

Growth Strategy 2030

Appendix 2: Consultation Report

**Relating to Barnet's Draft Growth
Strategy (published June 2019)**

**Public Consultation:
July 2019 – September 2019**

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1. Consultation – Key messages

- The draft Growth Strategy 2020-2030 was supported by respondents, with 54% of respondents agreeing with the aims and objectives of the strategy to some extent, in contrast to 15% of respondents disagreeing.
- The guiding principles outlined within the strategy were also strongly supported by respondents, and 61% of respondents confirmed their agreement with the principles.
- The council's approach to growth was outlined, which was strongly supported by respondents with all five strategic themes receiving support from respondents
- The Connected Borough theme was recognised to be the most important theme across all parts of the borough.
- While all 21 objectives were supported by respondents to some extent, the 'Establish Brent Cross as a destination' was not considered as important by respondents
- It is recommended that this objective is either dropped entirely or treated as a part of a wider objective, such as the visitor economy objective.
- The draft Growth Strategy identified boroughwide infrastructure priorities, tying the five strategic themes to the 'spatial approach'. Overall these priorities were supported by respondents, who identified the connected borough related priorities as of greatest importance:
 - new and improved rail services and capacity;
 - improving east-west transport;
 - healthier streets; and
 - tackling poor air quality / noise hotspots.
- Respondents also responded to emerging principles for housing growth across the borough, respondents most strongly asserted that new homes should be built in areas with good public transport, and no new homes should be built in protected open space such as green built and nature reserves.
- Respondents were asked to rank the most important strategic theme for each spatial area proposed within the draft growth strategy. As noted previously the connected borough theme was identified as the most important across all three spatial areas, but interestingly the growing borough theme was completely split being identified as the most and least important priority in all three areas of the borough to some extent or other. It is thought this may reflect the difference between respondents indicating a view that housing affordability is most important, versus respondents indicating that the overall housing target and proposal to increase housing supply went too far.
- Alongside the questions outlined above, respondents also had the opportunity to provide qualitative comments on the draft Growth Strategy 2030. Full comments from Engage Barnet are available in Appendix A to the consultation report (available via the weblink), however we have summarised the five most frequent responses into five main categories.
- **Environment / Sustainability** – respondents asserted that the draft Growth Strategy required greater emphasis on a range of environmental issues including climate change, energy

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efficient housing, preservation of green belt / metropolitan open land, as well as a stronger shift away from the dominance of the car to public and other active forms of transportation.

- **Infrastructure provision** – respondents asserted that the draft Growth Strategy required greater emphasis and clarity about timely delivery of appropriate physical and social infrastructure to accommodate future growth.
- **Affordable Housing** – respondents asserted that the draft Growth Strategy required greater emphasis on the delivery of affordable housing in the borough.
- **Heritage** – respondents asserted that the draft Growth Strategy required greater emphasis on protecting Barnet’s heritage. The risk of losing green belt, together with concerns about overdevelopment affecting the character of town centres were relevant related concerns.
- **Overdevelopment** – many respondents, most of whom were connected to a 228-signature petition, were concerned about the density and height of housing within the A5 Corridor leading to overdevelopment and a disproportionate burden on the West of the Borough. Almost all of these signatures were from residents living in West Hendon. The petition may in part have been caused by the timing of the growth strategy public consultation coinciding with public consultation on a planning application for the Sainsburys site in The Hyde. Yet more generally there were consistent comments about disproportionate development in the West and the pressure of housing targets driving an inappropriate scale of development.
- A series of letters with more specific and occasionally technical feedback on the strategy were received from stakeholders, a summary of these responses is set out in section 4. Various amendments have been made to the strategy in response, where the proposed changes were viewed as relevant, appropriate and would not be in conflict with key messages or wider aims and objectives associated with the growth strategy.

2. Consultation Method and Approach

As is usual practice, the drafting of a new Strategy has been subject to a formal public consultation. This report sets out the full findings from the council's consultation. The findings were due to be considered by Assets, Regeneration and Growth Committee on 26 November 2019, but due to the UK General Election were deferred until the Committee in January 2020 when the decision on adoption of the strategy will be taken.

2.1 Technical details and method

In summary, the consultation was administered as follows:

- The Consultation was open for ten weeks; 2 July 2019 until 15 September 2019.
- The consultation was published on Engage Barnet <http://engage.barnet.gov.uk> together with a draft strategy and summary.
- Evidence informing the strategy was also published on Engage Barnet.
- Respondent's views were gathered via an online survey. Paper copies and an easy read version of the consultation were also made available on request.
- Statutory bodies and key stakeholders were contacted directly by the Council, including The Greater London Authority, Transport for London, Neighbouring Boroughs, the West London Alliance.
- All interested parties and formal stakeholders recorded within the Council's 'Forward Planning' database were notified of the public consultation.
- Display boards were produced to provide a simple summary of the key messages of the consultation based on the executive summary and these were displayed in the reception of our Colindale Office during the consultation and used at events.

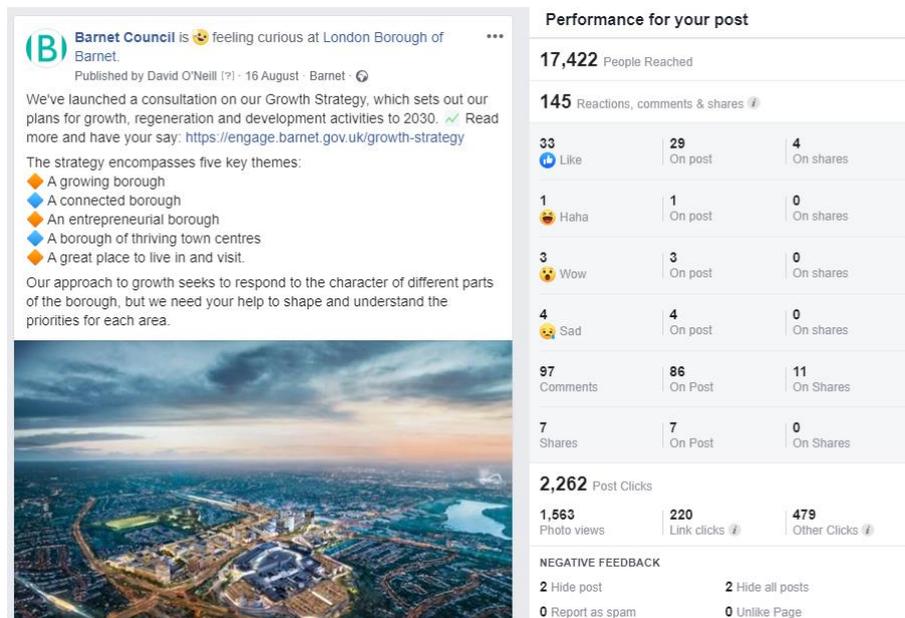


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- To improve access and understanding during the public consultation, the team attended five stakeholder events targeting different groups. The three dedicated consultation events took place in public venues across the borough with one event held within each parliamentary constituency (events were held in Colindale, North Finchley and Chipping Barnet). The fourth event was attendance at the Grahame Park Summer Festival to ensure that feedback was secured from residents living within a regeneration estate and therefore already experiencing development. The fifth consultation event was attendance at a forum for local developers.
- All the events were held in the format of a drop-in session that enabled people to ask questions on a 1:1 or small group basis; focusing on topics of interest to them.
- Alongside the consultation boards, the strategy was explained in simple terms to residents through the Barnet First publication, the Council's magazine disseminated to 147,000 homes across the borough.
- Awareness of the consultation was promoted to residents and council staff through various electronic channels including emails and social media.

2.2 Social Media

A key part of the consultation involved social media, which enabled the council to reach residents who may not use the traditional channels of Engage Barnet.



2.3 Response to the consultation

A total of 142 questionnaires and responses were submitted. There were 103 responses by the general public, interested groups and statutory bodies through Engage Barnet, together with 39 responses received via email or letter from partners or formal stakeholders, including external developers and formal boards within the council (e.g. Health and Wellbeing Board).

