

	Environment Committee 29 September 2016
Title	Cycling In Barnet
Report of	Commissioning Director Environment
Wards	All
Status	Public
Urgent	No
Key	No
Enclosures	Appendix 1 - Potentially cycleable trips in London and propensity to cycle. Appendix 2 - Types of Cycle Parking Appendix 3 - Existing cycling activities in Barnet
Officer Contact Details	Jamie Cooke, Strategic Lead, Effective Borough Travel Jamie.cooke@barnet.gov.uk 0208 359 2275

Summary

In July 2016 the Environment Committee agreed the “Moving Around in Barnet, a Direction of Travel” report which detailed plans to develop a long term transport strategy for the Borough. The report identified a number of individual strategies that are likely to be developed in support of the overall transport strategy, including a cycling strategy. This report details the cycling activities that the Council already operates within the Borough and suggests further ways in which cycling could be developed in the Barnet for Members’ consideration.

Recommendations

- 1. That the Environment Committee agrees that a Cycling Strategy for Barnet is formulated as part of the overall Transport Strategy for the Borough.**
- 2. That the Environment Committee agrees to the proposed next steps outlined in this report to install more cycle infrastructure in the Borough and seek further data on cycling activity in Barnet.**

1. WHY THIS REPORT IS NEEDED

- 1.1 On average over 40% of journeys to work in London begin and end within the same towns with many of the trips to local underground or rail stations for outward commuting. Many of these journeys could easily be made via cycling. The sizes and locations of settlements within Barnet means that most trips are within a distance that could easily be made by bicycle, where 67% of journeys are less than five miles and 38% are less than two miles. However, despite this cycling is a mode of transport that is currently used for a low proportion of journeys in Barnet.

A comparison for the mode share for journeys made in Barnet in 2013 and how this relates to cycling in the Borough can be seen from the Transport for London figures below:

Percentage share of journeys in Barnet by travel mode in 2013

Cycling: 1%
Walking 26%
Car 54%
Train 1%
Tube 5%
Bus 12%
Taxi 1%

The above figures demonstrate that only a small proportion of the potentially cyclable trips in Barnet are travelled by bike. This is significant because Increased cycling in Barnet has the potential to reduce pressure on other parts of the transport network as well as help deliver other objectives such as improved air quality and health in the borough.

- 1.2 Barnet's Local Plan Core Strategy and Local Implementation Plan (LIP) of the Mayor's Transport Strategy both include the objective of making cycling and walking more attractive for leisure, health and short trips and contain a target to increase cycling in the borough significantly (from a base level of 1% of trips in 2007/08 & 2009/10 to 4.3% of trips by 2026). To be on target a 2% mode share of cycling would be required by now, but the figure still remains at 1% currently. This is in comparison to a North London region average of 2% (Source Transport for London's 2015 Sub Regional Transport Plan update).

- 1.3 Classified traffic counts are undertaken by Transport for London periodically in Barnet. From analysis of the cycle counts associated with these traffic surveys, the level of cycling can be seen to be increasing gradually, but at nowhere near the rate that would be needed to achieve the target levels. The data is only collected on an occasional basis and may be affected by weather. It also relates to roads only so will not identify cyclists using off road routes.
- 1.4 Despite the mode share figures outlined above there has been an increase in certain types of cycling within the Borough. Between the 2001 and 2011 census, census responses showed that the percentage of working residents travelling to work by bicycle in Barnet rose from 0.9% to 1.4%. Over the same period the number of census output areas in the borough where no-one cycled to work reduced from 59% to 18%.
- 1.5 Transport for London undertakes the questionnaire-based London Travel Demand Survey annually. This surveys a sample of households across London and records all journeys made during the year. The survey reveals that within Barnet North Finchley stands out as having a high number of potentially cycleable trips and a high propensity to cycle, with other areas also identifiable from the report as having relatively high potential. This is further evidence of the potential for cycling to expand within the Borough. Appendix one highlights potentially cycleable trips in London and propensity to cycle.

Benefits of Cycling

- 1.6 There are many benefits to the borough from an increase in cycling. These include:
 - **Health:** Cycling is an excellent form of exercise and as such can increase the health of our residents.
 - **Easing congestion:** The capacity of roads and transport in North London is already under considerable pressure. Increased housing and employment growth will add to this pressure. Increasing cycling is a low cost way of reducing the strain on the Borough's transport network during peak hours.
 - **Speed of Travel:** Bikes can be used to travel greater distances more quickly than walking, with more consistent journey times than motor traffic during peak congested periods.
 - **Air quality:** Cycling does not consume fossil fuels or contribute to air pollution. Therefore more Barnet residents switching from private car use to cycling has the ability to increase air quality within the borough.

