7.6.2 The scheme will support the development of healthy transport modes within the borough.

7.7 Equalities and Diversity

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

- Elimination of unlawful discrimination, harassment and victimisation and other conduct prohibited by the Equality Act 2010.

- Advancement of equality of opportunity between people from different groups.
- Fostering of good relations between people from different groups.

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

7.7.3 To assist in meeting the duty the council will:

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

7.7.4 Good roads should provide facilities for all road users and will have a positive impact on the quality of life for those who travel along them, or live and carry out business on them.

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

7.7.6 An interim Equality Impact Assessment (EqIA) has been previously presented at Committee. This has been updated further to reflect comments made at the Engagement and Consultation Workshops, where they impact on or reflect the concerns of people with protected characteristics. The EqIA will continue to be updated as scheme options are considered and progressed during the design process. The updated interim EqIA is attached as **Appendix E**.

7.8 Corporate Parenting

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

7.9 Consultation and Engagement

7.9.1 The need for, and commitment to, ongoing engagement and consultation as development of the scheme takes place is summarised in Section 4 of this report.

7.9.2 Stakeholder engagement and consultation will continue, should the scheme be approved to develop in line with the recommendations of this report.

7.10 ENVIRONMENTAL IMPACT

7.10.1 There are no direct environmental implications from noting the recommendations. Implementing the recommendations in the report will lead to a neutral or positive impact on the Council's carbon and ecology targets.

8 BACKGROUND PAPERS

8.1 Environment Committee Report 30 June 2020.

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

8.2 Environment Committee Report 11 March 2021.

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

8.3 Environment Committee Report 13 January 2022.

(Public Pack) Social Distancing Measures Agenda Supplement for Environment Committee, 13/01/2022 19:00 (moderngov.co.uk)

8.4 Environment Committee Report 8 March 2022.

<https://barnet.moderngov.co.uk/documents/s70863/Social%20Distancing%20Committee%20Report%20-%2008.03.22%20-%20Final.pdf>

Appendix A – Active travel schemes supported by Government funding, Department for Transport, July 2021.

Appendix B – A1000 Cycle Lane Engagement and Consultation Findings (Steer January 2023)

Appendix C – Phase 1 Workshop presentation (Steer Powerpoint Presentation)

Appendix D.1 to D.4 – 2022 ETMOs

Appendix E – Equalities Impact Assessment

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Department
for Transport

From the Minister of State
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30 July 2021

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

Dear Council Leader,

Active travel schemes supported by Government funding

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

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

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

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

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

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

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

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



CHRIS HEATON-HARRIS

MINISTER OF STATE FOR TRANSPORT

A1000 Cycle Lane Engagement and Consultation Findings Report



A1000 Cycle Lane Engagement and Consultation Findings Report

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Contents

| | |
|---|-----------|
| Executive Summary | i |
| Background..... | i |
| Approach to consultation | i |
| Views on the A1000 cycle lane | i |
| Views on possible future enhancements to the A1000 cycle lane | ii |
| Retaining or removing the A1000 cycle lane..... | iii |
| 1 Introduction | 5 |
| Background to the scheme..... | 5 |
| 2 Experimental Traffic Management Order Consultation | 7 |
| Introduction..... | 7 |
| 3 Autumn 2022 Consultation - Public Workshops | 9 |
| Recruitment..... | 9 |
| Workshop format | 9 |
| Resident workshops | 9 |
| Businesses workshop – Online | 10 |
| Community groups workshop – Online..... | 10 |
| Young persons’ workshop | 10 |
| Workshop findings..... | 11 |
| 4 Autumn Consultation – Online Survey | 13 |
| Introduction..... | 13 |
| About the respondents | 13 |
| Connection to the area and travel patterns..... | 17 |
| Respondents’ views on the A1000 Cycle Lane | 19 |
| Protected characteristics analysis on key autumn consultation questions | 32 |
| A1000 context and discussion | 62 |
| Other types of cycle lane discussion | 62 |

Figures

| | |
|---|----|
| Figure 1.1: A1000 cycle lane scheme timeline | 5 |
| Figure 4.1: Respondents that live or work in the A1000 cycle lane (Q1) | 17 |
| Figure 4.2: How respondents have used the A1000 over the last year (Q2)..... | 18 |
| Figure 4.3: Respondents’ most frequently used mode of transport along the A1000 over the last year (Q3) | 18 |
| Figure 4.4: Respondents’ views on the A1000 cycle lane scheme (Q4) | 19 |
| Figure 4.5: View of respondents who live, work, or have a business property on the A1000 cycle lane | 20 |
| Figure 4.6: Views of respondents who live, work or have a business property in a road just off the A1000 cycle lane..... | 21 |
| Figure 4.7: Views of respondents who live, work or have a business property on the A1000 but not where the cycle lane is installed | 21 |
| Figure 4.8: Views of respondents who do not live, work, or have a business in any of the connected roads | 22 |
| Figure 4.9: Views of respondents who walk or cycle as their main mode of transport on the A1000..... | 22 |
| Figure 4.10: Views of respondents who use modes other than walking and cycling as their main mode on the A1000 | 23 |
| Figure 4.11: Respondents’ views on possible enhancements (Q5) | 24 |
| Figure 4.12: Views on possible enhancements of respondents who live, work, or have a business property on the A1000 cycle lane..... | 25 |
| Figure 4.13: Views on possible enhancements of respondents who live, work or have a business property in a road just off the A1000 cycle lane | 26 |
| Figure 4.14: View on possible enhancements of respondents who live, work or have a business property on the A1000 but not where the cycle lane is installed | 26 |
| Figure 4.15: Views on possible enhancements of respondents who don’t live, work or have a business in any of the connected roads | 27 |
| Figure 4.16: Views on possible enhancement of respondents who walk or cycle as their main mode..... | 28 |
| Figure 4.17: Views on possible enhancement of respondents who use modes other than walking and cycling..... | 28 |
| Figure 4.18: Respondents’ overall support for the scheme (Q8) | 31 |
| Figure 4.19: Respondents’ support for the scheme by connection to the area..... | 31 |
| Figure 4.20: Respondents’ support for the scheme broken down by main mode of transport used on the A1000..... | 32 |

Tables

| | |
|--|----|
| Table 2.1: 10 most common codes – ETMO consultation | 7 |
| Table 4.1: Profile of respondents: protected characteristics | 14 |
| Table 4.2: Top 10 codes in the open text question (Q6) | 29 |
| Table 4.3: Top 10 codes in the open text question (Q7) | 30 |
| Table 1: Feedback captured from the round table discussions..... | 62 |

Appendices

- A ETMO Consultation Full Code Frame**
- B Protected Characteristics Analysis (autumn 2022 consultation)**
- C Autumn 2022 Consultation Code Frames**
- D Young persons’ workshop notes**

Executive Summary

Background

In November 2020, an experimental 'pop-up' cycle lane on the A1000 was opened linking North Finchley town centre and East Finchley and the scheme was modified in March 2022.

Steer was commissioned by the London Borough of Barnet to lead the public engagement and analysis of consultation responses for the A1000 cycle lane. This report presents the findings from two rounds of public engagement and consultation, firstly on the consultation for the March 2022 Experimental Traffic Management Order (ETMO) modifications to the scheme and secondly on the autumn 2022 consultation about the future of the A1000 cycle lane.

Approach to consultation

Experimental Traffic Management Order Consultation

A statutory six-month consultation covering the March 2022 amendments was held between March and September 2022. 290 people responded to a survey hosted on Engage Barnet.

Autumn 2022 workshops

A series of engagement workshops were held with residents, businesses, and local community groups. 60 people attended the workshops and provided their views on the scheme.

Autumn 2022 consultation survey on the future of the scheme

The public consultation was held online between 21st November and 21st December 2022. During this period, 747 responses were received. Analysis of the 'open' and 'closed' questions was undertaken.

Views on the A1000 cycle lane

The autumn 2022 consultation survey asked respondents the extent to which they agree with a series of statements about the A1000 cycle lane scheme:

"To what extent do you agree or disagree the following statements about the A1000 cycle lane scheme? (Please tick one option on each line)?"

The statements provided were:

- The A1000 cycle lane encourages people to cycle more.
- The A1000 cycle lane encourages people to walk more.
- The A1000 cycle lane makes it easier to complete local journeys.
- The A1000 cycle lane improves air quality.
- The A1000 cycle lane reduces speeding along the route.
- The A1000 cycle lane provides a safe route for cyclists.

A selection has been included in the bullet points below and the full responses for each statement can be found in section 3 of this report.

- Nearly two thirds (63%) of all respondents agree to some extent that the A1000 is a safe route for cyclists (this incorporates those who stated, 'strongly agree' and 'agree').
- Nearly half of respondents (43%) strongly agree that the scheme encourages people to cycle more, whilst 20% strongly disagree with this statement. Overall, 60% agree to some extent and 32% disagree to some extent.

- Nearly a third (31%) of respondents strongly disagree that the cycle lane facilitates local journeys. There was strong agreement and disagreement with the statement the A1000 cycle lane improves air quality, with 38% strongly agreeing and a quarter strongly disagreeing (25%).
- The statement that generated the most uncertainty was whether the A1000 cycle lane encouraged people to walk more, with 26% neither agreeing nor disagreeing.

Responses were broken down by the mode most used along the A1000 by the respondent. These were placed into two categories: those who walk and cycle most, and then those who use all other modes (car, motorcycle, bus, taxi).

Overall, respondents whose main mode of transport along the route is walking and cycling, agree with all the statements in greater proportions than all respondents. On the contrary, those who travel along the route via all other modes disagree with all statements in greater proportions.

- 85% of respondents who walk or cycle most along the A1000, agree that it makes it easier to complete local journeys, whereas just over half of respondents (51%) who mainly use a car, motorcycle, bus and taxi to travel along the route strongly disagree that the A1000 cycle lane makes it easier to complete local journeys.
- 61% of those who mainly walk or cycle agree that the A1000 cycle lane improves air quality, whilst only 4% strongly disagree. Whereas 39% of respondents who mainly use a car, motorcycle, bus and taxi to travel along the route strongly disagree that the A1000 cycle lane improved air quality, with only 23% strongly agreeing with this statement.

Responses are mixed when broken down by the respondent's connection to the area:

- Live, work, or have a business property on the A1000 cycle lane;
- Live, work or have a business property in a road just off the A1000 cycle lane;
- Live, work or have a business property on the A1000 but not where the cycle lane is installed; or
- Do not live, work, or have a business in any of the above roads.

There are some differences in opinion between respondents who live, work, or have a business on or just off the A1000, and those who live or work further afield:

- Nearly half (48%) of respondents who live, work, or have a business on the cycle lane itself strongly disagree that it makes local journeys easier to complete, whereas just over a quarter (26%) of respondents living or working further afield strongly disagree.
- Compared to all other respondent groups, a higher proportion (47%) of those who are not connected strongly agree that the cycle lane encourages people to cycle more and that it improves air quality.

Views on possible future enhancements to the A1000 cycle lane

Respondents were asked the extent to which they agree with a series of potential enhancements on the A1000 cycle lane:

“To what extent do you agree or disagree the following statements about the A1000 cycle lane scheme? (Please tick one option on each line)?”

- Improve the quality of the surfacing of the cycle lane and road.

- Improve the type of segregation used along the route to provide more physical separation between motor vehicles and people cycling.
- Widen the cycle lane to improve safety for people cycling.
- Provide better segregation between people cycling and motor traffic on the A406 North Circular bridge.
- Introduce early-release traffic signals for cycles.
- Introduce traffic calming measures in the wider area to reduce traffic using surrounding residential roads.
- Improve junctions to segregate people cycling from motor traffic.
- More parking for Blue Badge holders should be provided on or close to the route.
- More loading bays for shops and businesses should be provided on or close to the route.

A selection has been included in the bullet points below and the full responses for each statement can be found in section 3 of this report.

- The possible enhancements which received the highest proportions of respondents in strong agreement are related to segregation between cyclists and motor traffic. These include at junctions, along the entire route, and on the A406 North Circular Bridge, with 47%, 51% and 51% respectively in strong agreement. However, when aggregating the responses in agreement (agree and strongly agree), improving the quality of cycle lane surfacing was most popular (70%).
- Overall, respondents disagree most (42% total of disagree and strongly disagree) with the statement that the cycle lane should be widened to improve safety for people cycling, however 45% agree with this statement (agree and strongly agree).
- Just over a quarter (26%) of respondents strongly disagree with the idea of introducing traffic calming measures in the wider area to reduce traffic using surrounding residential roads, whilst 39% strongly agree to such measures.

Responses were again broken down by the mode most used along the A1000 by the respondent. These were placed into two categories: those who walk and cycle most, and then those who use all other modes (car, motorcycle, bus, taxi).

In general, respondents who walk and cycle agree with all the potential enhancements more so than respondents who use other modes (car, motorcycle, bus, and taxi). The only exception is that a total of 36% of active travel users agree with provision of loading bays for shops and businesses, compared to 50% of users of other modes (a total of strongly agree and agree).

Again, responses are mixed when broken down by the respondent's connection to the area, as stated earlier. There are some differences in opinion between respondents who live, work, or have a business on or just off the A1000, and those who live or work further afield:

- Three quarters (75%) of respondents who do not live, work, or have a business in the connecting roads, agree to some extent that surface quality of the cycle lane and road should be improved (48% strongly agree and 27% agree).
- 46% of respondents who live, work, or have a business on the A1000 cycle lane do not support further traffic calming measures in the area (strongly disagree and disagree), whereas 41% do support this to some extent (strongly agree and agree).

Retaining or removing the A1000 cycle lane

Respondents were asked to whether they wanted to retain the scheme but with amendments or for it to be removed. Respondents could select from the following:

- “I want the A1000 cycle lane to be retained but the design to be enhanced subject to further engagement”;
- “I want the A1000 cycle lane to be removed”

62% of respondents stated they wanted it to be retained and amended, 33% stated they wanted it removed and 5% provided no response.

Responses were again analysed by respondent main mode. These were placed into two categories: those who walk and cycle most, and then those who use all other modes (car, motorcycle, bus, taxi). 92% of those who mainly walk and cycle wanted it retained and amended, with 4% wanting it removed. 41% of those who mainly use a car, motorcycle, bus and taxi wanted it retained and amended with 54% wanting it removed.

Again, responses are mixed when broken down by the respondent’s connection to the area:

- Live, work, or have a business property on the A1000 cycle lane – 39% of these respondents wanted it retained and amended, with 52% wanting removal (56 respondents).
- Live, work or have a business property in a road just off the A1000 cycle lane – 59% of these respondents wanted it retained and amended, with 38% wanting removal (243 respondents).
- Live, work or have a business property on the A1000 but not where the cycle lane is installed – 61% of these respondents wanted it retained and amended, with 35% wanting removal (54 respondents).
- Do not live, work, or have a business in any of the above roads – 67% of these respondents wanted it retained and amended, with 28% wanting its removal (394 respondents).
- The number of respondents varies by category.

It is worth noting that whilst only 7% of respondents to the survey actually live, work or own a business on the route, over half (52%) of these respondents want the route to be removed. On the contrary, 53% of people who responded to the survey do not live, work, or own a business along the route but would like the route to be retained.

Further comments on the proposals

Respondents were also asked if they had any further comments or suggestions on how they think the A1000 cycle lane could be improved or traffic reduced in the area. Of the 747 who responded to the consultation, 328 made further comments. These responses have been analysed and are reported in section 4 of this report. The five most common comments are:

- Suggestion to remove cycle lane (6%);
- Concern about congestion caused by cycle lane (6%);
- Suggestion for better segregation of the cycle lane e.g. continuous segregation all along the route, use of grade separation (5%);
- Concern that road space reduction/speed limit generates pollution through congestion (5%); and
- Concern that cycle lane is underutilised (4%).

1 Introduction

1.1 Steer was commissioned by the London Borough of Barnet (LBB) to lead in delivering and facilitating public engagement sessions and consultation response analysis as part of the autumn 2022 consultation on the A1000 cycle lane.

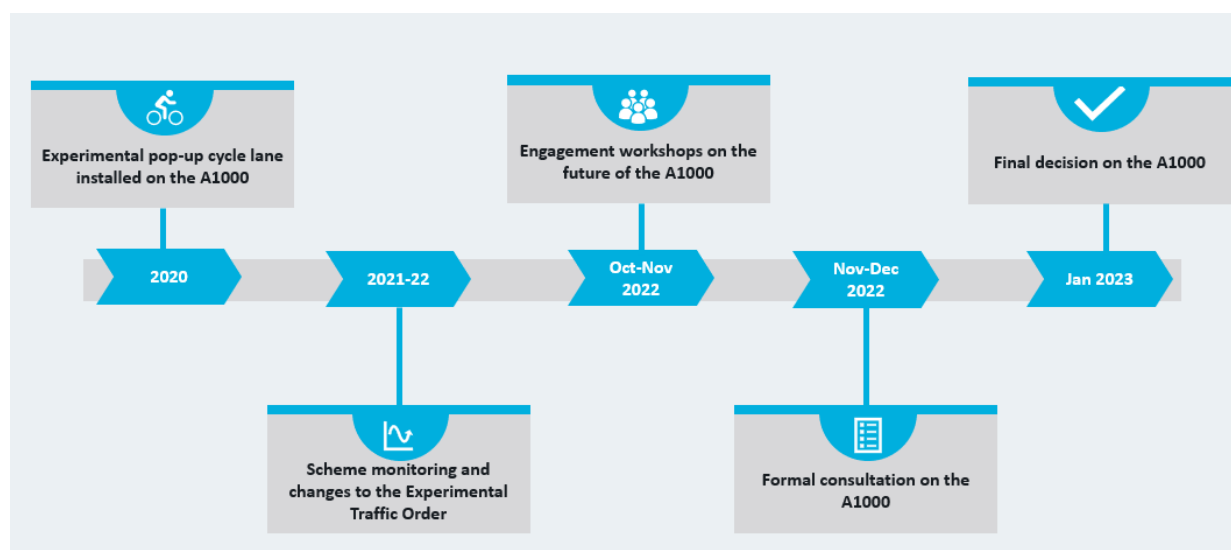
1.2 This report covers the findings from the autumn 2022 consultation on the A1000 cycle lanes and incorporates analysis of responses to LBB’s earlier statutory ETMO consultation on the scheme, which ran from March to September 2022. The autumn consultation included public workshops and consultation questionnaire about the future of the A1000 cycle lane scheme.

Background to the scheme

1.3 In late 2020, LBB installed an experimental ‘pop-up’ cycle lane on the A1000, running in both directions, from just south of North Finchley Town Centre to the borough boundary with Haringey. This was delivered using funding from Transport for London (TfL), as part of a city-wide response to provide alternative travel measures during the Covid-19 pandemic. Figure 1.1 below shows the history of the scheme as well as the future steps for LBB to make a formal decision on the scheme. The experimental scheme was modified in Summer 2021 to include:

- Sandringham Gardens to Summers Lan shared footway
- Summers Lane to Squires Lane additional traffic lane
- Fortis Green to Baronsmere Road removal of segregated cycle lane section
- Introduction of 20moh around East Finchley Station

Figure 1.1: A1000 cycle lane scheme timeline



- 1.4 In addition to the Covid-19 response, the A1000 cycle lane in Barnet also contributed to the aims and objectives of Barnet strategies such as the [Long Term Transport Strategy](#) that sets out the councils plans to offer greater choices for travel and encourage more active lifestyles to help increase the health and wellbeing of Barnet's residents.
- 1.5 The [Long Term Transport Strategy](#) also links to other important agendas which LBB is working towards, for example the recent announcement of a [Climate Emergency in Barnet](#) and the [Air Quality Strategy Action Plan 2017-2022](#).

2 Experimental Traffic Management Order Consultation

Introduction

- 2.1 A statutory six-month consultation covering the March 2022 amendments to the scheme was held between March and September 2022, to which 290 people responded. The consultation included one free-text question:
- “Do you have any comments on the proposed changes to the A1000 cycle lane?”*
- 2.2 Steer analysed the responses to this question by ‘coding’ the statements made by the respondents. This ‘coding’ assigns each point made by a respondent to one or more codes within a standardised code frame. This means that when multiple people raise the same point, this can be identified and categorised within the code frame. This makes it possible to quantify how many times the same or very similar point has been made by respondents.
- 2.3 Codes were organised by themes, for example equality, accessibility, safety, private vehicle traffic etc., and separated into comments of support, opposition, concern, or suggestions.
- 2.4 The top 10 codes from the Experimental Traffic Management Order (ETMO) consultation held between March and September 2022 are provided in Table 2.1 below.
- 2.5 A full code frame output is provided in Appendix A.

Table 2.1: 10 most common codes – ETMO consultation

| Theme | Code | No. of responses | % |
|-------------------------|--|------------------|-------|
| General | Oppose proposed changes due to negative impacts on cycling infrastructure (inc. downgraded, step back) | 81 | 27.9% |
| Cycling | Concern that proposed changes worsen the safety of cycling | 70 | 24.1% |
| Private Vehicle Traffic | Concern that the cycle lane has increased traffic congestion and pollution | 55 | 19.0% |
| Policy Context | Concern that amendments are not furthering goals within transport strategy to reduce car usage/emissions | 49 | 16.9% |
| General | Support for proposed changes (non-specific) | 47 | 16.2% |
| Cycling | Concern about the safety of shared-use footpaths | 45 | 15.5% |
| Cycling | Support for retaining/improving cycleway | 43 | 14.8% |

| | | | |
|---------|--|----|-------|
| General | Support for removing cycle lanes/reverting to former system | 38 | 13.1% |
| Cycling | Concern that the cycle is underused | 33 | 11.4% |
| Cycling | Concern that proposed changes impact segregation from road traffic (inc. too narrow) | 29 | 10.0% |

3 Autumn 2022 Consultation - Public Workshops

Recruitment

3.1 In order to recruit to the engagement sessions, an online survey was promoted allowing people to register to join a workshop, a number of screening questions were asked. These included the ward they live in, if they were responding as a resident, a business or as an interest/ community group. Those registering their interest were also asked equalities questions and in what capacity they have used the A1000 and their level of support for the scheme.

3.2 136 people registered to attend a workshop. All respondents who registered for the engagement workshops were offered a place at a workshop, whether focussed for residents, businesses or interest groups.

Audience split

3.3 Three types of engagement workshops were held, these provided focussed sessions for:

- Residents:
 - Workshop 1 – Monday 31st October – Finchley Church End Library
 - Workshop 2 – Tuesday 1st November – Chipping Barnet Library
 - Workshop 3 – Thursday 3rd November – Online
 - Workshop 4 – Wednesday 9th November – Finchley Church Library
- Businesses – Monday 7th November – Online
- Interest and community group representatives – Thursday 10th November – Online

Workshop format

3.4 The format of the workshops provided attendees with a background to the Long-Term Transport Strategy and the other strategies that provide context for the A1000 cycle lane. The workshop also presented attendees with some of the monitoring data (e.g. traffic counts and air quality data) collected since the cycle lane was introduced.

3.5 Two discussion sessions within the workshops allowed attendees to discuss in groups and share their views. The first discussion focused on 'looking back' and their views on the scheme so far, and the second discussion focussed on 'looking forward' and their views on what should happen to the scheme next

Resident workshops

3.6 In total four resident workshops were held, three in person and one online for attendees who could not attend an in-person workshop.

Resident workshop 1 – Finchley Church End Library

- 3.7 The first resident workshop was held on Monday 31st October from 18:00-19:30 at Finchley Church End Library. Attendees invited to this workshop had all indicated that they lived locally in the registration survey. 34 people signed up, 19 attended the workshop on the day.

Resident workshop 2 – Chipping Barnet Library

- 3.8 The second resident workshop was held on Tuesday 1st November from 18:00-19:30 at Chipping Barnet Library. Attendees invited to this workshop has all indicated that they lived locally in the registration survey. 36 people signed up, 13 attended the workshop.

Resident workshop 3 – Online

- 3.9 An online ‘mop up’ workshop was held online. This session was not initially offered out to those who had registered but was offered to those who could not make an in-person resident’s workshop. 10 people were signed up to this online session and 5 people attended the session on the day.

Resident workshop 4 – Finchley Church End Library

- 3.10 The fourth resident workshop was held on Wednesday 9th November from 18:00-19:30 at Finchley Church End Library. Attendees invited to this workshop had indicated that they lived locally in the registration survey. 31 people signed up, 14 attended the workshop on the day.

Businesses workshop – Online

- 3.11 An online business workshop was held on Monday 7th November from 18:00-19:30. Despite 14 people registering for this workshop only three joined the meeting and one had to leave part way through. There followed detailed discussion with those who joined generating depth of feedback on a range of cycling issues. It should be noted that out of the three people who attended, one identified more as a resident and two were cycle-based businesses with no physical premises along the route.

Community groups workshop – Online

- 3.12 An online workshop for community groups was held on Thursday 10th November from 18:00-19:30. This session was offered to those who indicated they would be representing a community or special interest group. Due to availability clashes, a handful of residents and businesses were also offered this online session. 12 people registered for this workshop and 6 joined the meeting, of which 2 were business owners. There followed detailed discussion with those who joined generating depth of feedback on a range issues.

Young persons’ workshop

- 3.13 A young persons’ workshop was planned for December 2022 during the consultation period. This session had to be cancelled due to adverse weather and was rescheduled for Monday 9th January 2023 from 18:00-19:30 at Finchley Church End Library; 13 young people attended the session. These young people were recruited by LBB and were from across all wards in Barnet.
- 3.14 The workshop focused on why the attendees travel the way they do around the borough and what the motivations for the way they travel were. The second part of the workshop considered the A1000 cycle lane and the principles of cycle lanes in general. The following prompt questions were used to encourage discussion.

A1000 context and discussion

- Has anyone used this cycle lane?
- What was it liked when you used it? What did you like and dislike about it?
- Do you feel safe using it compared to any other routes you've used?

Other types of cycle lane discussion

- Have you seen or used these types of cycle lanes in London?
- What do you think of the idea of people on bikes being separated from car traffic?
- Would you like to use these? What about these do you think make them better for people to use?
- Where would you like to see this sort of thing in Barnet?
- Would this change the way you travel to school and go to see your friends?

3.15 The full notes and findings from this workshop can be found in Appendix D of this report.

Workshop findings

3.16 The most common comments raised at all the workshops are set out below:

- Those who oppose the scheme do so on the grounds of perceived traffic congestion that has arisen both on the A1000 and redistribution to surrounding roads. Other opposition was more generalised e.g., facilitating cycling is not something that public money should be spent on, or that new infrastructure does not create new cyclists/cycle journeys.
- Those who support the scheme had reservations about the quality of the provision, encapsulated by the comment that it's the worst of both worlds at present – not great for cycling and not great for motor traffic. A common issue was that the type and quality of provision is not seen as consistent along the route including lack of segregation at junctions and confusion about the blue cycle patches as used on the A406 bridge.
- There were some concerns around accessibility e.g., disabled parking bays being blocked by other users or insufficient supply of access for disabled people travelling by car e.g. north of Churchfield Avenue.
- People identified how and where improvements could be made including the quality of the surfacing and materials used (segregating bollards seen as cheap and of poor quality), widening of the cycle lane particularly in segregated sections to enable street sweeping, proper segregation on the A406 bridge, introduction of early-release traffic signals for cycles.
- At the young persons' workshop, only one of the attendees was aware of the A1000 cycle lane however when discussing the design, they felt that the inconsistency of the wands on the cycle lane were confusing.
- At the young persons' workshop, the majority of the attendees agree with the principle of cycle lanes but didn't think it was a form of travel they would take up unless there was a more convenient and wider reaching network in their local area.

3.17 The findings from the workshops supported the development of the questionnaire for the second stage of the autumn consultation, the online survey. Sentiments raised at the workshops were used as the basis for questions about people's opinion of the cycle lane to understand the extent to which these opinions were felt in the wider community. The below statements were built into the online consultation survey to further understand people's views. Respondents would be able to indicate how strongly they agree or disagree with the following statements if the scheme was to be kept and amended.

- Improve the quality of the surfacing of the cycle lane and road.
- Improve the type of segregation used along the route to provide more physical separation between motor vehicles and people cycling.
- Widen the cycle lane to improve safety for people cycling.
- Provide better segregation between people cycling and motor traffic on the A406 North Circular bridge.
- Introduce early-release traffic signals for cycles.
- Introduce traffic calming measures in the wider area to reduce traffic using surrounding residential roads.
- Improve junctions to segregate people cycling from motor traffic.
- More parking for Blue Badge holders should be provided on or close to the route.
- More loading bays for shops and businesses should be provided on or close to the route.