2.4 General public and stakeholder response and profile from questionnaire

Of the 103 public questionnaires responses that were received all responses were through online questionnaire, no paper questionnaires were returned. The Figure below shows the profile of those who responded.

Figure 1.1: Respondent sample profile (Below)

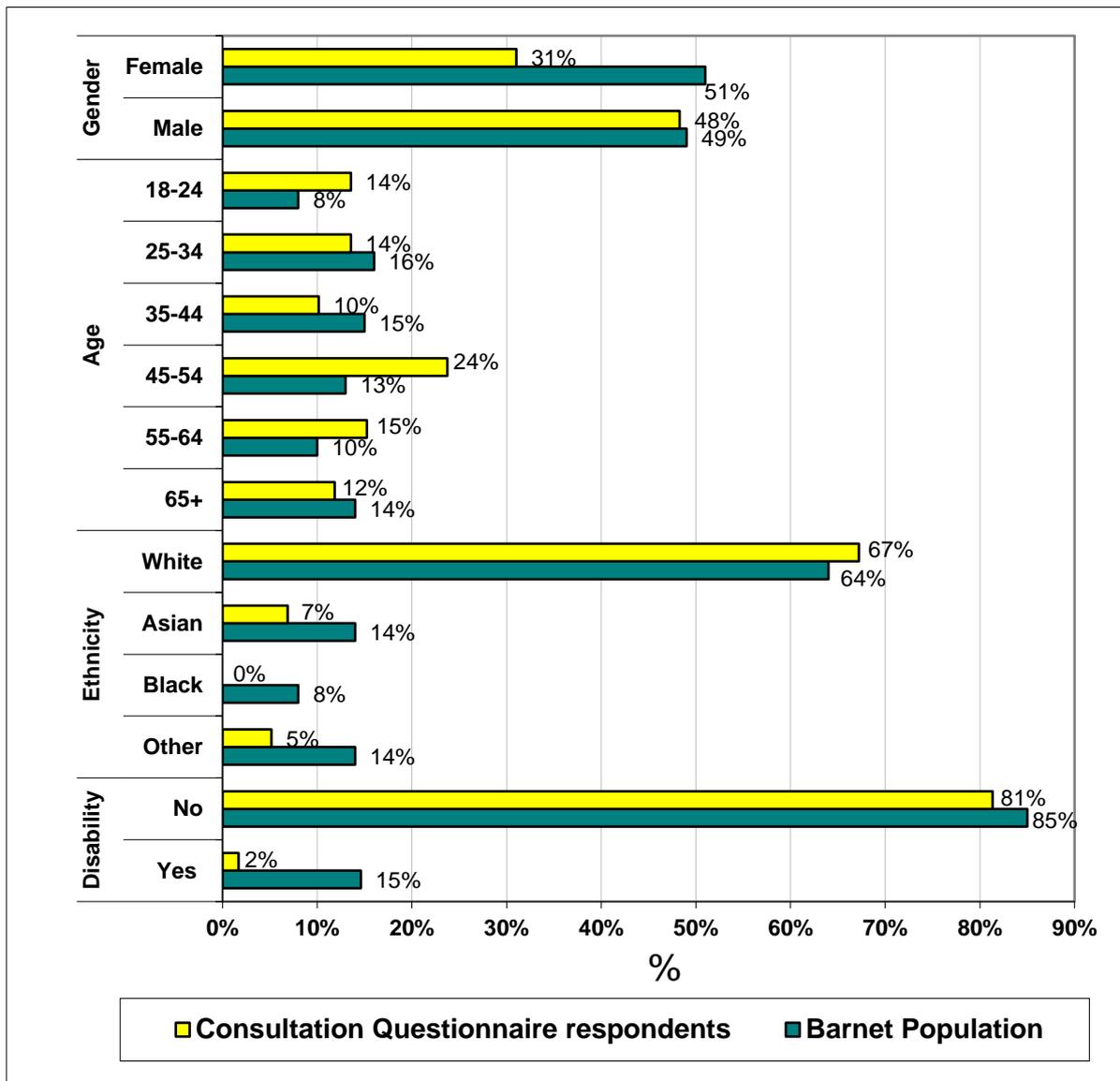
| Stakeholder | Number | % |
|--|------------|-------------|
| A Barnet resident | 46 | 44.66% |
| A person who works within Barnet | 8 | 7.77% |
| A Barnet business | 2 | 1.94% |
| A public sector organisation and representatives | 3 | 2.91% |
| A Voluntary/community organisation | 6 | 5.83% |
| Other | 6 | 5.83% |
| Prefer not to say | 0 | 0% |
| Not answered | 32 | 31.07% |
| Total | 103 | 100% |

Most respondents to the consultation were residents of Barnet - 46 %, although 32 out of the 103 respondents (31%) chose not to answer this question. It is expected that respondents who represented a business or organisation (11 responses) are unlikely to have completed other demographic-related questions, explaining why there is a higher number of people choosing not to answer several of the demographic questions.

Figure 1.2 shows the demographic profile of those who responded to consultation (questionnaire) compared with demographics for the population of Barnet. Those responding to the consultation generally follow Barnet's population profile in terms of age; but in terms of gender and ethnicity there was under representation of female respondents, those identifying as of a Black and Minority Ethnic group, and people identifying themselves as having a disability.

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Figure 1.2: General public consultation sample profile – key demographics (Below)



2.5 Protected Characteristics

The council is required by the Equality Act 2010, to pay due regard to equalities in eliminating unlawful discrimination, advancing equality of opportunity and fostering good relations between people of different groups. Protected characteristics identified are age, disability, ethnicity, gender, gender reassignment, marriage and civil partnership, pregnancy, maternity, religion or belief and sexual orientation.

To assist us to comply with the duty under the Equality Act 2010 we invited respondents of the public consultation to provide equalities monitoring data. We explained that collecting this information will help us to understand the needs of our different communities and that personal information provided will be treated in strictest confidence and stored securely in accordance with our responsibilities under the Data Protection Act 1998.

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Figure 1.3: Protected characteristic sample profile (Below)

| Protected Characteristic –Faith | Number | % | Barnet population % |
|---------------------------------|--------|--------|---------------------|
| Atheist/no religion | 26 | 25.24% | 20% |
| Buddhist | 0 | 0% | 1% |
| Christian | 11 | 10.67% | 39% |
| Hindu | 2 | 1.94% | 5% |
| Jewish | 3 | 2.91% | 23% |
| Muslim | 1 | 0.97% | 8% |
| Sikh | 1 | 0.97% | 5% |
| prefer not to say | 12 | 11.65% | N/A |
| Other Faith | 0 | 0% | 3.2% |
| Not answered | 47 | 45.63% | N/A |
| Total | 103 | 0% | N/A |

In terms of faith, those who identified as an atheist or having no religion comprised the greatest number of respondents (26), accounting for 25.24% of all respondents. The largest faith group recorded amongst respondents was Christianity (11), who represented 10.67% of all respondents. However, all faith groups were significantly under-represented in contrast to the Barnet population, with almost half of respondents (45.63%) electing to skip the question altogether.

2.6 Specific public and stakeholder response and profile from questionnaire

As part of the public consultation for the Growth Strategy 2030 we also invited respondents to comment on their living and working status, particularly whether they lived or worked in a regeneration area or town centre. This is significant when identifying trends on the five strategic themes, particularly the growing borough and borough of thriving town centres, and the spatial approach to growth. Combining the responses in figures 1.4 and 1.5 relating to living/working in a regeneration area and/or a town centre means that we can say with some certainty that about 45% of respondents to the consultation have a directly relevant interest in those areas of the borough where growth is proposed.

Figure 1.4 Respondents who live or work in a regeneration area (Below)

| Stakeholder | Number | % |
|------------------------------|------------|-------------|
| Yes | 16 | 15.53% |
| No | 35 | 33.98% |
| Not sure / prefer not to say | 21 | 20.39% |
| Not answered | 31 | 30.01% |
| Total | 103 | 100% |

Of the 103 respondents on 'engage.barnet', 16 respondents (15.53%) identified as living or working in a regeneration area inside the borough. By contrast, 35 (33.98%) respondents identified as not living or working in a regeneration area, while 21 (20.39%) were not sure or preferred not to say.