- **Convenience:** Bikes provide a door to door service without the requirement for chargeable parking. There is also no requirement to adhere to a pre-set timetable as there is with public transport.
- **Accessibility:** Cycling can increase accessibility to crucial services such as education and to sites of employment for those that find it difficult to afford public transport. Cycling can be undertaken by much of the population within Barnet, in particular children and young people. Around 50% of households own a bicycle and 85% of children have their own. It is therefore possible that more people could potentially have access to independent travel by bicycle than by private car.

Background: Barnet's Current Cycling activity

- 1.7 **Cycle Training:** Cycle training is currently provided to children, adults and families in Barnet free of charge. This includes cycle training to national Bikeability standards for under 16's and adult and family cycle skills training (that offers training to an equivalent standard). Primary school teachers are trained to allow them to offer 'Balance Bike' training to children who cannot yet cycle and to provide balance bikes to assist with this. In the academic year 2015/16 2,469 pupils received Bikeability training in 71 Barnet schools and 261 adults and 29 families received cycle training. 9 Primary schools received training and balance bikes to allow them to deliver balance bike training.
- 1.8 **Bike it Plus:** This cycling programme that aims to increase the numbers of children cycling to school and to raise the profile of cycling in the school community involves intensive work with schools for one or two years by a Sustrans Bike-it officer (funded through Transport for London's Borough Cycling Programme, match funded through LIP funding) to deliver 20 cycling activities a year. Subsequently the schools are supported at a distance. In 2015/16 a Bike-It Officer worked with 29 schools. The percentage of pupils regularly cycling to school increased within intensively engaged schools by up to 12 percentage points and to around 20% in some schools.
- 1.9 **Dr Bike Sessions:** Dr Bike sessions provide an opportunity for cyclists to have their bikes checked and for minor repairs to be undertaken. They also provide a platform to promote cycling opportunities in Barnet and the cycle training on offer to adults and children.
- 1.10 **Led Rides:** Sky Ride Local and Breeze rides are local guided rides led by British Cycling ride leaders, and arranged and promoted with the borough or independently. 10-12 local Sky Rides have taken place in previous years although none were arranged specifically for Barnet this year. One Breeze Ride was arranged in conjunction with Barnet Staff sports activities.

- 1.11 Both adult and child cycle training has proved to be very popular in Barnet and demand for the training is predicted to continue to increase by over fifty percent in 17/18 when compared to 14/15 levels.

Appendix 3 provides a detailed breakdown of cycling activities within Barnet.

- 1.12 **Existing Cycle Routes and Recent Improvements:** Barnet has few on-road cycle lanes, but a good number of routes available to cyclists through parks and signed links on quieter roads. Notably there is provision for cyclists throughout much of the Dollis Valley from Chipping Barnet in the north of the borough to south of the North Circular Road either shared with pedestrians or via parallel routes off-road or via signed residential roads. A linking route connects to East Barnet and from there to Arnos Grove. Networks of signed quieter road routes exist in particular around Edgware, where signage has recently been reviewed and renewed. With the development of Colindale, off and on-road routes through the Area Action Plan area provide opportunities to link these southwards towards West Hendon and Brent Cross avoiding the A5. Recent improvements have been introduced to widen paths in Oakdene Park along the Dollis Valley, so providing space for shared pedestrian and cycle routes. A route across Sunny Hill Park in Hendon has been completed and a route linking Pursley Road to Copthallt Stadium widened. Routes are also provided on the pavement alongside some parts of the Transport for London Road network in the borough.
- 1.13 **Quietways:** Transport for London and Sustrans are working with boroughs to deliver a network of Quietway Routes in London. Quietways are a programme led by Transport for London on behalf of the Mayor of London to deliver a network of high-quality cycle routes throughout London. Linking key destinations, Quietways will follow backstreet routes, through parks, along waterways or tree-lined streets. The routes will overcome barriers to cycling, targeting cyclists who want to use quieter, low-traffic routes, providing an environment for those cyclists who want to travel at a gentler pace. LB Barnet and LB Haringey are currently working with these cyclists to develop a route from Hornsey to North Finchley. Subsequently routes from Chipping Barnet to Brent Cross and to Arnos Grove (building upon the existing provision mentioned above) are expected.