4 Autumn Consultation – Online Survey

Introduction

- 4.1 This section reports on the analysis of the ‘closed’ and ‘open’ questions included in the survey. Closed questions have a discrete set of answers from which the survey participants were asked to select from. The closed question responses provide information on the usage of the A1000 cycle lane, views on the scheme and demographics of respondents. Some of these questions were optional so not all respondents answered every question; those not answered are displayed as ‘No response’ in the results.
- 4.2 There were two open questions in this survey, which are those that provided respondents with the opportunity to write an open text response with suggestions or comments on the A1000 cycle lane and how to reduce traffic in the area.
- 4.3 The consultation period was between 21st November and 21st December 2022. The survey was hosted on SurveyMonkey and promoted by LBB through the council’s paper newsletter distributed to 160,000 households across the borough, on the council website and on social media.

About the respondents

- 4.4 Overall, 747 responses were submitted to the consultation survey. This section reports on the demographic profile of respondents, their connection to the area, and travel patterns.

Protected characteristics

- 4.5 Barnet Council must due regard to equalities in eliminating unlawful discrimination, advancing equality of opportunity and fostering good relations between people from different groups.
- 4.6 The protected characteristics identified in the Equality Act 2010 are:
- Age
 - Disability
 - Ethnicity
 - Gender reassignment
 - Marriage and civil partnership
 - Pregnancy and maternity
 - Religion or belief
 - Sex
 - Sexual orientation
- 4.7 To assist Barnet Council with the duty under the Equality Act 2010, the survey asked respondents to provide equalities monitoring data and explained that collecting this information helps the

authority understand the needs of its different communities and that all personal information is treated in the strictest confidence and stored securely in accordance with its responsibilities under the Data Protection Act 1998.

4.8 The survey asked respondents for information about age, gender, pregnancy/maternity, if their gender is the same as assigned at birth, sexual orientation, religion, ethnicity, and marital status. These questions were not obligatory, and each had a 'prefer not to say' or 'no response' option. The full respondent profile and protected characteristics in graph form can be found in Appendix B. Table 4.1 provides a full breakdown of the equalities monitoring data collected. In summary:

- The age group which provided the most responses was 45-54 years (26.2%), followed by the 55-64 age range (21.4%) and the 35-44 range (16.6%).
- 35.3% of respondents were female and 50.1% were male, 7.4% preferred not to say.
- 0.8% of respondents stated they were pregnant and 0.5% stated they were currently on maternity leave.
- Over half (66.8%) of respondents stated that their ethnicity is White British, followed by 12.6% saying that they 'Prefer not to say' and 7.9% stated they were Asian or Asian British.
- 7.8% of respondents said that they were disabled and 84.1% stated they were not disabled. Among disabled respondents, 34.9% stated they had a mobility impairment, 22.2% stated they had a reduced physical capacity and 12.7% said they had a hearing impairment. Respondents were able to select more than one impairment, so the total does not sum to 100%.
- 34.% of respondents stated they followed no religion. This followed by 19% preferring not to say, with (17.4%) stating they were Christian and 12.6% stating they were Jewish.
- Over half of respondents (61.8%) stated they were straight, or heterosexual followed by 23.6% stating they preferred not to say.
- Half of respondents (50.3%) stated they were married.

Table 4.1: Profile of respondents: protected characteristics

| Age group | Number of respondents | Proportion of respondents (as a percentage of those who responded to that question) |
|-------------------|-----------------------|---|
| 16-17 | 4 | 0.5% |
| 18-24 | 15 | 2.0% |
| 25-34 | 57 | 7.6% |
| 35-44 | 124 | 16.6% |
| 45-54 | 196 | 26.2% |
| 55-64 | 160 | 21.4% |
| 65-74 | 82 | 11.0% |
| 75+ | 20 | 2.7% |
| Prefer not to say | 33 | 4.4% |
| No response | 56 | 7.5% |
| Sex | | |
| Female | 264 | 35.3% |

| | | |
|---|-----|-------|
| Male | 374 | 50.1% |
| Prefer not to say | 55 | 7.4% |
| If you prefer to use your own term | - | 0% |
| No response | 54 | 7.2% |
| Pregnancy and Maternity | | |
| Pregnant | | |
| Yes | 6 | 0.8% |
| No | 263 | 35.2% |
| Prefer not to say | 43 | 5.8% |
| No response | 435 | 58.2% |
| On maternity leave | | |
| Yes | 4 | 0.5% |
| No | 256 | 34.3% |
| Prefer not to say | 40 | 5.4% |
| No response | 447 | 59.8% |
| Gender identity (same as at birth) | | |
| Yes, it's the same | 622 | 83.3% |
| No, it's different | 4 | 0.5% |
| Prefer not to say | 61 | 8.2% |
| No response | 60 | 8.0% |
| Ethnicity | | |
| Asian or Asian British | 59 | 7.9% |
| Black or Black British | 8 | 1.1% |
| Mixed/Dual Heritage | 31 | 4.1% |
| White or White British | 499 | 66.8% |
| Other ethnic group | - | - |
| Prefer not to say | 94 | 12.6% |
| No response | 56 | 7.5% |
| Disabled | | |
| Yes | 58 | 7.8% |
| No | 628 | 84.1% |
| Prefer not to say | - | - |
| No response | 61 | 8.2% |
| Impairment type (Respondents could choose more than one option) | | |
| Hearing (such as deaf, partially deaf or hard of hearing) | 8 | 12.7% |
| Vision (such as blind or fractional/partial sight. Does not include people whose vision can be corrected by glasses/contact lenses) | 4 | 6.3% |

| | | |
|--|-----|-------|
| Speech (such as impairments that can cause communication problems) | - | - |
| Mobility (such as wheelchair user, artificial lower limb(s), walking aids, rheumatism or arthritis) | 22 | 34.9% |
| Physical co-ordination (such as manual dexterity, muscular control, cerebral palsy) | 4 | 6.3% |
| 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) | 14 | 22.2% |
| Severe disfigurement | - | - |
| Learning disability (such as dyslexia) | 4 | 6.3% |
| Mental illness (substantial and lasting more than a year, such as severe depression or psychosis) | 7 | 11.1% |
| Prefer not to say | - | - |
| Other (please specify) | - | - |
| Religion | | |
| Baha'i | - | - |
| Buddhist | 4 | 0.5% |
| Christian | 130 | 17.4% |
| Hindu | 13 | 1.7% |
| Humanist | 7 | 0.9% |
| Jain | 5 | 0.7% |
| Jewish | 94 | 12.6% |
| Muslim | 16 | 2.1% |
| Sikh | - | - |
| No religion | 260 | 34.8% |
| Prefer not to say | 142 | 19% |
| Other religion/belief (please specify) | 18 | 2.4% |
| No response | 58 | 7.8% |
| Sexual Orientation | | |
| Bisexual | 18 | 2.4% |
| Gay or Lesbian | 17 | 2.3% |
| Straight or heterosexual | 462 | 61.8% |
| Prefer not to say | 176 | 23.6% |
| No response | 64 | 8.6% |
| Other sexual orientation | 10 | 1.3% |
| Marital status | | |

| | | |
|---------------------------------|-----|-------|
| Single | 79 | 10.6% |
| Co-habiting | 55 | 7.4% |
| Married | 376 | 50.3% |
| Divorced | 26 | 3.5% |
| Widowed | 10 | 1.3% |
| In a same sex civil partnership | 2 | 0.3% |
| Prefer not to say | 138 | 18.5% |
| No response | 61 | 8.2% |

Connection to the area and travel patterns

4.9 Respondents were asked three questions about how they are connected to the area and how they travel in relation to the A1000.

4.10 Respondents were asked whether they live or work on the A1000 cycle lane. Figure 4.1 shows that just over half (53%) of respondents do not live, work, or have a business on or near the A1000 cycle lane. A total of 40% either live, work or have a business on or just off the A1000 cycle lane. Therefore, the majority of those who responded to the consultation do not have a close connection to the route, however they may use the route given it is a key north-south route in the area.

Figure 4.1: Respondents that live or work in the A1000 cycle lane (Q1)

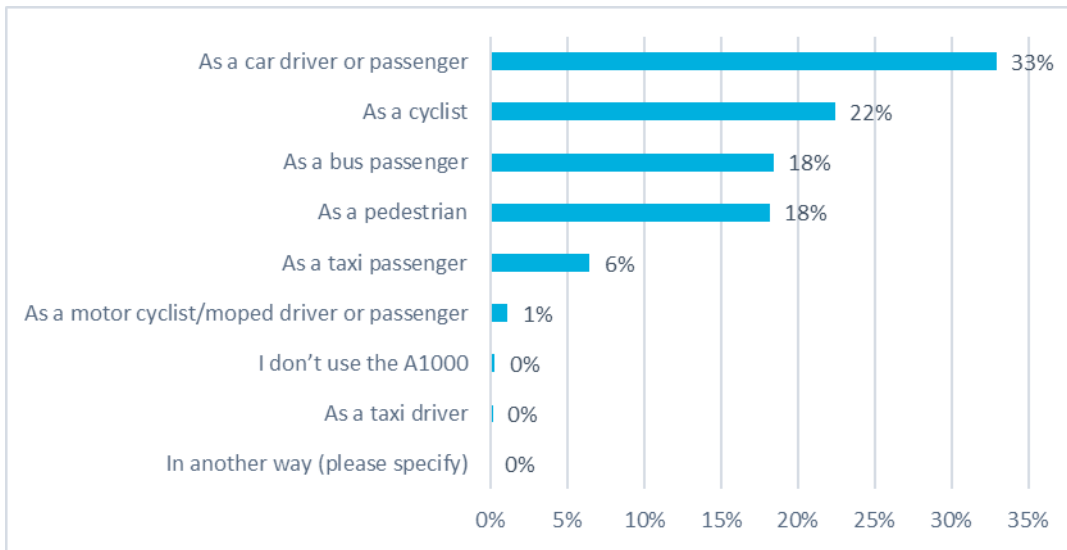


Number of respondents: 747

4.11 The survey asked respondents how they have used the A1000 over the last year, with several mode options from which respondents were able to select more than one. Figure 4.2 shows that a third of respondents have used the A1000 as a car driver or passenger. Just under a quarter (22%) have used the A1000 as a cyclist. 18% of respondents used the A1000 as a bus passenger

and the same proportion used it as a pedestrian. All respondents have used the A1000 over the last year.

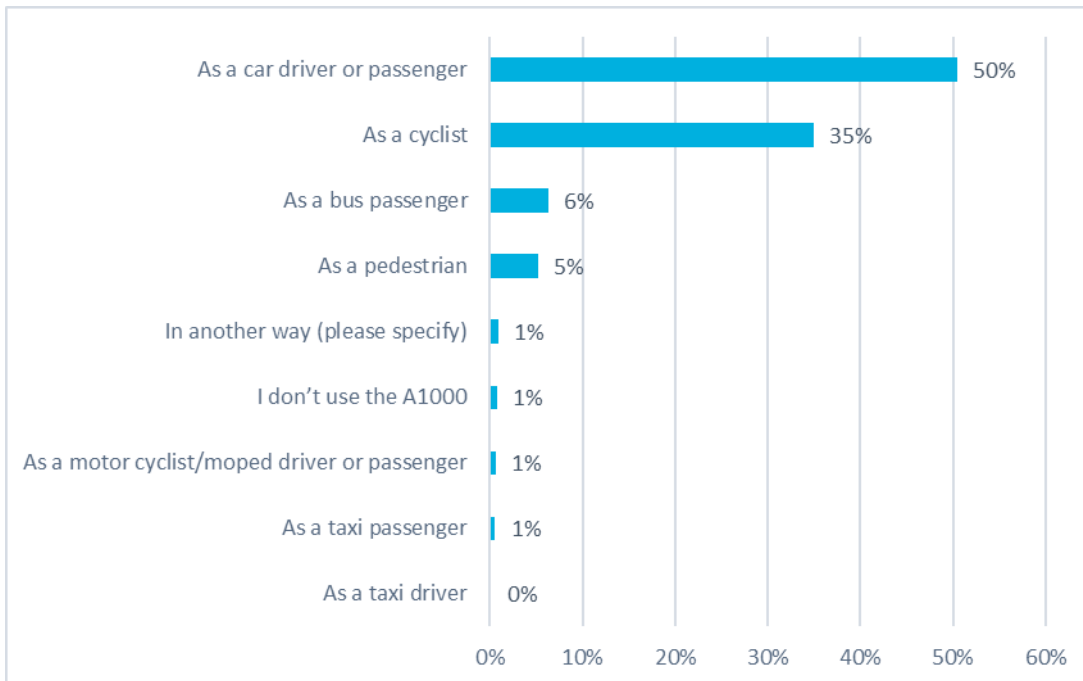
Figure 4.2: How respondents have used the A1000 over the last year (Q2)



Number of respondents: 747

4.12 Respondents were asked which mode of transport they have used most frequently along the A1000 over the last year, only being able to select one option. As shown in Figure 4.3, the modes that most respondents used to travel on the A1000 were car or cycle. Half of respondents selected car as their most frequently used mode, whether as a driver or a passenger. Over a third (35%) of respondents used the A1000 as a cyclist.

Figure 4.3: Respondents' most frequently used mode of transport along the A1000 over the last year (Q3)



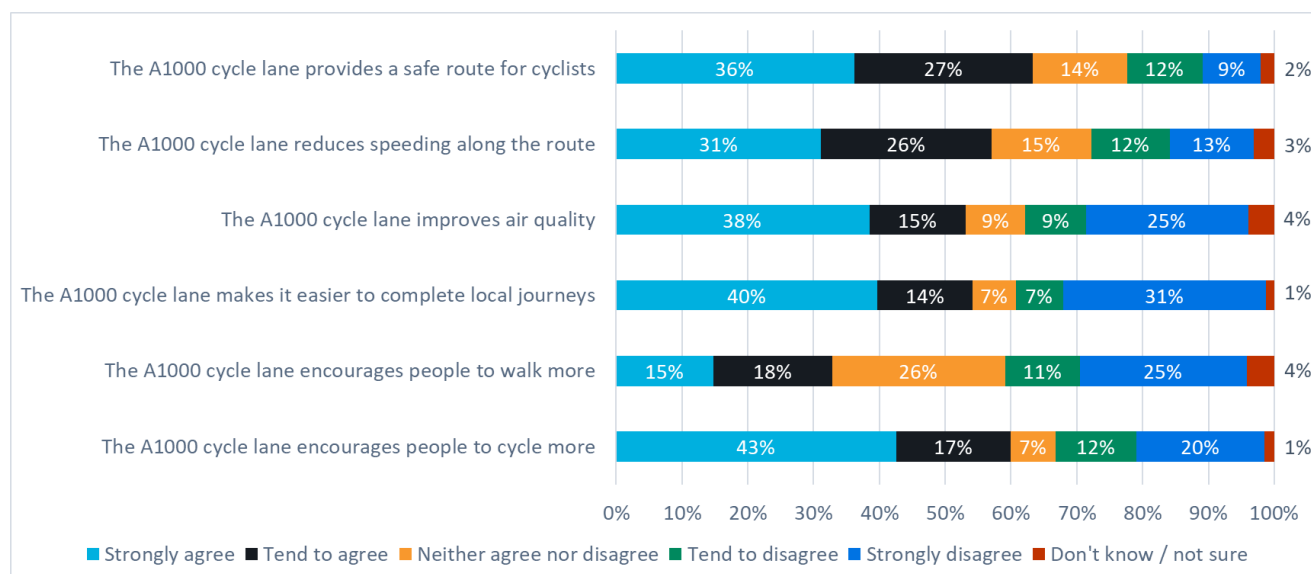
Number of respondents: 747

Respondents' views on the A1000 Cycle Lane

Views on the scheme so far

- 4.13 The Council has long term aims for creating an environment that will encourage active travel, improve air quality, and reduce emissions in the borough, as set out in the Barnet Long-Term Transport Strategy. In the context of this, respondents were asked to what extent they agree or disagree with a series of statements about the A1000 cycle lane scheme.
- 4.14 The following chart in Figure 4.4 shows that nearly two thirds (63%) of all respondents agree to some extent that the A1000 is a safe route for cyclists (this incorporates those who stated 'strongly agree' and 'agree'). Nearly half of respondents (43%) strongly agree that the scheme encourages people to cycle more, whilst 20% strongly disagree with this statement.
- 4.15 Nearly a third (31%) of respondents strongly disagree that the cycle lane facilitates local journeys. There was strong agreement and disagreement with the statement the A1000 cycle lane improves air quality, with 38% strongly agreeing and a quarter strongly disagreeing (25%). The statement that generated the most uncertainty was whether the A1000 cycle lane encouraged people to walk more, with 26% neither agreeing nor disagreeing.

Figure 4.4: Respondents' views on the A1000 cycle lane scheme (Q4)



Number of respondents: 738 (N.B. "No responses" have not been included in this graph)

Respondent’s views on the scheme by their connection to the area

4.16 Analysis of respondents’ views broken down by their connection to the area has been undertaken and presented in Figures 4.5 to 4.8. There were four options for respondents to choose from describing their connection to the area:

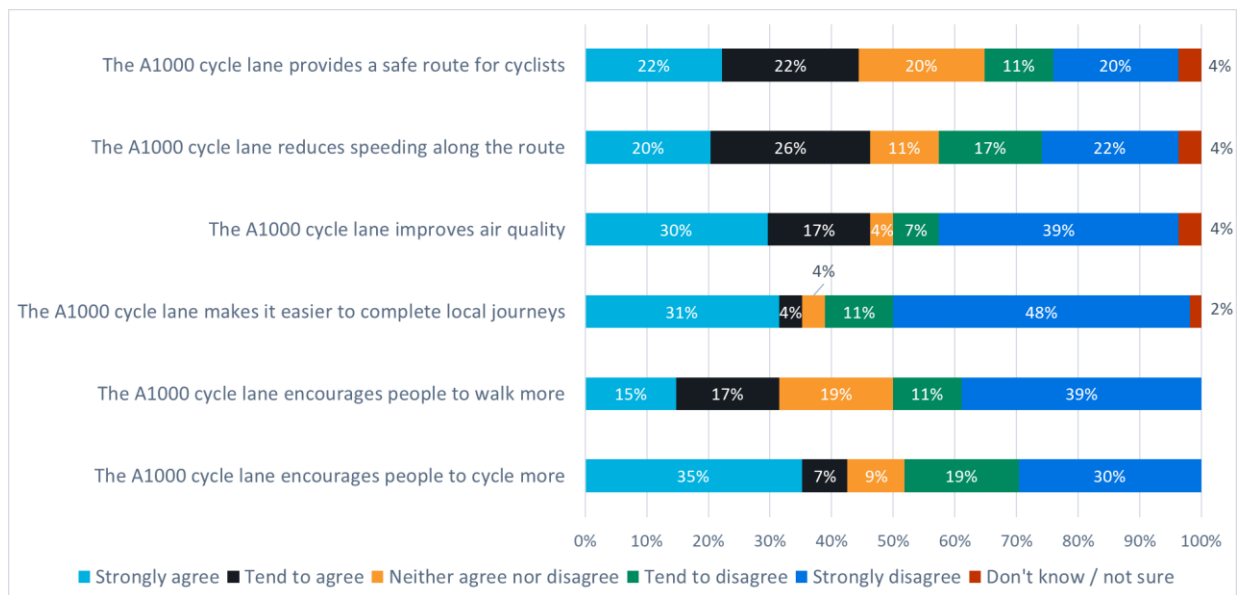
- Live, work, or have a business property on the A1000 cycle lane;
- Live, work or have a business property in a road just off the A1000 cycle lane;
- Live, work or have a business property on the A1000 but not where the cycle lane is installed; or
- Do not live, work, or have a business in any of the above roads.

4.17 There were differences in opinion between respondents who live, work, or have a business on or just off the A1000, and those who live or work further afield.

4.18 Nearly half (48%) of respondents who live, work, or have a business on the cycle lane itself strongly disagree that it makes local journeys easier to complete, whereas only 26% of respondents living or working further afield strongly disagree. It should be noted that a smaller number of respondents live, work or have a business on the cycle lane compared to those living further afield (54 respondents vs 390 respectively).

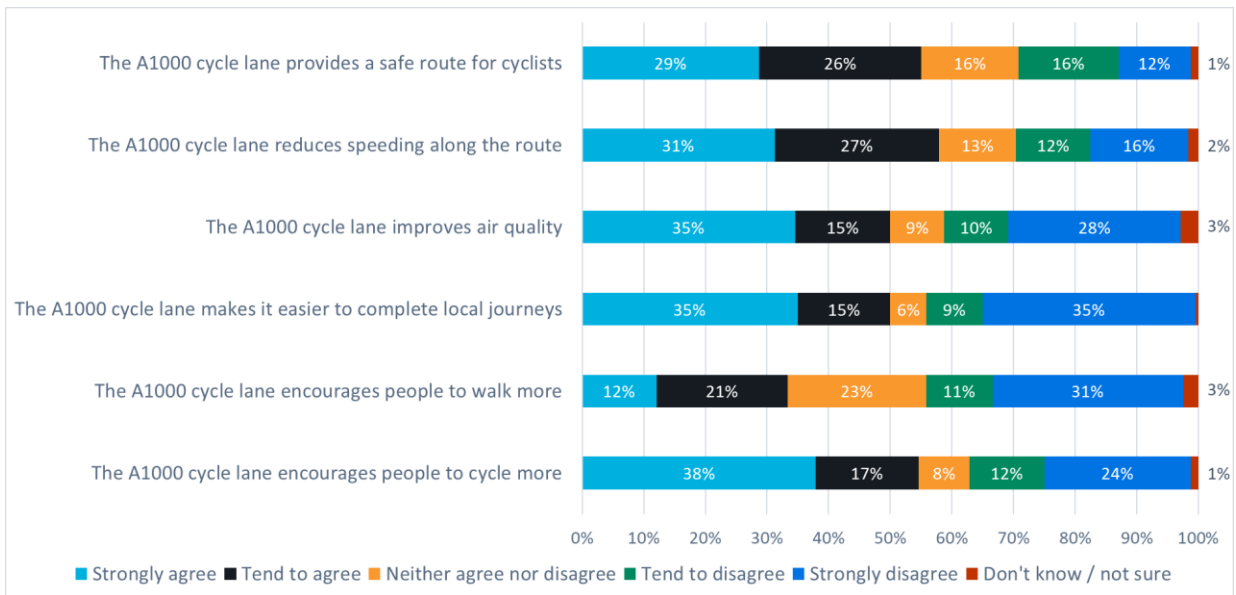
4.19 Compared to all other respondent groups, Figure 4.8 shows that a notably higher proportion (47%) of those who are not connected strongly agree that the cycle lane encourages people to cycle more. This group was also more likely to agree with the statement that the cycle lane improves air quality.

Figure 4.5: View of respondents who live, work, or have a business property on the A1000 cycle lane



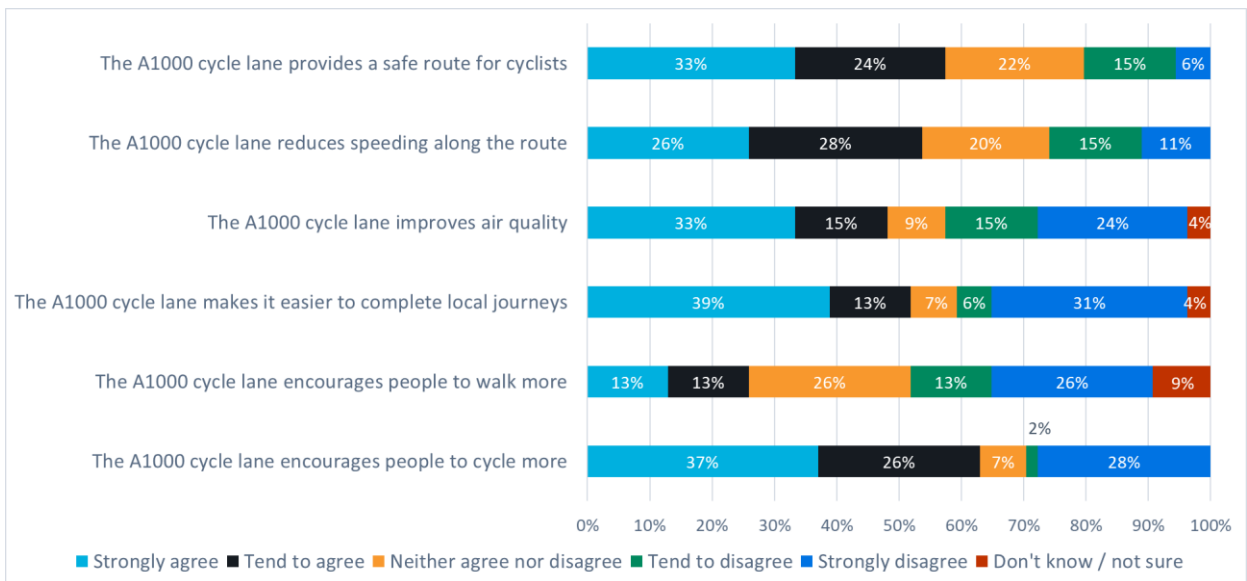
Number of respondents: 54 (N.B. “No responses” have not been included in this graph)

Figure 4.6: Views of respondents who live, work or have a business property in a road just off the A1000 cycle lane



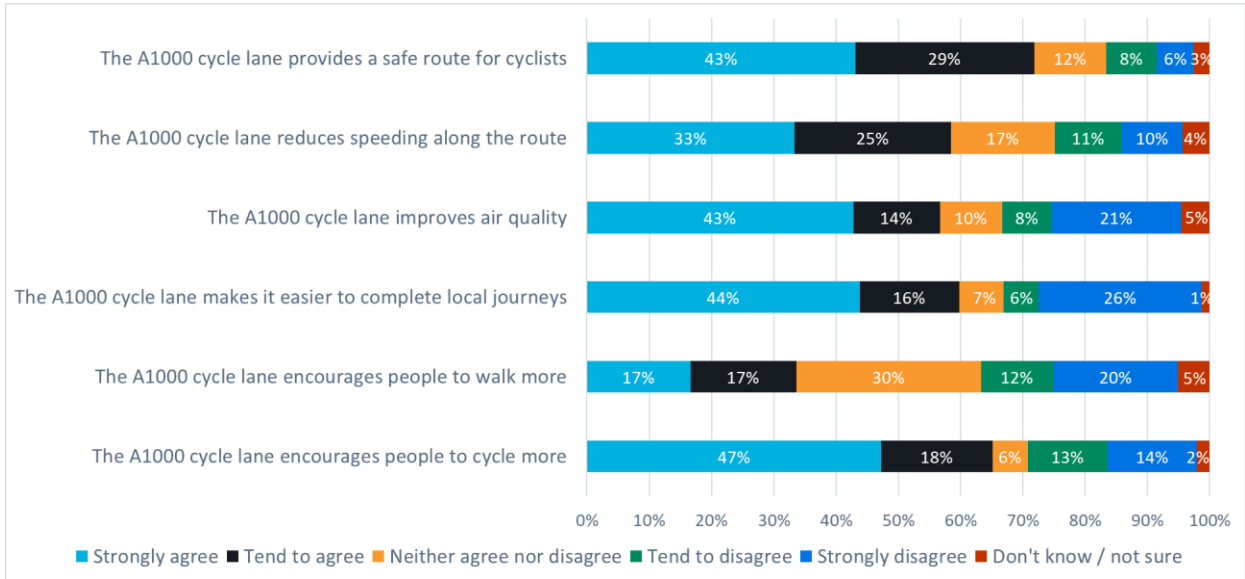
Number of respondents: 240 (N.B. "No responses" have not been included in this graph)

Figure 4.7: Views of respondents who live, work or have a business property on the A1000 but not where the cycle lane is installed



Number of respondents: 54 (N.B. "No responses" have not been included in this graph)

Figure 4.8: Views of respondents who do not live, work, or have a business in any of the connected roads

