

Environment Committee Public Questions and Comments - 29 September 2016

Question Number	Item Number	Raised by	Question Raised	Answer
1.	7	Jon Klaff	Do the Committee believe that an ongoing strategy of cycle training and parking infrastructure has been proven to be the best method of increasing modal share of cycling?	The "Cycling in Barnet" report sets out the current 2016/17 investment programme relating to the Councils cycling programme. The Council views the potential to increase the modal share of cycling as an incremental process. The Council is aware that there is a great deal of demand for further cycle training and feels that by continuing to offer this alongside suitable infrastructure in public locations, it will be supporting the growth of cycling in the Borough. Future investment will be shaped through the development of the Boroughs Transport Strategy.
2.	7	Mary O'Connor	With the percentage share of journeys in Barnet being 1% for cycling and 26% for walking, will the committee ensure that the walking (pedestrian) experience is not downgraded by providing for cycling as pedestrian modes of travel also improve the health of Barnet's residents and do not impact negatively on air quality?	The Council is mindful that walking is an important transport mode in the Borough and will consider a walking strategy as part of the wider long term transport strategy. The Committee Paper – "Moving Around in Barnet a Direction of Travel" which was presented to Committee in July, outlines the mix of travel modes that will make up the Barnet's long term strategic approach to Transport in the Borough. This report highlights that a balance of travel modes will be sought. Therefore, no one travel mode will be developed to the detriment of another.
3.	7	Mary O'Connor	What is LIP (Local Implementation Plan) funding available for? If it is available for solely pedestrian infrastructure what percentage of the LIP funding has been used for this in the last 5 years? What percentage has been used	Local Implementation Plan funding is provided for various programmes of work. This includes Maintenance programmes for Bridges and Principal Roads (most A roads), which can include footway improvements as well as carriageway

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			<p>to 'improve' cycling infrastructure in the last 5 years and what does this infrastructure consist of with percentages?</p>	<p>improvements.</p> <p>It also includes a programme for Corridors, Neighbourhoods and Supporting Measures that TfL guidance identifies as available to support a wide range of work “including bus priority and accessibility, cycling, walking, safety measures, 20 mph zones and limits, freight, regeneration, environment, accessibility and controlled parking zones. This programme also includes expenditure on cycle parking, cycle training, shared space, car clubs, reduction of clutter, installation of electric vehicle charging points, school and workplace travel plans, behavioural change, education, training and publicity.”</p> <p>A high level assessment of work funded via the Corridors, Neighbourhoods and Supporting Measures programme over the 5 years (2011/12 to 2015/16) suggests that 4% of the value has related to proposals mainly aimed at providing new or improved pedestrian infrastructure (School Travel Schemes, Local Accessibility Improvements, De-cluttering, Urban Footpath Improvements) while 3% relates to provision of cycling infrastructure (Cycle routes, Cycle signage and Cycle parking schemes).</p> <p>However other areas of work and more general projects will have also have often included infrastructure improvements for pedestrians (and occasionally for cyclists) even where they are not</p>
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				<p>provided solely as a pedestrian (or cycle) improvement.</p> <p>The Council's Highway Network Recovery Plan also involves the investment of £50 million over five years in the transport network. Forty five percent of this funding is being dedicated to investment into footways.</p>
4.	7	Mary O'Connor	<p>As both the Barnet Local Plan Core Strategy and LIP of the Mayor's Transport Strategy includes making walking (pedestrian activities) more attractive, can this cycling strategy and proposed infrastructure, have a provision that it will not downgrade the pedestrian infrastructure for pedestrians by imposing cycling on pedestrian pathways?</p>	<p>The Council is looking to achieve a balance of travel modes whereby various modes compliment and integrate with one another. Therefore the authority would avoid developing one particular travel mode at the expense of another.</p>
5.	7	Mary O'Connor	<p>Pedestrian paths are used by pedestrians for more than transport requirements. Many pedestrian 'journeys' begin and end at the same place, being undertaken for enjoyment, health and fitness reasons. Paths like Dollis Valley Greenwalk and Lovers Walk are pedestrian paths only. The 'Oakdene Park improvements' are not to London Cycling Design Standards or to Department for Transport's Shared use routes for pedestrians and cyclists (LTN 1/12). Additionally, this area is a Borough-wide Area for Nature Conservation, yet the construction of this path destroyed many trees, including going straight through a regenerating coppice, and the</p>	<p>Under section 3.4.2 (Fig 3.10 Summary of guidance on width) of the LCDS it states that a shared use footpath which is fully shared (two ways, low flows) should be a minimum of 2.0m wide. The SRPC document states as a guideline under Section 7 (7.34) the preferred width of an unsegregated cycle and pedestrian track or path is 3m. Both of these guidance notes take into account how busy the level of usage is for this shared use pathway.</p> <p>The previous footpath was upgraded in order to provide a suitable surface for pedestrians, buggies, wheelchairs and cyclists. The shared use footpath improvements were planned for this part of the Dollis Valley Greenwalk as it was already used by</p>