2. Recommended Approach

Investment in further Cycle Infrastructure as part of an incremental cycling strategy which will align with the forthcoming overall Transport Strategy:

Public Realm Cycle Parking

On-street cycle parking is currently provided at locations across the borough and new locations have been provided in response to requests and clear demand. There are six main categories of cycle parking:

- Tubular Stands
- Cycle Loops:
- Two Tier Stands
- Cycle Loops:
- Cycle Lockers
- Shelters and Compounds:

In 2016 extensive locations across Barnet have been identified as requiring additional or new cycle parking. These have been either requested by members of the public, the London Cycling Campaign (LCC) or identified by the borough Cycling Officer as high street or transport hub locations. Investing in further cycle parking provision will make cycling a more attractive and viable alternative travel mode for our residents. Targeted installation of cycle parking around Leisure Centres and Tube stations in the borough is likely to align with the Council's forthcoming long term Transport Strategy by enabling cycling to complement other transport modes as part of a "sustainable travel" mix. There are some key principles to consider for the installation of cycle parking:

Convenience: The location of cycle parking is crucial to its utilisation and the popularity of the mode of travel. The cycle parking needs to be the same or easier to access than equivalent car parking spaces to encourage the use of cycling for frequent use short distance trips which would otherwise be made by car. The cycle parking needs to be located near the entrance of the trip purpose facility with 50 metres considered as a maximum distance. The cycle parking should be located at ground or basement level with step free access ramps and be well advertised on local signage to encourage usage.

Location: Cycle parking needs to be integrated with other street functions and located in close proximity to popular destinations to ensure the facility is well used. The cycle parking locational guidelines include:

- As close as possible to the final destination;
- Within 15 metres for short-stay parking serving a single destination;
- Within 25 metres for short-stay parking serving multiple sites;
- Within 50 metres for longer-stay parking;
- In convenient locations for entrances to and exits from the destination; and
- Where there is step-free and comfortable access

The integration of cycling within the overall mobility context needs to ensure efficient interchange with other modes. The location of cycle parking at bus and rail access points increases the overall utility of the alternative trip chain away from private car usage.

Transport Interchanges: The location of cycle parking at transport interchanges improves the efficiency of travel behaviour outside the usage of the private car through effective trip chaining. Cycle parking at stations and public transport interchanges should be:

- Located within footprint of the station, with convenient access to all entrances and exits;
- Accessed via a step-free route, particularly for stands capable of accommodating larger cycles (with spaces reserved for disabled users);
- Served by lifts to platforms large enough to accommodate types of cycle used by people with physical, sensory and cognitive impairments (who will need to take their cycle onto the train);
- Provided through different types of stand;
- Well managed and maintained;
- Overlooked, with high levels of natural surveillance and CCTV coverage;
- Well integrated with pedestrian facilities (ie not an obstruction);
- Clearly signed, in and outside of the station, and shown on station maps and websites;
- Compliant with security standards for National Rail (eg Transec compliant); and
- Included in travel information provided to passengers

Shopping Centres and other Public Buildings: Large, multi-access sites such as hospitals, universities and colleges tend to have large numbers of people working and visiting. Cycle parking provision is likely to cater for both long-stay demand for staff and students, but also for short to medium stays, given that they have a high daily turnover of users. The key elements of cycle parking associated with public buildings are:

- Located within footprint of the facility
- Easily accessible close to entrances/exits
- Visible and/or monitored
- Covered to protect from the weather

2.1 **Residential Cycle Parking:** In 2014/2015 and 2015/16 residential cycle parking has been introduced across a range of Barnet Homes estates, funded from Transport for London's Borough Cycling Programme funding. This has delivered 22 secure cycle hangars providing 132 resident spaces in each of the two years. Further increasing this parking infrastructure will encourage those that do not have capacity to store bicycles in their own premises to take up cycling as more convenient and secure storage becomes available. The key elements of residential cycle parking include:

- Secure, with access for residents only;
- Cycle stands which allow both the frame and at least one wheel to be secured;
- Close to the entrance of the property and avoiding obstacles such as stairs, multiple doors, narrow doorways and tight corners;
- Provision for visitor parking;
- Covered to protect from the weather;
- Facilities for all types of bicycle; and
- Managed to monitor access and to provide on-going maintenance