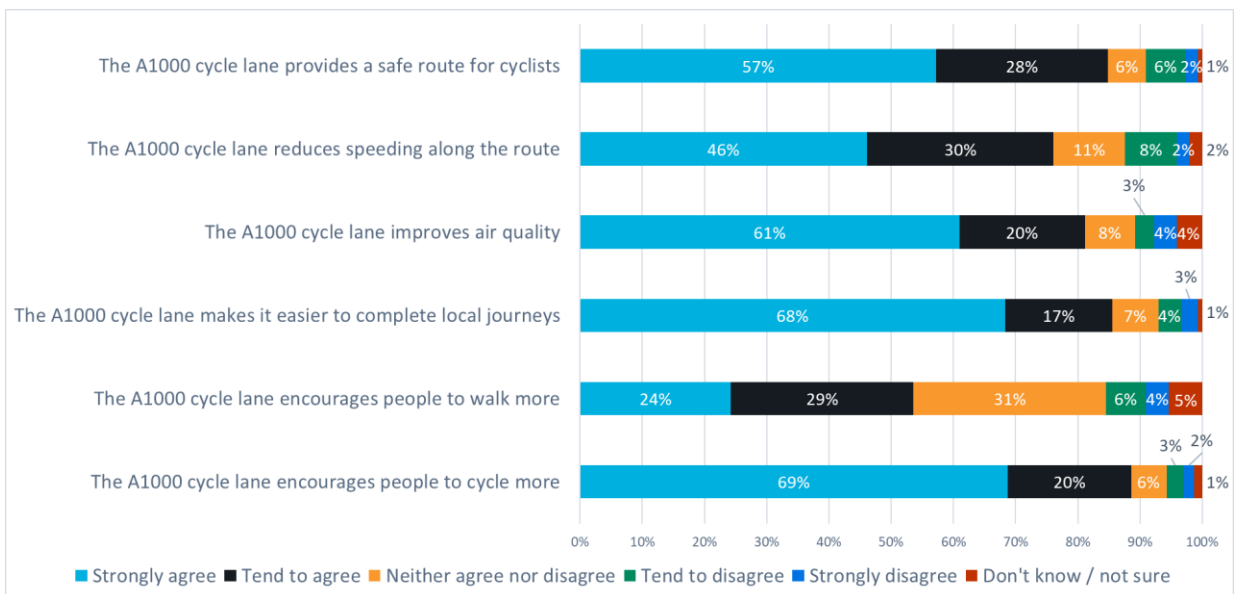


Number of respondents: 390 (N.B. "No responses" have not been included in this graph)

Respondent's views on the scheme by their main mode of travel along the cycle lane

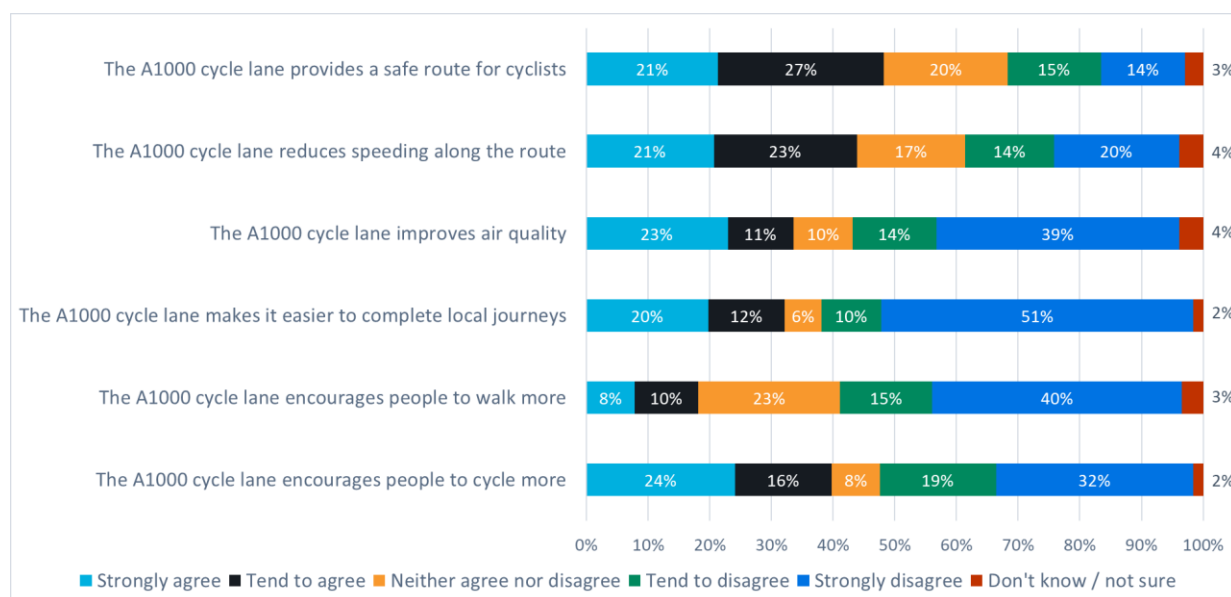
4.20 The views of respondents have been analysed by the mode of transport they use most often to travel along the A1000. For the purposes of analysis, respondents have been categorised as either users of active travel or users of all other modes (car, motorcycle, bus, and taxi). Figure 4.9 presents the views of those who walk or cycle (active travel), and Figure 4.10 presents the views of those who use all other modes.

Figure 4.9: Views of respondents who walk or cycle as their main mode of transport on the A1000



Number of respondents: 297 (N.B. "No responses" have not been included in this graph)

Figure 4.10: Views of respondents who use modes other than walking and cycling as their main mode on the A1000



Number of respondents: 435 (N.B. "No responses" have not been included in this graph)

- 4.21 Overall, respondents whose main mode of transport along the route is walking and cycling, agree with all the statements in greater proportions than all respondents. On the contrary, those who travel along the route via all other modes disagree with all statements in greater proportions.
- 4.22 85% of respondents who walk or cycle most along the A1000, agree that it provides a safe route for cyclists, with the same proportion also agreeing that it makes it easier to complete local journeys. In this group of respondents, nearly half (46%) strongly agree that the scheme reduces speeding along the route, which could be a contributing factor to the high proportion that believe it is a safe route. 61% of those who mainly walk or cycle agree that the A1000 cycle lane improves air quality, whilst only 4% strongly disagree.
- 4.23 Just over half of respondents (51%) who mainly use a car, motorcycle, bus and taxi to travel along the route strongly disagree that the A1000 cycle lane makes it easier to complete local journeys. 18% of this group of respondents agree to some extent that the A1000 cycle lane encourages walking, with a higher proportion, 40% agreeing that it encourages cycling. 39% of respondents in this group strongly disagree that the A1000 cycle lane improves air quality, with only 23% strongly agreeing with this statement.
- 4.24 There were only six respondents who said that they do not use the A1000.

Views on statements about potential enhancements to the cycle lane

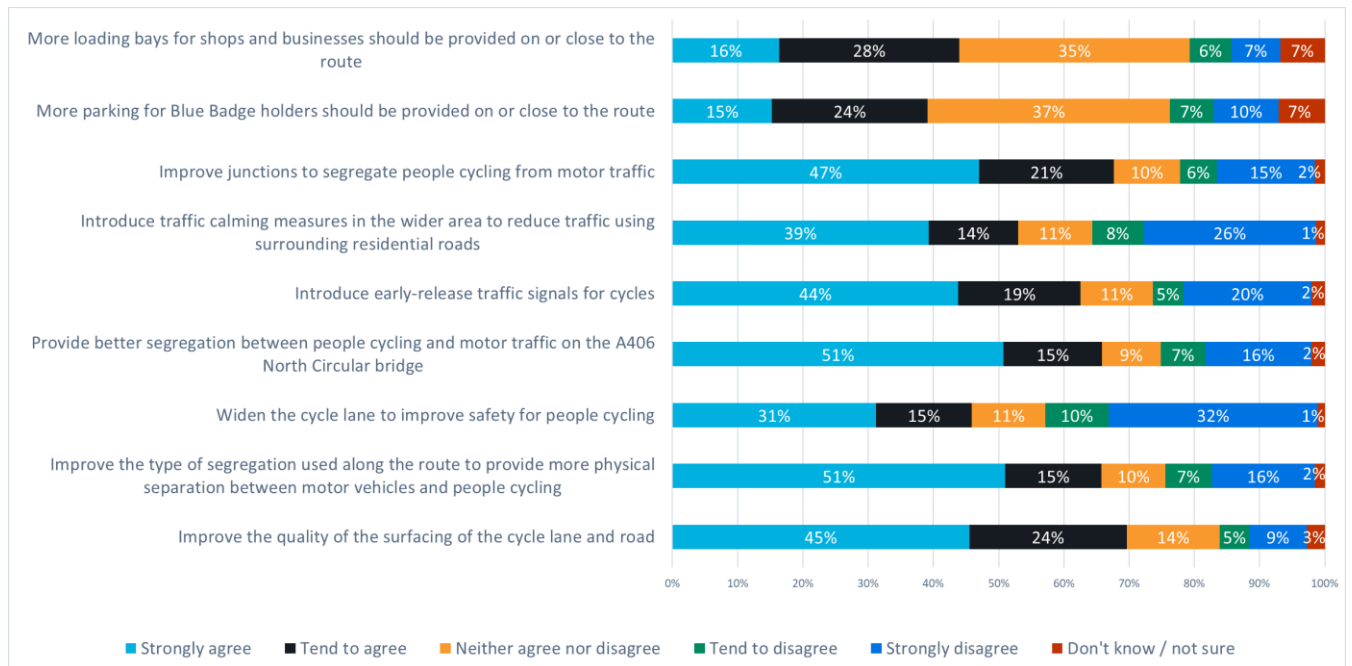
- 4.25 From the Phase 1 engagement workshops, most participants were supportive of the A1000 cycle lane remaining in principle but felt that it needs to be enhanced. A survey question was developed based on this emerging theme to establish respondents' views on possible enhancements to the cycle lane if it was to remain. The full list of statements developed can be found in paragraph 3.17 of this report.
- 4.26 Respondents were asked to what extent they agree or disagree with a series of statements on potential enhancements to the cycle lane. Figure 4.11 shows that the possible enhancements which received the highest proportions of respondents in strong agreement are related to

segregation between cyclists and motor traffic. These include at junctions, along the entire route, and on the A406 North Circular Bridge, with 47%, 51% and 51% respectively in strong agreement.

4.27 Overall, respondents disagree most (42% total of disagree and strongly disagree) with the statement that the cycle lane should be widened to improve safety for people cycling, however 45% agree with this statement (agree and strongly agree). Just over a quarter (26%) of respondents strongly disagree with the idea of introducing traffic calming measures in the wider area to reduce traffic using surrounding residential roads, whilst 39% strongly agree to such measures.

4.28 The two statements on providing more Blue Badge parking spaces and loading bays on the route received a similar spread of views. Respondents are overall more in agreement than disagreement, although over a third neither agree nor disagree (37% and 35% respectively).

Figure 4.11: Respondents’ views on possible enhancements (Q5)

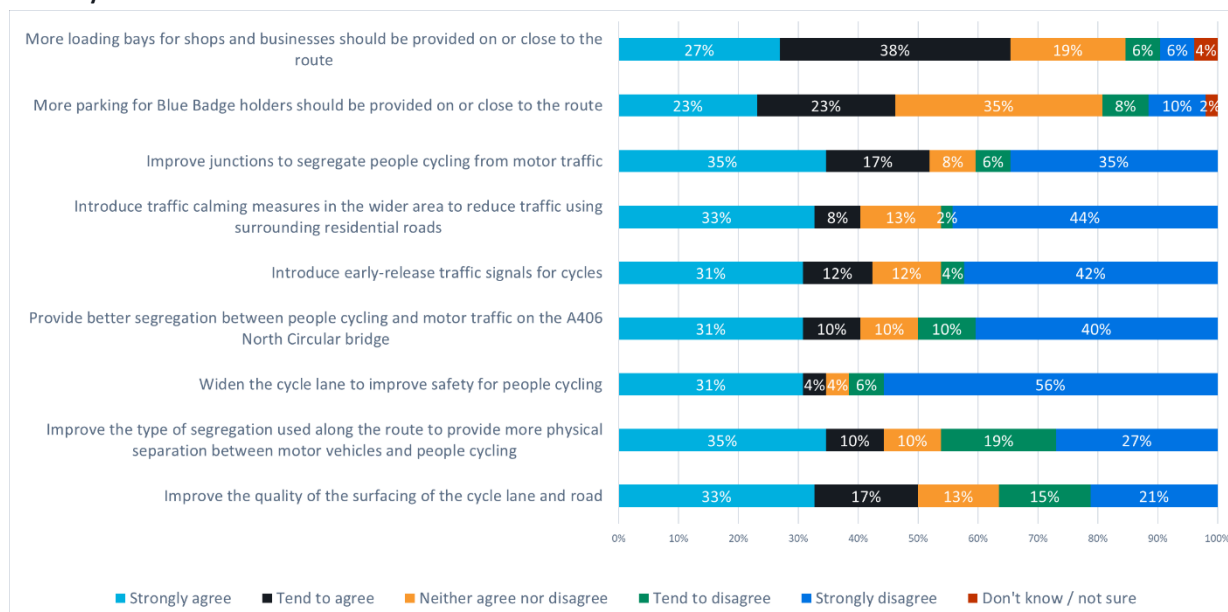


Number of respondents: 721 (NB “No responses” have not been included in this graph)

Respondent’s views on the potential scheme enhancements by their connection to the area

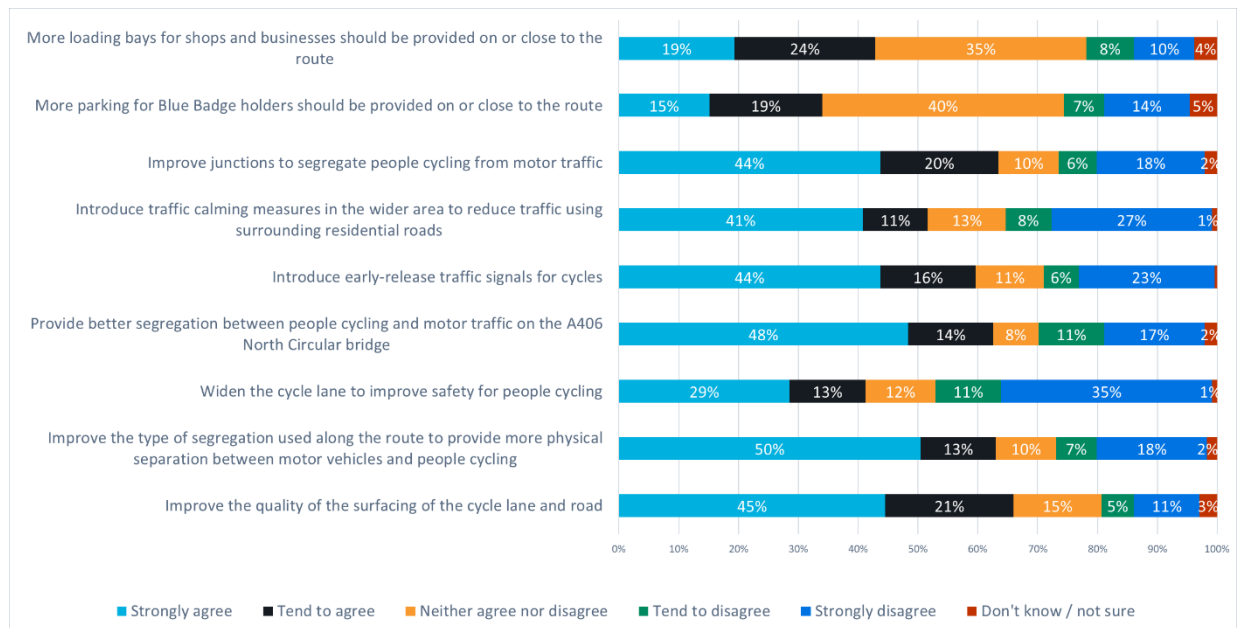
- 4.29 Analysis of respondents’ views on enhancements broken down by their connection to the area has been undertaken and presented in Figures 4.12 to 4.15.
- 4.30 As might be expected, respondents who live, work, or have a business on the cycle lane are most in favour of more loading bays (27% strongly agree), compared to other respondents. This group also appears to be less supportive of better segregation and introduction of early-release traffic signals for cyclists compared to those who live further afield.
- 4.31 Three quarters (75%) of respondents who do not live, work, or have a business in the connecting roads, agree to some extent that surface quality of the cycle lane and road should be improved (48% strongly agree and 27% agree).
- 4.32 46% of respondents who live, work, or have a business on the A1000 cycle lane do not support further traffic calming measures in the area (strongly disagree and disagree), whereas 41% do support this to some extent (strongly agree and agree). Those who live, work or have a business just off the A1000 cycle lane are more in favour of this suggestion with 52% supporting further traffic calming measure to some extent (strongly agree and agree). Respondents who do not live, work, or have a business on the A1000 cycle lane agree with this enhancement the most (55% total or strongly agree and agree).

Figure 4.12: Views on possible enhancements of respondents who live, work, or have a business property on the A1000 cycle lane



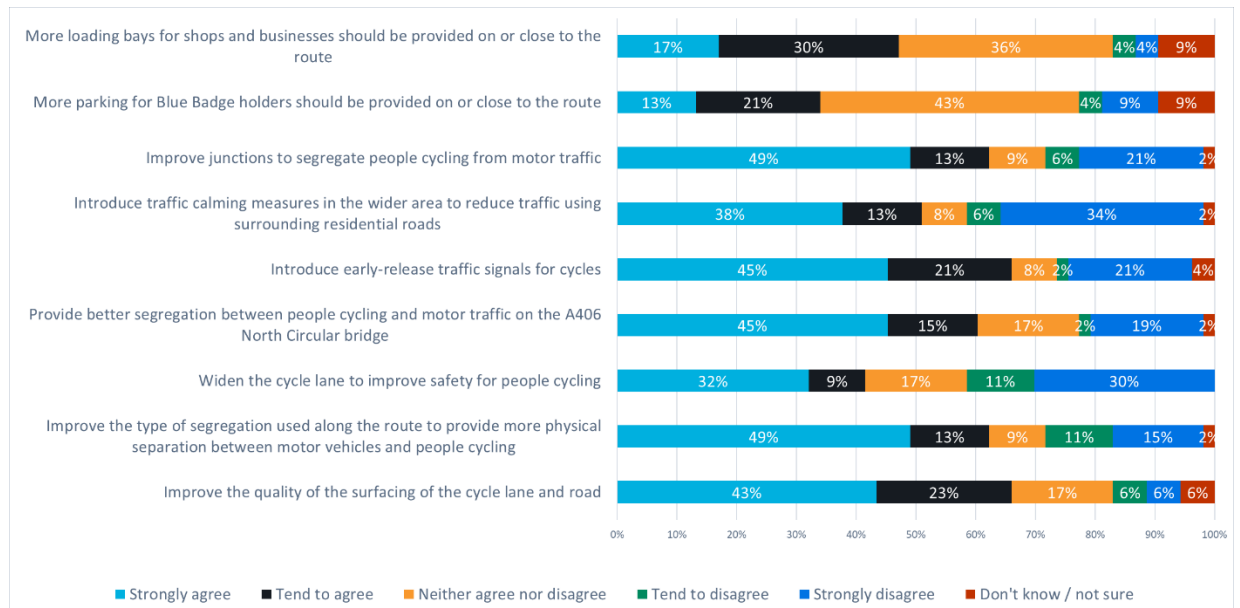
Number of respondents: 52 (NB “No responses” have not been included in this graph)

Figure 4.13: Views on possible enhancements of respondents who live, work or have a business property in a road just off the A1000 cycle lane



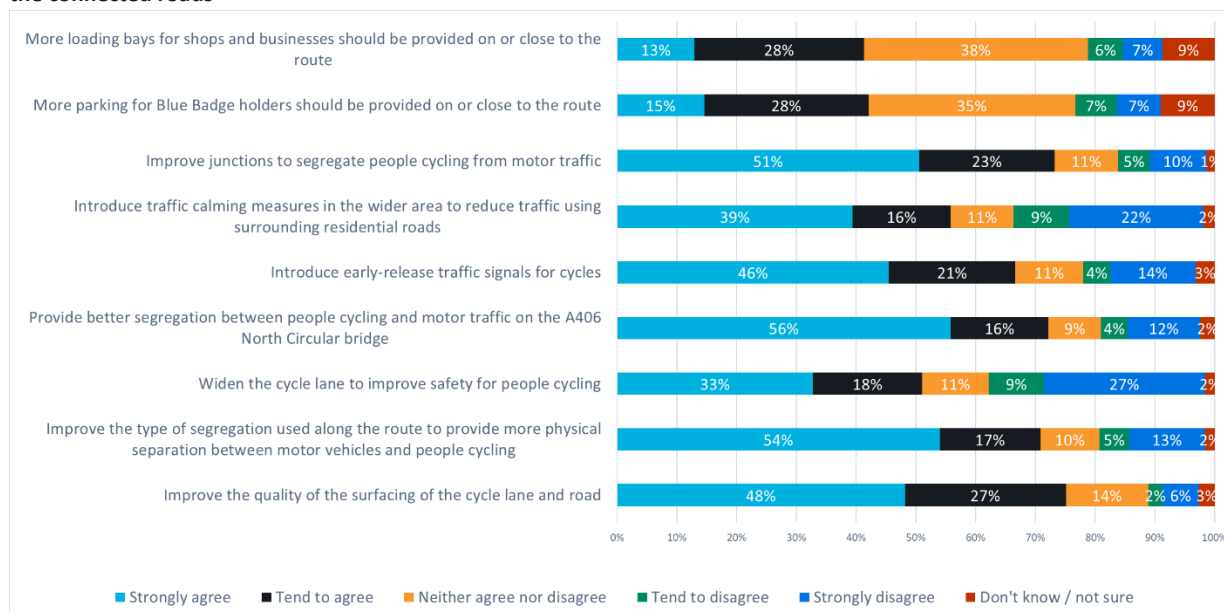
Number of respondents: 238 (NB “No responses” have not been included in this graph)

Figure 4.14: View on possible enhancements of respondents who live, work or have a business property on the A1000 but not where the cycle lane is installed



Number of respondents: 53 (NB “No responses” have not been included in this graph)

Figure 4.15: Views on possible enhancements of respondents who don't live, work or have a business in any of the connected roads

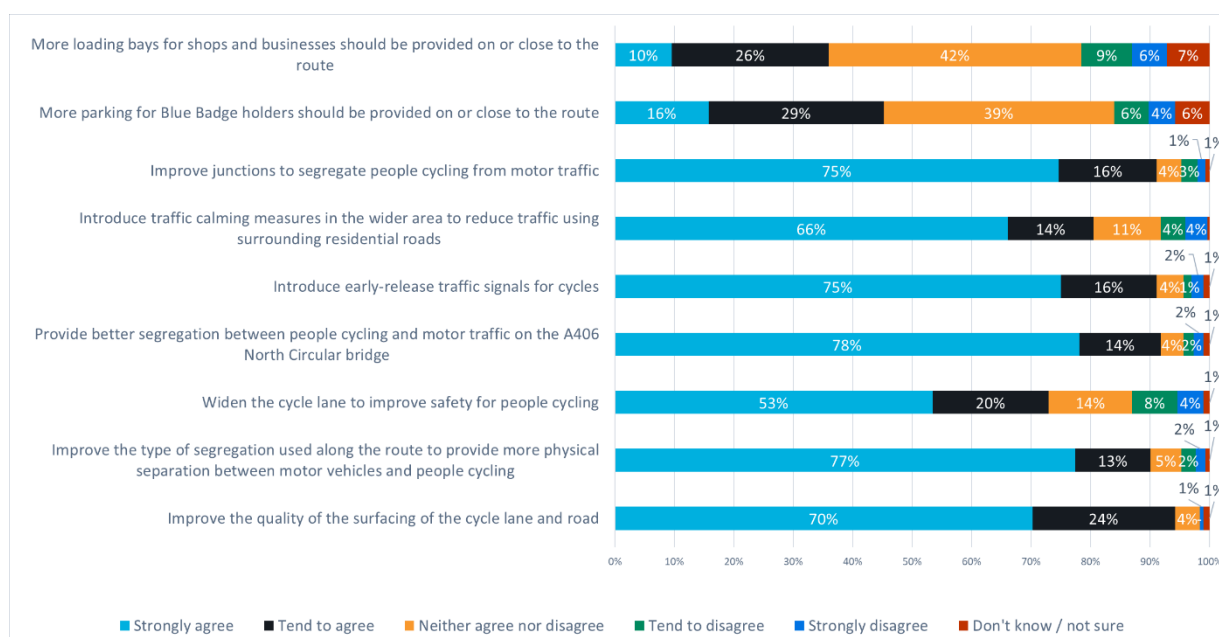


Number of respondents: 378 (NB “No responses” have not been included in this graph)

Respondent’s views on potential scheme enhancements by their main mode of travel along the cycle lane

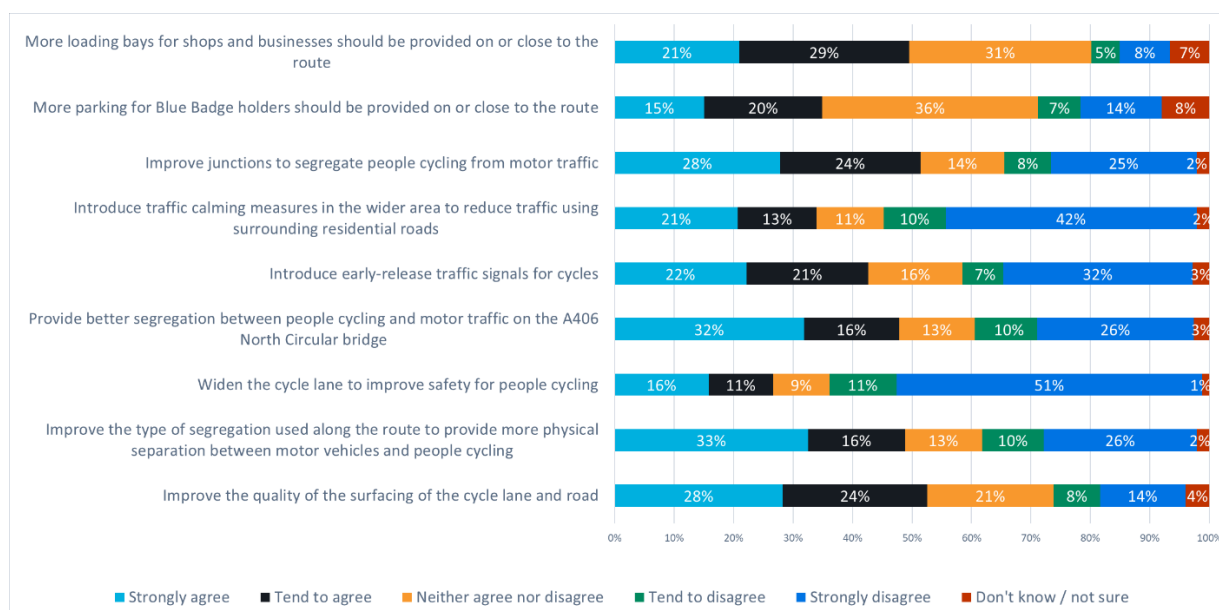
- 4.33 Comparison of the views of respondents by the mode of transport they use has been undertaken. As above, for the purposes of analysis, respondents have been categorised as either those who mostly walk and cycle or users of all other modes (car, motorcycle, bus, and taxi). Figure 4.16 presents the views of those who walk or cycle, and Figure 4.17 presents the views of those who user all other modes.
- 4.34 In general, respondents who walk and cycle agree with all the potential enhancements more so than respondents who use other modes (car, motorcycle, bus, and taxi). The only exception is that a total of 36% of active travel users agree with provision of loading bays for shops and businesses, compared to 50% of users of other modes (a total of strongly agree and agree).
- 4.35 The enhancement with the biggest difference in opinion is widening the cycle lane to improve safety for cyclists. A total of 62% of users of other modes do not agree that the cycle lane should be widened, compared to a total of just 12% of pedestrians and cyclists (disagree and strongly disagree). Traffic calming measures are also not a popular enhancement amongst users of other modes (car, motorcycle, bus, and taxi), with 42% strongly disagreeing with its potential introduction, compared to only 4% of those who walk and cycle strongly disagreeing with this potential enhancement.

Figure 4.16: Views on possible enhancement of respondents who walk or cycle as their main mode



Number of respondents: 292 (NB “No responses” have not been included in this graph)

Figure 4.17: Views on possible enhancement of respondents who use modes other than walking and cycling



Number of respondents: 424 (NB “No responses” have not been included in this graph)

Analysis of free-text responses about the potential enhancements

- 4.36 Free text, open question analysis involves ‘coding’ the statements made by the respondents. This ‘coding’ assigns each point made by a respondent to one or more codes within a standardised code frame. This means that when multiple people raise the same point, this can be identified and categorised within the code frame. This makes it possible to quantify how many times the same or very similar point has been made by respondents.
- 4.37 Codes were organised by theme, for example equality, accessibility, safety, private vehicle traffic etc., and separated into comments of support, opposition, concern, or suggestions.

