



Environment Committee

20 January 2020

Title	Draft Barnet Long Term Transport Strategy
Report of	Chairman of Environment Committee
Wards	All
Urgent	No
Status	Public
Key	No
Enclosures	Appendix A – Draft Long Term Transport Strategy Appendix B – Long Term Transport Strategy Evidence Base Appendix C – Initial Equalities Impact Assessment
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Summary

The report sets out the development of a Draft Long Term Transport Strategy for Barnet, from 2020-2041. The draft strategy has been developed following an evidence-based approach and by engaging services across the Council and key external stakeholders. The strategy supports the Council's Corporate Plan 2019-2024 and existing documents such as the Joint Health and Wellbeing Strategy and emerging documents such as the Growth Strategy and Local Plan.

If approved by the Environment Committee, the Council will undertake a public consultation on the draft strategy and where appropriate the responses and comments will be fed into a revised final version of the strategy. The Committee will then be asked to approve a final version of the Long Term Transport Strategy.

Recommendations

- 1. That the Environment Committee approve the proposed Draft Long Term Transport Strategy for public consultation.**
- 2. That the Environment Committee note that the results of the consultation will be reported back to this Committee together with any revisions to the Strategy where appropriate.**

1. WHY THIS REPORT IS NEEDED

- 1.1 In July 2016, the Environment Committee instructed the Director for Environment to develop an overarching Long Term Transport Strategy for the London Borough of Barnet. Since then, considerable work has been undertaken to refine the scope of the strategy and the proposed approach to transport within the borough, develop an evidence base to support the proposals and engagement with key stakeholder groups to inform the Draft Long Term Transport Strategy.
- 1.2 The Draft Long Term Transport Strategy 2020 – 2041 can be found in Appendix A. The Strategy:
 - Articulates the vision for transport in Barnet to 2041;
 - Outlines proposals to achieve the vision; and
 - Provides an evidence base for this strategy.
- 1.3 The full Evidence Base can be found at Appendix B. The Evidence Base was developed to cover historic trends, the current situation and an assessment of future scenarios. Data was taken from a broad range of sources: the DfT and TfL data stores but also Barnet Council's own work in developing policies such as the Local Plan and the Growth Strategy. Data relating to Barnet was compared to other London boroughs to provide a benchmark.
- 1.4 This report sets out the progress undertaken to date in developing the Draft Long Term Transport Strategy.

2. REASONS FOR RECOMMENDATIONS

- 2.1 **Recommendation 1** – It is recommended that the Environment Committee approve the draft strategy for public consultation. This will ensure that Barnet residents, the Council's partners and other stakeholders all have an opportunity to comment on the Transport Strategy before it is finalised
- 2.2 **Recommendation 2** – It is recommended that the Environment Committee approve that, following the public consultation and any associated updates to the Strategy, the final version of the Strategy be reported back to the Environment Committee to be considered for adoption.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 The Environment Committee has already instructed officers to prepare a new Long Term Transport Strategy. The alternative approach is to not produce a Transport Strategy however this is not considered good practice and would not support the Council's Corporate Plan and other Council strategies, such as the Draft Growth Strategy, Local Plan and Joint Health and Wellbeing Strategy.

4. POST DECISION IMPLEMENTATION

- 4.1 If the Committee is minded to approve Recommendation 1 then a public consultation exercise is planned to take place in late winter / early spring 2020.
- 4.2 Subject to its approval of Recommendation 1, the Environment Committee will be asked to consider and approve a final version of the strategy.

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

5.1.1 The Corporate Plan, Barnet 2024, is focused on three main outcomes:

- A pleasant, well maintained borough that we protect and invest in.
- Our residents live happy, healthy, independent lives with the most vulnerable protected.
- Safe and strong communities where people get along well.

5.1.2 The Council's key areas of focus include:

- Delivering quality services – improving the overall approach to planning and enforcement, including taking action against enviro crime such as littering and fly tipping
- Delivering services that our residents value most to a high standard, including keeping our neighbourhoods and town centres clean, safe and health, maintaining our parks and open spaces, ensuring that our roads and pavements are well looked after.

5.1.3 The proposed Long Term Transport Strategy contributes to all three outcomes of Barnet 2024, but in particular, will directly deliver against the outcome 'A pleasant, well maintained borough that we protect and invest in'.

5.1.4 The proposed Transport Strategy also supports the Council's draft Growth Strategy (2019-2030) and draft Local Plan (2021-2036) to ensure planning for future housing and transport needs is delivered in a joined-up way. In addition, the Strategy will also support the delivery of outcomes from other adopted Council strategies, including the Joint Health and Wellbeing Strategy, the Parks and Open Spaces Strategy and the Fit and Active Barnet Framework. It will support Barnet's ambitions to become London's most family friendly borough and to improve healthy life expectancy through the creation of healthier and more resilient neighbourhoods.