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Figure 1.5 Respondents who live or work in a town centre (Below)

| Stakeholder | Number | % |
|------------------------------|------------|-------------|
| Yes | 31 | 30.01% |
| No | 34 | 33.01% |
| Not sure / prefer not to say | 7 | 6.80% |
| Not answered | 31 | 30.01% |
| Total | 103 | 100% |

Similarly, of the 103 respondents on 'engage.barnet', 31 respondents (30%) identified as living or working in a town centre within the borough. By contrast, 34 (33%) respondents identified as not living or working in a town centre, whilst 7 (6.8%) meetings were not sure or preferred not to say.

Figure 1.6 Employment status of respondents (Below)

| Are you currently employed, self-employed, retired or otherwise not in paid work? | Number | % |
|---|------------|-------------|
| An employee in a full time job (31 hours or more per week) | 32 | 31.07% |
| An employee in a part time job (less than 31 hours per week) | 4 | 3.88% |
| Self-employed (full or part-time) | 5 | 4.85% |
| On a Government supported training programme (e.g. Modern Apprenticeship) | 0 | 0% |
| In full-time education at school, college or university | 1 | 0.97% |
| Unemployed and available for work | 1 | 0.97% |
| Permanently sick or disabled | 0 | 0% |
| Wholly retired from work | 11 | 10.68% |
| Looking after the home | 1 | 0.97% |
| Other (please specify) | 5 | 4.85% |
| Not answered | 43 | 41.75% |
| Total | 103 | 100% |

The employment status of respondents is also shown above. Overall, there is a good balance of different employment status. 36 (34.95%) respondents identified as an employee in a full time or part time job, while a further 5 (4.85%) identified as being self-employed. Furthermore, 11 respondents (10.68%) identified as being wholly retired, with 1 in full time education at school, college, or university and a further 1 unemployed and available for work. 43 (41%) respondents preferred not to answer the question.

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Figure 1.7 Household tenure of respondents (Below)

| Does your household own or rent your accommodation? | Number | % |
|---|------------|-------------|
| Owned with a mortgage or loan | 19 | 18.45% |
| Owned outright | 21 | 20.39% |
| Other owned | 2 | 1.94% |
| Rented from council | 1 | 0.97% |
| Rented from a housing association or another registered social landlord | 1 | 0.97% |
| Rented from a private landlord | 12 | 11.65% |
| Other rented or living here rent free | 0 | 0% |
| Part-rent and part-mortgage | 0 | 0% |
| Don't know | 2 | 1.94% |
| Not answered | 45 | 43.69% |
| Total | 103 | 100% |

We invited respondents to comment on their household status. Overall, there was a balance of housing tenures, with 21 (20.39%) outright owning their accommodation, and 19 (18.45%) owning their accommodation with a mortgage or loan. Similarly, in accordance with the growth of the private rented sector outlined within the Housing strategy, 12 respondents (11.65%) rented from a private sector landlord.

Figure 1.8 Stakeholder profile of primary and secondary methods of transportation for daily commute / activities (Below)

| What are your primary and secondary methods of transportation for your daily commute / activities? | Primary | Secondary |
|--|---------|-----------|
| Bicycle | 3 | 5 |
| Bus | 12 | 9 |
| Car (as a driver or passenger) | 14 | 9 |
| Foot | 12 | 14 |
| Motorcycle (as a driver or passenger) | 1 | 1 |
| Train | 9 | 2 |
| Underground | 21 | 9 |
| Other (please specify) | 1 | 1 |

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| | | |
|------------------------------|------------|------------|
| Not sure / prefer not to say | 1 | 1 |
| Not answered | 57 | 57 |
| Total | 103 | 103 |

Inviting respondents to comment on their primary and secondary methods of transportation relating to their daily commute / activities provided helpful confidence that proposals reached a diverse audience. This question directly relates to the connected borough theme, and forms part of the council's approach to better understand the needs of our residents in different parts of the borough. The most common primary method of transportation is public transport including underground (21), train (9) and bus (12) providing overall score of 42 for primary method of transport three times greater than the number of drivers/passengers in a car, however this was still less than the number of respondents choosing not to answer the question.

2.7 Interpretation of the results

In terms of the results of the questionnaire it is important to note that:

- The public consultation was not fully representative of the overall population of Barnet but does provide information from a range of people with different backgrounds and circumstances.
- Feedback provided should be treated with a note of caution as a guide to general opinion, because the profile of responses do not match the overall demographic profile of Barnet's population.
- The responses although not representative of the borough's population, do provide an important indication of where there may be a strength of feeling in relation to growth in Barnet.
- Where percentages do not add up to 100, this may be due to rounding, or the question being multi-coded. All open-ended questions that invited respondents to provide written comments have been multi-coded and therefore will add up to more than 100 per cent.
- Open-ended responses to the consultation have been classified based on the main themes arising from the comment, so that they can be summarised.

2.8 Calculating and reporting on results

The results for each question are based on "valid responses", i.e. all those providing an answer (this may or may not be the same as the total sample) unless otherwise specified. The base size may therefore vary from question to question.

3. Engage Barnet Survey Findings

The Consultation opened with the following summary of the strategy:

This Growth Strategy responds to a range of economic, social and environmental trends, including: changes in how we work, how and where companies choose to locate, the skills needed for a changing job market, the continuing shift in how we use high streets, our growing and ageing population, and growing environmental concerns.

The Growth Strategy sets a direction for change to offer greater local opportunities, create better places, encourage more active lifestyles and increase the health and well-being of Barnet's residents; whilst recognising that growth must be delivered through a sustainable approach to development. This strategy sets out a role for the council that responds to current and emerging challenges, as well as laying down a plan for how the council can best focus its resources to help deliver these ambitions. In accordance with this approach, our questionnaire focused upon the following areas

- The guiding principles for the Growth Strategy setting out the council's roles in shaping growth to 2030.
- The evidence base that shaped the Growth Strategy and the five themes.
- The spatial approach to growth divided into a west, centre, and east, in addition to a borough-wide and area based list of infrastructure priorities.

3.1 Summary findings

- Overall, the Draft Growth Strategy 2030 was supported by respondents, with 54% of respondents agreeing with the aims and objectives of the strategy to some extent, in contrast to 15% of respondents disagreeing.
- The guiding principles outlined within the strategy were also strongly supported by respondents, and 61% of respondents confirmed their agreement with the principles.
- The detail of the Draft Growth Strategy outlining the council's approach to growth was strongly supported by respondents with all five strategic themes receiving support from respondents; the Connected Borough theme was recognised to be the most important.
- While all objectives were supported by respondents to some extent, the 'Establish Brent Cross as a destination' objective received relatively less support.
- Respondents were also invited to offer their views on the proposed boroughwide infrastructure priorities and principles for housing growth and these all tended to be supported, with a few mainly linked to transport options supported to a greater extent.