- 4.38 Respondents were given the opportunity to provide a free-text response to explain why they disagree with the statements about the potential enhancements to the cycle lane. The responses have been coded into themes to understand the most common reasons stated by respondents; 231 people responded to this question, whilst 516 people provided no response.
- 4.39 The top 10 most common codes are presented in Table 4.2 and a full code frame is provided in Appendix C.
- 4.40 The most common code was concern that the cycle lane has caused an increase in congestion with 92 people stating this (12% of all respondents to the survey), followed by 71 people stating that the cycle lane is underutilised (10% of all respondents to the survey).

Table 4.2: Top 10 codes in the open text question (Q6)

| Theme | Code | Number | Percentage |
|--------------------------------|--|--------|------------|
| Private Vehicle Traffic | Concern that cycle lane has caused increased congestion | 92 | 12% |
| Cycling | Concern that cycle lane is underutilised | 71 | 10% |
| Pollution | Concern that increased traffic congestion causes increased pollution | 56 | 7% |
| Improvement C: Widening | Opposition to increasing the width of cycle lanes due to traffic impact | 31 | 4% |
| Improvement I: Loading Bays | Suggestion that cycle lane should be prioritised and not disrupted by loading bays | 23 | 3% |
| Improvement F: Traffic Calming | Opposition to traffic calming measures on local roads | 18 | 2% |
| General | Concern that improvements prioritise cyclists over other road users | 14 | 2% |
| General | Suggest the cycle lanes should be removed | 12 | 2% |
| Safety | Concern that lack of continuous cycle infrastructure creates safety issues | 11 | 1% |
| Cycling | Concern cyclists ignore highway code (inc. traffic lights/signals) | 11 | 1% |

- 4.41 Respondents were also asked if they had any further comments or suggestions on how they think the A1000 cycle lane could be improved or traffic reduced in the area. The responses were also coded for this free text question. 331 people responded to this question, 419 people provided no response.
- 4.42 The top 10 codes are presented in Table 4.3 and a full code frame is provided in Appendix C
- 4.43 The most common suggestion was to remove the cycle lane with 46 people stating this – 6% of all respondents to the survey. The second most common response to this question was concern about congestion caused by the cycle lane, with again 46 people stating this – 6% of all respondents to the survey.

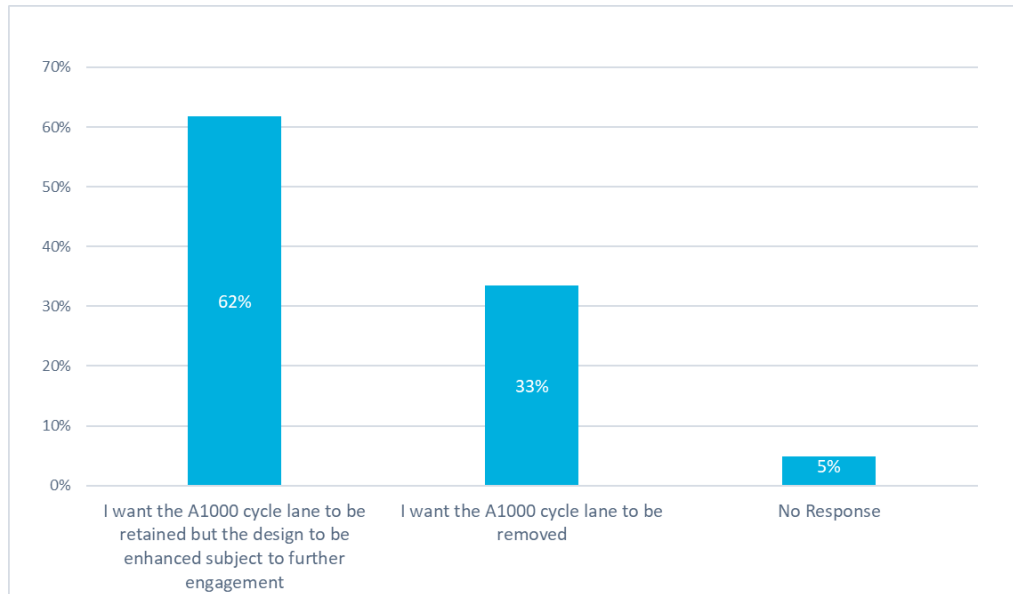
Table 4.3: Top 10 codes in the open text question (Q7)

| Theme | Code | Number | Percentage |
|-------------------------|--|--------|------------|
| General Suggestion | Suggestion to remove cycle lane | 46 | 6% |
| Private Vehicle Traffic | Concern about congestion caused by cycle lane | 46 | 6% |
| General Suggestion | Suggestion for better segregation of the cycle lane e.g. continuous segregation all along the route, use of grade separation | 41 | 5% |
| Pollution | Concern that road space reduction/speed limit generates pollution through congestion | 35 | 5% |
| Cycling | Concern that cycle lane is underutilised | 33 | 4% |
| General Suggestion | Suggestion for better maintenance of cycle lane (surface, cleaning etc) | 32 | 4% |
| General Suggestion | Suggestion to extend the cycle lane northwards along the A1000 | 25 | 3% |
| General Suggestion | Suggestion for more walking and cycling infrastructure across the borough | 23 | 3% |
| General Suggestion | Suggestion for LTN 1/20 cycling design guidance to be followed | 20 | 3% |
| General Suggestion | Suggestion for additional/ amendments to road infrastructure (phased traffic lights, bus-stop bypass, roundabouts etc) | 19 | 3% |

The future of the A1000 cycle lane

- 4.44 The final question in the survey was asked to determine respondents' overall support for the scheme, to help inform the Council's decision on whether to retain and amend or remove the A1000 cycle lane.
- 4.45 Two options were posed for respondents to choose from in this question; either to retain the A1000 cycle lane with design amendments, or to remove it entirely.
- 4.46 Figure 4.18 shows that nearly two thirds (62%) of respondents would like the A1000 cycle lane to be retained with design enhancements following further engagement. A third of respondents want the cycle lane to be removed.

Figure 4.18: Respondents' overall support for the scheme (Q8)

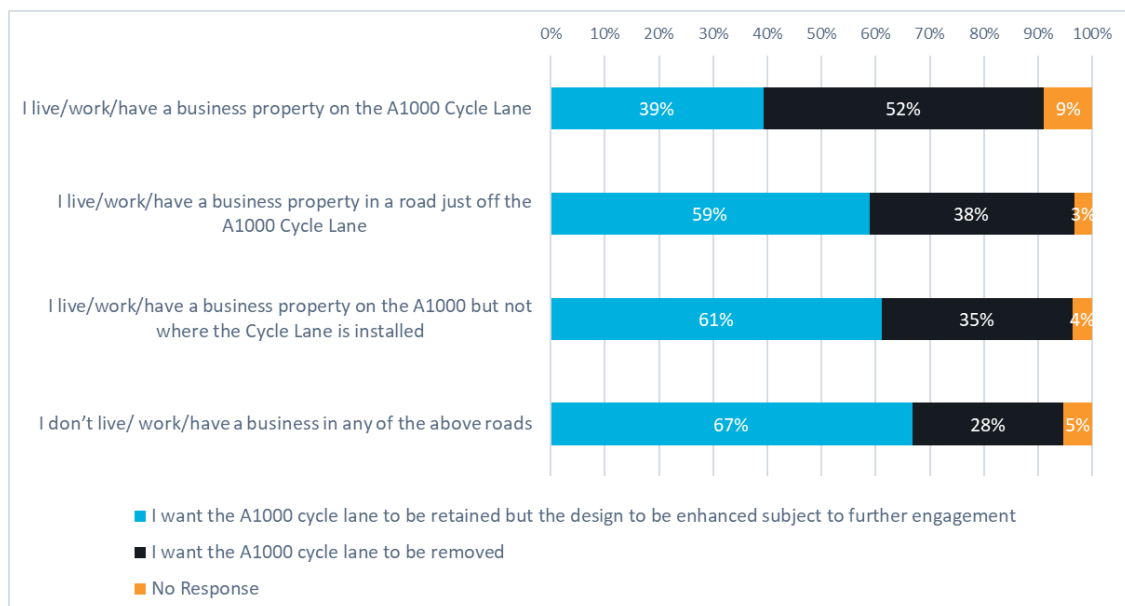


Number of respondents: 747

4.47 Analysing this by respondent connection to the area, those who live, work or have a business property on the A1000 cycle lane have the highest proportion (52%) opting for its removal.

4.48 In comparison, the cycle lane is more favoured by those who do not live, work, or have a business property directly on the cycle lane. 59% of respondents who are connected just off the A1000 cycle lane would like to see it retained and amended, as well as 61% who are on the A1000 but not where the cycle lane is located. Just over two thirds (67%) of those who do not live, work or have a business in any of the connected roads would like to see the A1000 cycle lane retained and amended. It is important to note the number of respondents per category varies.

Figure 4.19: Respondents' support for the scheme by connection to the area

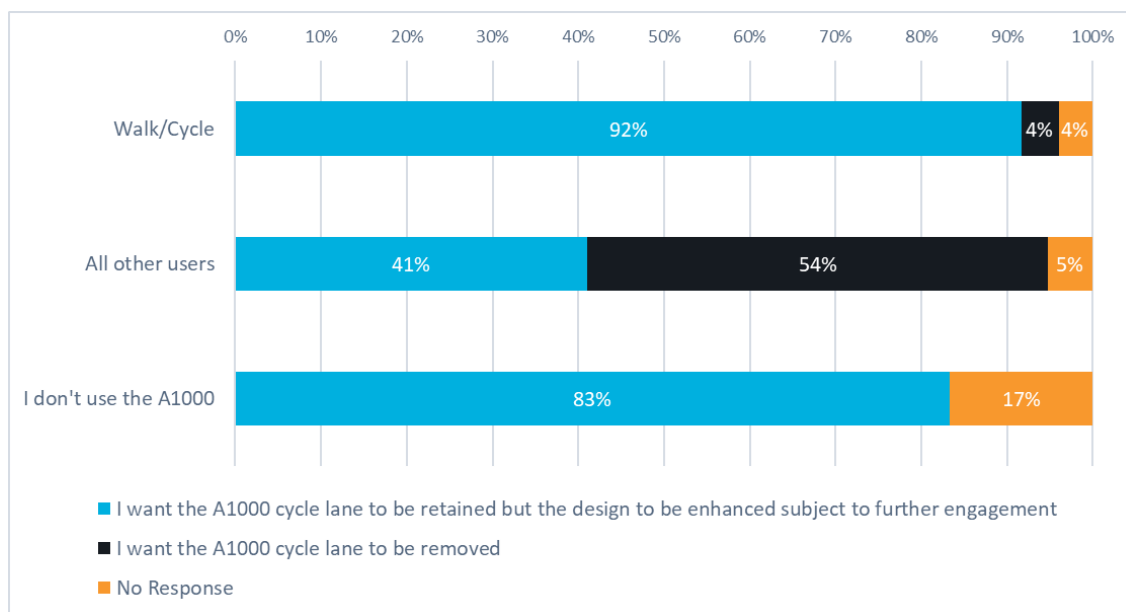


Number of respondents: 'I live/work/have a business property on the A1000 cycle lane' (56); 'I live/work/have a business property in a road just off the A1000 cycle lane' (243); 'I live/work/have a business property on the A1000

but not where the cycle lane is installed' (54); and 'I don't live/ work/have a business in any of the above roads' (394).

4.49 Figure 4.20 shows a notable difference in opinion between those who use active travel modes and those who do not. Nearly all respondents (92%) who selected walking or cycling as their most used mode of transport, want the A1000 cycle lane to be retained and amended. However, of the respondents who use other modes to travel along the A1000 (car, motorcycle, bus, taxi), 41% want it to be retained and amended and over half (54%) want it to be removed.

Figure 4.20: Respondents' support for the scheme broken down by main mode of transport used on the A1000



Number of respondents: 'Walk/Cycle' (300); 'All other users' (441); and 'I don't use the A1000' (6).

Protected characteristics analysis on key autumn consultation questions

4.50 Barnet Council asked respondents to provide equalities monitoring data. Collecting this information helps the authority to understand the needs of its different communities. This analysis is undertaken across the nine protected characteristics identified in the Equalities Act 2010:

- Age
- Gender
- Pregnancy and maternity
- Gender reassignment
- Ethnicity
- Disability
- Religion
- Sexuality
- Marital status

4.51 A full analysis of the distribution of respondents across the nine protected characteristics is provided in Table 4.1 of this report and graphs are provided in Appendix B.

4.52 As requested by Barnet Council, responses to questions asking for opinions about the A1000 cycle lane Scheme have been cross tabulated with protected characteristics:

- Question 4: To what extent do you agree or disagree the following statements about the A1000 cycle lane scheme? (Please tick one option on each line)
- Question 5: If the A1000 cycle lane was to remain to what extent do you agree or disagree with the following enhancements the engagement has identified? (Please tick one option on each line)
- Question 8: In terms of the future of the A1000 cycle lane which of the following two options do you support? (Please tick one option only)

Question 4: To what extent do you agree or disagree the following statements about the A1000 cycle lane scheme? (Please tick one option on each line).

- 4.53 This section details the differences in opinion among responses to question 4 by protected characteristics with the major differences compared to the average highlighted below. It should be noted that respondents did not have to answer the equalities monitoring questions and some respondents opted out of doing so. For certain protected characteristics, there are small numbers of respondents within the categories (e.g., within the different religions on the survey) and comparisons with the average should not be considered significant in a statistical sense.
- 4.54 Respondents could choose “Strongly Agree”, “Tend to Agree”, “Neither Agree or Disagree”, “Tend to Disagree”, “Strongly Disagree” or “Don’t know/ not sure” on the following statements.
- The A1000 cycle lane encourages people to cycle more.
 - The A1000 cycle lane encourages people to walk more.
 - The A1000 cycle lane makes it easier to complete local journeys.
 - The A1000 cycle lane improves air quality.
 - The A1000 cycle lane reduces speeding along the route.
 - The A1000 cycle lane provides a safe route for cyclists.

Age

- 4.55 There are various observations that can be discovered when analysing protected characteristics and their views on the above statements about the A1000 cycle lane Scheme. Below indicates the highlight in each statement compared to the average of all respondents.
- 4.56 A higher than average percentage of those aged 65-74 years agree with the statement, “The A1000 cycle lane encourages people to cycle more”.
- 66% of respondents 65 - 74 years strongly agree or agree on the statement compared to 60% of all respondents (there were 82 respondents aged 65-74).
- 4.57 A higher than average percentage of those aged 75+ disagree on the statement “The A1000 cycle lane makes it easier to complete local journeys”.
- 55% of respondents 75+ years strongly disagree or disagree that the A1000 improves their ability to make local journeys compared to 38% of all respondents who disagree.
- 4.58 A higher than average percentage of those aged 75+ agree that “The A1000 cycle lane reduces speeding along the route”.
- 70% strongly agree or agree on the above statement compared to 57% of all respondents.
- 4.59 There are no major differences in opinions amongst age groups regarding the statement “The A1000 cycle lane provides a safe route for cyclists”.

Gender

- 4.60 A higher percentage of male respondents tend to agree on the above statements than females. The greatest difference in agreement between male and female responses is to the statement “The A1000 cycle lane provides a safe route for cyclists”:
- 73% of males agree that “The A1000 cycle lane provides a safe route for cyclists” compared to 60% average and 47% of female respondents. (374 respondents were male and 264 respondents were female.)

Pregnancy and maternity

- 4.61 Six respondents stated that they were pregnant, there were no differences in responses among this group from the average.
- 4.62 Four respondents stated that they were on maternity leave; these respondents were more likely to agree on all of the above statements than the average across other respondents.
- 75% of these respondents strongly agree on the statements which is significantly higher than the average for all statements.

Gender reassignment

- 4.63 Four respondents stated that their gender was different to that assigned to them at birth, there were no differences in responses among this group from the average.

Ethnicity

- 4.64 499 respondents stated that they were white or white British, there were no differences from average observed in this group.
- 4.65 8 respondents stated that they were black or black British, there were no differences from average observed in this group.
- 4.66 59 respondents stated that they were Asian or Asian British, there were no differences from average observed in this group.
- 4.67 31 respondents stated that they were Mixed or Dual heritage, there were no differences from average observed in this group.

4.68 Disability

- 4.69 58 respondents stated that they were disabled. A higher than average percentage of these respondents disagree on the statements below:
- 54% of these respondents disagree that “The A1000 cycle lane makes it easier to complete local journeys” compared to 38% of all respondents that disagree with the statement
 - 51% of these respondents disagree that “The A1000 cycle lane improves air quality” compared to 34% of all respondents that disagree with the statement.

Religion

- 4.70 689 of 747 respondents answered the question about religion.
- 4.71 Four respondents stated they were Buddhist, there were no differences from average observed in this group.

- 4.72 130 respondents stated they were Christian, there were no differences from average observed in this group.
- 4.73 13 respondents stated they were Hindu, there were no differences from average observed in this group.
- 4.74 7 respondents stated they were Humanist, there were no differences from average observed in this group
- 4.75 Five respondents stated they were Jain, a higher percentage of these respondents agree about the following statement than all respondents in the survey.
- 60% of respondents agree that “The A1000 encourages more people to walk” compared to 33% of all respondents.
- 4.76 94 respondents stated they were Jewish, there were no differences from average observed in this group.
- 4.77 16 respondents stated they were Muslim, there were no differences from average observed in this group.
- 4.78 260 respondents stated they had no religion, there was a higher percentage of these respondents that agree or strongly agree with the following statements than the average.
- 76% of respondents agree or strongly agree that “The A1000 provides a safe route for cyclists” compared to 63% of all respondents that agree with this statement.
 - 73% of respondents agree or strongly agree that “The A1000 reduces speeding along the route” compared to 57% of all respondents that agree with this statement.
 - 71% of respondents agree that “The A1000 makes it easier to complete local journeys” compared to 54% of all respondents that agree with this statement.

Sexuality

- 4.79 462 respondents stated they were straight or heterosexual, there were no differences from average observed in this group.
- 4.80 18 respondents stated they were bisexual, a higher percentage of this group agree or strongly agree on the following statement in comparison to the percentage of all respondents.
- 77% of respondents agree or strongly agree that “The A1000 provides a safe route for cyclists” compared to 63% of all respondents.
- 4.81 17 respondents stated they were Gay or Lesbian, a higher percentage of this group agree or strongly agree on the following statement in comparison to the percentage of all respondents.
- 76% of respondents agree or strongly agree that “The A1000 reduces speeding along the route” compared to 57% of all respondents.

Marital Status

- 4.82 376 respondents stated they were married, there were no differences from average observed in this group.
- 4.83 79 respondents stated they were single, a higher percentage of this group agree or strongly agree that “The A1000 encourages people to cycle more”.

- 75% of respondents agree or strongly agree with this statement compared to 60% of all respondents.

- 4.84 26 respondents stated they were divorced, there were no differences from average observed in this group.
- 4.85 55 respondents stated they were cohabiting, there were no differences from average observed in this group.
- 4.86 Two respondents stated they were in a same sex civil partnership, as there are only 2 responses there is not enough evidence to compare these results against the average.
- 4.87 10 respondents stated they were widowed, there were no differences from average observed in this group

Question 5: If the A1000 cycle lane was to remain to what extent do you agree or disagree with the following enhancements the engagement has identified? (Please tick one option on each line).

- 4.88 This section details the differences in opinion from the consultation survey for question 5 by protected characteristics with the major differences in the trend highlighted below.
- 4.89 It should be noted that respondents did not have to answer the equalities monitoring questions and some respondents opted out of doing so. For certain protected characteristics, there are small numbers of respondents within the categories (e.g., within the different religions on the survey) and comparisons with the average should not be considered significant in a statistical sense.
- 4.90 Respondents could choose “Strongly Agree”, “Tend to Agree”, “Neither Agree or Disagree”, “Tend to Disagree”, “Strongly Disagree” or “Don’t know/ not sure” on the following enhancements the engagement has identified.
- Improve the quality of the surfacing of the cycle lane and road
 - Improve the type of segregation used along the route to provide more physical separation between motor vehicles and people cycling
 - Widen the cycle lane to improve safety for people cycling
 - Provide better segregation between people cycling and motor traffic on the A406 North Circular bridge
 - Introduce early-release traffic signals for cycles
 - Introduce traffic calming measures in the wider area to reduce traffic using surrounding residential roads
 - Improve junctions to segregate people cycling from motor traffic
 - More parking for Blue Badge holders should be provided on or close to the route
 - More loading bays for shops and businesses should be provided on or close to the route

Age

- 4.91 In general, the majority of views regarding the enhancements to the A1000 remain the same across all age groups on comparison to the average. However, there are a few observations that can be discovered when analysing protected characteristics and their views on the above statements about the A1000 cycle lane scheme.

- 4.92 A higher than average of those aged 25-34 years agree or strongly agree with the following enhancement, “Improve junctions to segregate people cycling from motor traffic”.
- 79% of respondents 25-34 years strongly agree or agree on the statement compared to 58% of all respondents (there were 57 respondents aged 65-74).
- 4.93 A higher than average of those aged 55-64 agree or strongly agree with the following enhancement, “Improve the quality of the surfacing of the cycle land and road”.
- 77% of respondents 55-64 years strongly agree or agree on this statement compared to 69% of all respondents (there were 160 respondents aged 55-64).
- 4.94 A higher than average of those aged 45-54 years disagree on the enhancement, “More loading bays for shops and business on or close to the route”.
- 46% of respondents disagree with the statement compared to 39% of all respondents who disagree (there were 196 respondents aged 45-54 years).
- 4.95 A higher than average of those aged 75+ agree on the enhancement to “Improve the type of segregation used along the route to provide more physical separation between motor vehicles and people cycling” compared to the average.
- 75% of respondents strongly agree or agree on the above statement compared to 68% of all respondents (there were 20 respondents aged 75+).

Gender

- 4.96 There is no difference between male or female responses from the average across all statements within this question.
- 4.97 The majority of male respondents follow the same average of all respondents across all statements apart from one enhancement. A higher percentage than average of males agree or strongly agree on the enhancement to “Improve junctions to segregate people cycling from motor traffic” than the overall average.
- 76% of males either strongly agree or agree on this statement compared to 68% of all respondents (374 respondents were male and 264 respondents were female).

Pregnancy and maternity

- 4.98 Six respondents stated that they were pregnant, a higher percentage than average agree on the following enhancement, “More loading bays for shops and business being provided on or close to the route”.
- 50% of these respondents agree or strongly agree with this statement compared to 42% of all respondents.
- 4.99 Four respondents stated that they were on maternity leave, there were no differences from the average observed in this group.

Gender reassignment

- 4.100 Four respondents stated that their gender was different to that assigned to them at birth, there were no differences in responses among this group from the average.

Ethnicity

- 4.101 499 respondents stated that they were white or white British, there were no differences from the average observed in this group.
- 4.102 Eight respondents stated that they were black or black British, there were no differences from the average observed in this group.
- 4.103 59 respondents stated that they were Asian or Asian British, there were no differences from the average observed in this group.
- 4.104 31 respondents stated that they were Mixed or Dual heritage, there were no differences from the average observed in this group.

Disability

- 4.105 58 respondents stated that they were disabled. A higher than average percentage of these respondents agree or strongly agree on the statements below:
- 53% of these respondents agree or strongly agree that “more parking for Blue Badge holders should be provided on or close to the route” than 39% of all respondents that agree or strongly agree with this enhancement.
 - 55% of these respondents agree or strongly agree that “more loading bays for shops and businesses should be provided on or close to the route” than 44% of all respondents that agree or strongly agree with this enhancement.

Religion

- 4.106 689 of 747 respondents answered the question about religion.
- 4.107 Four respondents stated they were Buddhist, there were no differences from the average observed in this group.
- 4.108 130 respondents stated they were Christian, there were no differences from the average observed in this group.
- 4.109 13 respondents stated they were Hindu, a higher than average percentage disagree on the following enhancement, “More parking for Blue Badge holders should be provided on or close to the route”.
- 61% of respondents disagree compared to 44% of all respondents who disagree.
- 4.110 Seven respondents stated they were Humanist, there were no differences from the average observed in this group
- 4.111 Five respondents stated they were Jain, there were no differences from the average observed in this group.
- 4.112 94 respondents stated they were Jewish, there were no differences from the average observed in this group.
- 4.113 16 respondents stated they were Muslim, there were no differences from the average observed in this group.
- 4.114 260 respondents stated they had no religion, there was a higher percentage of these respondents that agree or strongly agree with the following statements than the average.

- 80% of respondents agree or strongly agree on the enhancement to “Provide better segregation between people cycling and motor traffic on the A406 North Circular bridge” compared to 66% of all respondents.
- 73% of respondents agree or strongly agree that “The A1000 reduces speeding along the route” compared to 57% of all respondents that agree or strongly agree with this statement.
- 82% of respondents agree or strongly agree on the enhancement to “Improve the quality of the surfacing of the cycle lane and road” compared to 67% of all respondents.

Sexuality

- 4.115 462 respondents stated they were straight or heterosexual, there were no differences from average observed in this group regarding the enhancements for the A1000.
- 4.116 18 respondents stated they were bisexual, a higher percentage of this group agree or strongly agree on the following statement in comparison to the percentage of all respondents.
- 89% of respondents agree or strongly agree on the enhancement to “Improve the quality of the surfacing of the cycle lane and road” compared to 69% of all respondents that agree or strongly agree with this enhancement.
- 4.117 17 respondents stated they were Gay or Lesbian, there were no differences from the average observed in this group regarding the several enhancements for the A1000.

Marital Status

- 4.118 376 respondents stated they were married, there were no differences from average observed in this group.
- 4.119 79 respondents stated they were single, a higher than average percentage of this group agree or strongly agree on the enhancement to “Provide better segregation between people cycling and motor traffic on the A406 North Circular bridge”
- 83% of these respondents agree or strongly agree with this enhancement compared to 66% of all respondents.
- 4.120 26 respondents stated they were divorced, there were no differences from average observed in this group.
- 4.121 55 respondents stated they were cohabiting, there were no differences from the average observed in this group.
- 4.122 10 respondents stated they were widowed, a higher than average percentage agree or strongly agree with the following enhancement that “More loading bays for shops and businesses should be provided on or close to the route”.
- 70% of these respondents agree or strongly agree with the enhancement that compared to 44% of all respondents.

Question 8: In terms of the future of the A1000 cycle lane which of the following two options do you support? (Please tick one option only)

- 4.123 This section details the differences in opinion from the consultation survey for question 8 by protected characteristics with the major differences in the trend highlighted below.

4.124 Within the whole survey, 62% voted the option “I want the A1000 cycle lane to be retained but the design to be enhanced subject to further engagement”, 33% voted the option “I want the A1000 cycle lane to be removed” and 5% offered no response.

4.125 It should be noted that respondents did not have to answer the equalities monitoring questions and some respondents opted out of doing so. For certain protected characteristics, there are small numbers of respondents within the categories (e.g., within the different religions on the survey) and comparisons with the average should not be considered significant in a statistical sense.

4.126 Respondents could choose whether they wanted the A1000 cycle lane to be retained but the design to be enhanced subject to further engagement or if they wanted the A1000 cycle lane to be removed entirely.

Age

4.127 Across all age groups a higher proportion felt that the A1000 cycle lane should be retained with the design to be enhanced subject to further engagement compared to the proportion who felt the cycle lane should be removed. Support for retaining the cycle lane with enhancements was highest among the 55-64 and 35-44 age groups and lowest at 52% among the 65-74 age group.

- 70% of respondents aged 55-64 and 69% of respondents aged 35-44 agree or strongly agree that the A1000 cycle lane should be retained compared to 62% of the overall respondents (160 respondents were aged 55-64 and 124 respondents were aged 35-44).

Gender

4.128 Males were more likely than females to support keeping the cycle lane with enhancements.

- 77% of the male respondents felt the cycle lane should be retained compared to, 55% of female respondents (and an average of 62% across all respondents).

4.129 It should be noted there were fewer female respondents, 264 respondents were female, and 374 respondents were male.

Pregnancy and maternity

4.130 Six respondents stated that they were pregnant, there were no differences from average observed in this group.

4.131 Four respondents stated that they were on maternity leave, there were no differences from average observed in this group.

Gender reassignment

4.132 Four respondents stated that their gender was different to that assigned to them at birth, therefore, there were no differences in responses among this group from the average.

Ethnicity

4.133 499 respondents stated that they were white or white British, there were no differences from average observed in this group.

