

	<p>Environment Committee</p> <p>14th July 2016</p>
<p style="text-align: right;">Title</p>	<p>Moving Around in Barnet – a Direction of Travel</p>
<p style="text-align: right;">Report of</p>	<p>Commissioning Director for Environment</p>
<p style="text-align: right;">Wards</p>	<p>All</p>
<p style="text-align: right;">Status</p>	<p>Public</p>
<p style="text-align: right;">Urgent</p>	<p>No</p>
<p style="text-align: right;">Key</p>	<p>No</p>
<p style="text-align: right;">Enclosures</p>	<p>Appendix A: The Impact of Congestion on Bus Passengers</p>
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Summary

This paper outlines the requirement for a Transport Strategy for Barnet, the benefits of the strategy to the borough and the methodology for producing the strategy. Members are asked to comment on the proposed scope of the Transport Strategy and indicate their agreement for the commencement of a programme to produce the strategy.

Recommendations

The Environment Committee are recommended to:

1. Instruct Officers to develop an overarching long term Transport Strategy for the London Borough of Barnet.
2. Agree the period of the strategy to 2035.
3. Comment on the scope of the strategy which is outlined in this document.
4. Approve the formation of a project board and an Elected Members cross party group.

1. WHY THIS REPORT IS NEEDED

- 1.1 With a 2015 population of circa 393,000, Barnet is now London's most populous borough. Barnet's population is projected to grow further to around 448,000 by 2031. The growth in Barnet's population will change our existing communities, attracting a younger and more diverse population.

The table below illustrates Barnet's population growth:

2011 Census	2015	2021	2031	2039
356,000	393,000	415,000	448,000	469,000

Source Greater: London Authority.

- 1.2 There are currently five major redevelopment sites within Barnet:

- Colindale: creation of a new neighbourhood centre with 10,000 new homes and 1,000 new jobs by 2021.
- Brent Cross Cricklewood, the expansion of the existing shopping centre with the creation of 7,500 new homes and 27,000 new jobs by 2035.
- West Hendon Regeneration scheme, a net increase of 1,500 new homes by 2026.
- Mill Hill East Action plan (AAP), 2,200 new homes, a new primary school and 500 jobs by 2026.
- Stonegrove/Spur Road Estate, a net increase of 400 homes in a redeveloped housing estate to be completed by 2021.

The table below illustrates Barnet's housing growth in terms of the increasing number of households in the period 2011 – 2039.

2011 Census	2015	2021	2031	2039
136,000	150,000	162,000	181,000	189,000

Source: Greater London Authority

- 1.3 As the borough continues to grow so does the pressure on its transport network. Some good work has already been done on various elements of transport strategy for the borough, such as the installation of a small number of electric vehicle charging points and the formulation of school travel plans. However, this work has

been of a disparate nature and now there is a need for a coordinated set of plans under a single strategic approach.

- 1.4 The scope for the Transport Strategy outlined in this report aims to set out a long term approach to 2035. The strategy will outline the Council's commitment to improving transport options for all of our residents. This will involve considering what our appropriate "mix" of future travel modes should be and how we should be investing in various travel modes in order to arrive at a comprehensive choice of travel options for residents that effectively integrate with one another.
- 1.5 The Transport strategy for Barnet will be part of the borough's wider strategy to create a prosperous, inclusive and healthy future for the borough. It will provide a set of long-term strategic goals for the borough which will influence public investment in transportation and land use decisions in the area. It will also provide a high level blueprint to move forward and meet new and emerging challenges as well as providing a local application of the Mayor's Transport Strategy goals.
- 1.6 The Transport Strategy will cost circa £90,000 to produce and will be funded from the Council's transformation programme budget.

2 REASONS FOR RECOMMENDATIONS

2.1 Recommended option

An overarching long term Transport Strategy for the London Borough of Barnet is developed. This strategy will consist of several individual strategies relating to specific transport modes. These individual strategies will be developed via a coordinated approach which will be guided by a single set of strategic objectives. The long term transport strategy will outline Barnet's approach to transport for the next twenty years until 2035. The reason the strategy needs to be long term in its approach is that there is a very long lead time for major transport improvements and so a long term strategy is necessary in order to provide sufficient opportunity to plan for the improvements. The strategy is also long term in its thinking in order to adequately reflect the predicted changes in the Borough in relation to economic growth, social change and housing needs over a twenty year period.

