



## Chipping Barnet Area Committee

22 January 2020

**Title**

**Cycleway - Hornsey to North Finchley  
(Coppetts Ward) Consultation Results**

**Report of**

Interim Executive Director (Environment)

**Wards**

Coppetts

**Status**

Public

**Urgent**

No

**Key**

No

**Enclosures**

Appendix A – Officer Comments on common consultation themes (Coppetts Ward)  
Appendix B – Concept drawing QHNF-C-GA-04-01-01 showing measures associated with experimental trial (some measures only to be introduced if needed)

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## Summary

This report provides information on the outcome of a consultation on a proposed Cycleway route from Hornsey to North Finchley, which affects Coppetts Ward. (<https://engage.barnet.gov.uk/2287/documents/3566> and Appendix A)

Results of the consultation were mixed, with limited support for some measures. This included a proposed trial in one area of the route, which is intended to provide an opportunity to objectively assess the impact, including some of the concerns raised in the

consultation.

Proposals for the trial have now been modified to address some of the concerns raised through the consultation. This report seeks agreement to proceeding with the trial in one area of the route, so far as it affects the Chipping Barnet Area, subject to the agreement of the Finchley and Golders Green Area Committee to the aspects affecting their area.

It also seeks agreement to proceeding with the detailed design and subsequent implementation of the route, so far as it affects the Chipping Barnet Area. Implementation of the route is subject to Transport for London (“TfL”) funding, a review of the trial of part of the route, obtaining other necessary agreements and statutory consultations (as necessary).

## **Officers Recommendations**

- 1. That the Chipping Barnet Area Committee note the results of a consultation on proposals affecting Coppetts Ward relating to a Cycleway Route from Hornsey to North Finchley.**
- 2. That, subject to the agreement of the Finchley and Golders Green Area Committee, the Chipping Barnet Area Committee agree that a trial of measures using an Experimental Traffic Management Order for six months (“the Trial”) should proceed, so far as it affects their area. The Trial would involve installation of an experimental traffic filter at the junction of Ashurst Road and Buxted Road and associated experimental mitigation measures.**
- 3. That, subject to the agreement of the Finchley and Golders Green Area Committee, the Chipping Barnet Area Committee agree that the results of the Trial should be delegated to the Executive Director (Environment) in consultation with ward members, to determine whether the Experimental Traffic Management Order should be made permanent.**
- 4. That, the Chipping Barnet Area Committee noting the Council’s Policy on Traffic Calming, agree that a detailed design of proposals for the rest of the route within the Chipping Barnet Area be undertaken, based on the concept designs consulted upon.**
- 5. That, subject to the agreement of the Finchley and Golders Green Area Committee in relation to proposals in their Area, statutory consultation be undertaken as necessary on the proposals, with the Executive Director being delegated to consider any objections received. Having Considered the objections, the Executive Director has been delegated authority to implement the Cycleway route, subject to TfL funding.**

### **1. WHY THIS REPORT IS NEEDED**

- 1.1 “Cycleways” formerly known as “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 The programme includes a route from Hornsey (in London Borough of Haringey), to North Finchley, passing through Coppetts Ward in the Chipping Barnet Area of Barnet and Woodhouse Ward in the Finchley and Golders Green Area.
- 1.3 On 26 October 2016 the Chipping Barnet Area Committee and the Finchley and Golders Green Area Committee made parallel decisions to approve a Quietway Delivery Plan for the route, in so far as it applied to their own area, and that concept designs for public consultation are agreed in consultation with ward councillors.
- 1.4 Concept designs <https://engage.barnet.gov.uk/2287/documents/2527> were developed for the part of the route within Barnet, and agreed with ward members for the affected wards prior to undertaking a consultation exercise on these proposals. The consultation ran from 10 June to 10 July 2019.
- 1.5 Vertical traffic calming measures are generally not favoured in the Borough but are appropriate in certain situations. This was confirmed in a report on Traffic Calming to the Environment Committee on 14 July 2016. The Environment Committee, having considered the report on Vertical Traffic Calming measures, resolved:
- ‘That the Environment Committee noted the current approach to Traffic Calming Measures as set out in this report. That the Environment Committee approved the following Policy Wording:*
- ‘Generally, this Council opposes the use of vertical traffic calming measures, but acknowledges that vertical traffic calming measures can sometimes be appropriate.*
- Officers should not, though, propose these apart from in exceptional circumstances and with all such decisions reserved for Members, and that Members be consulted with from the earliest opportunity, if required’.*
- 1.6 A number of the concept designs incorporate raised entry treatments or raised crossing points to achieve standards appropriate to a Cycleway route.
- 1.7 Goldsmith Road’s existing traffic speeds are high, and the consultation proposal included smooth profile road humps to achieve required standards. On review of the results of the consultation, an alternative measure which incorporates speed tables is now being proposed. Other traffic calming options have also been considered, but could not deliver the necessary speed reduction without having a negative impact on residents or users of the route, and are therefore not proposed.
- 1.8 Analysis of the results of the consultation exercise shows a mixed response to the proposals. Five of the areas where changes to the road layout have been proposed on the Cycleway route received support from the majority of respondents, while four areas raised a significant number of concerns.
- 1.9 The five areas receiving majority support were all within Coppetts Ward:
- Forest Walk
  - connection between Alexandra Road and Orion Road towards Pegasus Way
  - connection between Orion Road and Secret Park near Friern Barnet Retail Park
  - Secret Park (beside Friern Retail Park)
  - connection between Martock Gardens and Ramsden Road.