4.134 Eight respondents stated that they were black or black British, there were no differences from average observed in this group.

4.135 59 respondents stated that they were Asian or Asian British, there were no differences from average observed in this group.

4.136 31 respondents stated that they were Mixed or Dual heritage, there were no differences from the average observed in this group.

Disability

4.137 58 respondents stated that they were disabled. Slightly more than half of these respondents felt the cycle lane should be retained rather than removed.

- 53% felt the cycle lane should be retained, compared to 62% of all respondents.

4.138 Although slightly more than half of disabled respondents felt the cycle lane should be retained, a higher than average proportion felt the cycle lane should be removed.

- 47% supported the removal of the A1000 compared to 33% of all respondents.

Religion

1.1 689 of 747 respondents answered the question about religion.

4.139 4 respondents stated they were Buddhist; these respondents were more likely than the average to support retaining the cycle lane.

- 75% of Buddhist respondents felt the cycle lane should be retained compared to 62% of all respondents.

4.140 130 respondents stated they were Christian, there were no differences from the average observed in this group.

4.141 13 respondents stated they were Hindu; these respondents were less likely than the average to support retaining the cycle lane.

- 54% of Hindu respondents felt the cycle lane should be retained compared to 62% of all respondents.

4.142 7 respondents stated they were Humanist, there were no differences from the average observed in this group.

4.143 5 respondents stated they were Jain, there was no differences from the average observed in this group.

4.144 94 respondents stated they were Jewish, there were no differences from the average observed in this group.

4.145 16 respondents stated they were Muslim, there was an even split between support for retaining the cycle lane and removing it.

4.146 260 respondents stated they had no religion, were more likely than average to support retaining the cycle lane.

- 82% of respondents who had no religion felt the cycle lane should be retained compared to 62% of all respondents.

Sexuality

- 4.147 462 respondents stated they were straight or heterosexual, there were no differences from the average observed in this group.
- 4.148 18 respondents stated they were bisexual, this group felt slightly more positive about the proposals.
- 83% felt the cycle lane should be retained compared to 62% of all respondents.
- 4.149 17 respondents stated they were Gay or Lesbian, this group felt more strongly about the retaining the A1000
- 71% felt the cycle lane should be retained compared to 62% of all respondents.

Marital Status

- 4.150 376 respondents stated they were married, there were no differences from the average observed in this group.
- 4.151 79 respondents stated they were single; this group was more likely than average to support retaining the cycle lane.
- 78% felt the cycle lane should be retained compared to 62% of all respondents.
- 4.152 26 respondents stated they were divorced; this group was less likely than average to support retaining the cycle lane.
- 54% of respondents supported the retainment of the A1000 compared to 62%,
- 4.153 55 respondents stated they were cohabiting; this group was more likely than average to support retaining the cycle lane.
- 82% felt the cycle lane should be retained compared to 62% of all respondents.
- 4.154 Two respondents stated they were in a same sex civil partnership. Both supported retaining the cycle lane.
- 4.155 10 respondents stated they were widowed, there were no differences from the average observed in this group.

Appendix A – ETMO full code frame output

Figure 0.1: Experimental Traffic Order consultation full code frame output

| Theme | Code | No. of responses | % |
|-------------------------------------|--|------------------|-------|
| General | Oppose proposed changes due to negative impacts on cycling infrastructure (inc. downgraded, step back) | 81 | 27.9% |
| Cycling | Concern that proposed changes worsen the safety of cycling | 70 | 24.1% |
| Private Vehicle Traffic | Concern that cycle lanes cause increased traffic (inc. increased traffic and pollution) | 55 | 19.0% |
| Policy Context | Concern that amendments are not furthering goals within transport strategy to reduce car usage/emissions | 49 | 16.9% |
| General | Support for proposed changes | 47 | 16.2% |
| Cycling | Concern for the safety of shared footpaths | 45 | 15.5% |
| Cycling | Support for retaining/improving cycleway | 43 | 14.8% |
| General | Support for removing cycle lanes/revert to former system | 38 | 13.1% |
| Cycling | Comment that cycleways are/were underused | 33 | 11.4% |
| Cycling | Concern that proposed changes impact segregation from road traffic (inc. too narrow) | 29 | 10.0% |
| Amendment E: Finchley Station 20MPH | Support for extension of the 20mph speed limit | 27 | 9.3% |
| Amendment C: Flyover | Concern that amendment reduces safety for cyclists | 20 | 6.9% |
| Cycling | Concern about inconsistency in the type and quality of infrastructure in the cycle lane | 18 | 6.2% |
| Private Vehicle Traffic | Concern that reinstatement of parking is not necessary (inc. unsafe) | 18 | 6.2% |
| Cycling | Concern regarding quality of surfaces for cycling | 16 | 5.5% |
| Cycling | Comments suggesting cyclists will continue to use the road due to amendments not being suitable | 15 | 5.2% |

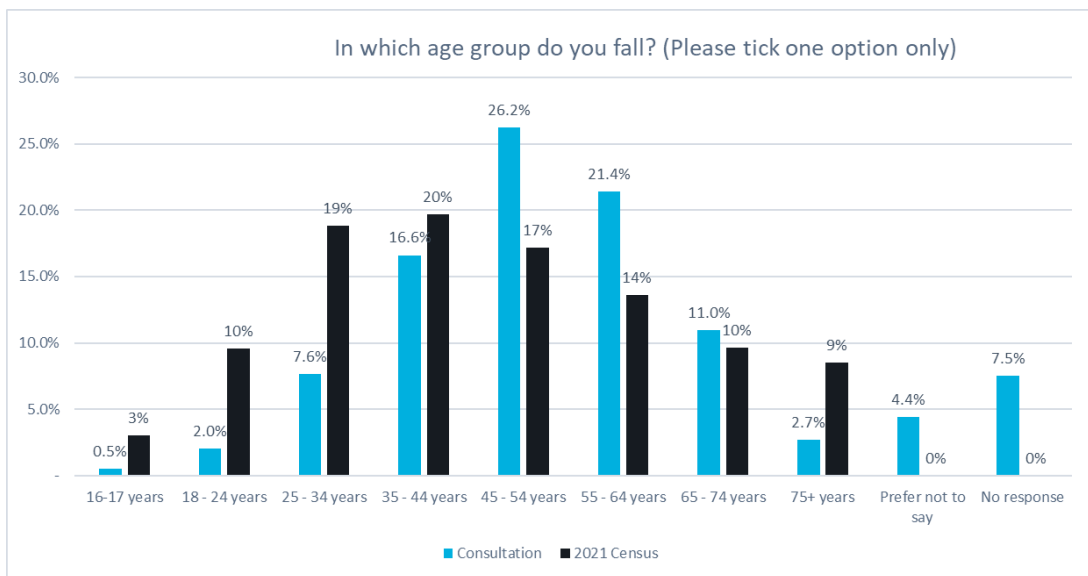
| | | | |
|---|---|----|------|
| Amendment A: Sandringham to Summers | Concern regarding safety of pedestrian and cycle shared footways | 15 | 5.2% |
| Cycling | Concern amendments don't encourage cycling (inc. importance of encouraging cycling) | 13 | 4.5% |
| Private Vehicle Traffic | Support for amendments due to mitigating congestion | 12 | 4.1% |
| Other | No response | 10 | 3.4% |
| Consultation | Concern that the consultation hasn't listened to cyclists (inc. anti-cyclist) | 10 | 3.4% |
| Amendment B: Summers to Squires | Concern that cycle lanes are too narrow | 10 | 3.4% |
| Equalities | Concern about impact on protected characteristic groups (inc. lack of EqIA) | 9 | 3.1% |
| Cycling | Support for shared-use footpaths | 9 | 3.1% |
| Amendment B: Summers to Squires | Suggest improving junction with the leisure park to improve safety | 9 | 3.1% |
| Amendment D: Fortis Green to Baronsmere | Concern that amendment reduces safety for cyclists | 9 | 3.1% |
| Amendment D: Fortis Green to Baronsmere | Concern that introduction of parking is not necessary | 8 | 2.8% |
| Amendment E: Finchley Station 20MPH | Opposition to 20mph extension | 8 | 2.8% |
| Safety | Concern that amendments worsen safety for multiple road-users | 7 | 2.4% |
| Pollution | Concern that amendments will worsen pollution and/or increase emissions | 7 | 2.4% |
| Other | Response unclear | 6 | 2.1% |
| Private Vehicle Traffic | Support for reinstatement of parking | 6 | 2.1% |
| Amendment A: Sandringham to Summers | Support for amendment to cycleway between Sandringham Gardens and Summers Lane | 6 | 2.1% |
| Amendment B: Summers to Squires | Concern about cyclists clashing with traffic in this section | 6 | 2.1% |
| General Suggestion | Suggestion to extend cycle lanes across wider area | 6 | 2.1% |
| General Suggestion | Specific concern outside of amendments | 6 | 2.1% |
| General | Oppose whole scheme due to cumulative impact of other measures on motorists e.g. ULEZ | 5 | 1.7% |
| Policy Context | Concern that scheme is a waste of public money | 5 | 1.7% |
| Amendment A: Sandringham to Summers | Concern that amendment reduces safety/worsens experience for cyclists | 5 | 1.7% |

| | | | |
|---|---|---|------|
| Amendment B: Summers to Squires | Suggestion using shared cycle/footways and reverting to two lanes of traffic | 5 | 1.7% |
| Amendment C: Flyover | Concern that there is not currently enough space for the cycle lane at this section | 5 | 1.7% |
| Cycling | Concern that cycling infrastructure creates an eyesore | 4 | 1.4% |
| Amendment A: Sandringham to Summers | Suggest implementing a segregated cycleway instead of amendment | 4 | 1.4% |
| Amendment B: Summers to Squires | Support for amendment to cycleway between Summers Lane and Squires Lane | 4 | 1.4% |
| Amendment B: Summers to Squires | Concern regarding safety of pedestrian and cycle shared footways | 4 | 1.4% |
| Amendment E: Finchley Station 20mph | Suggest that 20mph needs additional enforcement | 4 | 1.4% |
| Consultation | Concern council are not listening to residents | 3 | 1.0% |
| Private Vehicle Traffic | Suggestion to limit/reduce cycleways to improve traffic flow | 3 | 1.0% |
| Bus Service | Concern about potential conflict between cyclists and buses | 3 | 1.0% |
| Amendment A: Sandringham to Summers | Concern that parking risks cyclist safety | 3 | 1.0% |
| Amendment C: Flyover | Concern around traffic at this location | 3 | 1.0% |
| Amendment C: Flyover | Concern at signage causing confusion | 3 | 1.0% |
| Amendment D: Fortis Green to Baronsmere | Suggestion to remove cycle lane at this section | 3 | 1.0% |
| Consultation | Concern that consultation hasn't listened to motorists (inc. anti-motorist) | 2 | 0.7% |
| Cycling | Concern that road markings are unclear | 2 | 0.7% |
| Private Vehicle Traffic | Support for reverting to two lanes of traffic | 2 | 0.7% |
| Private Vehicle Traffic | Concern traffic is no better than before amendments | 2 | 0.7% |
| Amendment A: Sandringham to Summers | Support for double yellow lines in this section | 2 | 0.7% |
| Amendment B: Summers to Squires | Suggestion to remove cycle lane at this section | 2 | 0.7% |
| Amendment B: Summers to Squires | Suggest introducing a pedestrian crossing at junction of Summers Lane | 2 | 0.7% |
| Amendment B: Summers to Squires | Concern that cycle lane still contributes to high traffic in this section | 2 | 0.7% |
| Amendment C: Flyover | Support for amendment to cycleway on the Flyover | 2 | 0.7% |
| Amendment C: Flyover | Suggestion to revert to two lanes of traffic in both direction | 2 | 0.7% |

| | | | |
|---|--|---|------|
| Amendment D: Fortis Green to Baronsmere | Support for amendment to cycleway between Fortis Green and Baronsmere Road | 2 | 0.7% |
| Amendment D: Fortis Green to Baronsmere | Concern amendments have not addressed level of congestion | 2 | 0.7% |
| Amendment E: Finchley Station 20MPH | Suggest altering width of cycle lane to relieve congestion | 2 | 0.7% |
| General Suggestion | Suggestion to remove physical segregation of cycle lanes (wands/posts) | 2 | 0.7% |
| Other | Duplicate Response | 1 | 0.3% |
| Consultation | Concern that scheme took advantage of covid traffic levels to the detriment of vehicle traffic | 1 | 0.3% |
| Consultation | Comments that no more consultation is needed | 1 | 0.3% |
| General | Support for new solution (neither support original or amended) | 1 | 0.3% |
| Private Vehicle Traffic | Opposition to pay and display parking | 1 | 0.3% |
| Private Vehicle Traffic | Concern the scheme has ignored motorcyclists | 1 | 0.3% |
| Amendment A: Sandringham to Summers | Suggestion to revert to unrestricted parking | 1 | 0.3% |
| Amendment B: Summers to Squires | Suggestion cycle lane has increased issues at leisure park junction | 1 | 0.3% |
| Amendment C: Flyover | Suggest ensuring there is no parking on this section | 1 | 0.3% |
| Amendment C: Flyover | Concern that this section doesn't work for cyclists or motorists | 1 | 0.3% |
| Amendment D: Fortis Green to Baronsmere | Suggestion amendment will increase congestion | 1 | 0.3% |
| Amendment D: Fortis Green to Baronsmere | Suggest moving cyclists to shared footpath where wide enough | 1 | 0.3% |
| General Suggestion | Suggest to further monitor traffic levels | 1 | 0.3% |
| General Suggestion | Suggestion cyclists should be kept away from main roads | 1 | 0.3% |
| General Suggestion | Suggestion cyclists should be insured | 1 | 0.3% |
| General Suggestion | Suggestion cycle lanes have hours of operation to allow for better traffic flow | 1 | 0.3% |
| General Suggestion | Suggestion to introduce expensive parking charges | 1 | 0.3% |
| General Suggestion | Support for raising cycle lanes to improve segregation | 1 | 0.3% |
| Specific Suggestion | Suggestion to reinstate dropped kerbs at Baronsmere Road Junction for pedestrian crossing | 1 | 0.3% |

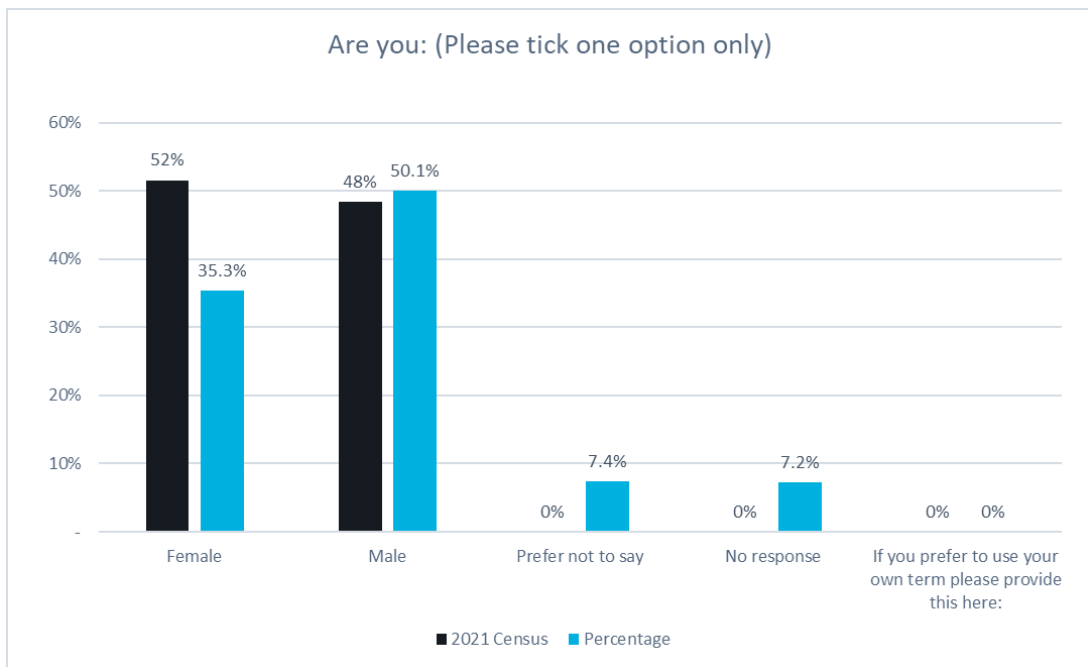
Appendix B – Protected Characteristics Analysis

Figure 0.1: Age group (Q11)



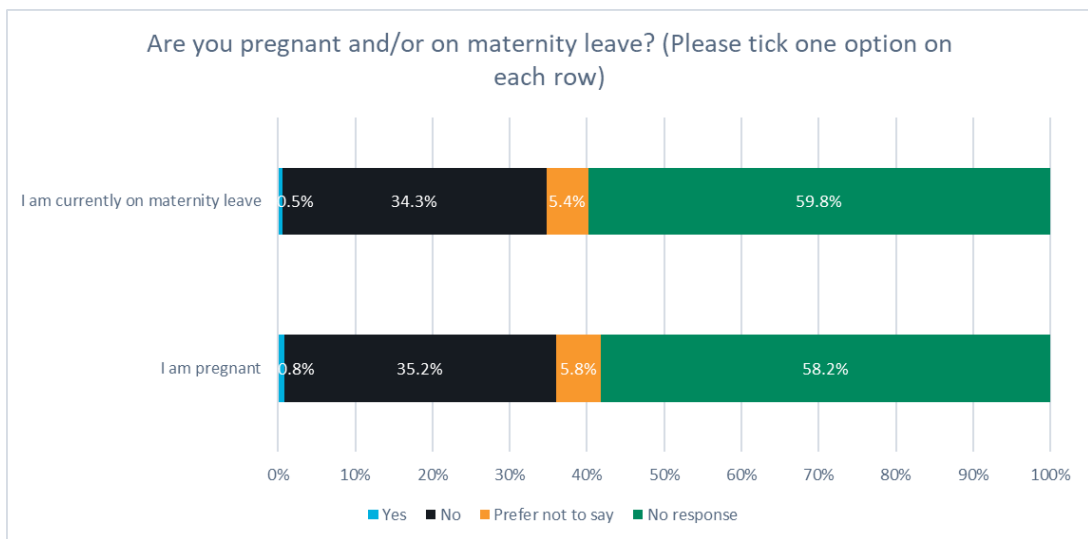
Number of respondents: 747 for consultation, 389,344 for 2021 Census

Figure 0.2: Gender (Q12)



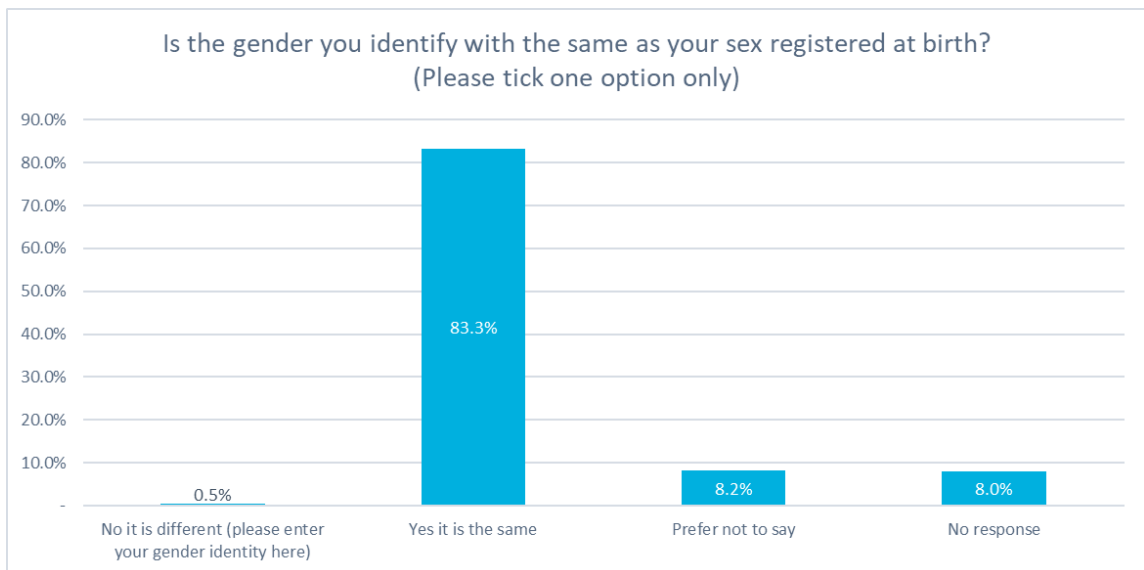
Number of respondents: 747 for consultation, 389,344 for 2021 Census

Figure 0.3: Pregnancy/maternity leave (Q13)



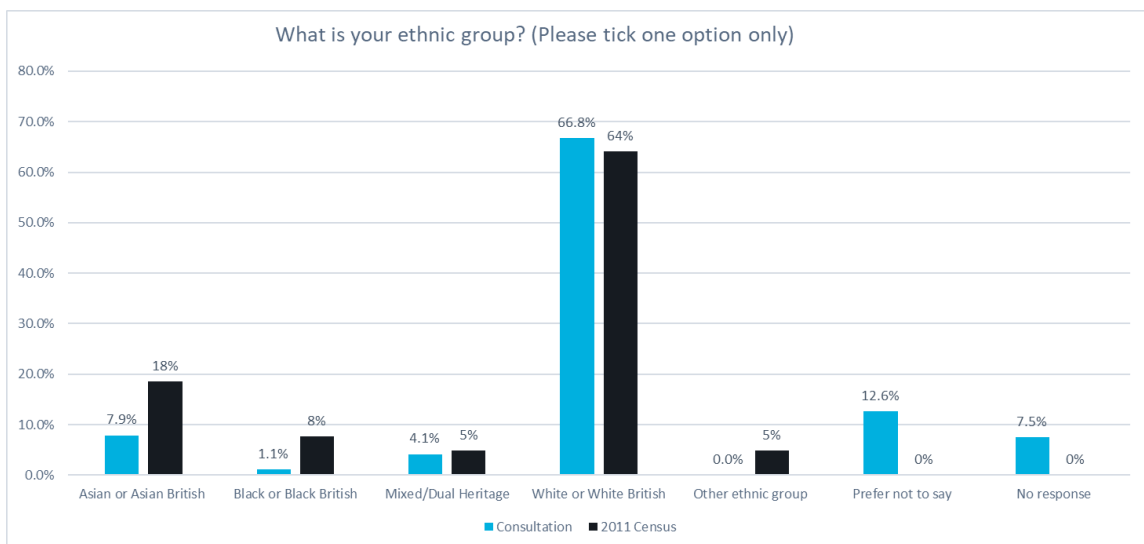
Number of respondents: 747

Figure 0.4: Gender identity at birth (Q14)



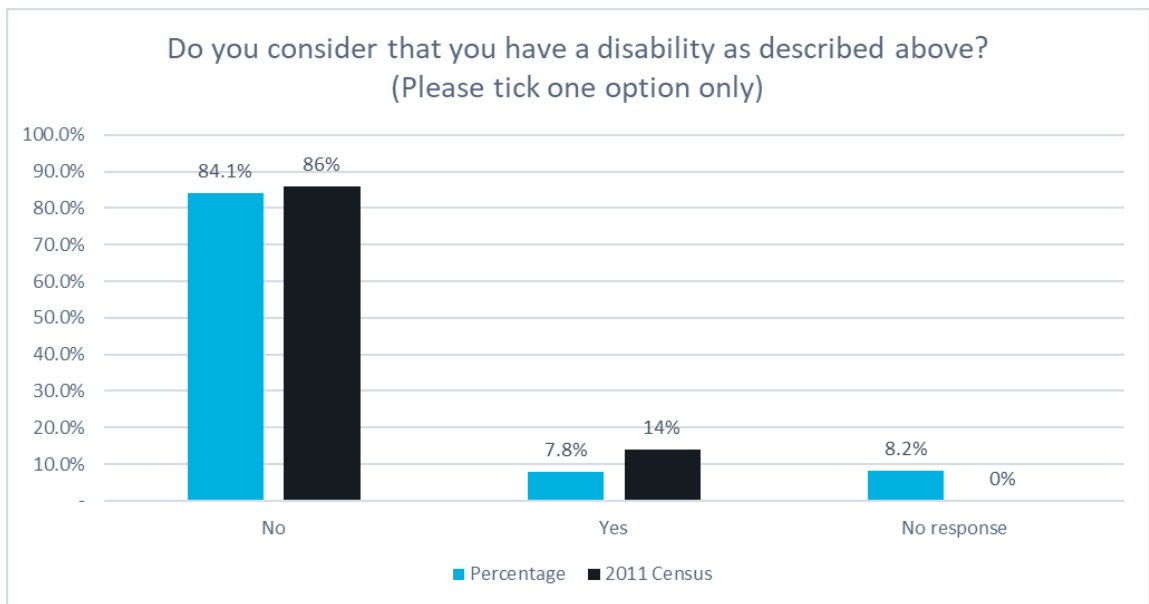
Number of respondents: 747

Figure 0.5: Ethnic group (Q15)



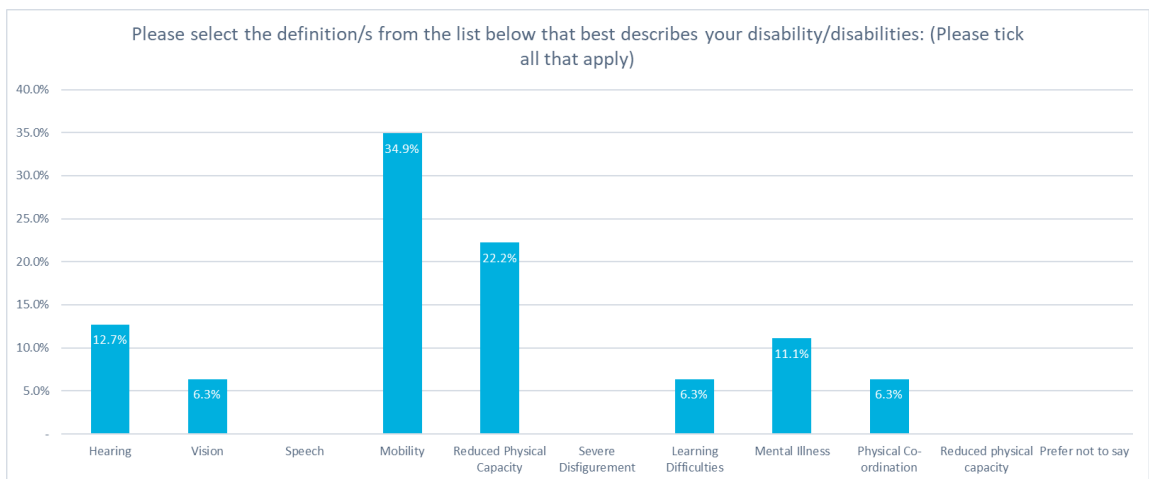
Number of respondents: 747 for consultation, 356,386 for 2011 Census

Figure 0.6: Disability (Q16)



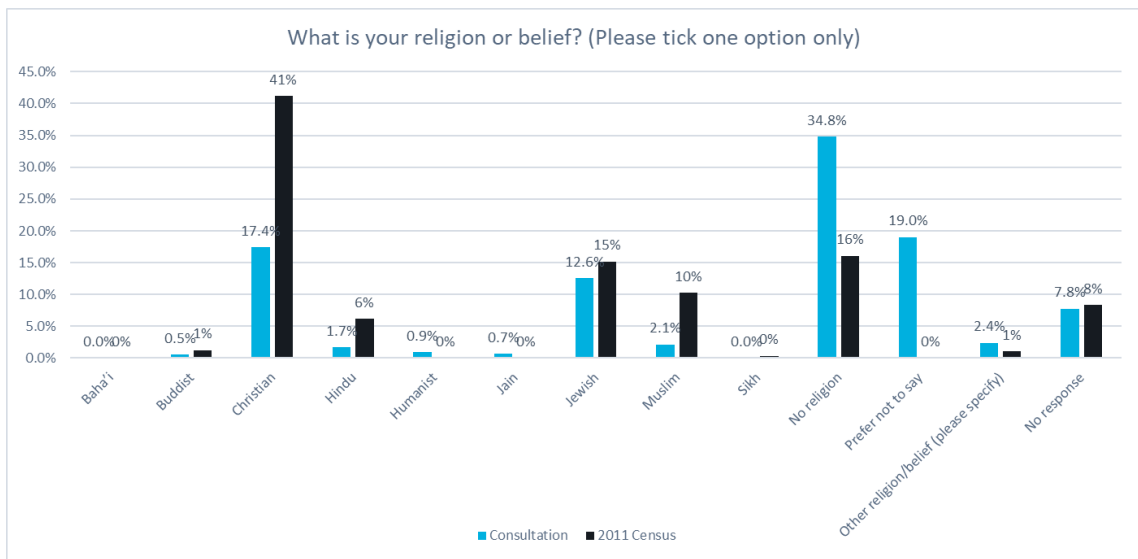
Number of respondents: 747 for consultation, 356,386 for 2011 Census