- 2.2 A Transport Strategy is necessary to enable the borough's transport network to support the Council's current corporate plan and organisational values. The transport network is a universal service used by all and therefore it has a huge role to play in supporting Barnet's key values of opportunity, fairness and responsibility. Barnet is also growing and changing as a borough and therefore requires its transport system to adapt accordingly.
- 2.3 An overarching Transport Strategy will guide and inform smaller individual strategies such as Car Clubs and Public Transport improvements etc. The overarching strategy will also provide the basis for future Local Improvement Plan (LIP) annual spending submissions. LIP is the main mechanism by which funding from Transport for London is granted for schemes and initiatives to improve transport infrastructure in Barnet. It is therefore important that Barnet has an

overarching long term transport strategy to support its Local Improvement Plan funding submissions.

- 2.4 An overarching transport strategy is also necessary to avoid and reduce the medium and long term effects of a growing borough with a corresponding increasing pressure on the Transport system. Transport experts are warning that London as a whole faces serious medium and long term transport issues if long term strategies that influence travel choices are not put in place. For example a new report by Professor David Begg, *The Impact of Congestion on Bus Passengers*, has warned that road congestion has increased bus journey times by 10% each decade. The report concludes that if bus journey times continue to decline at their current rate, bus passenger numbers will decline by ten to fourteen percent, every ten years, putting the future of the bus sector under threat. (Appendix A contains the full report: *The Impact of Congestion on Bus Passengers*). Similarly, the primary cause of poor air quality in London is traffic and congestion on main roads. The issue of air quality has become an urgent issue for London boroughs and there is a growing recognition that greater measures are necessary to improve London's air quality. A Transport Strategy for Barnet will provide a mechanism so that future issues, such as those outlined above can be addressed, mitigated and avoided. As part of the strategy an open access library will also be established so that all stakeholders can have access to transport expert's views and the evidence base that will guide the strategy and its objectives.
- 2.5 Whilst the transport strategy is long term in its approach, a short term action plan is also necessary to commence the early phase of the strategy's delivery. Similar to the recently agreed waste strategy, this short term action plan will adopt an "assumptions based" approach centred on likely national and pan London transport developments, which the Barnet strategy will need to account for and align with. For example, the Transport strategy might assume an extension of the congestion charging zone during the twenty year time period for the strategy and therefore reflect this in its strategic planning.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 Develop a short term five year Transport Strategy to align with the Council's Corporate Plan. This option is not recommended because the overarching Transport Strategy needs to be long term in nature in order to account for the borough's predicted level of development and growth over the next twenty years. Many of the individual strands of the strategy such as increased use of electric vehicles and cycling are incremental and are dependent of gradual increases in infrastructure and technological advances. A strategy that is too short term in nature will not capitalise on emerging transport modes and would therefore not deliver the maximum possible benefits to the residents of Barnet. Finally, the Strategy also needs to be longer term in its approach to align with the Mayor's Transport Strategy 2012–2031 and neighbouring borough's strategies such as LB Brent and LB Enfield which are also being designed on a twenty year 2030s basis.

3.2 Allow Individual Transport Strategies for each transport mode to develop individually without an overarching guiding strategy.

This option is not recommended as a complex balance between plans for each transport mode needs to be achieved via coordination in order for individual transport strategies to complement each other. By coordinating the approach via a single overarching strategy the best possible benefits for the borough can be achieved and the interests of all current and future residents can be carefully considered.

4. POST DECISION IMPLEMENTATION

4.1 Assuming Committee agree to the proposed approach the following actions will be implemented ahead of a draft strategy being submitted to Committee:

4.2 Formation of a project board and Elected Members Cross Party Group

The first project activity will be to form a project board. This board will consist of the following:

- LBB Environment Commissioning Officers
- Re Highways Officers
- LBB Commercial Team representative
- Transport for London Officers
- Metropolitan Police Road Safety Officer
- LBB Air quality officers
- Local borough Transport Groups (on an invited basis)
- Neighbouring Local Authorities (on an invited basis)

The project board will be the steering group which will oversee the overall delivery of the project. It will establish an organisational framework which will facilitate the delivery of the project objectives within the desired timeframe and within the desired financial budget.