2.2 School Cycle and Scooter Parking and Employer Cycle Parking: Each year Transport for London provide free cycle and scooter parking to schools throughout London. Officers who deal with cycling and travel planning support assist schools in the borough to apply for this. In 2016, 16 schools in Barnet have applied. Employers can also apply for cycle parking at their sites and are signposted to the provision as appropriate. Further rollout and promotion of this parking infrastructure will further promote cycling with those commuting to and from their workplace and schools. The key elements of workplace and school cycling infrastructure are:

- Close to the main entrance of the workplace/school
- Within the workplace/school site or within a secure facility with staff only access
- Designed to allow the frame and at least one wheel to be secured
- Covered to protect from the weather
- Conveniently located, with step-free access from outside and inside
- Fully accessible, for parking all types of bicycle

Examples of cycle parking infrastructure are shown in appendix 2

Policy support

2.3 Planning requirements:

As part of the planning approval process developments are required to install cycle storage that is covered, accessible and secure in line with the requirements of the London Plan (as amended 2015) – examples are shown in appendix 2. For large developments additional cycling features are also required such as the provision of cycle maintenance equipment, regular Dr Bike sessions and the formation of a Bicycle Users Group or BUG and developers may have to contribute to cycle routes or improvements within or linking to the development. By ensuring that the substantial amount of new developments are in line with the planning requirements outlined above will further strengthen cycle infrastructure in the Borough and will support the long term Transport Strategy.

2.4 Improving the safety of Cyclists

In 2015 there were six people who were killed or seriously (KSI) injured whilst cycling in the borough. Five of these KSIs were on Borough roads and one was on a Transport for London Network Road. Therefore, a future cycling strategy is necessary that addresses the safety of cyclists in Barnet. If the safety of cycling can be increased in Barnet then it is likely that more residents will switch to this progressive transport mode which would support the Borough's aims of an improvement in air quality and congestion relief.

Steps need to be taken to improve the actual and perceived safety of cycling within the borough. This can be achieved in a number of ways:

- Improved design of parking on new developments to improve visibility of cyclists.
- Continued rollout of cycle training.
- Continued liaison with the Police to enable the sharing of information and enforcement activity in areas where speeding is evident.
- Continued liaison with Transport for London on road safety initiatives in order that the borough can benefit from the latest thinking on safety improvement for vulnerable road users.

The above measures are designed to increase cycling and an awareness of cycling which will over time create a critical mass of increased safety awareness which will benefit all road users

2.5 Liaison with Transport for London to assess the potential to expand the shared bikes scheme

Expanding this scheme into areas around tube and bus stations could provide an effective transport means by which residents could travel between transport interchanges in an affordable and time efficient way.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

3.1 Allow cycling in Barnet to evolve on its own without support or coordination from the Council

This option is not recommended as cycling has many benefits for Barnet and is likely to form an important element of the Authority's forthcoming Transport Strategy. With several cycling groups in operation in the borough, a degree of Council support, promotion and coordination is necessary in order to offer the best possible service to Barnet residents.

3.2 Make cycling the most prominent feature of the forthcoming Transport Strategy

Cycling has a great deal to offer Barnet as an effective transport mode. As described above cycling is accessible, cost effective, promotes health and can contribute to an improvement in air quality. However, cycling comprises just one transport mode amongst other transport modes. For example electric vehicles, walking and public transport improvements will also form an important part of the long term strategy and also have a great deal to offer in terms of reducing congestion, improving accessibility to services and the

reduction of air pollution. Therefore it would not be appropriate to develop cycling exclusively and in preference to other transport modes.