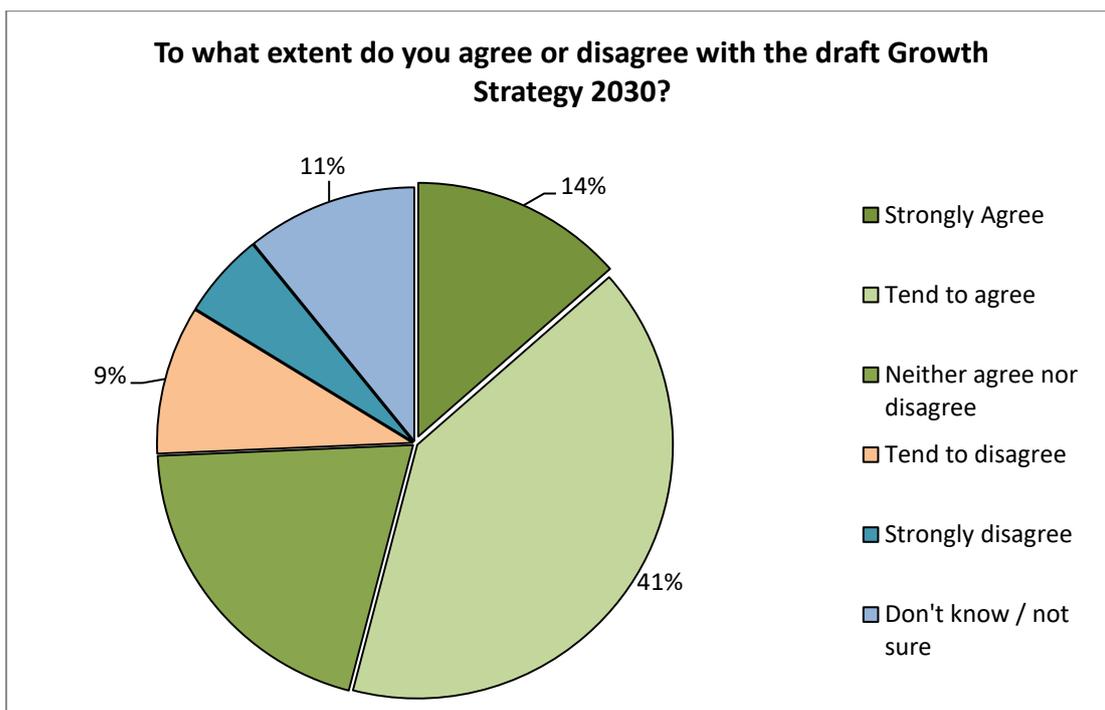
3.2 Do respondents agree or disagree with the Growth Strategy 2030?

At the end of the questionnaire, we invited respondents to offer their opinions on the Draft Growth Strategy overall. The Draft Growth Strategy was widely supported by respondents, with 40 respondents (54.05%) agreeing with the aims and objectives of the strategy to some extent, in contrast to 11 respondents (14.87%) disagreeing with the Draft Growth Strategy 2030.

Figure 2.1: Table quantifying the extent to which respondents agreed or disagreed with the draft Growth Strategy 2030 (Below)

| To what extent do you agree or disagree with the draft Growth Strategy 2030? | | |
|--|-------------|-----------|
| | % | Number |
| Strongly Agree | 13.51% | 10 |
| Tend to agree | 40.54% | 30 |
| Neither agree nor disagree | 20.27% | 15 |
| Tend to disagree | 9.46% | 7 |
| Strongly disagree | 5.41% | 4 |
| Don't know / not sure | 10.81% | 8 |
| Total | 100% | 74 |

Figure 2.2: Graph illustrating the extent to which respondents agreed or disagreed with the draft Growth Strategy 2030 (Below)



Views expressed on the Growth Strategy 2030 as a whole

We provided space for respondents to give their views on the Growth Strategy, and to identify any alternative suggestions about growth and development in the borough more broadly. Comments touched upon several themes, evidenced in Appendix A, but two areas of feedback were particularly prevalent.

Firstly, the Draft Growth Strategy should place greater emphasis upon environmental change, particularly considering greater water usage, carbon reduction, issues relating to pollution, and a lack of orbital public transport affecting sustainable travel choices.

Secondly, respondents felt that infrastructure needs relating to housing growth required greater emphasis in relation to schools, healthcare, and parking provision.

3.3 Our Guiding Principles

The Growth Strategy 2030 sets out three guiding principles relating to the council's role in delivering growth:

1. It should seek to shape the changes to local places across the borough; including focusing resources on providing support to the places most in need of investment.
2. There is a need to increase housing supply and deliver associated infrastructure for our growing population; including ensuring delivery of homes that people can afford.
3. It should capitalise on demand for development, and ensure the benefits of growth are maximised for residents; including helping the council to meet savings targets.

To what extent do respondents agree or disagree with the Guiding Principles we've set out within the Growth Strategy 2030?

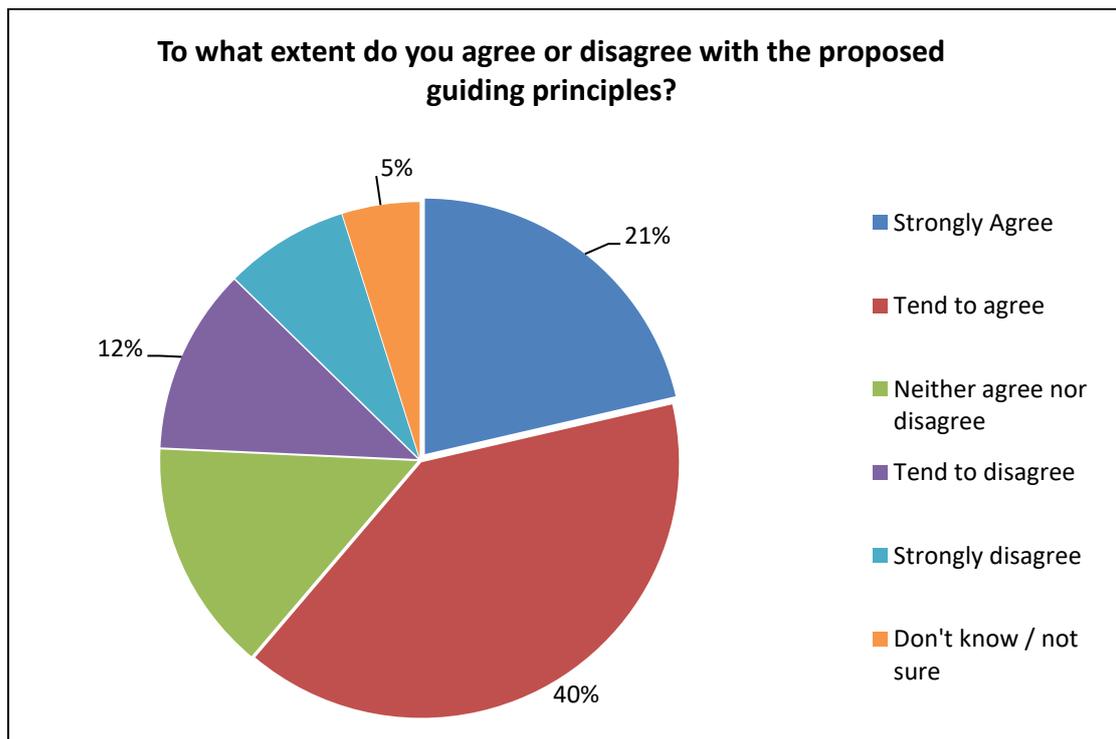
We invited respondents to provide their views on the guiding principles we've developed. Overall, these were well supported by respondents, with 63 respondents (61.27%) agreeing with the proposed guiding principles to some extent. By contrast, 20 respondents (19.42%) disagreed with the proposed guiding principles.

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Figure 2.3: Table quantifying the extent to which respondents agreed or disagreed with the proposed guiding principles (Below)

| To what extent do you agree or disagree with the proposed guiding principles? | | |
|---|-------------|------------|
| | % | Number |
| Strongly Agree | 21.36% | 22 |
| Tend to agree | 39.81% | 41 |
| Neither agree nor disagree | 14.56% | 15 |
| Tend to disagree | 11.65% | 12 |
| Strongly disagree | 7.77% | 8 |
| Don't know / not sure | 4.85% | 5 |
| Total | 100% | 103 |

Figure 2.4: Graph illustrating the extent to which respondents agreed or disagreed with the proposed guiding principles (Below)



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Views on the guiding principles of the Growth Strategy 2030

We asked respondents for their views on the guiding principles underpinning the draft Growth Strategy, and to identify any alternative principles that should be used when assessing the council's role in shaping growth. While comments touched upon a number of additional principles, evidenced in Appendix A, four main themes were noted that related to both the guiding principles, but equally could have applied to the themes:

Principally, comments recommended the Draft Growth Strategy placed a greater emphasis upon housing delivery, to ensure the council would provide affordable housing (making it available for those who cannot currently afford their flats, and to enable young people to stay in the area). An example of this was the comment 'the housing should be affordable.