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			<p>construction introduced many plants not part of the local flora. With Gordon Road / Dollis Road intersection closed to vehicles there was already a parallel quietway along suburban streets so why was a well-used pedestrian path downgraded for pedestrians in order to be replaced by a below standard 'shared path'?</p>	<p>cyclists and the previous surface was not suitable for use by buggies or wheelchairs. The improvements included a broad gravel woodland walk where cycling is prohibited.</p>
6.	7	Mary O'Connor	<p>I am only aware of one path between Pursley Road and Copthall Stadium which on Pursley Road begins near the bus stop. Is this the path referred to and if so why is it also now a below standard 'shared path'?</p>	<p>A shared pedestrian and cycle path already existed from Pursley Road near the bus stop to Copthall Stadium. This has now been widened to 3.0m to better provide for the pedestrian and cycle traffic using it.</p>
7.	7	Mary O'Connor	<p>How many pedestrians were killed or seriously (KSI) injured in the Borough in 2015 and how does this compare with cyclists?</p>	<p>There were 31 pedestrian Killed and seriously injured on Barnet's roads in 2015. Two of these were on Transport for London's network and twenty nine were on Borough roads.</p> <p>There were six pedal cycle killed and seriously injured. One of these was on the Transport for London network and five were on Borough roads.</p>
8.	7	Mary O'Connor	<p>These recommendations propose installing more cycling infrastructure with no clause in the recommendation to protect pedestrian infrastructure. Before any more pedestrian paths are converted to cycling, and any contracts for the work confirmed, will a proper</p>	<p>The Council does not believe that installing cycle parking facilities in public areas will negatively impact on pedestrians. However, all proposals will be carefully planned and where necessary an assessment of the needs of all road and footway users will be performed.</p>

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			<p>consultation process be undertaken with it advertised on the website on the Consultation Hub and with notices placed along the path? There was no public consultation for the 'Oakdene Park shared-use' scheme. Will the flow-chart in LTN 1/12 be followed?</p>	
9.	7	Mary O'Connor	<p>Why does the comprehensive engagement only focus on cycling groups and those that will benefit from cycling? While this will give positive feedback, why are individuals undertaking non-cycling activities not part of this list? Also where is the undertaking to consider the impact on the local environment?</p>	<p>The Cycling Strategy forms just one part of the Council's overall Long term transport strategy. The Council intends to consult on the overarching Long Term Transport Strategy and will ensure that all views are considered.</p>

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Public Comment (3 minutes per comment)

Item No	Raised By	Public Comment
6	Geoff Johnson John Evans Ron Smith	Members Item by Councillor Alan Schneiderman - Blind and Partially Sighted Bowling Club
7	Jon Klaff	Cycling in Barnet
11	Myk Tucker	2016-17 Highway Network Recovery Planned Maintenance Programme, LIP and Section 106 Qtr 1 Update