- 1.10 The four areas without majority support were:
- connection between Goldsmith Road and Friern Barnet Lane (Coppetts Ward)
  - Friern Barnet Lane between Goldsmith Road and Buxted Road (Coppetts Ward)
  - Junction at Buxted Road and Ashurst Road (Woodhouse Ward)
  - Friern Park (Woodhouse Ward)
- 1.11 Overall the Cycleway proposal was not supported by the majority of the residents consulted. Local people with negative perceptions about the least supported proposals were most likely to disagree with the provision of the Cycleway overall. Issues raised in relation to these have been taken account in modifying the proposals.
- 1.12 The proposal for a 6-month Trial at the junction of Ashurst Road and Buxted Road, to reduce traffic on these roads between Friern Barnet Lane and Woodhouse Road, received the least support. This was also borne out from the public events held in local venues during the consultation period where local residents expressed their concerns about the proposals at this junction. The concerns raised included displacing the traffic onto other local roads, impacts on queueing on the main road network and issues with access to Horsham Avenue from Woodhouse Road, particularly for local residents of Horsham Avenue.
- 1.13 The proposed filter is a diagonal closure of the junction to traffic except cyclists and pedestrians. Other traffic would need to turn at the junction. A number of the concerns raised in relation to the proposed traffic filter, such as the impact on traffic, are matters that the trial is intended to assess, but the consultation also highlighted ways in which the trial arrangements might be improved, and modifications to these in particular have been developed.
- 1.14 The proposal consulted upon left a potential route for general traffic through the area, via the narrow Torrington Grove. As consultees pointed out this could result in displacement of traffic particularly onto this road and Lewes Road, and onto part of Friern Park that forms part of the proposed Cycleway. The trial proposal has therefore been modified to prevent use of Torrington Grove by through traffic (except pedestrians and cyclists).
- 1.15 The proposal consulted upon included restrictions to prevent or limit use of Horsham Avenue as an alternative route by through traffic, but these restrictions would also have an impact on residents. Some views suggested that the proximity of Horsham Avenue to the traffic signals at the junction of Woodhouse Road and Friern Barnet Lane meant that it would not be a sufficiently attractive alternative route to justify the proposed mitigation measures, and consequent impact on residents. Therefore the Trial has been modified so as to not include mitigation measures at Horsham Road at the start of the Trial. However the intention is that background work would be undertaken so that the measures could be introduced during the Trial if initial indications were that they would be needed. The Trial would, in this way, allow these to be assessed if necessary. Appendix B provides an overview of the proposed experimental measures, including both measures intended for introduction at the start of the trial, and those that would only be introduced if needed.
- 1.16 An Experimental Traffic Management Order would be used to introduce the Trial. This provides the opportunity to introduce traffic management measures and allow the effects

to be assessed before deciding whether to make them permanent. Experimental Traffic Management Orders (TMOs) allow for public comments about the measures to be received and considered in the first 6 months of operation. The Experimental Traffic Management Order can only remain in force for a maximum of 18 months, but after a minimum of six months a decision may be made to make it permanent with or without modification.

- 1.17 Common themes from the consultation are identified in the consultation report <https://engage.barnet.gov.uk/2287/documents/3566> . Comments on some general themes are included in that document and comments in relation to other areas are provided in Appendix A. Detailed suggestions have been made in some areas that will be considered as part of the detailed design.

## **2. REASONS FOR RECOMMENDATIONS**

- 2.1 Delivery of high quality cycle routes is part of the means by which Barnet and TfL will help to deliver borough and mayoral objectives to make walking and cycling more attractive options to a wide range of people,
- 2.2 The Trial proposed is intended to allow the impacts of the proposed diagonal traffic filter at the junction of Ashurst Road and Buxted Road to be assessed. The feature is important to reduce the level of traffic on roads on the proposed route to help meet the quality requirements for a route of this type.
- 2.3 Existing traffic volumes and speeds are relatively high on all arms of the junction between Ashurst Road and Buxted Road. The proposed filter would remove traffic conflicts at the junction, delivering safety and environmental benefits for cyclists, other road users and residents. A high proportion of traffic in the area is through traffic which could reasonably use other, more appropriate, routes.
- 2.4 Despite the levels of concern raised through the consultation, the Trial is intended to assess the extent of these concerns, via traffic surveys and consideration of resident and road user experience.