A further issue raised related to housing for the elderly and the designs for the housing being appropriate for all ages, especially with the number of elderly in the population in Barnet set to rise. The consultation flagged a need for clearer description surrounding the councils provision for the elderly; 'it would be useful to have more information on the impacts of the older generation in Barnet'. Considering the need for housing for all people flagged concern over the housing needs of homeless people and how they are being met.

The third theme addressed housing being delivered across more of the borough. The need for delivery across the borough was frequently commented upon, with key areas of concern including protection for the heritage of the borough, the concentration of homes to be built in parts of the west of the borough, and the overall number of homes proposed to be built; where it was suggested that the council ignore the housing target set by the Government.

Lastly, comments identified the importance of infrastructure being in place to support housing growth, including sufficient parking provision, both in new developments and in town centres, coupled with provision in healthcare, education and local places for young people.

3.4 Our approach to growth in Barnet

With the key principles in mind, and recognising the role of this strategy to bring together the ways that growth, development and the built environment will inform and respond to other council strategies, the overarching ambition of the Growth Strategy is to make Barnet a great place to live, work, do business and visit. In doing so, this Strategy prioritises five cross-cutting themes:

- A growing borough
- A connected borough
- An entrepreneurial borough
- A borough of thriving town centres, and
- A great borough to live in and visit.

To what extent do respondents agree or disagree with the five strategic themes?

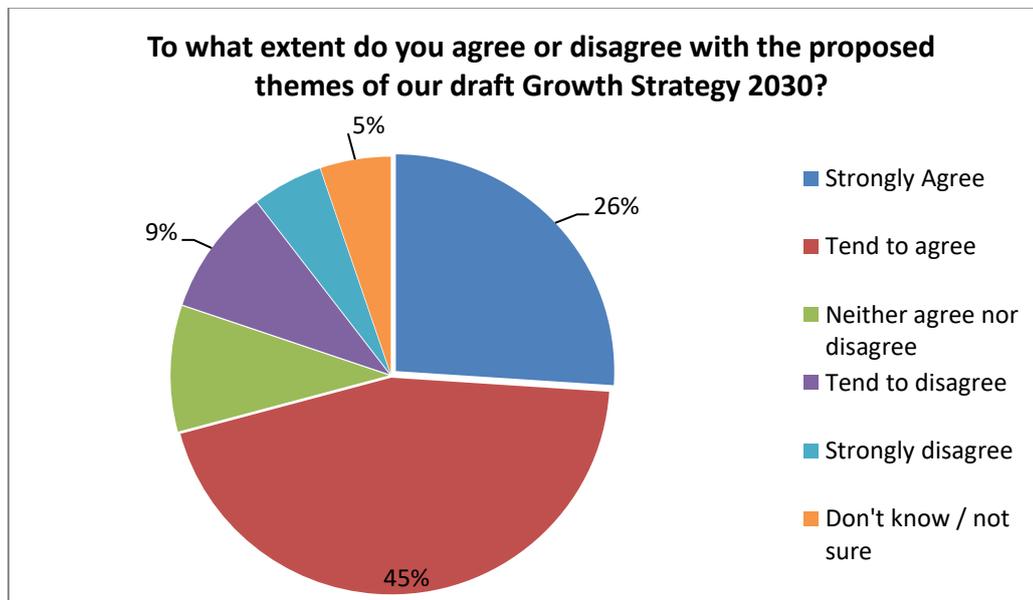
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We invited respondents to provide their views on the five strategic themes for growth we've developed, which outlines our approach to growth in Barnet until 2030. Overall, these are strongly supported by respondents, with 68 respondents (70.84%) agreeing with the five proposed strategic themes for growth to some extent. By contrast, 14 respondents (14.59%) disagreed with the five strategic themes to some extent.

Figure 2.5: Table quantifying the extent to which respondents agreed or disagreed with the proposed themes of our draft Growth Strategy 2030 (below)

| To what extent do you agree or disagree with the proposed themes of our draft Growth Strategy 2030? | | |
|---|-------------|-----------|
| | % | Number |
| Strongly Agree | 26.04% | 25 |
| Tend to agree | 44.79% | 43 |
| Neither agree nor disagree | 9.38% | 9 |
| Tend to disagree | 9.38% | 9 |
| Strongly disagree | 5.21% | 5 |
| Don't know / not sure | 5.21% | 5 |
| Total | 100% | 96 |

Figure 2.6: Graph showing the extent to which respondents agreed or disagreed with the proposed themes of our draft Growth Strategy 2030 (Below)



Views on the five proposed strategic themes for growth principles of the Growth Strategy 2030

We also asked respondents for their views on the proposed strategic themes underpinning the draft Growth Strategy, to help identify any alternative strategic themes or amendments that should be considered when looking at how the Council will seek to deliver growth. Whilst comments touched upon a few additional strategic themes, evidenced in Appendix A, three topics that were particularly prevalent in response to this question.

Firstly, comments recommended that the Draft Growth Strategy should place greater emphasis on improved transport connections, supporting orbital links between the East and West of the borough, for example *“we need more transport links (i.e. buses) across the borough – it is currently hard to travel from one side of the borough to the other”*. Further comments shared that better orbital transport links could be supported by enhancements to parking provision, alongside active forms of travel, including cycleways and walking paths.

Secondly, as per the feedback on the guiding principles, a plethora of environmental issues were raised, such as that the council needs to have a stronger role in tackling environmental issues, namely street litter, preservation of the green belt, and adaptation to climate change. The latter of these was raised in several ways; primarily around the encouragement of public transport and walking, as well as provision for electric cars. But also in relation to green spaces with comments like *“we would welcome the introduction of ‘clean, green growth’ as an additional theme”* to showcase the value and importance of protecting Barnet’s parks.

A third theme focused upon preservation of town centres, ensuring that business growth across the borough would be supported appropriately to address the high enterprise death rate amongst local businesses. This was strongest in relation to the idea that the Council should ensure town centres are equipped with both an evening and daytime economy. One example comment is *“we are particularly supportive of regenerating and revitalising the borough’s town centres, and the role that cultural facilities such as theatres can play in driving footfall and supporting and attracting surrounding businesses”*.

3.5 A Growing Borough

To accommodate our growing population, the borough will need to increase the supply of housing. The Growth Strategy focuses on the council’s role in driving growth as well as ensuring resources are focused on areas requiring intervention to ensure growth is delivered and that the greatest possible benefits to existing and new residents are secured.