An Elected Members Cross Party Group will also be formed to guide the Strategy and to feed in views and ideas from ward areas.

4.3 Study Methodology and Work Plan

A provisional study methodology and work plan will be developed. This will outline the vision and key strategy components and ensure all aspects of the of the project scope are deliverable within the financial budget and desired timeline.

4.4 Commissioning of a specialist to produce the overall strategy

The Environment Commissioning Service will commission a transport specialist to produce and coordinate the overall strategy. This will be done via close working with the project board to ensure that the borough's desired objectives are fully reflected in the strategy.

4.5 Establishment of key data sets

Work will be performed to ascertain where data already exists to inform the strategy and what additional data gathering will need to be commissioned in order to adequately identify trends and cater for the borough's needs. For example, we currently have access to good road safety data for the borough on which to base our decisions, but have less comprehensive data on cycling and walking in Barnet. The strategy will also utilise socio economic data, such as borough equalities, cohesion data and ward profile information.

4.6 Public Consultation

There will be two stages to public consultation. The first will engage key institutional stakeholders concerned with mobility within the borough. This will inform and be followed by a full public consultation and ideas workshops to formally present the proposed strategy and its delivery.

4.7 Key Stakeholders Meeting

The delivery strategy will be discussed with key institutional stakeholders. This will ensure that all important aspects have been covered and that the inter-linkages and stakeholder requirements are fully understood. The key institutional stakeholders will include but are not limited to:

- Transport for London (TfL);
- Greater London Authority (GLA);
- London Bus operators;
- London Underground;
- Metropolitan Police (for Road Safety)
- Mainline rail operators;
- Taxi operators;
- Car Club operators;
- Other LBB departments with a mobility aspect; and
- Borough focussed Transportation groups

4.8 **Development of individual strategies**

Following the initial scoping exercise, public consultation and key stakeholders meeting, the following individual strategies are likely to be developed:

Electric Car Clubs and Electric Vehicle Charging Points

As a key component of the Mayor's Transport Strategy (MTS), car clubs offer a flexible method of urban mobility to encourage behavioural change in travel patterns through the provision of greater choice on a journey by journey basis. Car clubs offer this flexible approach and enable residents to have access to non-polluting vehicles on a cost effective basis. As well as contributing to an improvement in air quality, Electric vehicle car clubs may also result in a reduction in the growth of car ownership and could therefore reduce congestion. In the near future, driverless cars will also be likely to merit a policy consideration.

Cycling Strategy

A data gathering exercise will be performed to assess who cycles in the borough and for what purpose. This data can then be used to inform future investment in cycle infrastructure within the borough and the benefits this could generate.

Walking Strategy

Transport for London's data shows that walking in Barnet is currently lower than outer London boroughs of a similar size. Similar to cycling, a greater level of data needs to be gathered on walking in the borough so that this sustainable transport mode can be appropriately developed in the future.

Public Transport

Increasing accessibility to public transport in Barnet is likely to be a key objective of the strategy. Securing new services, greater capacity, and increased frequency are all key areas of interest for the borough. Bus services in particular are important for allowing access to services, employment and education for those that do not have access to a car.

Road space Asset Review

The way in which road space is currently utilised throughout the Borough will be reviewed to ascertain if road space allocation needs to be reconfigured in order to support emerging travel modes.

4.9 Development of overall strategy objectives

The overall strategy will require objectives and performance targets. It is too early to specify in detail what these will be as insufficient engagement has taken place with Barnet Councillors, stakeholder groups and Barnet residents. However, the following areas are suggestions for what could be key topics of discussion with regards to objective setting:

- Reducing Air Pollution in the Borough
- Increasing the uptake of sustainable travel modes
- Reducing peak time journeys
- Reducing the number of killed and seriously injured on the borough's roads

- Supporting development in the borough via “future proofed” transport infrastructure on new developments

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

5.1.2 Developing the Transport Strategy will help promote the Council’s Core Values of:

- **Fairness:** By seeking to balance the needs of different groups of residents and providing wider choices in modes of transport that provide access to essential services, education and employment.
- **Responsibility:** By recognising that the existing traditional travel modes within the borough are leading to long term issues with air quality and congestion which means that action must be taken to provide and promote alternative travel modes.
- **Opportunity:** By making multiple travel modes accessible and practical to all resident groups.