Figure 0.7: Disability description (Q17)



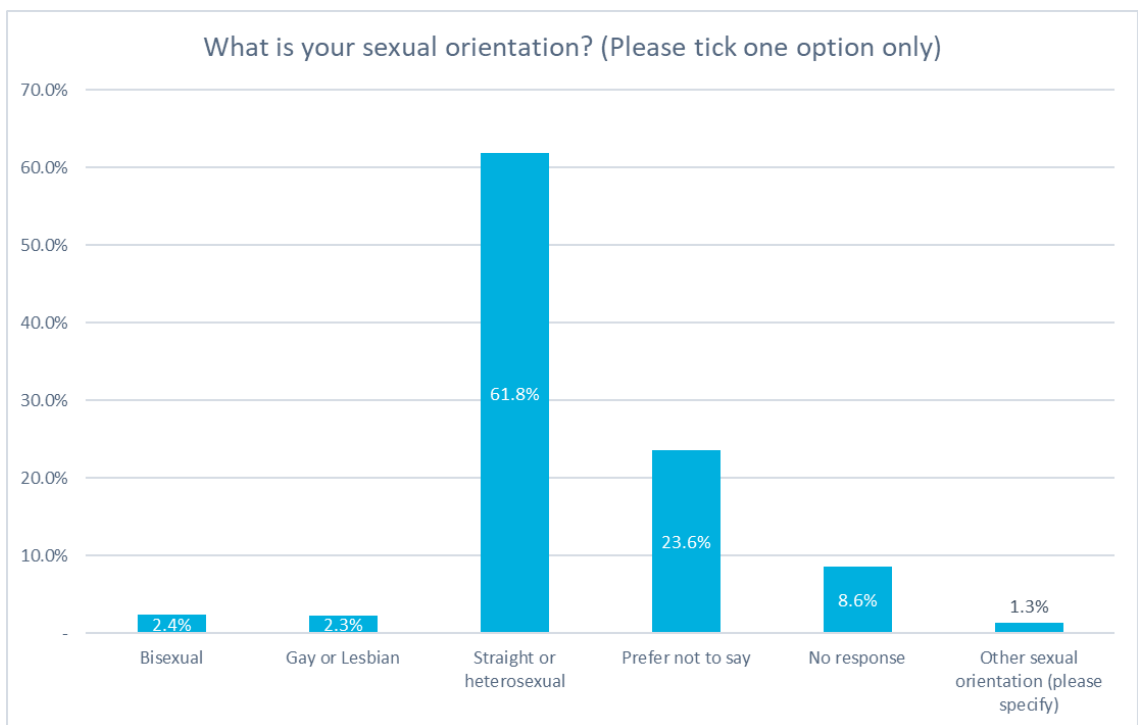
Number of respondents: 63

Figure 0.8: Religion (Q18)



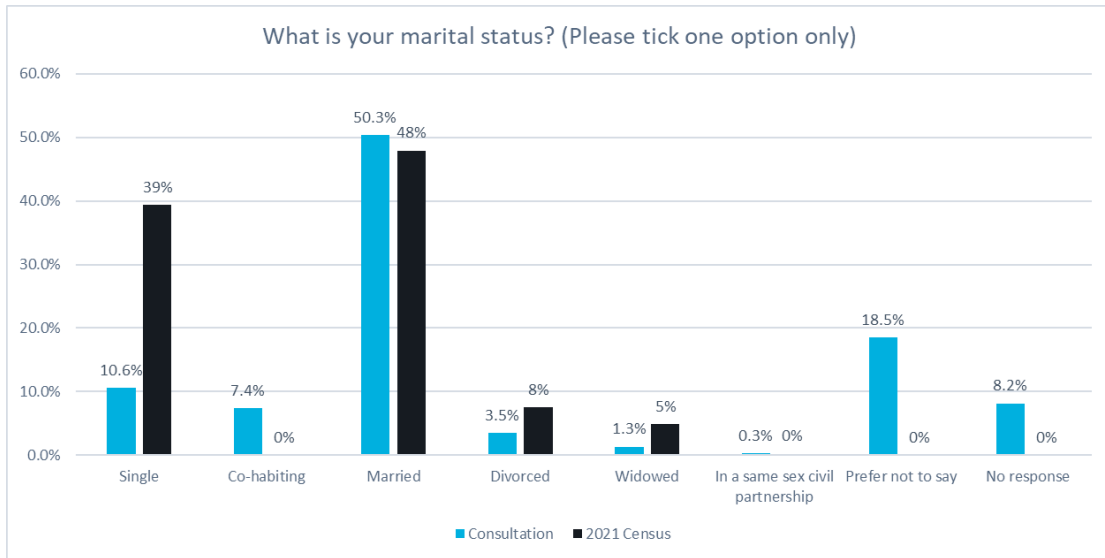
Number of respondents: 747 for consultation, 356,386 for 2011 Census

Figure 0.9: Sexual orientation (Q19)



Number of respondents: 747

Figure 0.10: Marital status (Q20)



Number of respondents: 747 for consultation, 301,784 for 2021 Census

Appendix C – Autumn 2022 Consultation Code Frames

Table 0.1: Wider consultation Q6 full code frame output

| Theme | Code | No. of responses | % |
|--|---|------------------|-----|
| Other | No response | 516 | 69% |
| Private Vehicle Traffic | Concern that cycle lane has caused increased congestion | 92 | 12% |
| Cycling | Concern that cycle lane is underutilised | 71 | 10% |
| Pollution | Concern that increased traffic congestion causes increased pollution | 56 | 7% |
| Improvement C: Widening | Opposition to increasing the width of cycle lanes due to traffic impact | 31 | 4% |
| Improvement I: Loading Bays | Suggestion that cycle lane should be prioritised and not disrupted by loading bays | 23 | 3% |
| Improvement F: Traffic Calming | Opposition to traffic calming measures on local roads | 18 | 2% |
| General | Concern that improvements prioritise cyclists over other road users | 14 | 2% |
| General | Suggest the cycle lanes should be removed | 12 | 2% |
| Safety | Concern that lack of continuous cycle infrastructure creates safety issues | 11 | 1% |
| Cycling | Concern cyclists ignore highway code (inc. traffic lights/signals) | 11 | 1% |
| Safety | Concern that parking on streets makes cycle lane unsafe | 10 | 1% |
| General | Concern that the cycle lane has been a waste of money | 9 | 1% |
| Pollution | Concern that improvements will cause increased pollution | 9 | 1% |
| Cycling | Concern that cyclists avoid using the cycle lane and use the road anyway | 8 | 1% |
| Local Business | Concern that cycle lane has a negative impact on local businesses e.g. people now less likely to drive to visit local shops | 8 | 1% |
| Improvement E: Early Release Traffic Signals | Concern early release traffic signals will decrease safety for all road users (e.g. increasing confusion and collisions) | 8 | 1% |

| | | | |
|--|---|---|----|
| Improvement H: Blue Badge Parking | Suggestion that any additional Blue Badge bays should not disrupt cycle lane | 8 | 1% |
| Improvement I: Loading Bays | Concern there are sufficient loading bays already for businesses | 8 | 1% |
| Safety | Concern that cycle lane decreases safety for all road users (e.g. congested traffic, changes in the type of cycle lane provision along the route, sections where cycles merge into motor traffic) | 7 | 1% |
| Improvement I: Loading Bays | Concern loading bays are taking space for all road users | 7 | 1% |
| Wider Comments | Concern that people in the local area will not switch from using private vehicles to cycling | 7 | 1% |
| Equalities | Concern that journeys by cycling are not available to all | 6 | 1% |
| Private Vehicle Traffic | Concern that cycle lane is confusing for drivers and cyclists (e.g. changes in type of provision along the route, signage hard to understand, priorities near the cinema unclear) | 6 | 1% |
| General Suggestion | Suggestion to remove bollards/poles/wands | 6 | 1% |
| Policy Context | Concern that cycle lane is not encouraging people to change their behaviour | 5 | 1% |
| Accessibility | Concern that cycle lane has impacted access for emergency vehicles | 5 | 1% |
| Cycling | Concern that cycling infrastructure isn't maintained/causes hazard (inc. eyesore, dirty, rubbish) | 5 | 1% |
| Bus | Concern that cycle lane has increased bus journey times | 5 | 1% |
| Improvement B: Segregation | Opposition to increased physical segregation | 5 | 1% |
| Improvement C: Widening | Concern widening will decrease safety for cyclists | 5 | 1% |
| Improvement E: Early Release Traffic Signals | Concern early release traffic signals will cause increased traffic/congestion | 5 | 1% |
| Other | Response contains elements that are unclear | 4 | 1% |
| Policy Context | Concern new amendments will not encourage more people to cycle | 4 | 1% |
| Safety | Concern that cycle lane has decreased safety for pedestrians specifically (inc. crossing the road) | 4 | 1% |
| Private Vehicle Traffic | Concern cycle lane has caused 'rat runs' on surrounding roads | 4 | 1% |
| General Suggestion | Suggestion that cycle routes should not be on main roads like the A1000 | 4 | 1% |
| Improvement H: Blue Badge Parking | Concern Blue Badge bays are taking space for all road users | 4 | 1% |

| | | | |
|--------------------------------|---|---|----|
| Improvement I: Loading Bays | Suggestion that businesses should be encouraged to use alternative delivery methods (e.g. e-cargo bikes) | 4 | 1% |
| Safety | Concern that pot holes in the cycle lane and near the kerb force people cycling to swerve into the motor traffic | 3 | 0% |
| Parking | Concern that more parking is not required because there is already enough space for parking | 3 | 0% |
| Cycling | Concern that cycle lane is underutilised in poor weather | 3 | 0% |
| Cycling | Concern at the lack of space in cycle lane to avoid potential obstructions | 3 | 0% |
| Cycling | Concern that parts of the road network in the area aren't wide enough for cycle lanes | 3 | 0% |
| General Suggestion | Suggestion to improve segregation of cycle lane to better protect cyclists including at junctions | 3 | 0% |
| Specific Suggestion | Suggestion to reduce conflicting movements between road users e.g. at the junction for the cinema/leisure park | 3 | 0% |
| Improvement B: Segregation | Support for better segregation | 3 | 0% |
| Improvement I: Loading Bays | Concern that loading bays will be misused (e.g. for general parking not just for loading) | 3 | 0% |
| Consultation | Concern that the question this responds to is poorly written | 2 | 0% |
| General | Concern for impacts upon residents (general) | 2 | 0% |
| Policy Context | Suggestion that cycling should be encouraged | 2 | 0% |
| Equalities | Concern about access to local roads for people with mobility impairments | 2 | 0% |
| Equalities | Concern that cycling isn't viable for older people | 2 | 0% |
| Equalities | Concern that cycling isn't viable for those with young families | 2 | 0% |
| Private Vehicle Traffic | Concern that cycle lanes haven't reduced speed of traffic | 2 | 0% |
| Bus | Concern that bus lane is underutilised e.g. Fortis Green/East End Road junction where buses use the right turn lane instead | 2 | 0% |
| General Suggestion | Suggestion that loading is limited / restricted to certain times of the day | 2 | 0% |
| General Suggestion | Suggestion there should be no further renewal of the cycle lane and that it should remain how it is | 2 | 0% |
| General Suggestion | Suggestion that solution needs to be found that balances cyclists' and drivers' needs | 2 | 0% |

| | | | |
|------------------------------------|---|---|----|
| Specific Suggestion | Suggestion to revert to two lanes of traffic and move cyclists onto shared footpath | 2 | 0% |
| Improvement G: Improving Junctions | Opposition to improving Junctions | 2 | 0% |
| Improvement H: Blue Badge Parking | Suggestion that Blue Badge holders should not be treated differently to others | 2 | 0% |
| Consultation | Concern that the question is unclear | 1 | 0% |
| Policy Context | Suggestion that car journeys are not needed due to the area having good public transport | 1 | 0% |
| Parking | Concern that cycle lane has removed all parking opportunities on the road | 1 | 0% |
| Parking | Opposition to all parking apart from Blue Badge parking | 1 | 0% |
| Cycling | Concern cycle lane is unattractive no matter what improvements are made | 1 | 0% |
| Cycling | Opposition to shared pedestrian/cycle footpaths | 1 | 0% |
| Private Vehicle Traffic | Concern that there is too much space taken by HGVs | 1 | 0% |
| Private Vehicle Traffic | Comments that there is already sufficient provision for motorists | 1 | 0% |
| Private Vehicle Traffic | Concern that measures haven't addressed aggressive driving styles | 1 | 0% |
| General Suggestion | Suggestion to discourage people from driving to local shops | 1 | 0% |
| General Suggestion | Suggestion that public transport system needs improving before cycling infrastructure | 1 | 0% |
| General Suggestion | Suggestion there needs to be a continuous cycle lane | 1 | 0% |
| General Suggestion | Suggestion to improve road/pavements near drains | 1 | 0% |
| General Suggestion | Suggestion to extend cycle lane with decreased level of segregation | 1 | 0% |
| General Suggestion | Suggestion to have more free parking for local people | 1 | 0% |
| Specific Suggestion | Suggestion to suspend cycle lane during the day to assist businesses on High Road (near Granville Road) | 1 | 0% |
| Specific Suggestion | Suggestion for a 20 mph speed limit | 1 | 0% |
| Specific Suggestion | Suggestion to have a crossing for schoolchildren on Long Lane | 1 | 0% |
| Improvement A: Road Surface | Support for improving road surface | 1 | 0% |
| Improvement B: Segregation | Concern that segregation will decrease safety for Cyclists | 1 | 0% |
| Improvement C: Widening | Concern widening will decrease safety for motorcyclists | 1 | 0% |

| | | | |
|---|---|---|----|
| Improvement D: Segregation on North Circular Bridge | Concern that better segregation will increase traffic/ congestion | 1 | 0% |
| Improvement D: Segregation on North Circular Bridge | Concern that changing lanes is unsafe at this section | 1 | 0% |
| Improvement D: Segregation on North Circular Bridge | Suggestion to use blue paint to segregate this section | 1 | 0% |
| Improvement H: Blue Badge Parking | Support for increased Blue Badge parking | 1 | 0% |
| Improvement C: Widening | Concern widening will decrease safety for motorcyclists | 1 | 0% |
| Improvement D: Segregation on North Circular Bridge | Concern that better segregation will increase traffic/ congestion | 1 | 0% |
| Improvement D: Segregation on North Circular Bridge | Concern that changing lanes is unsafe at this section | 1 | 0% |
| Improvement D: Segregation on North Circular Bridge | Suggestion to use blue paint to segregate this section | 1 | 0% |
| Improvement H: Blue Badge Parking | Support for increased Blue Badge parking | 1 | 0% |

Table 0.2: Wider consultation Q7 full code frame output

| Theme | Code | No. of responses | % |
|-------------------------|--|------------------|-----|
| Other | No response | 419 | 56% |
| General Suggestion | Suggestion to remove cycle lane | 46 | 6% |
| Private Vehicle Traffic | Concern regarding congestion caused by cycle lane | 46 | 6% |
| General Suggestion | Suggestion for better segregation of the cycle lane e.g. continuous segregation all along the route, use of grade separation | 41 | 5% |
| Pollution | Concern that road space reduction/speed limit generates pollution through congestion | 35 | 5% |
| Cycling | Concern that cycle lane is underutilised | 33 | 4% |
| General Suggestion | Suggestion for better maintenance of cycle lane (surface, cleaning etc) | 32 | 4% |
| General Suggestion | Suggestion to extend the cycle lane northwards along the A1000 | 25 | 3% |
| General Suggestion | Suggestion for more walking and cycling infrastructure across the borough | 23 | 3% |

| | | | |
|-------------------------|---|----|----|
| General Suggestion | Suggestion for LTN 1/20 cycling design guidance to be followed | 20 | 3% |
| General Suggestion | Suggestion for additional/ amendments to road infrastructure (phased traffic lights, bus-stop bypass, roundabouts etc) | 19 | 3% |
| Safety | Concern that current cycle lane is unsafe due to a lack of continuous segregation along the route | 19 | 3% |
| General Suggestion | Suggestion to improve cycle lane connections to other cycle routes/infrastructure | 11 | 1% |
| General Suggestion | Suggestion for better enforcement against motor vehicles parking in the cycle lane | 11 | 1% |
| Other | Comment Out of Scope of A1000 cycle lane | 11 | 1% |
| Safety | Concern that current cycle lane is unsafe - due to road surface quality | 10 | 1% |
| Accessibility | Concern that congestion caused by cycle lane affects access to hospitals, deliveries | 8 | 1% |
| General | Concern that scheme is expensive/ a waste of money | 8 | 1% |
| General Suggestion | Suggestion to extend the A1000 cycle lane (general) | 8 | 1% |
| General Suggestion | Suggestion for a 20mph speed limit | 8 | 1% |
| Safety | Concern about specific junction - Leisure Way | 8 | 1% |
| General Suggestion | Suggestion for safer junctions/side roads for cyclists (general) | 7 | 1% |
| General Suggestion | Suggestion for better enforcement against anti-social driving | 7 | 1% |
| General Suggestion | Suggestion for improved incentives/alternatives to discourage motor vehicle usage (e.g. improved public transport, electric vehicle provisions) | 7 | 1% |
| Private Vehicle Traffic | Concern about anti-social/dangerous driving | 7 | 1% |
| Safety | Concern that current cycle lane is unsafe - due to lane being too narrow | 7 | 1% |
| Accessibility | Concern about cycle lane impact on small businesses/commuters | 6 | 1% |
| Cycling | Concern that current cycle lane design discourages some people from cycling e.g. because segregation not continuous, | 6 | 1% |
| Cycling | Concern about anti-social cycling behaviour | 6 | 1% |
| General Suggestion | Suggestion to improve junction for cyclists/ pedestrians - Leisure Way | 6 | 1% |
| General Suggestion | Suggestion to widen cycle lane | 6 | 1% |
| General Suggestion | Suggestion to remove the wands or make them more visible | 6 | 1% |
| Private Vehicle Traffic | Concern that A1000 cycle lane leads to road rage | 6 | 1% |

| | | | |
|-------------------------|--|---|----|
| Safety | Concern that current cycle lane is unsafe (general) | 6 | 1% |
| Safety | Concern that current cycle lane is unsafe due to lack of visibility of bollards | 6 | 1% |
| Cycling | Concern that road prioritises cyclists over other road users | 5 | 1% |
| General | Support the scheme | 5 | 1% |
| General | Support for active travel/modal shift (general) | 5 | 1% |
| General Suggestion | Suggestion to extend the cycle lane southwards | 5 | 1% |
| General Suggestion | Suggestion to add east-west cycle lanes | 5 | 1% |
| General Suggestion | Suggestion to improve junction for cyclists/ pedestrians - Summers Lane/Granville Avenue | 5 | 1% |
| General Suggestion | Suggestion to remove/reduce car parking from A1000 | 5 | 1% |
| General Suggestion | Suggestion to provide a bus lane only, that can be shared between cycles and buses | 5 | 1% |
| Other | Comment unclear | 5 | 1% |
| Private Vehicle Traffic | Concern about parked cars blocking the cycle lane and buse lane | 5 | 1% |
| Equalities | Concern that cycling is not a feasible mode of transport for everyone | 4 | 1% |
| General Suggestion | Suggestion for education/ outreach related to encouraging active travel | 4 | 1% |
| General Suggestion | Suggestion for better enforcement against anti-social cycling/scooter behaviour | 4 | 1% |
| Other | Comment references another question | 4 | 1% |
| Policy | Suggestion that cycling provision needs to be improved to encourage modal shift to bike | 4 | 1% |
| General | Concern that data collected during pandemic does not reflect non-pandemic road usage | 3 | 0% |
| General Suggestion | Suggestion for strategic borough wide approach to reduce traffic/ carbon emissions | 3 | 0% |
| General Suggestion | Suggestion for borough to introduce low traffic neighbourhoods | 3 | 0% |
| General Suggestion | Suggestion for modal filters on roads running parallel to A1000 | 3 | 0% |
| General Suggestion | Suggestion to improve cycle lane (non-specific) | 3 | 0% |
| General Suggestion | Suggestion to re-instate sections of the cycle lane e.g. across the A406 | 3 | 0% |
| General Suggestion | Suggestion to re-instate two lanes for vehicles | 3 | 0% |

| | | | |
|-------------------------|--|---|----|
| General Suggestion | Suggestion to create cycle routes on minor roads instead | 3 | 0% |
| General Suggestion | Suggestion to remove a specific section of the cycle lane e.g. Summers Lane, Leisure Way junction | 3 | 0% |
| General Suggestion | Suggestion to have more bicycles available for hire | 3 | 0% |
| Pedestrian | Suggestion for improved pedestrian crossings | 3 | 0% |
| Safety | Concern that cycle lane reduces safety for pedestrians e.g. difficult to cross the road through queuing motor vehicles, cycle lane obstructs pedestrians when crossing | 3 | 0% |
| Safety | Concern about insufficient road markings and signage for drivers e.g. around bus stop at Hertford Road stop | 3 | 0% |
| Safety | Concern about specific junction - A1000 southbound, A406 eastbound | 3 | 0% |
| Bus | Concern that cycle lane has increased bus journey times | 2 | 0% |
| General | Concern that scheme is not well thought out/implemented at unsuitable location | 2 | 0% |
| General Suggestion | Suggestion for cycle lane to connect to schools | 2 | 0% |
| General Suggestion | Suggestion to permit other vehicles to use bus lanes e.g. motorcycles | 2 | 0% |
| General Suggestion | Suggestion to turn unused pavement into cycle lanes | 2 | 0% |
| General Suggestion | Suggestion for better cycle parking along the route | 2 | 0% |
| Private Vehicle Traffic | Concern that cycle lane causes traffic - between Bishops Avenue and High Road. | 2 | 0% |
| Private Vehicle Traffic | Concern that discouraging driving along A1000 displaces traffic elsewhere | 2 | 0% |
| Safety | Concern about specific junction - Tally Ho Corner | 2 | 0% |
| Cycling | Concern that the segregation makes it difficult for cycles to merge with motor traffic when passing buses at bus stops | 1 | 0% |
| Equalities | Concern that congestion caused by cycle lane impacts disabled vehicle users | 1 | 0% |
| General Suggestion | Suggestion to improve junction for cyclists/ pedestrians - Bishops Avenue | 1 | 0% |
| General Suggestion | Suggestion for cycle exemptions on one way streets | 1 | 0% |
| General Suggestion | Suggestion for better lighting along cycle lane | 1 | 0% |

| | | | |
|-------------------------|--|---|----|
| General Suggestion | Suggestion to remove pedestrian refuges near the library and to replace with zebra or signalised crossing | 1 | 0% |
| General Suggestion | Suggestion to consult with local cycle groups | 1 | 0% |
| General Suggestion | Suggestion for landscaping enhancements | 1 | 0% |
| General Suggestion | Suggestion for cyclists to follow pedestrian traffic signal at junctions | 1 | 0% |
| General Suggestion | Suggestion to limit through-traffic on Long Lane | 1 | 0% |
| General Suggestion | Suggestion to improve signage of the cycle lane | 1 | 0% |
| General Suggestion | Suggestion for contra-flow segregated cycle lane along A1000 to enable parking and loading on one side of the road | 1 | 0% |
| General Suggestion | Suggestion for a shared use cycle lane (with pedestrians) on the footway | 1 | 0% |
| Other | Response contains personal data (replaced with XX) | 1 | 0% |
| Pedestrian | Concern that cycle lane confuses pedestrians (non-specific) | 1 | 0% |
| Pollution | Support for traffic reduction to improve air quality | 1 | 0% |
| Private Vehicle Traffic | Concern that reducing traffic in surrounding areas will increase traffic along A1000 | 1 | 0% |
| Safety | Concern that cycle lane reduces safety for motorcyclists | 1 | 0% |
| Safety | Comment that cycle lane has improved safety | 1 | 0% |
| Cycling | Concern that cycle lane is too wide | 1 | 0% |
| Other | Clarification required | 1 | 0% |
| Private Vehicle Traffic | Concern that population growth has resulted in more motor traffic | 1 | 0% |
| Private Vehicle Traffic | Comment that it is not possible to reduce traffic | 1 | 0% |

Appendix D – Young Persons’ Workshop Notes

A young person’s engagement session was held on 9th January 2023 from 18:00-19:30 at Finchley Church End Library; 13 young people attended the session. The young people were recruited by LBB from across the borough.

The workshop focused on why the attendees travel the way they do around the borough and what the motivations for the way they travel were. The second part of the workshop focussed on the A1000 cycle lane and the principles of cycle lanes in general. The following prompt questions were used to encourage discussion.

A1000 context and discussion

- Has anyone used this cycle lane?
- What was it liked when you used it? What did you like and dislike about it?
- Do you feel safe using it compared to any other routes you’ve used?

Other types of cycle lane discussion

- Have you seen or used these types of cycle lanes in London?
- What do you think of the idea of people on bikes being separated from car traffic?
- Would you like to use these? What about these do you think make them better for people to use?
- Where would you like to see this sort of thing in Barnet?
- Would this change the way you travel to school and go to see your friends?

The feedback from the attendees is set out below in table 1.

Table 4: Feedback captured from the round table discussions

| Theme | Comment |
|------------------------|--|
| Table 1 | |
| Experiences of cycling | <ul style="list-style-type: none"> • Overall, no one on the table cycled to school or to see their friends. • A couple of attendees mentioned that they did meet their friends in the park to cycle, but would not feel comfortable or safe cycling on the roads. • One attendee stated that they’d potentially like to cycle to/from seeing friends after school, but didn’t like the idea of committing to the journey home due to feeling tired. |
| Use of the A1000 | <ul style="list-style-type: none"> • No one on the table had ever travelled down the A1000, by bike or by any other method of transport. • There was a vague awareness of where the A1000 was, mostly due to the Hollywood Bowl in Finchley, but not sufficient knowledge to be able to discuss in any detail. • Broad agreement that the principle of the cycle lane was a good idea. |

| | |
|------------------------|--|
| Cycle parking | <ul style="list-style-type: none"> It was noted throughout, by at least two attendees, that cycle parking at school and at home was a barrier to cycling. A lot of concern over cycle theft, particularly from school, despite there being places to lock up bikes. Noted that it was inconvenient to have to drag a bike from the back garden, through the house and then out onto the roads just to use it, not as simple as hopping on and then going. |
| Cycle hire | <ul style="list-style-type: none"> A point made by one attendee was that the cycle hire that is available in central London does not reach Barnet, and that it would be helpful to children to have this in the borough so they can use it for one-off journeys, without having to commit to taking it back as you do with your own bicycle. One attendee noted that the cycle hire bikes in central London are also no use to them at their age, as they are too big to properly use. If a scheme was brought to Barnet, they would like to see smaller bikes so that they can use them and cycle with their parents. |
| Cycle lanes | <ul style="list-style-type: none"> Overall, the young people thought that cycle lanes were a good idea. General agreement that it would help them feel more safe and secure when cycling. Strong agreement across the table that wider cycle lanes were better as they could cycle alongside their friends, and social cycling was the main benefit |
| Cycle ownership | <ul style="list-style-type: none"> Everyone on the table owned a bicycle, however they were rarely used. Only used for leisure cycling with friends, never for going to school. Common theme that they saw cycling as a social activity, and had zero interest in doing it alone, it was all about being able to ride and speak with their friends. |
| Parental views | <ul style="list-style-type: none"> When questioned on their parents' views on them cycling in Barnet, the consensus was that they were fairly happy with them doing it, as long as they used quiet roads and took care (though note that only one attendee said they cycled on the roads, and that was very limited). |
| Table 2 | |
| Experiences of cycling | <ul style="list-style-type: none"> Some on the table raised that not all children in primary school get to do Bikeability training and that only five out of each class do it and there isn't a chance to do it at secondary school. They felt that this meant that young people don't have the skills and the confidence take up cycling as young people. Most on the table said they wouldn't cycle to school or to see friends as it's not safe and they get too tired. The table all agreed that cycle lanes seem to be on main roads but there aren't any in their local area or for local journeys and so it doesn't cater for them. They suggested that a whole network would need to be in place so that they could cycle for the journeys they'd want to do. One suggested that bike lights shouldn't be so bright as they blind the drivers. Most suggested that convenience was one of the determinants in how they travel but nothing about cycling was convenient to them, they had nowhere to store bikes, it took longer, more effort, the weather made it tricky and they had to take lots of things to school with them. |
| Use of the A1000 | <ul style="list-style-type: none"> Most were unaware of the A1000 cycle lane scheme. |

| | |
|-----------------|---|
| | <ul style="list-style-type: none"> • One attendee knew of the A1000 cycle lane scheme but had not cycled down it, they questioned why the wands were only in some places and not others and suggested it should be consistent. • Some suggested that the wands on the A1000 didn't provide that much protection and they needed to be closer together. |
| Cycle parking | <ul style="list-style-type: none"> • Some on the table thought that there aren't enough bike storage options, both at home, at school and in local high streets. All felt that theft of bikes was a deterrent. |
| Cycle hire | <ul style="list-style-type: none"> • The table thought cycle hire was a good idea and that this addressed issues where people don't own bikes or have places to keep them in their homes |
| Cycle lanes | <ul style="list-style-type: none"> • The table felt that cycle lanes made the idea of cycling a bit better but still thought of it as scary. • The table felt that they were a good idea and made it more efficient for drivers also, so that drivers don't have to sit behind cyclists who take up the carriageway. • More open routes which can be used by skateboards and scooters would help getting young people travelling in different ways • One suggested that people who walk on the cycle lane make it dangerous and could there be fines to enforce this. |
| Cycle ownership | <ul style="list-style-type: none"> • Four out of six on the table owned bikes, but those that did largely cycled for leisure and in the park. • Most on the table liked to travel with their friends on the bus or train if they could and they felt that cycling didn't allow for them to socialise with friends when they travel |

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A1000 Cycle Lane – Residents' workshops



Content

- 1) Housekeeping
- 2) Welcome and Introductions
- 3) Purpose of the workshop
- 4) Barnet Transport Strategy
- 5) A1000 Cycle Lane to date
- 6) Breakout discussion 1
- 7) Breakout discussion 2
- 8) Next steps



Hello from Steer



Working across cities, infrastructure and transport, Steer is an international consultancy helping people, places and economies thrive.