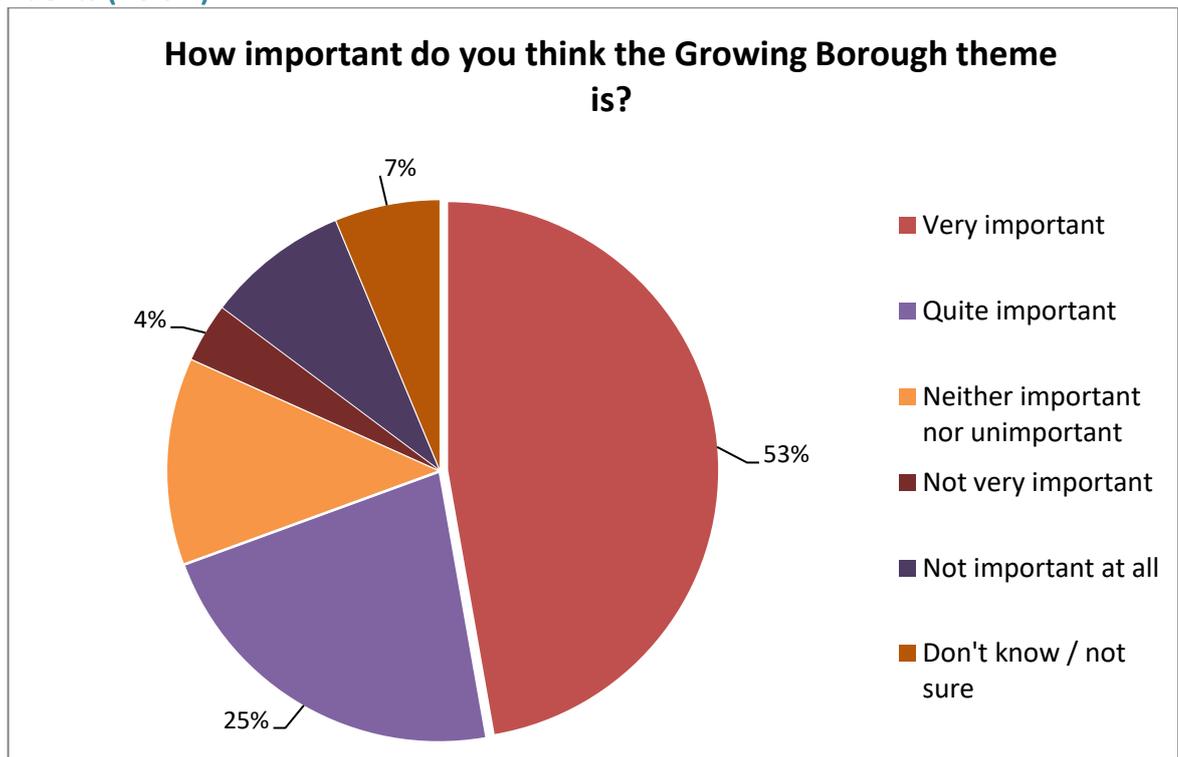
To increase the housing supply and deliver more homes people can afford, the council intends to identify more sites for housing of all tenures, including more homes across existing regeneration areas and in town centres, intensification of housing estates where appropriate, and delivering opportunities for affordable homes and build to rent housing.

We invited respondents to provide their views on the four objectives that comprise the Growing Borough theme. Overall, all four of these objectives are strongly supported, and, on

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average, 53% of respondents felt that the objectives underlying Growing Borough theme were very important, with a further 25% of respondents asserting that the objectives were quite important. By contrast, only 14% of respondents felt that the objectives underlying the Growing Borough theme are not very important or not at all important. Increasing the number of affordable homes and supporting a growing population in terms of their housing needs were the most strongly supported objectives, securing support from 84% and 81% of respondents respectively.

Figure 2.7: Graph illustrating the importance placed to the Growing Borough theme by respondents (Below)



Increase the supply of housing

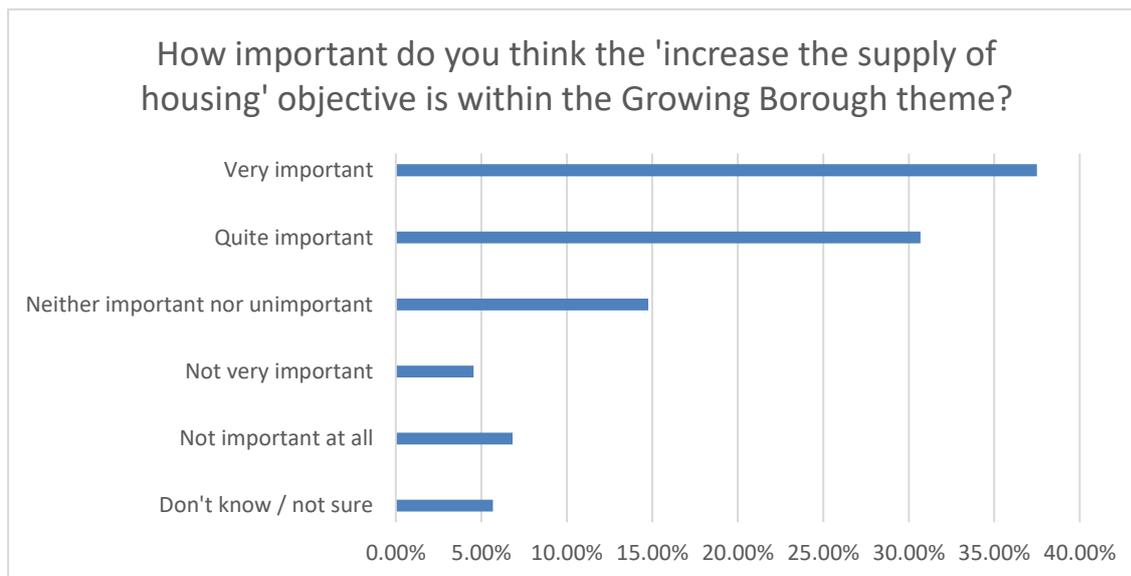
We invited respondents to provide their views on the 'increase the supply of housing' objective within the Growing Borough theme. The objective specifically sets out to 'Increase the supply of housing – with the delivery of most new homes to be in areas with better transport connections such as our town centres'. Overall, the objective received strong support from respondents, with 60 (68.18%) respondents rating an increase in the supply of housing as important to some extent, in contrast to 10 (11.37%) respondents who answered that the objective was not important.

Growth Strategy 2030

Figure 2.8: Table quantifying the extent to which respondents placed importance upon the 'increase the supply of housing' objective (Below)

| How important do you think the 'increase the supply of housing' objective is? | | |
|---|-------------|-----------|
| | % | Number |
| Very important | 37.50% | 33 |
| Quite important | 30.68% | 27 |
| Neither important nor unimportant | 14.77% | 13 |
| Not very important | 4.55% | 4 |
| Not important at all | 6.82% | 6 |
| Don't know / not sure | 5.68% | 5 |
| Total | 100% | 88 |

Figure 2.9: Graph illustrating the extent to which respondents placed importance upon the 'increase the supply of housing' objective (Below)



Deliver more homes that people can afford

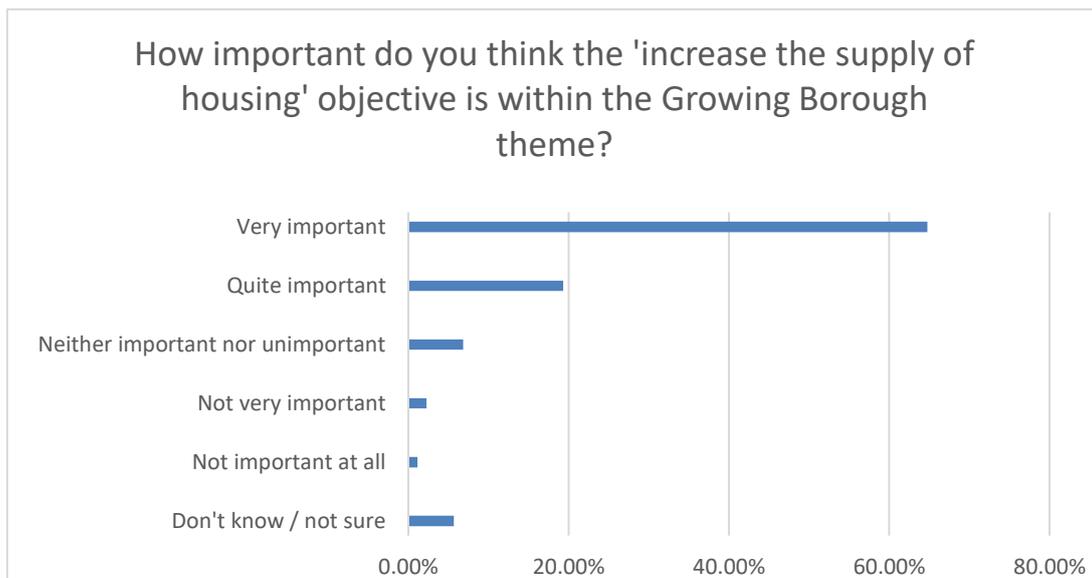
We invited respondents to provide their views on the 'deliver more homes that people can afford' objective within the Growing Borough theme. The objective specifically sets out to deliver more homes that people can afford – Including direct delivery of new affordable homes on council land and through our planning system. Overall, the objective received strong support from respondents, with 74 (84.09%) respondents rating an increase in the delivery of more affordable homes as important to some extent, in contrast to 3 (3.41%) respondents who answered that the objective was not important.