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

- 3.1 Alternative routing has been suggested in some areas, but alternative routes would either not align with TfL's measures of cycling potential (i.e. where journey patterns and demographics suggest that cycling could replace journeys by other modes), and/or would involve less suitable roads for this type of route, that would require additional changes which would have their own impacts.
- 3.2 Alternative measures to address traffic, especially around the Ashurst Road and Buxted Road junction, through traffic calming have also been suggested. However alternative proposals could, in general, only address the speed of traffic, and the type and scale of changes required at the junction to accommodate the route alignment in these circumstances can be expected to have other adverse impacts.
- 3.3 Traffic calming alone would have limited impact on traffic volume, which at the moment is high for a quiet route such as this, or on the experience for cyclists negotiating the

junction as part of a designated route. The proposed filter remains the preferred option for addressing this.

- 3.4 Proceeding to implement the route without undertaking the Trial, is not considered suitable given the high level of concern in the area, and the need to fully consider potential impacts.
- 3.5 Implementing parts of the route with greater support, in isolation, is not recommended as it is not something that would be funded by TfL as part of the Cycleways programme.
- 3.6 Not proceeding with the route is not recommended as it would affect the borough's ability to deliver borough and mayoral objectives around transport and health.

#### **4. POST DECISION IMPLEMENTATION**

- 4.1 Following agreement of the Committee, and subject to the agreement of the Finchley and Golders Green Area Committee, it is intended to introduce the Trial measures, using an experimental Traffic Management Order.
- 4.2 Traffic Surveys will be undertaken periodically during a six month trial period, and residents will have the opportunity to comment on the operation of the scheme, prior to determination by the Executive Director regarding the success or otherwise of the Trial.
- 4.3 Detailed design of other aspects of the route would be undertaken (subject to funding by TfL), to permit implementation of the entire route in the event of a successful trial.

#### **5. IMPLICATIONS OF DECISION**

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

- 5.1.1 The proposed Cycleway addresses the corporate plan outcomes of:
  - “a pleasant, well maintained borough that we protect and invest in” and
  - “our residents live happy, healthy, independent lives with the most vulnerable protected”.
  - “safe and strong communities where people get along well”by delivering improvements that contribute to more attractive surroundings and increase the opportunities for walking and cycling in a safe environment. This helps to reduce traffic helping to keep the borough moving, and encourage active travel leading to improved health and wellbeing.
- 5.1.2 Improvements that encourage walking and cycling will help to deliver the active travel and recreation opportunities identified in the Health and Wellbeing Strategy.
- 5.1.3 The Joint Strategic Needs Assessment identifies that encouraging travel by foot, bicycle or public transport could drive good lifestyle behaviours and reduce demand for health and social care services.

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

- 5.2.1 Development, design and implementation of the Cycleway route will be funded by

Transport for London through their Healthy Streets funding streams subject to meeting their funding and scheme requirements.

5.2.2 Construction costs for the various proposals in Coppetts Ward are estimated to be about £760,000 and the funding for elements of the proposal, and for associated design and other costs will be agreed with TfL as they proceed, prior to undertaking the work.

### 5.3 **Social Value**

5.3.1 None in relation to this report

### 5.4 **Legal and Constitutional References**

5.4.1 Article 7 of The Council's Constitution, states that that Area Committees: "In relation to the area covered have responsibility for all constituency specific matters relating to the street scene including parking, road safety, transport, allotments parks and trees".

5.4.2 Section 159 of the Greater London Authorities Act 1999 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'

5.4.3 The Highways Act 1980 and Traffic Management Acts provide powers for Highway Authorities to improve the road network.

5.4.4 Section 16 of 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 including, action to avoid, eliminate or reduce road congestion.

5.4.5 Section 9 of the Road Traffic Regulation Act 1984, gives the Council the power to put in place an experimental traffic order, which shall not continue in force for longer than 18 months.

### 5.5 **Risk Management**

5.5.1 There are potential publicity and reputational risks associated with both proceeding and not proceeding with the proposal. The trial, to consider objectively the impacts in relation to the area of most concern, helps to mitigate this. Not proceeding also risks delivery of outcomes and targets around reducing traffic, and improving activity and health.

### 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 Corporate Parenting

5.7.1 No issues in the context of this report

## 5.8 Consultation and Engagement

5.8.1 This report deals with the outcomes of a consultation exercise undertaken in June/July 2019.

5.8.2 Previous engagement work was undertaken in 2017 in relation to some of the proposals <https://engage.barnet.gov.uk/healthy-streets-friern-barnet> [https://engage.barnet.gov.uk/we-asked-you-said-we-did/news\\_feed/tfl-healthy-streets-funding](https://engage.barnet.gov.uk/we-asked-you-said-we-did/news_feed/tfl-healthy-streets-funding)

5.8.3 Statutory Consultation will subsequently be required for elements of some of the proposals.

## 5.9 Insight

5.9.1 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 The Chipping Barnet Area Committee agreed on 26 October 2016 item 10:
1. The Quietway Delivery Plan included at appendix 1 so far as it affects Coppetts Ward be approved;
  2. That the Chipping Barnet Area Committee delegate authority to the Commissioning Director for Environment in consultation with Coppetts Ward members to consider and approve the concept designs for public consultation for locations in Coppetts Ward;
- <https://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=711&MId=8649&Ver=4>
- 6.2 Consultation report <https://engage.barnet.gov.uk/2287/documents/3566>
- 6.3 Consultation concept design drawings <https://engage.barnet.gov.uk/2287/documents/2527>