5.1.3 Health and Wellbeing Strategy

The Transport Strategy will complement the health and Wellbeing Strategy by Promoting and expanding healthy sustainable travel modes such as walking and cycling. These are key Joint Strategic Needs Assessment objectives.

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

The circa £90,000 cost of producing the strategy will be funded by the Council’s Transformation Programme; £90,000 has specifically been set aside for this purpose. Future implementation costs for the strategy will be met by annual Transport for London Local Improvement Plan funding allocations; thus the strategy will be developed with assumptions around that level of funding, and will need to be contained within it.

5.3 Social Value

The strategy will provide a greater level of access to travel modes across the borough and in doing so will increase social inclusion as those lower incomes will have greater access to less expensive travel modes, enabling them to have greater access to services and the opportunities provided by education and employment.

5.4 Legal and Constitutional References

5.4.1 The Traffic Management Act 2004, places a legal duty on the Local Authority to manage the network in the most effective way possible:

It is the duty of a local authority to manage their road network with a view to achieving, so far as may be reasonably practicable having regard to their obligations, policies and objectives, the following objectives-

- a. securing the expeditious movement of traffic on the authority's road network;
- and b. facilitating the expeditious movement of traffic on road networks for which another authority is the traffic authority. The action which the authority may take in performing that duty includes, in particular, any action which they consider will contribute to securing— the more efficient use of their road network; or the avoidance, elimination or reduction of road congestion or other disruption to the movement of traffic on their road network or a road network for which another authority is the traffic authority;

The Transport Strategy will assist the borough with the successful execution of its Network Management duties as outlined above. 5.4.2 In terms of the Council's constitution, Annex A to Responsibility for Functions - Membership and Terms of Reference of Committees, Sub-Committees and Partnership Boards outlines the Environment Committee's responsibilities in Transport and traffic management including agreement of London Transport Strategy-Local Implementation Planning. Annex A also outlines the Environment Committee's remit to approve any non-statutory plan or strategy within the remit of the Committee that is not reserved to Full Council or Policy and Resources.

5.5 Risk Management

A full risk analysis will be performed for the Transport Strategy after the project team is mobilised. Identified risks will be managed in accordance with the Corporate Risk Management Framework

5.6 Equalities and Diversity

5.6.1 The public sector equality duty under Section 149(1) of the Equalities Act 2010, requires the authority, in the exercise of its functions, to have regard to the need to advance equality of opportunity between persons who share relevant protected characteristics and person who do not share it.

5.6.2 Having due regards means the need to (a) remove or minimise disadvantage suffered by persons who share a relevant protected characteristics that are connected to that characteristics (b) take steps to meet the needs of persons who share a relevant protected characteristics that are different from the needs of person who do not share (c) encourage persons who share a relevant protected characteristics to participate in public life in any other activity in which participation by such persons is disproportionately low.

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

5.6.4 The Transport Strategy will be developed with the nine protected characteristics above very much in mind. The strategy will be developed with residents and businesses to promote accessibility and inclusion and will aim to meet the needs of diverse communities in Barnet.

5.7 Consultation and Engagement

There will be two stages to public consultation. The first will engage key institutional stakeholders concerned with mobility within the borough. This will inform and be followed by a full public consultation and ideas workshops to formally present the proposed strategy and its delivery. Consultation feedback from all residents, including those from protected characteristic groups, will be utilised to produce the best strategy possible to benefit the diverse communities of Barnet.

5.8 Insight

Work will be performed to ascertain where data already exists to inform the strategy, such as detailed demographic information and what additional data gathering will need to be commissioned in order to adequately identify trends and cater for the borough's needs.

6 BACKGROUND PAPERS

APPENDIX A: THE IMPACT OF CONGESTION ON BUS PASSENGERS