We are independent and employee-owned. Our aim is to provide clients with the insight needed to make good decisions for the benefit of their communities.



We have 20 offices across four continents, with our headquarters in Southwark, where we have over 200 consultants in our office.



Purpose of the workshop

Aims of today's session:

INFORM you about our transport strategy and its aims

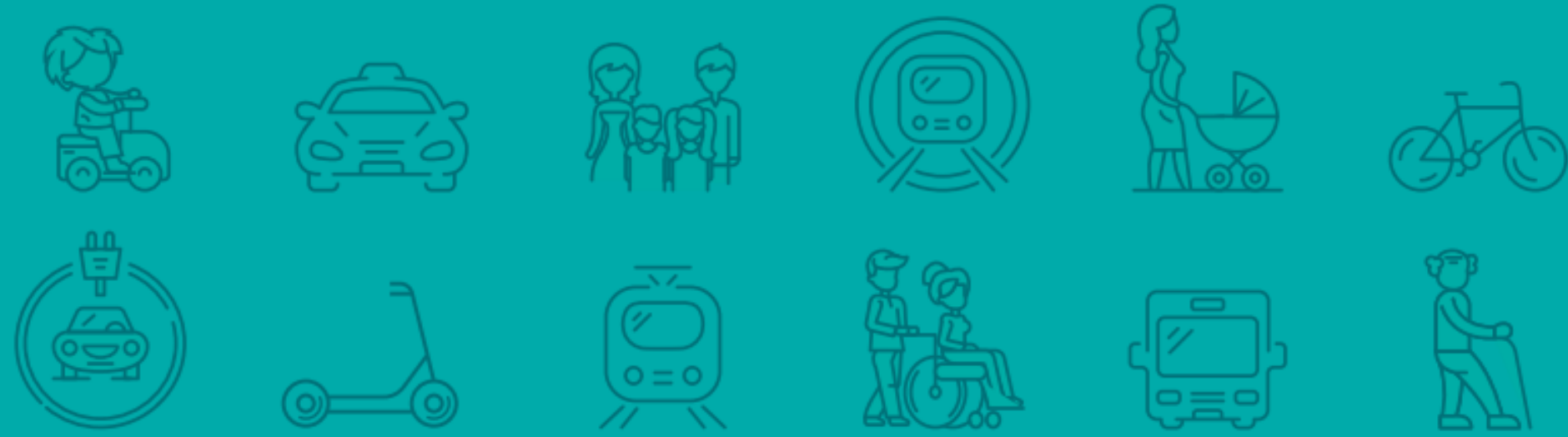
INFORM you about why we have developed the A1000 cycle scheme

GATHER your views on how the scheme could be improved and developed in the future

We will deliver **two short presentations** focussing on Barnet's Long Term Transport Strategy and the background of the A1000 cycle lane scheme.

We will have **two breakout sessions** to further explore your views on the A1000 Cycle scheme so far and what you think we could do with it in the future.

Barnet Long Term Transport Strategy 2020 — 2041



Barnet's Vision

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 transport 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.

Barnet Long Term Transport Strategy



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.

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.

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

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

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

Barnet Strategies and priorities

Barnet's Long Term Transport Strategy

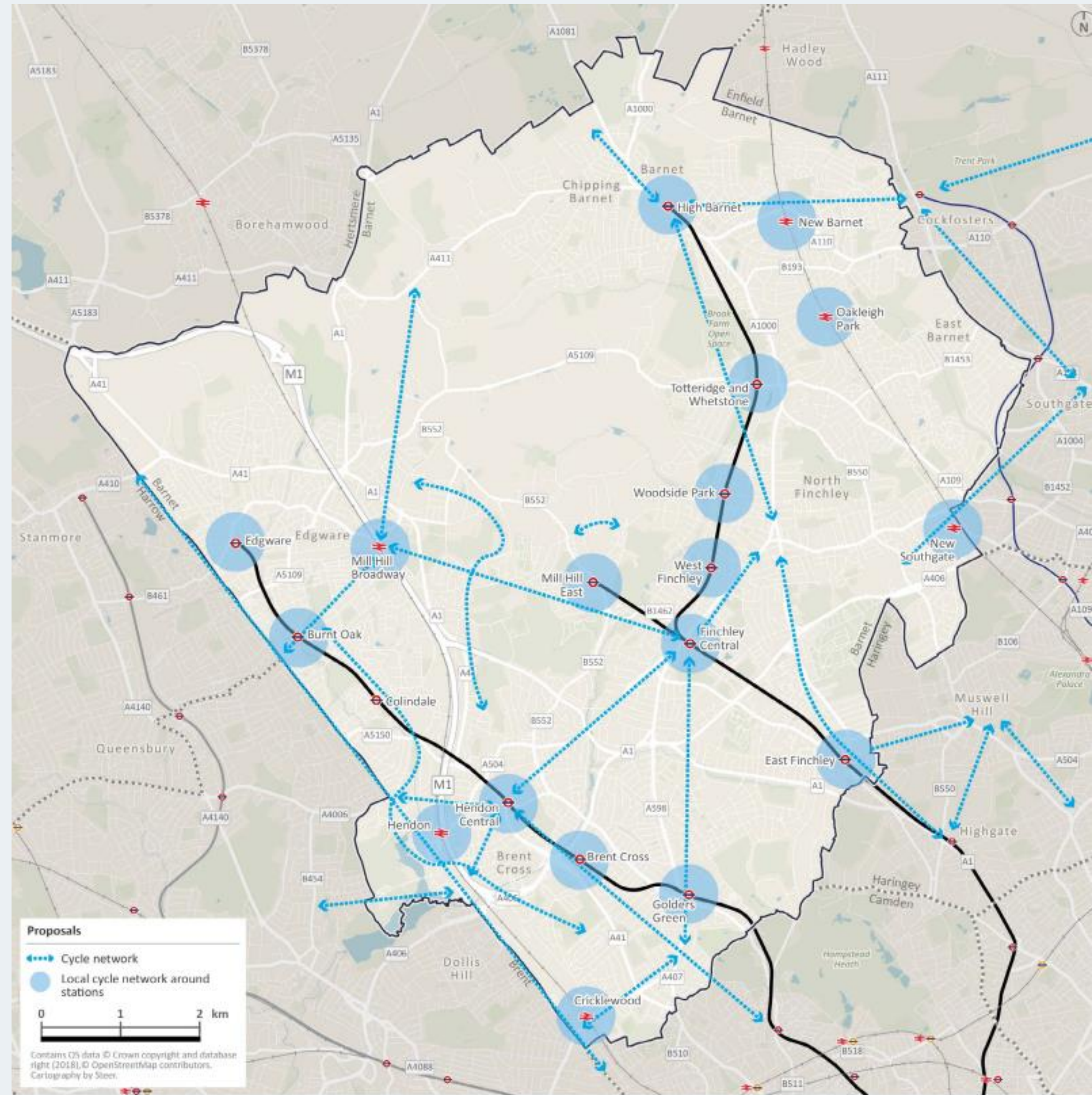
incorporates where the potential focus for delivering a cycle network across the borough should be focused.

Barnet Joint Health and Wellbeing Strategy

outlines the commitment to improving the health and wellbeing of all who live, work and study in Barnet.

Fit & Active Barnet Framework

is demonstrating a vision to 'create a more active and healthy borough' with active travel being a key component to achieve this.

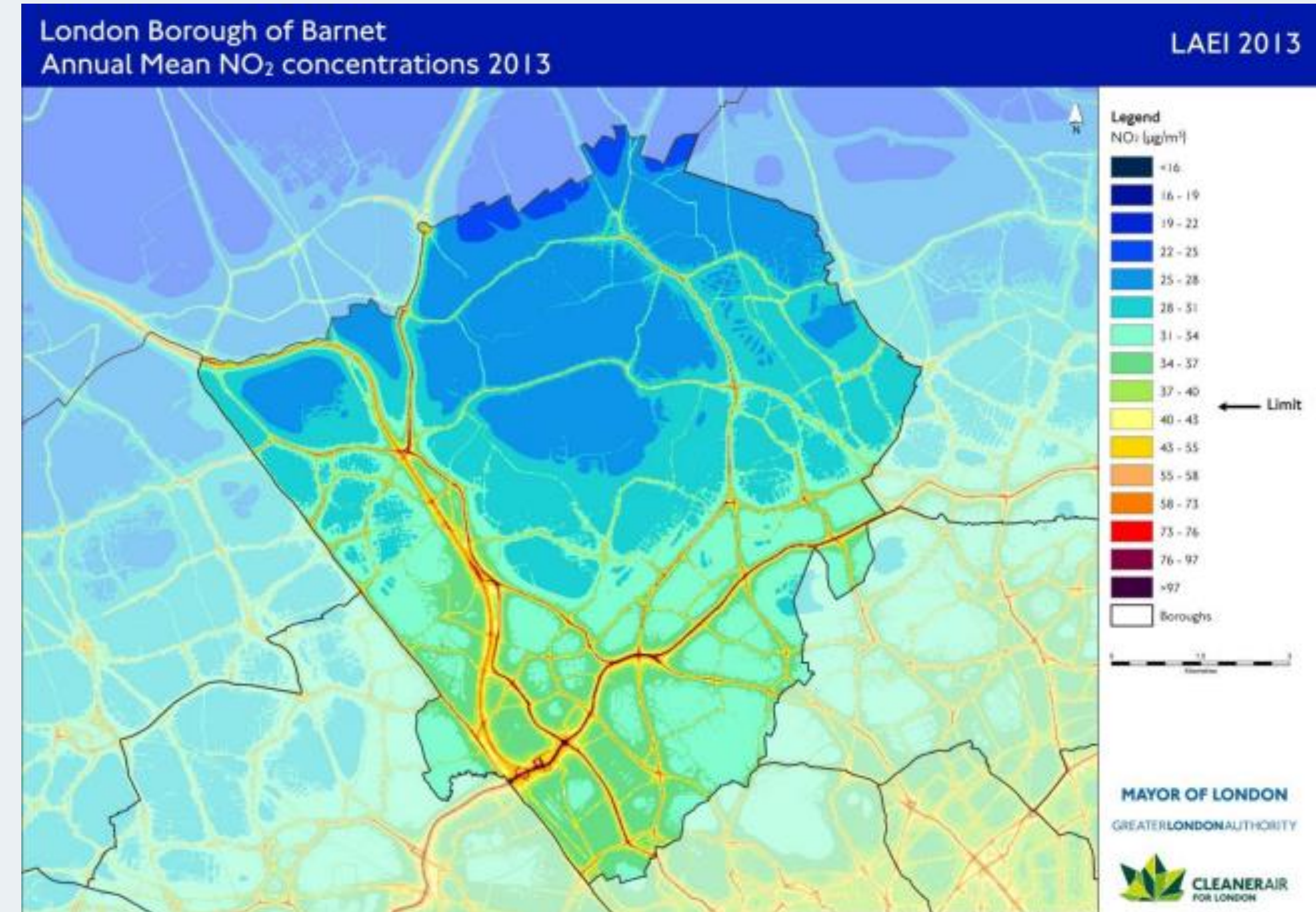


Cycling and health

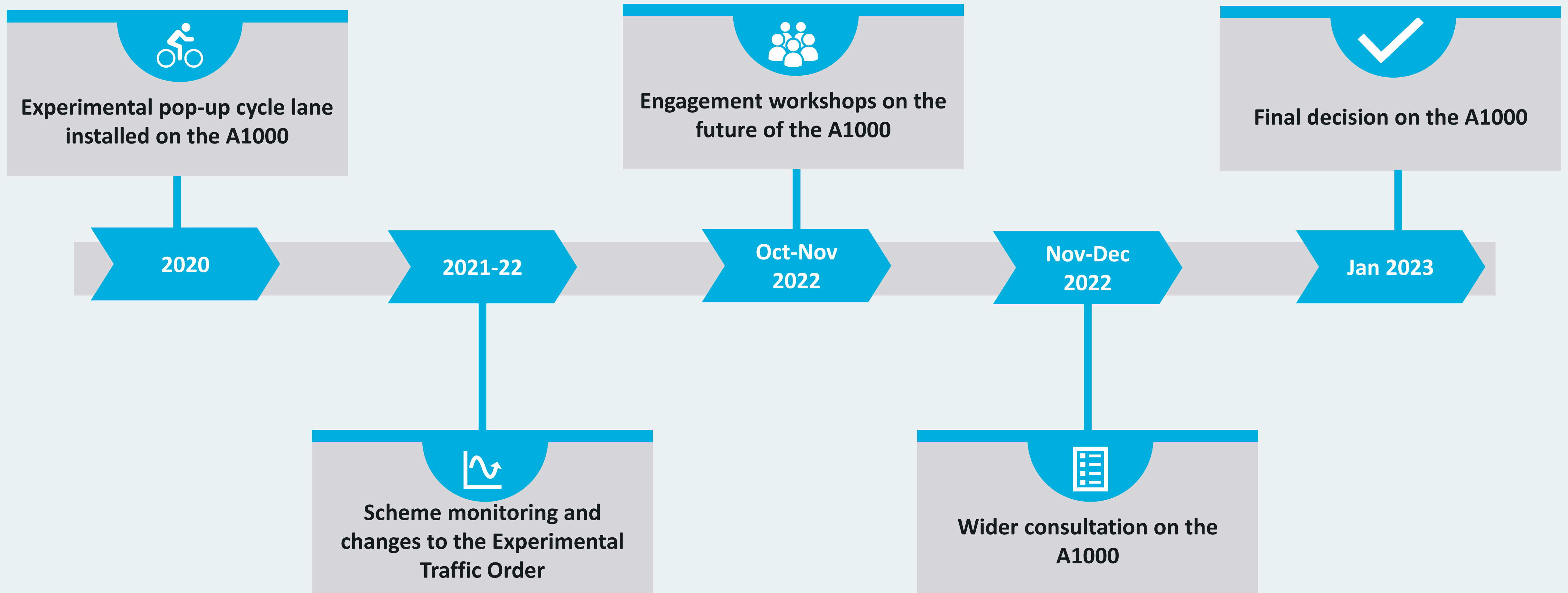
According to the Sport England, Active Lives Dataset:

- 62.6% of Barnet's adult population (16+) are active for at least 150 mins per week.
- 43.5% of Barnet's children and young people (5-16 years) are active for an average of 60 minutes per day.
- In the last year 11% of adults (16+) cycle for leisure and 9.9% cycled for travel.

Cycling as mode of transport is a good way to increase physical activity



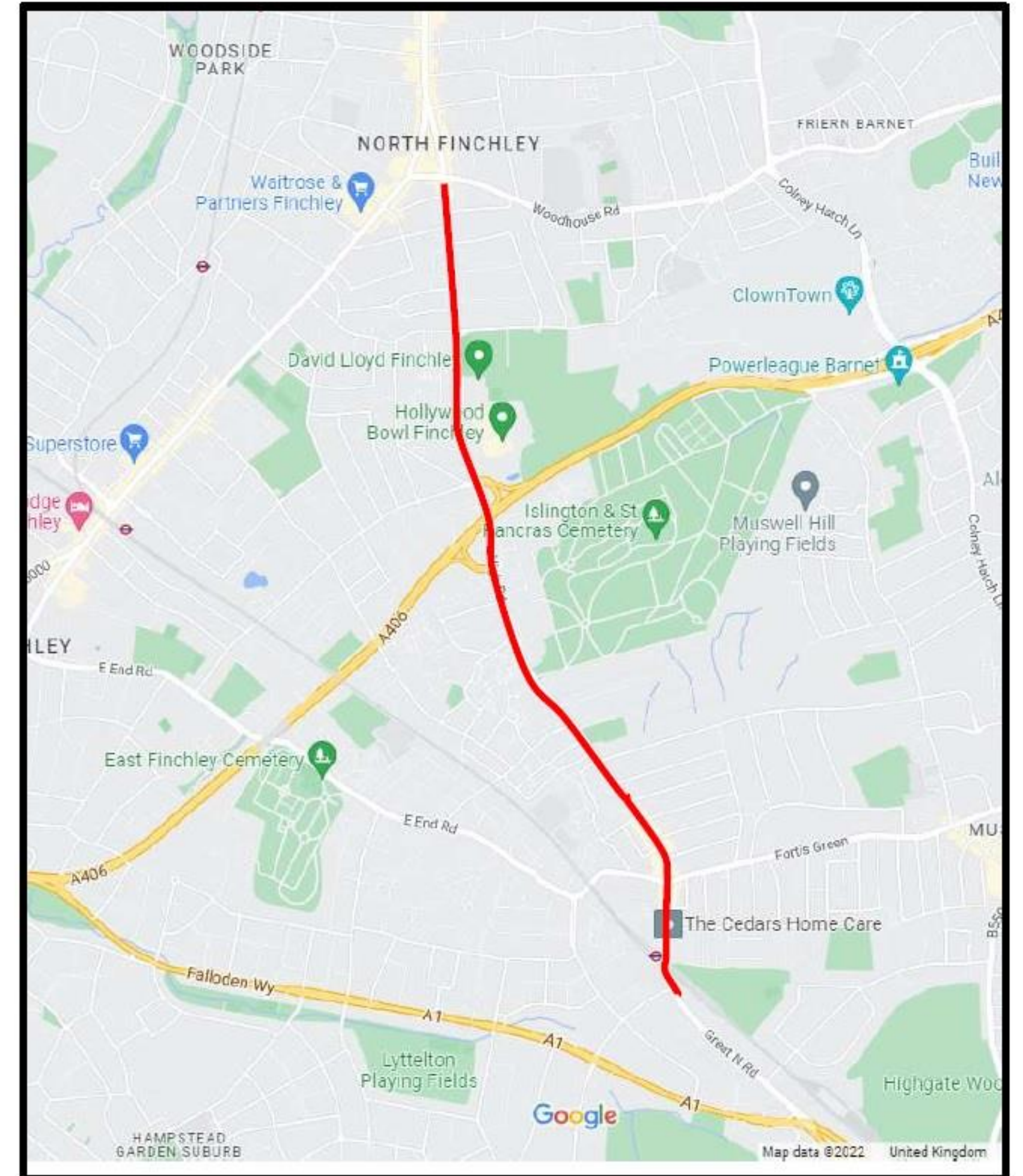
A1000 Cycle Lane Scheme



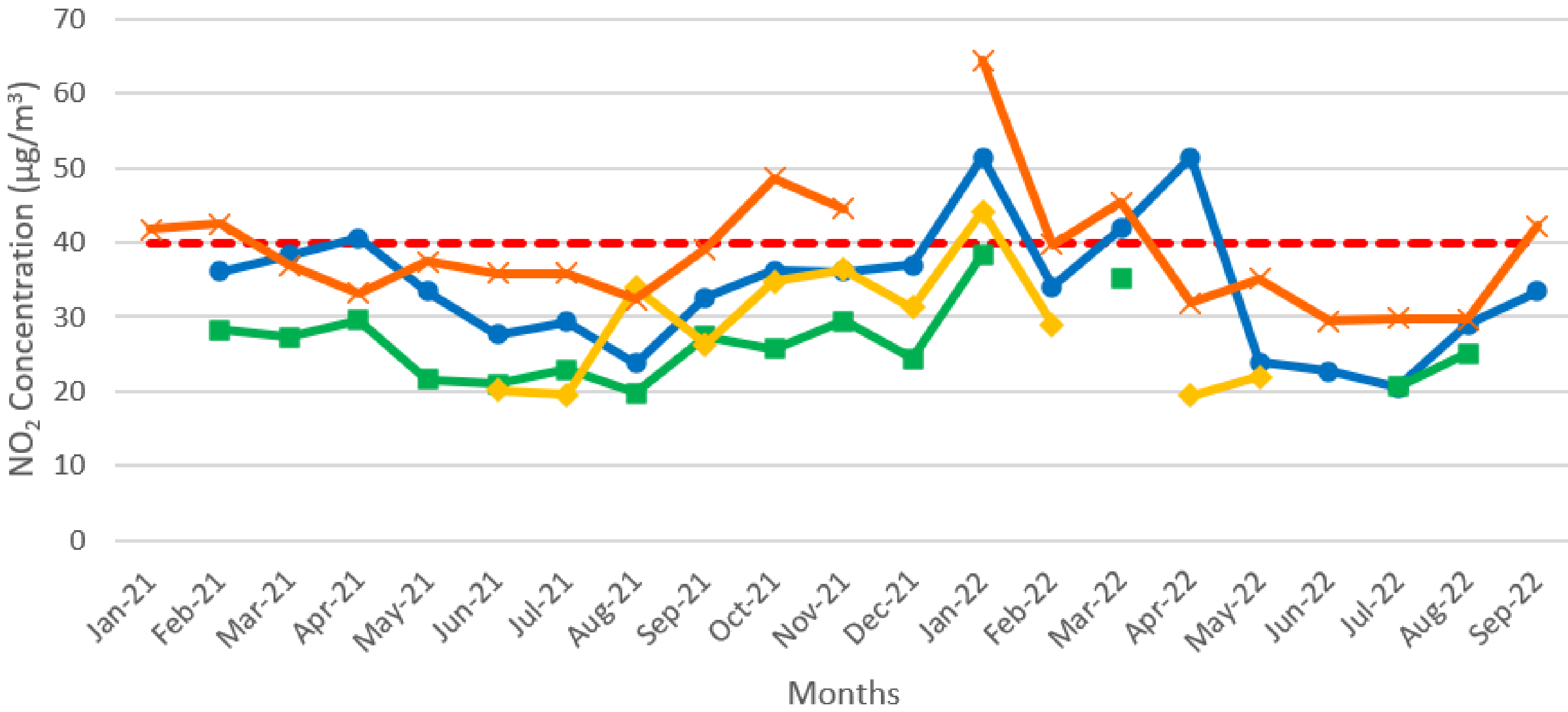
A1000 Cycle Lane Scheme

- The A1000 Cycle lane was installed in late 2020 as an experimental ‘pop-up’ cycle lane, running in both directions, from North Finchley Town Centre to the borough boundary with Haringey.
- This was a Government and Transport for London (TfL) funded response to help provide alternative travel measures for Local Authorities during the Covid-19 impacts on public transport.
- The A1000 was identified by Barnet as the preferred route to take forward.

A1000 CYCLE LANE ROUTE: TALLY HO CORNER, NORTH FINCHLEY TO LB HARINGEY BORDER, EAST FINCHLEY



A1000 Cycle Lane – monitoring and key findings – Air Quality



Collection Station Locations

| | |
|--|---|
| | Air Quality Objective |
| | Diploma Court, north of Diploma Avenue |
| | Granville Place, north of Finchley Leisure Centre |
| | Martin Primary School, south of Chandos Road |
| | Tally Ho Corner, north of scheme extents |

- Air Quality monitoring and data collection is carried out according to the requirements of DEFRA’s LAQMTG(22) (Local Air Quality Management Technical Guidance, August 2022)
- This graph shows the raw data, without bias adjustment. The bias adjustment factor for 2021 is 0.83. The 2022 bias adjustment factor has not yet been released; this is likely to be 0.8.
- Exceptions in January and April 2022 are likely due to recorded high pressure weather conditions impacting dispersal of pollution.

A1000 Cycle Lane – Cycling volumes (excluding footway cyclists)

Location 1: south of Baronsmere Road

Location 2: north of Creighton Avenue

Location 3: south of Granville Place

| DAILY AVERAGE CYCLE VOLUME (EXCLUDING FOOTWAY CYCLISTS) | LOCATION 1 | | LOCATION 2 | | LOCATION 3 | |
|---|------------|-----|------------|-----|------------|-----|
| | N/B | S/B | N/B | S/B | N/B | S/B |
| 01. Week 08/07/20 to 14/07/20 | 466 | 455 | 387 | 418 | 259 | 272 |
| 02. Week 06/12/20 to 12/12/20 | 251 | 238 | 217 | 239 | 142 | 153 |
| 03. Week 22/02/21 to 28/02/21 | 361 | 341 | 328 | 371 | 246 | 247 |
| 04. Week 07/06/21 to 13/06/21 | 440 | 426 | 420 | 450 | 289 | 289 |
| 05. Week 05/07/21 to 11/07/21 | 328 | 312 | 324 | 357 | 214 | 226 |
| 06. Week 15/10/21 to 21/11/21 | 277 | 278 | 268 | 298 | 168 | 182 |
| 07. Week 22/10/21 to 28/10/21 | 267 | 272 | 241 | 283 | 150 | 181 |
| 08. Week 29/10/21 to 04/11/21 | 266 | 253 | 211 | 253 | 129 | 162 |
| 09. Week 05/11/21 to 11/11/21 | 317 | 314 | 258 | 318 | 168 | 195 |
| 10. Week 12/11/21 to 18/11/21 | 316 | 297 | 284 | 314 | 166 | 200 |
| 11. Week 19/11/21 to 25/11/21 | 279 | 251 | 255 | 306 | 162 | 188 |
| 12. Week 10/09/22 to 16/09/22 | 338 | 346 | 332 | 367 | 214 | 227 |

| TOTAL WEEKLY CYCLE VOLUME (EXCLUDING FOOTWAY CYCLISTS) | LOCATION 1 | | LOCATION 2 | | LOCATION 3 | |
|--|------------|------|------------|------|------------|------|
| | N/B | S/B | N/B | S/B | N/B | S/B |
| 01. Week 08/07/20 to 14/07/20 | 3262 | 3187 | 2707 | 2923 | 1815 | 1906 |
| 02. Week 06/12/20 to 12/12/20 | 1754 | 1667 | 1521 | 1674 | 992 | 1071 |
| 03. Week 22/02/21 to 28/02/21 | 2525 | 2390 | 2298 | 2594 | 1719 | 1731 |
| 04. Week 07/06/21 to 13/06/21 | 3083 | 2979 | 2942 | 3149 | 2022 | 2023 |
| 05. Week 05/07/21 to 11/07/21 | 2298 | 2181 | 2268 | 2496 | 1495 | 1579 |
| 06. Week 15/10/21 to 21/11/21 | 1941 | 1945 | 1877 | 2089 | 1177 | 1276 |
| 07. Week 22/10/21 to 28/10/21 | 1869 | 1901 | 1688 | 1980 | 1053 | 1266 |
| 08. Week 29/10/21 to 04/11/21 | 1859 | 1772 | 1474 | 1774 | 902 | 1134 |
| 09. Week 05/11/21 to 11/11/21 | 2221 | 2201 | 1807 | 2229 | 1176 | 1365 |
| 10. Week 12/11/21 to 18/11/21 | 2212 | 2078 | 1988 | 2199 | 1165 | 1400 |
| 11. Week 19/11/21 to 25/11/21 | 1952 | 1756 | 1785 | 2140 | 1131 | 1316 |
| 12. Week 10/09/22 to 16/09/22 | 2365 | 2419 | 2324 | 2567 | 1495 | 1587 |

A1000 Cycle Lane – Motor vehicle journey times

| NORTHBOUND | | JUNE 2019 | JUNE 2021 | SEPTEMBER 2022 |
|-------------------|---------------|------------------------|------------------------|------------------------|
| | | TOM TOM DATA | MANUAL | MANUAL |
| PERIOD | TIME RANGE | Journey Time (minutes) | Journey Time (minutes) | Journey Time (minutes) |
| | | Average (min/max) | Average (min/max) | Average (min/max) |
| AM Peak | 07:00 - 10:00 | 16 | 10 | 8 |
| Inter-peak | 12:00 - 14:00 | 17 | 11 | 9 |
| PM Peak | 14:30 - 18:00 | 19 | 13 | 12 |

| SOUTHBOUND | | JUNE 2019 | JUNE 2021 | SEPTEMBER 2022 |
|-------------------|---------------|------------------------|------------------------|------------------------|
| | | TOM TOM DATA | MANUAL | MANUAL |
| PERIOD | TIME RANGE | Journey Time (minutes) | Journey Time (minutes) | Journey Time (minutes) |
| | | Average (min/max) | Average (min/max) | Average (min/max) |
| AM Peak | 07:00 - 10:00 | 22 | 13 | 10 |
| Inter-peak | 12:00 - 14:00 | 16 | 9 | 9 |
| PM Peak | 14:30 - 18:00 | 18 | 11 | 9 |

Note:

1. 'Tom tom' data taken from mobile phone data and includes all types of vehicles
2. Manual data derived from a number of car journeys between the survey points
3. The fastest and slowest journey times in each survey have been taken to establish the min/max average

Survey points are between Barnet/Haringey boundary and A1000 junction with Kingsway

Breakout sessions – how they will be run

We will have **20 minutes** to have two separate discussions in our groups and then **2 minutes** per group to feed back the key items to the room.