Growth Strategy 2030

Figure 2.10: Table quantifying the extent to which respondents placed importance upon the 'deliver more homes that people can afford' objective (Below)

| How important do you think the 'deliver more homes that people can afford' objective is? | | |
|--|-------------|-----------|
| | % | Number |
| Very important | 64.77% | 57 |
| Quite important | 19.32% | 17 |
| Neither important nor unimportant | 6.82% | 6 |
| Not very important | 2.27% | 2 |
| Not important at all | 1.14% | 1 |
| Don't know / not sure | 5.68% | 5 |
| Total | 100% | 88 |

Figure 2.11: Graph illustrating the extent to which respondents placed importance upon the 'deliver more homes that people can afford' objective (Below)



Support a growing older population in terms of their housing needs

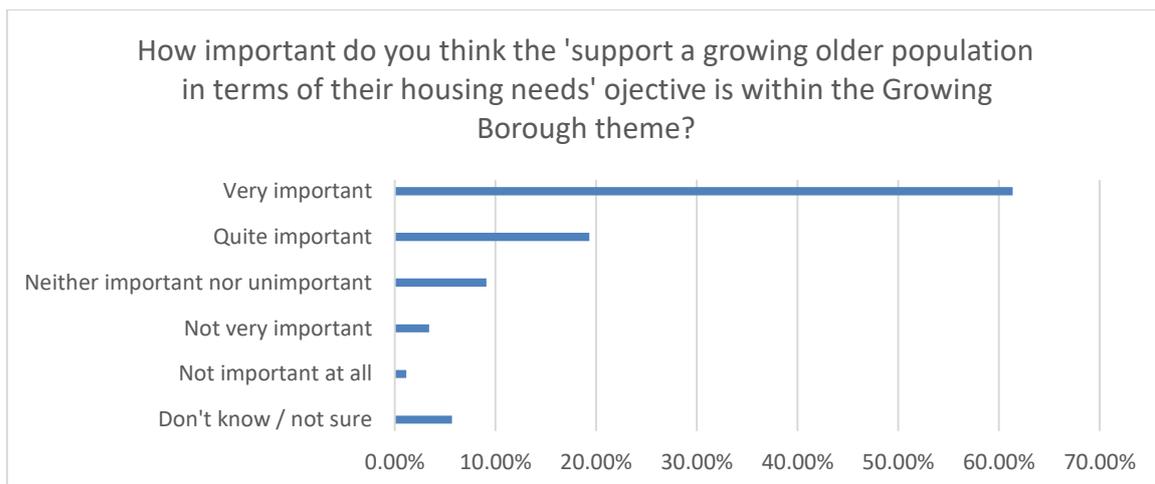
We invited respondents to provide their views on the 'support a growing older population in terms of their housing needs' objective within the Growing Borough theme. The objective specifically sets out the need to support our growing older population, by engaging with the market and supporting it to meet the needs of older people, including directly delivering new specialist housing that will enable people to live as independently as possible. Overall, the objective received strong support from respondents, with 71 (80.68%) respondents rating an increase in support for a growing older population in terms of their housing needs as important to some extent, in contrast to 4 (4.55%) respondents who answered that the objective was not important.

Growth Strategy 2030

Figure 2.12: Table quantifying the extent to which respondents placed importance upon the ‘support a growing older population in terms of their housing needs’ objective (Below)

| How important do you think the ‘support a growing older population in terms of their housing needs’ objective is? | | |
|---|-------------|-----------|
| | % | Number |
| Very important | 61.36% | 54 |
| Quite important | 19.32% | 17 |
| Neither important nor unimportant | 9.09% | 8 |
| Not very important | 3.41% | 3 |
| Not important at all | 1.14% | 1 |
| Don't know / not sure | 5.68% | 5 |
| Total | 100% | 88 |

Figure 2.13: Graph illustrating the extent to which respondents placed importance upon the ‘support a growing older population in terms of their housing needs’ objective (Below)



Deliver homes on public sector land

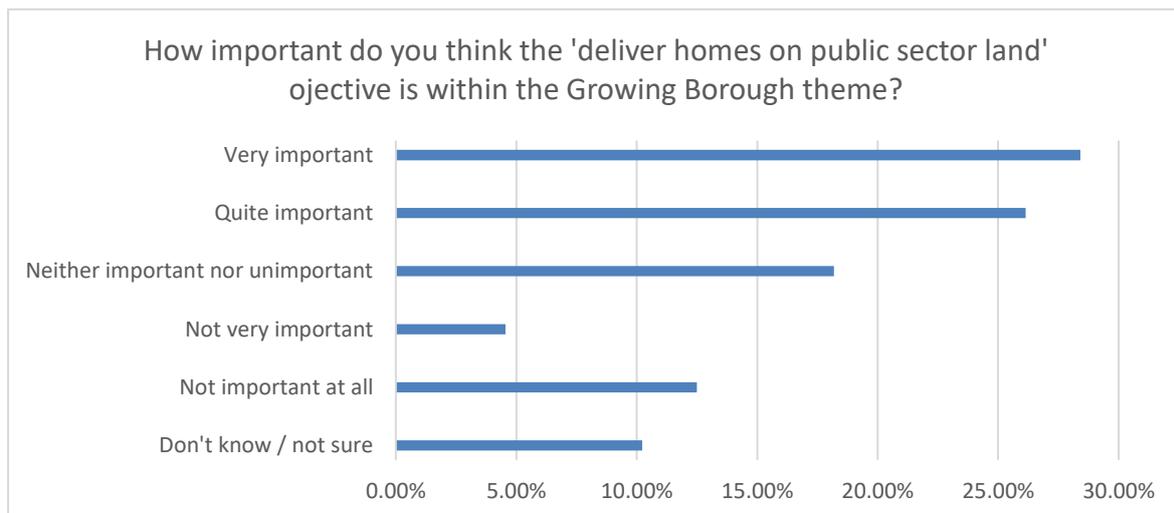
We invited respondents to provide their views on the ‘deliver homes on public sector land’ objective within the Growing Borough theme. The objective specifically sets out the need to deliver homes on public sector land, by working with our public-sector partners. Overall, the objective received support from respondents, with 28 (54.55%) respondents rating an increase in the delivery of homes on public sector land as important to some extent, in contrast to 15 (17.05%) respondents who answered that the objective was not important. 16 respondents also rated the objective as neither important nor unimportant.

Growth Strategy 2030

Figure 2.14: Table quantifying the extent to which respondents placed importance upon the 'deliver homes on public sector land' objective (Below)

| How important do you think the 'deliver homes on public sector land' objective is? | | |
|--|-------------|-----------|
| | % | Number |
| Very important | 28.41% | 25 |
| Quite important | 26.14% | 23 |
| Neither important nor unimportant | 18.18% | 16 |
| Not very important | 4.55% | 4 |
| Not important at all | 12.50% | 11 |
| Don't know / not sure | 10.23% | 9 |
| Total | 100% | 88 |

Figure 2.15: Graph illustrating the extent to which respondents placed importance upon the 'deliver homes on public sector land' objective (Below)



Views on the Growing Borough theme

We asked respondents for their views on the Growing Borough theme, to identify any comments on the objectives, any additional objectives relating to the theme, and the biggest challenge relating to this theme. Comments touched upon a myriad of additional objectives and challenges, evidenced in Appendix A, however affordable housing was the most salient issue raised, *“we believe affordability of housing should be treated as a priority”*. Indeed, this went further, with several respondents saying that housing needs to be affordable and multi-generational, with provision for older and younger generations; *“the nature of the supply of housing units needs to match the nature of the population - older people want flats and bungalows... families tend to want houses with gardens”*.