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

5.2.1 **Finance & Value for Money:** The issues of funding and implementation of any proposals noted in the Transport Strategy has been considered in the high level delivery plan near to the end of the Strategy. The delivery plan includes estimated costs (excluding staff costs) and potential sources of funding. There are a range of funding opportunities including CIL and S106 and external funding from TfL etc which will need to be considered and explored as part of the feasibility study for each proposal.

5.2.2 **Procurement:** Preparation of the strategy has fully complied with Contract Procedure Rules. Any proposals identified in the Transport Strategy will be subject to procurement plans that will comply with the Council's Contract Procedure Rules.

5.2.3 **Staffing:** Key Stakeholders have been considered as part of the Delivery Plan and will be engaged as part of each proposals feasibility study. Resources will be required post adoption of the strategy to develop the detailed feasibility studies and project management for the delivery of the strategies delivery plan.

5.2.4 **Property:** At this time there are no implications, however some proposals may require the purchase or change of use of land or property. This will be considered and explored as part of the feasibility study for each proposal.

5.2.5 **IT:** At this time there are no implications.

5.2.6 **Sustainability:** At this time there are no implications.

5.3 Social Value

5.3.1 The Public Services (Social Value) Act 2012 requires local authorities who commission public services to consider how what is being procured might improve the social, economic and environmental well-being of the relevant area. This will be done as part of any procurement. No procurement is currently planned as a result of the recommendation in this report.

5.4 Legal and Constitutional References

5.4.1 The Council's Constitution sets out the terms of reference of the Environment Committee. This includes

- Responsibility for all borough-wide or cross-constituency matters relating to the street scene including, parking, road safety, lighting, street cleaning, transport, waste, waterways, refuse, recycling, allotments, parks, trees, crematoria and mortuary, trading standards and environmental health.

- To submit to the Policy and Resources Committee proposals relating to the Committee's budget for the following year in accordance with the budget timetable.
- To make recommendations to Policy and Resources Committee on issues relating to the budget for the Committee, including and 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

5.5 Risk Management

5.5.1 The key risks to the preparation of the Transport Strategy include resourcing and making sure key stakeholders are engaged at the appropriate time. Risks relating to the delivery of the strategy will be considered at the feasibility stage in the preparation of specific projects.

5.6 Equalities and Diversity

5.6.1 Under section 149(1) of the Equality Act 2010 (EA 2010) the Council must, in exercise of its functions, have due regard to the need to:

- eliminate discrimination, harassment, victimisation and other conduct prohibited by the EA 2010;
- 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

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

5.6.3 The Initial Equality Analysis (at Appendix C to this report) has identified that, in relation to all protected characteristics, there is minimal impact or a net positive impact because of the proposed strategy, in the long term.

5.6.4 Due to the overarching nature of a proposed Transport Strategy, almost every protected group could be impacted. It is recognised that the strategy and proposals support improvement to the broader environmental context and on the whole benefits all protected characteristics who should experience a net beneficial impact from improved accessibility and connectivity of transport, healthier streets and access to a range of transport options. Some potential negative impacts relate to the availability of parking, or service alteration, which would impact those who are most reliant on car use to move around the borough, such as those with limited mobility (e.g. older people, people with disabilities, parents with young children, and carers). However, there are also some positive impacts for these groups which could help to mitigate potential negative impacts, such as prioritising car parking for blue badge holders and proposals to improve footways in the borough and improve access to public transport for example by installing step free access at stations.

5.6.5 This initial equalities impact assessment will be reviewed and updated following public consultation. In addition, in the event of the proposed Strategy being adopted and as the proposals within the Strategy being developed the equalities impact will continue to be considered.

5.7 Corporate Parenting

5.7.1 Not applicable.

5.8 Consultation and Engagement

5.8.1 Initial engagement has been undertaken. Four steering groups were formed to feedback and gather views from some key stakeholders to inform the Draft Long Term Transport Strategy, i.e. a Councillor group, Officer group, Community Group and Transport and Infrastructure Group. The Community Group included organisations such as Age UK Barnet, Federation of Small Businesses and Middlesex University and the Transport & Infrastructure Group included organisations such as TfL, Network Rail and the Metropolitan Police. Feedback has also been gathered from officers developing the Growth Strategy and Local Plan.

5.8.2 Subject to approval by the Environment Committee, a wider public consultation will take place in late winter / early spring 2020. This will include an online survey which invites comments from residents, businesses, partner organisations and other stakeholders.

5.9 Insight

5.9.1 The Transport Strategy has been informed by the Evidence Base which includes high level transport modelling. The Evidence Base is attached as Appendix B.

6. BACKGROUND PAPERS

6.1 Moving Around in Barnet – “A Direction of Travel”, July 2016
<https://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=695&MId=8634&Ver=4>