4. POST DECISION IMPLEMENTATION

- 4.1 A cycling strategy will be developed as part of the overarching long term transport strategy. This strategy will be formulated by the Transport Strategy Elected Members Working Group and Transport Strategy steering group.
- 4.2 The development of a cycling strategy as part of the overall Transport Strategy could involve the following measures subject to committee's views and approval:
 - Consultation and research regarding demand for improved routes and facilities and potential for increased cycling. There is currently a lack of comprehensive data about who cycles in Barnet and for what purpose and so conducting research to obtain this data is very much a necessary first step.
 - Delivery of a high quality network of quiet road and off-road routes building on the existing provision, the proposed Mayoral Quietway Routes and provision being made in and to the more major development areas.
 - Comprehensive engagement with Borough cycling groups as part of the overall Transport Strategy's Steering Board Group. A range of organisations have a significant interest in Cycling in Barnet. This includes internal and external departments and organisations with parallel or overlapping objectives including:
 - Transport for London
 - Roads and Transport Police
 - Barnet Partnership for School Sport
 - Barnet Homes
 - Public Health Service
 - Leisure, Parks, Air Quality, Transport, Highways, Planning departments
 - Sustrans
 - London Cycle Campaign
 - Barnet Cyclists (local LCC group)
 - Adjacent boroughs and borough partnerships
 - Borough schools
- 4.3 The following immediate actions can also be progressed as part of existing cycling initiatives that are already in place:
 - Provision of improved cycle parking at transport hubs and major town centre locations including covered longer term parking.

- Continued offer of cycle training and information to maximise opportunities to cycle.
- Engagement with residents and awareness raising of cycle infrastructure. Geovey mapping software is going to be utilised to enable those who are interested in cycling in the borough to engage with the Council and help us determine where the new cycle infrastructure would be of greatest benefit.

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

Developing the cycling in Barnet will help promote the Council's Core Values of:

- Fairness: By seeking to balance the needs of different groups of residents and providing various 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.

5.1.1 Developing cycling in Barnet will benefit the Health and Wellbeing Strategy In Barnet as cycling is seen as a key form of affordable exercise that improves health. Cycling can also provide affordable access to healthcare as well.

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

5.2.1 The cycling strategy will be part of the overall transport strategy which is expected to cost circa £90,000. Funding for this is available from the Council's Transformation Programme. Future implementation costs for the strategy will be met by annual Transport for London Local Improvement Plan funding allocations.

5.2.2 Cycle infrastructure and cycling activities in the last few years have been funded mainly through a combination of the borough's annual LIP allocations from Transport for London and funding from a dedicated TfL Boroughs Cycling Programme. Provided below is a summary of 2015/16 and 2016/17

allocations – along with provisional allocations for 2017/18. Other funding has also been provided from the London Mayor's Air Quality fund where cycling has supported Air Quality projects and from Barnet Partnership for School Sports (BPSS) for cycle training.

	15/16 allocation K			16/17 allocation K			17/18 allocation K **		
Cycle training	LIP	100	165	LIP	100	167	LIP	170	170
	BCP	65		BCP	67		BCP	0	
Cycling Infrastructure	LIP	217	324	LIP	420	527	LIP	120	120
	BCP	107		BCP	107		BCP	0	
Other cycle support	LIP	46	71	LIP	59	84	LIP	60	60
	BCP	25		BCP	25		BCP	0	
Cycle Routes							LIP	150	150
TOTAL			560			778			500

** 17/18 Allocation provisional, subject to Environment Committee and TfL approval
 LIP = Local Implementation Plan
 BCP = Borough Cycling Programme

It can be seen that provisionally LIP funding has been identified for 2017/18 to maintain current activities at close to current levels, but with reduced cycling infrastructure funding.

5.3 Social Value

5.3.1 Developing cycling in Barnet 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 opportunity 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 and Cycling Strategy will assist the borough with the successful execution of its Network Management duties as outlined above.

- 5.4.2 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

- 5.5.1 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 Equalities 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 persons who do not share them.
- 5.6.2 Having due regards means the need to (a) remove or minimise disadvantage suffered by persons who share relevant protected characteristics that are connected to those characteristics (b) take steps to meet the needs of persons who share relevant protected characteristics that are different from the needs of people who do not share (c) encourage persons who share relevant protected characteristics to participate in public life in any other activity in which participation by such person's is disproportionately low.
- 5.6.3 The relevant protected characteristics area age, disability, gender reassignment, pregnancy and maternity, race, religion or beliefs, sex and sexual orientation.
- 5.6.4 The development of cycling in Barnet will be taken forward with the nine protected characteristic outlined 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 the diverse communities of Barnet.

5.7 Consultation and Engagement

- 5.7.1 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.

- 5.7.2 A further form of consultation will be delivered online using Geovey software, which will enable residents to inform the Council where they want cycling infrastructure to be placed.

5.8 **Insight**

- 5.8.1 Work will be performed to ascertain where data already exists to inform the expansion of cycling in the borough, 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.

BACKGROUND PAPERS

1. Potentially cycleable trips in London and propensity to cycle.
2. Types of Cycle Parking
3. Existing cycling activities in Barnet