We have a facilitator in each group to help note your thoughts, keep the discussion on track, and answer any queries.



Breakout session 1 – looking back



Key questions to think about:

- 1) What do you think of the A1000 Cycle Lane?
- 2) What has worked well? What has not worked so well?
- 3) What do you like or dislike about the A1000 Cycle Lane?
- 4) How do you think the A1000 helps to improve transport in the borough?
- 5) In what ways does the A1000 align with our aims in the Barnet Long Term Transport Strategy?

Breakout session 1 feedback

Feedback from each table on the key items discussed. Please keep this to 2 minutes per table.



Breakout session 2 – looking forward

Key questions to think about:

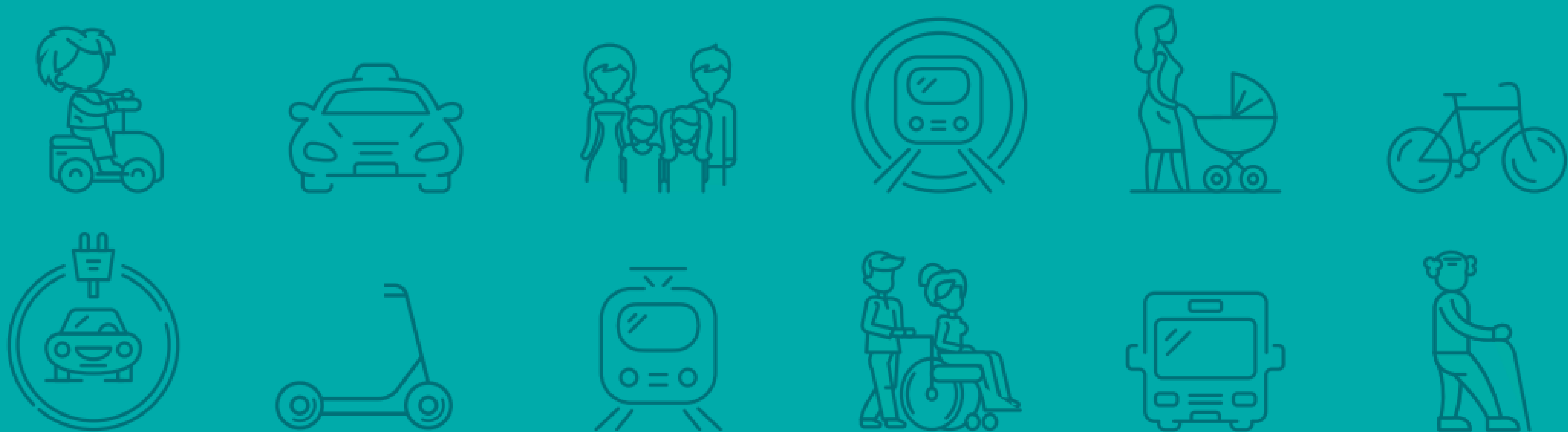
- 1) How can we make the A1000 more attractive for people to use?
- 2) If the scheme was to remain, how can it be improved?
- 3) How has the cycle lane impacted your commute, work or routine?



Breakout session 2 feedback

Feedback from each table on the key items discussed. Please keep this to 2 minutes per table.





Phase 1 - engagement

Workshops late-October to early-November 2022



Phase 2 - consultation

To be held from 18 November to 18 December
Keep an eye out on Engage Barnet



Phase 3 – formal decision

January 2023 - Environment and Climate Change Committee. Feedback on Engage Barnet by February 2023

<https://engage.barnet.gov.uk/a1000-cycle-route-engagement-consultation>



Thank you

<https://engage.barnet.gov.uk/a1000-cycle-route-engagement-consultation>

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THE COUNCIL OF THE LONDON BOROUGH OF BARNET

TRAFFIC MANAGEMENT ORDER

2022 No.1

The Barnet (Free Parking Places, Loading Places, Waiting, Loading and Stopping Restrictions) (Amendment No.181) (Experimental) Order 2022

Made: 10th March 2022

Coming into operation: 21st March 2022

The Council of the London Borough of Barnet, having consulted the Commissioner of Police of the Metropolis, in exercise of the powers conferred by sections 9 and 124 of and Schedule 9 to the Road Traffic Regulation Act 1984(1) and of all other powers thereunto enabling, hereby make the following Order:-

1. Citation and commencement

1.1 This Order shall come into operation on Monday 21st March 2022 and may be cited as The Barnet (Free Parking Places, Loading Places, Waiting, Loading and Stopping Restrictions) (Amendment No.181) (Experimental) Order 2022

2 Interpretation

2.1 In this Order “the Order of 2014” means The Barnet (Free Parking Places, Loading Places and Waiting Loading and Stopping Restrictions) Consolidation Order 2014(2)

2.1 Any reference in this Order to any enactment shall be construed as a reference to that enactment as amended, applied, consolidated, re-enacted by or as having effect by virtue of any subsequent enactment.

3 Substitution of Map Tiles

3.1 Without prejudice to the validity of anything done or to any liability incurred in respect of any act or omission before the coming into operation of this Order, the Order of 2014 shall have effect as though for the map tile attached to that Order and specified in column 1 of Schedule 1 to this Order, there were substituted the map tile attached to this Order and specified in relation thereto in column 2 of Schedule 1 to this Order.

3.2 The substitution of any map tile referred to in Article 3.1 of this Order will have the effect of revoking any provision provided or designated by a previous version of that map tile and not incorporated into the latest version.

1 1984 c.27

2 LBB 2014 No.120

4 Power to modify and suspend

4.1 In pursuance of section 10(2) of the Road Traffic Regulation Act 1984, the Council's Chief Executive, or some person authorised in that behalf by him may if it appears to him or that person essential in the interest of the expeditious, convenient and safe movement of traffic, or of the provision of suitable and adequate parking facilities on the highway, or for preserving or improving the amenities of the area through which any road affected by this Order runs, modify or suspend this Order or any provisions thereof.

Dated this 10th March 2022



Geoff Mee
Executive Director (Environment)

SCHEDULE 1

(see Article 3.1)

| Map tile attached to the Order of 2014 1 | Map tile attached to this Order 2 |
|--|---|
| Map Tile Ref: AA24 - Version V7 | Map Tile Ref: AA24 - Version V8 |
| Map Tile Ref: AB24 - Version V3 | Map Tile Ref: AB24 - Version V4 |
| Map Tile Ref: AC24 - Version V6 | Map Tile Ref: AC24 - Version V7 |
| Map Tile Ref: AD24 - Version V2 | Map Tile Ref: AD24 - Version V3 |
| Map Tile Ref: AF24 - Version V5 | Map Tile Ref: AF24 - Version V6 |
| Map Tile Ref: AG24 - Version V3 | Map Tile Ref: AG24 - Version V4 |
| Map Tile Ref: AG25 - Version V5 | Map Tile Ref: AG25 - Version V6 |
| Map Tile Ref: AH25 - Version V12 | Map Tile Ref: AH25 - Version V13 |
| Map Tile Ref: AI25 - Version V14 | Map Tile Ref: AI25 - Version V15 |
| Map Tile Ref: AJ25 - Version V5 | Map Tile Ref: AJ25 - Version V6 |
| Map Tile Ref: AK25 - Version V4 | Map Tile Ref: AK25 - Version V5 |

LONDON BOROUGH OF BARNET

The Barnet (Free Parking Places, Loading Places, Waiting, Loading and Stopping Restrictions) (Amendment No. 181) (Experimental) Order 2022

EXPLANATORY NOTE

(This Note is not part of the Order, but it is intended to indicate its general purport).

This Order makes changes to the charged-for, on-street parking provisions/restrictions in the London Borough of Barnet at certain locations by replacing and adding versions of certain map tiles to the Order of 2014.

LONDON BOROUGH OF BARNET

The Barnet (Free Parking Places, Loading Places, Waiting, Loading and Stopping Restrictions) (Amendment No. 181) (Experimental) Order 2022

**STATEMENT OF REASONS
FOR PROCEEDING BY WAY OF EXPERIMENT
AND OF INTENTION TO MAKE PERMANENT ORDER**

Due to the nature of the amendments and their purpose it is considered appropriate that these changes shall be introduced experimentally in order to monitor and review the impact of the measures on the local community.

If the experimental schemes prove to be a success the Council intends to promote a Traffic Order under Section 6 of the Road Traffic Regulation Act 1984 to make the scheme permanent

LONDON BOROUGH OF BARNET

The Barnet (Free Parking Places, Loading Places, Waiting, Loading and Stopping Restrictions) (Amendment No. 181) (Experimental) Order 2022

The Barnet (Charged-for Parking Places) (Amendment No.119) (Experimental) Order 2022

The Barnet (20mph Speed Limit) (No. 1) (Experimental)Traffic Order 2022

The above orders are in relation to experimental waiting restrictions, disabled parking bay, pay and display parking bays, permit bays and loading bays.

In order to effectively manage the road network in the vicinity of new cycling facilities for pedal cyclists, the general effect of the above Orders will be to introduce, on an experimental basis, the following measures:

1. New 'at any time' waiting restrictions along the lengths of road described in Schedule 1 to this Notice.
2. The removal of payment parking places, disabled persons parking places, permit parking places, motorcycle bays, loading places and goods vehicles loading places, falling within the lengths of road described in Schedule 1 Notice, and also described in Schedule 2 to this Notice.
3. A maximum speed limit on the driving of vehicles on a road of 20 miles per hour on High Road N2, between Chandos Road and a point in line with the borough boundary of the London Borough of Haringey.
4. A goods vehicle loading only parking place operative Monday to Saturday 8am to 6.30pm, will be provided on Fairlawn Avenue N2 adjacent to No. 52 High Road N2 for the use by Goods carrying vehicles. As part this proposal and existing good vehicle loading only place outside No.60 to No.64 High Road N2 will be removed and replaced by a length of a payment parking place operating 8am to 6.30pm Monday to Saturday (Max Stay 90 mins).
5. A disabled badge holders' only parking bay operative at all times will be provided on Fallow Court Avenue N12 (Side of No. 605 High Road N12) for use by motorists displaying a valid disabled badge.

Schedule 1 – Lengths of new 'at any time' waiting restrictions

West, north-west and south-west side

| Road | Location |
|---------------------|--|
| Great North Road N2 | outside Bishops Court, Great North Road |
| High Road N2 | between East Finchley Underground Station and Diploma Avenue N2 |
| High Road N2 | between Church Lane and opposite Lewis Gardens |
| High Road N12 | between No. 447 High Road and Granville Road |
| High Road N12 | between Granville Road and a point opposite Addington Drive |
| High Road N12 | between Nos. 22 - 27 Woodlands, High Road and Nos. 1 to 14 Colman Court, Christchurch Avenue. (As part of the above proposal lengths of existing 9am to 5pm Monday to Saturday waiting restrictions will be removed.) |
| High Road N12 | between Nos. 683/685 to Rosemont Avenue |

East, north-east and south-east side

| Road | Location |
|-------------------------------|---|
| High Road N12 | between 654 to Churchfield Avenue |
| High Road N12 | between Churchfield Avenue and Sandringham Garden. |
| High Road N12 | between Summers Lane and southern boundary of Great North Leisure Park |
| High Road N2 | between No. 332 High Road and Nos. 1 - 32 St Pancras Court, High Road |
| High Road N2 | between Nos. 33 - 72 St Pancras Court, High Road and Creighton Avenue (As part of the above proposal lengths of existing Monday to Friday 9am to 10am restrictions will be removed outside East Finchley Library, High Road) |
| High Road N2 | between Creighton Avenue and Huntingdon Road |
| High Road N2 | between Nos. 66 and 36 High Road |
| High Road N2/Great North Road | between a point opposite Old White Lion PH, High Road and No. 98 Great North Road |

Schedule 2 – Lengths of parking bay removal (in addition to the lengths outlined in Schedule 1

East, north-east and south-east side

| Road | Location |
|--------------|---|
| High Road N2 | between Nos. 20 and 28 High Road between Nos. 60 to 64 High Road and outside No.40 High Road |
| High Road N2 | Between Creighton Avenue and Huntingdon Road |

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THE COUNCIL OF THE LONDON BOROUGH OF BARNET

TRAFFIC MANAGEMENT ORDER

2022 No. 02

The Barnet (Charged-for Parking Places) (Amendment No.119) (Experimental) Order 2022

Made: 10th March 2022

Coming into operation: 21st March 2022

The Council of the London Borough of Barnet, having consulted the Commissioner of Police of the Metropolis, in exercise of the powers conferred by sections 45, 46, 49 and 124 of and Schedule 9 to the Road Traffic Regulation Act 1984(a) and of all other powers thereunto enabling, hereby make the following Order:-

1. Citation and commencement

1.1 This Order shall come into operation on 21st March 2022 and may be cited as The Barnet (Charged-for Parking Places) (Amendment No.119) (Experimental) Order 2022.

2. Interpretation

2.1 In this Order “the Order of 2014” means The Barnet (Charged-for Parking Places) Consolidation Order 2014(b)

2.2 Any reference in this Order to any enactment shall be construed as a reference to that enactment as amended, applied, consolidated, re-enacted by or as having effect by virtue of any subsequent enactment.

3. Substitution of Map Tiles

3.1 Without prejudice to the validity of anything done or to any liability incurred in respect of any act or omission before the coming into operation of this Order, the Order of 2014 shall have effect as though for the map tiles attached to that Order and specified in column 1 of Schedule 1 to this Order, there were substituted the map tiles attached to this Order and specified in relation thereto in column 2 of Schedule 1 to this Order.

3.2 The substitution of any map tile referred to in Article 3.1 of this Order will have the effect of revoking any provision provided or designated by a previous version of that map tile and not incorporated into the latest version.

4. Power to modify and suspend

4.1 In pursuance of section 10(2) of the Road Traffic Regulation Act 1984, the Council’s Chief

a 1984 c.27

b LBB 2014 No.121

Executive, or some person authorised in that behalf by him may if it appears to him or that person essential in the interest of the expeditious, convenient and safe movement of traffic, or of the provision of suitable and adequate parking facilities on the highway, or for preserving or improving the amenities of the area through which any road affected by this Order runs, modify or suspend this Order or any provisions thereof.

Dated this: 10th March 2022

A handwritten signature in black ink, appearing to read 'Geoff Mee', with a long, sweeping underline.

Geoff Mee
Executive Director (Environment)

LONDON BOROUGH OF BARNET

The Barnet (Charged-for Parking Places) (Amendment No.119) (Experimental) Order 2022

EXPLANATORY NOTE

(This Note is not part of the Order, but it is intended to indicate its general purport).

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LONDON BOROUGH OF BARNET

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SCHEDULE 1

(see Article 3.1)

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LONDON BOROUGH OF BARNET

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East, north-east and south-east side

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Schedule 2 – Lengths of parking bay removal (in addition to the lengths outlined in Schedule 1

East, north-east and south-east side

| Road | Location |
|--------------|---|
| High Road N2 | between Nos. 20 and 28 High Road between Nos. 60 to 64 High Road and outside No.40 High Road |
| High Road N2 | Between Creighton Avenue and Huntingdon Road |

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Equality Impact Assessment: Statutory Review of A1000 Cycle Lane

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

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

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

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

1. **Key recommendations:** That the Environment and Climate Change Committee make permanent the A1000 Cycle Lane and that improvements are made to it in line with current Standards and advisory notes.
2. **Committee name and date:** Environment and Climate Change Committee January 2023
3. **Stakeholders:** All local residents and businesses and those non-residents using the A1000 route as a link to other destinations.
4. **Consultation:** Statutory Consultation took place between March 2022 and September 2022, following the publication of new Experimental Traffic Management Orders. In addition, a wider Engagement and Consultation exercise took place between October 2022 and December 2022 to gather feedback in relation to the future of the route.
5. **Factors to consider in the assessment:** For each of the groups below, an assessment has been made on whether the A1000 Cycle Lane proposals would have a positive, negative, or neutral impact. Where the impact is negative, a high, medium or low assessment is given. The assessment looks at each of the proposals on their own merits taking into account issues such as safety, pedestrian access, public transport and vehicular access. [This interim assessment reflects the current 'pop up' design and now takes into account feedback received during the Phase 1 Workshops of the Engagement and consultation exercise, carried out October to December 2022. Thus, it acknowledges real issues arising following the introduction of the scheme. On the assumption that the scheme is made permanent the EqIA highlights mitigation options to redress identified impacts.](#)
 - High impact – a significant potential impact, risk of exposure, history of complaints, no mitigating measures in place etc.
 - Medium impact – some potential impact exists, some mitigating measures are in place, poor evidence
 - Low impact – almost no relevancy to the process, e.g. an area that is very much legislation led and where the Council has very little discretion

| Protected characteristic/ area of interest | | | | | Reason |
|---|---|-------------------------------------|--|--|--|
| | Positive, Negative or Neutral Impact | High, Medium or Low Impact | | | |
| Age | Positive | N/A | | | <p>The A1000 cycle route aims to promote cycling for all borough residents</p> <p>The proposal supports Barnet's Joint Health and Wellbeing Strategy 2021 – 2025. Key Area 2 of this document: Starting, Living and Ageing Well includes as one of its priorities to 'get people moving' and to "improve choices for physical activities locally for <i>all ages</i> and abilities to ensure residents know how to access it".</p> <p>The current A1000 cycle route provides the beginnings of safe cycling infrastructure suitable for people of all ages. This may encourage older or younger cyclists who may be more likely to have safety concerns. For older people, the Autumn 2022 consultation analysis indicates that the age range 65 to 74 had a higher than average 'agree' to the statement "the A1000 cycle lane encourages people to cycle more". Improvements to the route reflecting accommodation of specialist bikes and improved access may assist in this age group considering cycling. However, the age range 75+ had a higher than average 'disagree' to the statement "The A1000 cycle lane makes it easier to complete local journeys". This latter response may reflect the impact of the scheme on walking, public transport or private vehicle parking for those who do not wish/can't cycle. This to be investigated further in design and if it is possible to put in further mitigation this will be done.</p> <p>A Young Persons' (11 to 18) Workshop is due to be run in January 2023 and feedback from that will help inform this age group's views on the current and potential future design of the route.</p> <p>The impact of the current design on existing pedestrian crossings was noted. However, this negative impact (on characteristics including Age) is a consequence of the current 'pop up' design and pedestrian crossing facilities will be reviewed and improved in a permanent design.</p> <p>Overall, the principle of the route appears to find favour across all age groups, albeit design improvements reflecting permanent infrastructure to current standards need to be made. Retain impact as Positive for the present.</p> |

| | | | | |
|--------------------------------|-----------------|-----|--|--|
| Disability | Negative | Low | | <p>The current facilities do not make it harder to use adaptive bikes. As part of the ongoing review of the design, we will carry out improvements including those that will be beneficial to the less abled cyclist.</p> <p>For those less abled using private vehicles there may be some negative impact arising from a reduction in parking spaces. It may also be more difficult for taxi's to set down or pick up passengers. This is borne out by the consultation responses that indicate a higher than average 'agree' in this group to the statements "more parking for Blue badge holders should be provided" and "more loading bays for shops and businesses should be provided". In addition, a higher than average 'disagree' that the "A1000 makes it easier to complete local journeys".</p> <p>Design developments in March 2022 included the transfer of sections of the cycle route to the footway. Some negative impact may arise from this due to people with visual/mobility impairments not being aware of approaching cyclists. There was some concern raised about this at the Workshops, though not necessarily specifically from disabled groups.</p> <p>Development of cycle infrastructure and improved options to use sustainable transport will contribute to improved air quality across the borough, benefiting those with disabilities relating to respiratory difficulties. However, there is a perception from the disabled that the route does not improve air quality, with this group providing an above average response to the consultation statement "The A1000 cycle lane improves Air Quality". Surveys of AQ indicate there are no detrimental effects and this message needs to be reiterated during future consultation.</p> <p>Overall, there appears to be some impact with the current scheme on access and parking for the disabled. This needs to be reviewed in the short term, where possible, ahead of more permanent changes. Impact kept as Negative pending further design.</p> |
| Gender reassignment | Neutral | N/A | | <p>No changes made to the road space that affect this characteristic and consultation did not indicate any difference in response to other groups. Retain as neutral impact.</p> |
| Pregnancy and maternity | Neutral | N/A | | <p>For those wishing to cycle during pregnancy, the cycle route provides a safer infrastructure than was previously available, though this comment applies to all cyclists. The physical works may make the road more difficult to cross with a pushchair and may make it more difficult for taxis to set down or pick up passengers.</p> <p>This group provided a higher than average percentage of responses agreeing with positive statements around the cycle lane ie encouraging cycling and walking, easier to complete local journeys, reducing speeding, improving air quality, providing a safe route for cyclists. However, this group also provided a higher than average request for more loading bays.</p> |

| | | | | | |
|---------------------------------------|---------|-----|--|--|---|
| | | | | | Given this latter comment, the EqlA to remain at 'Neutral' pending design options to mitigate impact on parking and loading as part of improved permanent design. |
| Race | Neutral | N/A | | | No changes made to the road space that affect this characteristic. The consultation did not suggest any differences in response to questions based on ethnicity. Retain as Neutral impact. |
| Religion or belief | Neutral | N/A | | | No changes made to the road space that affect this characteristic. The consultation did not suggest any major differences to questions based on religion, other than those who indicated 'no religion' has a higher than average 'agree' to statements about the route relating to providing a safer route for cyclists, reducing speeding, making it easier to complete local journeys'. Retain as Neutral. |
| Sex | Neutral | N/A | | | Residents and in particular women may find cycling in a lit area feels safer. However, consultation feedback indicates a higher percentage of males than females agree with the statements that the A1000 cycle lane encourages more cycling and walking, makes it easier to complete local journeys, improves Air Quality, reduces speeding. Greatest difference surrounded "provides a safe route for cyclists" – 75% male and 47% female agreeing. On this basis, reduce from Positive to Neutral subject to further investigation of feedback and review of future design options. |
| Sexual orientation | Neutral | N/A | | | No changes made to the road space that affect this characteristic. Consultation indicated a higher than average 'agree' to the A1000 cycle lane "provides a safer route for cyclists" and "reduces speeding". Retain as Neutral impact. |
| Marriage and Civil partnership | Neutral | N/A | | | No changes made to the road space that affect this characteristic. This group returned a higher than average 'Agree' to that "the A1000 encourages people to cycle more". A higher proportion than average of widowed respondents agreed with the statement that "more loading bays for shops and businesses should be provided". Retain as Neutral impact. |

Overall there remain positive benefits from the current 'pop up' scheme, which are borne out by feedback from Workshops and the Consultation. However, feedback is also critical in areas of the current design with many people wishing to see improvements. The above gives some indication of these concerns and if the scheme is made permanent a review of the design to current standards is required to mitigate impacts on specific groups.

London Borough of Barnet

**Environment and Climate Change
Committee
Forward Plan**

January-March 2023

| Title of Report | Overview of decision | Report Of |
|---|--|--|
| 25 Jan 2023 | | |
| Investing in Barnet's Roads and Pavements Programme 2023/24 | For approval | Director of Highways and Transportation |
| Highways Term Maintenance Contract Negotiation Outcomes | For approval | Director of Highways and Transportation |
| A1000 Cycleway | For approval | Director of Highways and Transportation |
| LiP Funding Allocation – Delivery Programme 23/24 | For approval | Director of Highways and Transportation |
| Environment & Climate Change Forecast Financial Outturn month 8 (November 2022) | For approval | Executive Director Strategy and Resources |
| Tree Policy update and Planting Programme | Update to policy and draft proposal for new programme for approval | Assistant Director Greenspaces and Leisure/ Executive Director Communities, Adults and Health |
| Sustainability Strategy update | For comment | Assistant Director, Sustainability/Deputy Chief Executive |
| Events in Parks in Policy – update to existing Policy | For approval | Assistant Director Greenspaces and Leisure/ Executive Director Communities, Adults and Health |

| Title of Report | Overview of decision | Report Of |
|---|--|--|
| 14 March 2023 | | |
| Quarter 3 Performance Report | For comment | Deputy Chief Executive |
| Environment & Climate Change Forecast Financial Outturn month 10 (January 2023) | For comment | Deputy Chief Executive |
| Sustainability Strategy update | For comment | Assistant Director Sustainability/Deputy Chief Executive |
| Transport Strategy – Review | For approval | Deputy Chief Executive |
| Street Scene Hire Vehicle Procurement | For approval | Street Scene Director/Deputy Chief Executive Head of Fleet, Transport & Logistics |
| Street Scene Vehicle Parts Supply Procurement | For approval | Street Scene Director/Deputy Chief Executive Head of Fleet, Transport & Logistics |
| Air Quality Action Plan | For approval | Deputy Chief Executive |
| Barnet Allotments | Review of existing management arrangements and future considerations | Assistant Director Greenspaces and Leisure/ Executive Director Communities, Adults and Health |
| Park Ranger Model – options appraisal for implementation. | Options appraisal for implementation | Assistant Director Greenspaces and Leisure/ Executive Director Communities, Adults and Health |

| Title of Report | Overview of decision | Report Of |
|--|--|--|
| Damage to Highways by Third Parties | For comment | Director of Highways and Transportation |
| Colindale Parks Improvement Programme – progress on masterplan delivery and investments at Colindale Park, Montrose PF, Silkstream PF, Rushgrove Park and Heybourne Park | For comment | Assistant Director Greenspaces and Leisure/ Executive Director Communities, Adults and Health |
| Controlled Parking Zone Programme Update | For approval | Street Scene Director/Deputy Chief Executive Assistant Director Parking |
| To be allocated | | |
| Climate Emergency Parking Delivery Model | To note/for comment | Street Scene Director/Deputy Chief Executive Assistant Director Parking |
| Fleet Replacement Programme | Approve vehicle replacement procurement | Street Scene Director/Deputy Chief Executive Head of Fleet, Transport & Logistics |
| Invasive Weed Management and Pesticide Use Strategy | For approval | Street Scene Director |
| Environment Act – Waste Management Arrangements | To approve waste management service configuration to reflect Environment Act '21 requirements. | Street Scene Director/Chief Executive Head of Street Scene Operations |

| Title of Report | Overview of decision | Report Of |
|---|--|---|
| Fly tipping and Littering Annual Report | Annual update on fly tipping and littering | Executive Director of Assurance/Assistant Director – Counter Fraud, Community Safety and Protection |

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