

	<b>Finchley and Golders Green Area Committee</b>  <b>26 October 2016</b>
<b>Title</b>	<b>Mayoral Quietway Hornsey to North Finchley (Woodhouse Ward)</b>
<b>Report of</b>	Commissioning Director - Environment
<b>Wards</b>	Woodhouse
<b>Status</b>	Public
<b>Urgent</b>	No
<b>Key</b>	No
<b>Enclosures</b>	Appendix 1 – Draft Quietway Delivery Plan
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## Summary

Transport for London on behalf of the London Mayor have a programme for delivery of Quietways across London. The routes, intended to form a cross-London network of high-quality, low-traffic cycle routes, will mainly use quieter back streets, parks and other green spaces, and will be particularly suited to less confident cyclists who want to use low-traffic routes, while also providing for existing cyclists who want to travel at a more gentle pace.

A route linking North Finchley and Hornsey is proposed and the agreement of the committee to Quietway Delivery Plan for the route, as far as it affects the committee's area is sought to provide TfL with assurance that the scheme is supported before releasing funding for further work.

## Recommendations

1. That the Finchley and Golders Green Area Committee approve the Quietway Delivery Plan included at appendix 1 so far as it affects Woodhouse Ward
2. The the Finchley and Golders Green Area Committee delegate authority to the Commissioning Director for Environment in consultation with Woodhouse

**Ward members to consider and approve the concept designs for public consultation for locations in Woodhouse Ward.**

**1. WHY THIS REPORT IS NEEDED**

- 1.1 “Quietways” are a programme led by TfL on behalf of the Mayor of London to deliver a network of high-quality cycle routes throughout London. The routes, linking key destinations are intended to overcome barriers to cycling, targeting people who do not cycle at the moment or who want to use quieter, low-traffic routes and providing an environment for those cyclists who want to travel at a gentler pace.
- 1.2 Quietway routes have as far as possible been chosen to follow already-quiet streets, and in most locations require little intervention beyond providing good wayfinding. Potential Quietway routes have been assessed and prioritised by TfL against criteria such as their contribution to a network, directness and cohesion, attractiveness, traffic composition and impact on other users, and buildability.
- 1.3 Phase 2 includes over thirty routes across London with three in or partly within Barnet. This includes a route in tranche 2.2 from Hornsey to North Finchley, and routes in a subsequent tranche that largely follow existing off road routes in the borough.
- 1.4 The Hornsey to North Finchley route as a whole would provide a link from North Finchley to Hornsey via Muswell Hill and Alexandra Palace and would link with a Phase 2 Farringdon to Enfield route. The intention is that end-to-end routes are delivered as a whole, although a section via Alexandra Palace at the Hornsey end of the route is likely to be delivered separately so is not included in the Quietway Delivery Plan (QDP).
- 1.5 A QDP has been developed for the route, which outlines the expected work and costs along the route. On agreement by TfL this will provide access to the resources to develop and deliver the proposal.
- 1.6 All members for Woodhouse Ward and the other affected ward (Coppetts Ward) and also nearby wards (Totteridge, Oakleigh and West Finchley) have been provided with a copy of the draft QDP and information from Sustrans and invited to raise any questions or observations they might have.
- 1.7 Councillor Cooke has asked about the extent of parking restrictions in Friern Park (location 17) and officers have advised that it is anticipated that parking restrictions in Friern Park would apply for a short distance (perhaps two car lengths) from each of the three existing narrowings to ensure cyclists can access the cycle bypasses. Some of these areas are already controlled by single yellow line restrictions or other constraints.
- 1.8 Cllr Schneiderman asked about the operation of a priority junction at Ashurst Road/Buxted Way (location 16), and whether this would affect traffic speeds

since the mini-roundabout probably slows traffic at this location. Officers have advised that this proposal is at an early stage of development but that Sustrans have suggested that an arrangement which provides priority for traffic following the route of the Quietway (so turning from the northern arm of Ashurst Road into the eastern arm of Buxted Road or vice versa) might be introduced at this location. This arrangement seems likely to retain some of the benefits of the mini-roundabout as most traffic will either have to give way or make a turn. However depending on traffic survey results, other measures may also be necessary.

- 1.9 The agreement of the Area Committee to the Quietway Deliver Plan to the extent that it affects their area is now sought. Within Barnet the route directly affects parts of Woodhouse Ward and Coppetts Ward only. The Finchley and Golders Green Area committee is asked to approve the QDP to the extent that it affects Woodhouse Ward (from North Finchley Town Centre to between locations 15 and 16 in Appendix 1).

## **2. REASONS FOR RECOMMENDATIONS**

- 2.1 Agreement to the QDP is needed to provide TfL with the assurance that the scheme is supported before releasing funding for further development and design work.
- 2.2 Ward members for the ward are considered best placed to agree the proposals in their ward prior to consultation.

## **3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED**

- 3.1 Route assessment rides by TfL, borough and Sustrans officers have considered alternative options. The proposal included in the QDP includes a re-route outside the area covered by the committee to allow crossing of Friern Barnet Road via an existing pedestrian crossing (to be upgraded for shared use).
- 3.2 An alternative route passing further north and providing an extension to the Dollis Valley route (anticipated for inclusion in tranche 2.3) was considered by officers but has been ruled out by TfL because of the increased cost.

## **4. POST DECISION IMPLEMENTATION**

- 4.1 Once committee and TfL agreement is obtained Sustrans and borough/Re officers will engage with ward members, and local residents in some locations, about the details and a more developed concept design will be produced before more general consultation is undertaken on a more developed scheme.

## **5. IMPLICATIONS OF DECISION**

### **5.1 Corporate Priorities and Performance**

- 5.1.1 Developing Quietway routes will contribute to the Council's Core Values of fairness, responsibility and opportunity and to the corporate priority of "responsible growth and

regeneration” by providing increased opportunities for residents to use alternative travel modes and contribute to improving air quality and reducing congestion.

- 5.1.2 Quietway routes will also benefit the Health and Wellbeing Strategy as cycling is recognised as a key form of affordable exercise that improves health.

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

- 5.2.1 Development, design and construction of the proposal, will be funded by TfL.
- 5.2.2 Sustrans have been appointed as a delivery agent by TfL to provide a route co-ordination role and can also provide community engagement, design and technical support funded direct by TfL. Work can also be undertaken or commissioned by the borough and funded by TfL subject to meeting funding conditions.

## 5.3 **Social Value**

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 report does not involve procurement of services contracts.

## 5.4 **Legal and Constitutional References**

- 5.4.1 The Highways Act 1980 and Traffic Management Acts provide powers for Highway Authorities to improve the road network
- 5.4.2 The Traffic Management Act 2004 places obligations on authorities to ensure the expeditious movement of traffic on their own and other authorities’ road networks. Authorities are required to make arrangements as they consider appropriate for planning and carrying out the duty and action which the authority may take in performing that duty includes, action to avoid, eliminate or reduce road congestion.
- 5.4.3 Section 159 of the GLA Act allows TfL to provide financial assistance to support provision of safe, integrated, efficient, and economic transport facilities or services to, from or within Greater London.
- 5.4.4 The Council’s Constitution (Responsibility for Functions, Annex A) provides that in the area covered by the committee and within the budget and policy framework Area Committees can discharge functions including those related to parks, open spaces, nature reserves, allotments, recreation and leisure facilities and those related to local highways and safety schemes.

## 5.5 **Risk Management**

- 5.5.1 There are no specific risks identified in relation to this decision. The Quietway scheme as a whole will be subject to risk management of project and construction risks as it develops.

## 5.6 **Equalities and Diversity**

- 5.6.1 The 2010 Equality Act outlines the provisions of the Public Sector Equalities Duty which requires Public Bodies to **have due regard** to the need to:
- eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Equality Act 2010

- advance equality of opportunity between people from different groups
- foster good relations between people from different groups

5.6.2 The proposals are not expected to be of disproportionate benefit or dis-benefit to members of any particular protected group. Regular cyclists are more likely to be male and white than the general population but Quietway proposals are intended to appeal to those who do not cycle currently and cyclists from other groups.

## 5.7 Consultation and Engagement

5.7.1 TfL has undertaken customer testing of proposals for a new wayfinding system focusing on Quietways with the objective of gaining the confidence of people who may currently be deterred from cycling. This has led to the development of a distinctive Quietway logo suggestive of more relaxed cycling and a strategy that supports wayfinding along and between designated routes through direction signing and route reassurance signing.

5.7.2 As noted in paragraph 4.1 engagement with ward members and local residents about the details of some elements of the proposal is planned.

5.7.3 Subsequently a wider public consultation exercise will be undertaken on the developed concept design.

## 5.8 Insight

5.8.1 Research by TfL indicates a relatively high cycling potential in the North Finchley area and in other areas linked by the proposed route.

## 6. BACKGROUND PAPERS

6.1.1 On 10 March 2015 the Environment Committee agreed that Officers work with TfL in order to deliver phase two of the Quietways programme (item 13) via the link below:

<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=695&MId=7882&Ver=4>