Respondents further commented that it should be possible to build housing that younger generations can afford, homes for families, and avoid destroying the character of the Borough, whilst keeping environmental issues at the forefront of plans; from including it in building work to looking at pollution.

Tensions between environmental emphasis and the demand for more parking provision, for example parking spaces within new builds, was visible. Although consensus was clear around the need to improve public transport hand in hand with increasing green initiatives; for example to help reduce air pollution respondents suggested *“[it’s] very important for buses to become electric instead of diesel”* and *“a green transport strategy [is required] including cycle lanes, electric charging points for cars and bikes, proper secure bike storage everywhere, [and] car sharing options”*.

Lastly, emphasis was placed on protecting businesses and developing them across Barnet, not just in the West. Further concern was also shared about the need to introduce more apprenticeships in the borough.

3.6 A Connected Borough

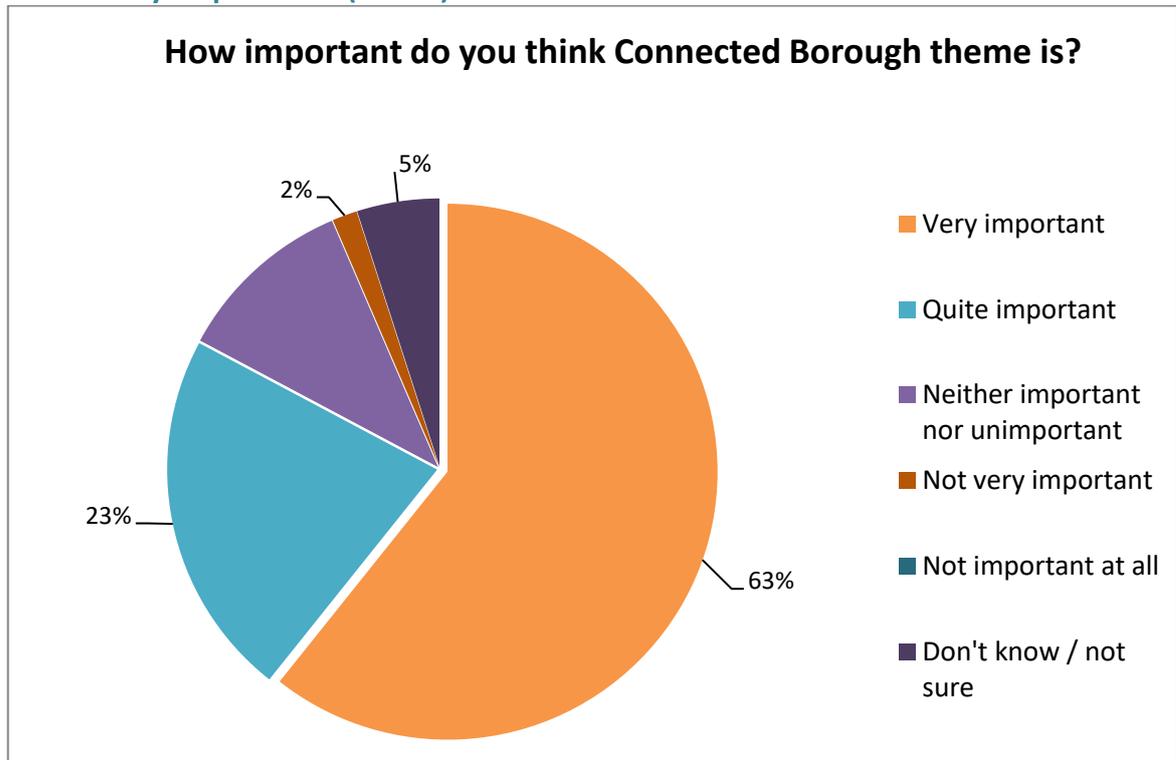
We need to keep Barnet moving, but London’s transport networks are congested, and future housing growth will not be possible without increases in capacity. Barnet is already building a new Thameslink station at Brent Cross West, and working to expand capacity at Colindale Underground Station. However, further accessibility and interchange improvements across the borough need to be sought, and particularly investment in ways to address public transport across the borough between rail lines and also to Cophall.

Healthier and more sustainable growth in Barnet is a shared goal. To deliver this will require investment in healthier streets design and the need to further explore how to reduce the dominance of the car relative to other modes of transport as roads must work for all users and ways of travelling and as the places where people live. In addition, we also view successful growth as reliant on access to high quality digital infrastructure that will ensure Barnet’s homes and workspaces keep pace with the changing economy.

We invited respondents to provide their views on the four objectives that comprise the Connected Borough theme. Overall, these objectives are strongly supported, and, on average, 63% of respondents felt that the objectives underlying the Connected Borough theme were very important, with a further 23% of respondents asserting that the objectives were quite important. By contrast, only 2% of respondents felt that the objectives underlying the Connected Borough theme were not very important or not at all important.

Individually, all four objectives were supported by our respondents, with enabling new and enhanced public transport connections and delivering a cleaner, greener, and more pleasant borough the most well supported objectives, which secured support from 86.91% and 85.72% of respondents respectively.

Figure 2.16: Graph illustrating the importance placed to the Connected Borough theme by respondents (Below)



Enable new and enhanced public transport connections

We invited respondents to provide their views on the 'enable new and enhanced public transport connections' objective within the Connected Borough theme. The objective specifically sets out to enable new and enhanced public transport connections, by improving orbital connectivity and interchange between rail lines, reducing congestion and improving transport accessibility. Overall, the objective received strong support from respondents, with 73 (86.91%) respondents rating the council enabling new and enhanced public transport connections as important to some extent, in contrast to 2 (2.38%) respondents who answered that the objective was not important.

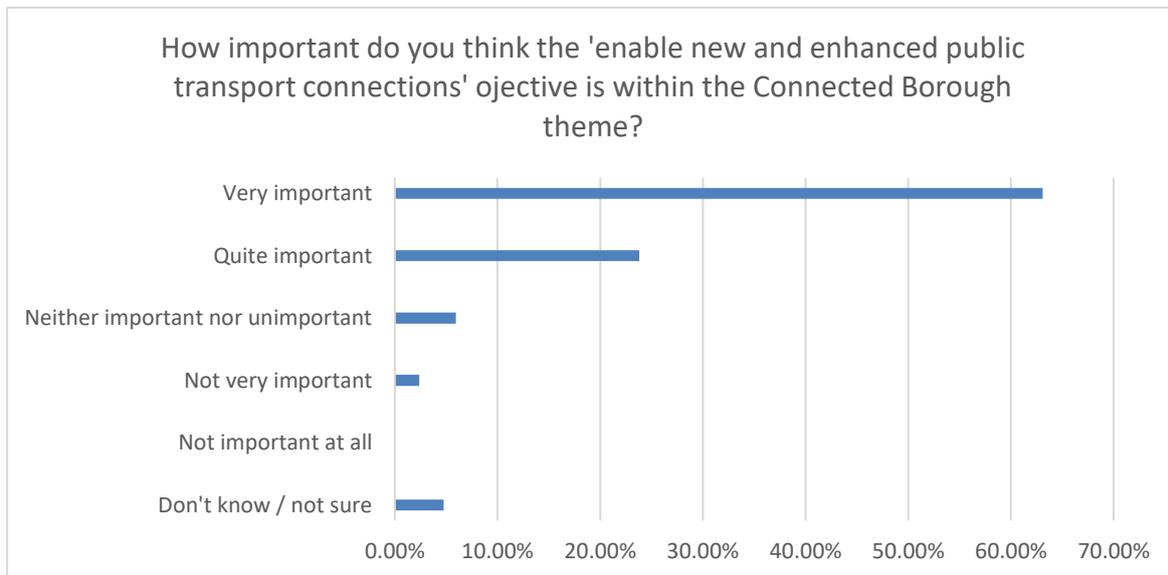
Figure 2.17: Table quantifying the extent to which respondents placed importance upon the 'enable new and enhanced public transport connections' objective (Below)

| How important do you think the 'enable new and enhanced public transport connections' objective is? | | |
|---|--------|--------|
| | % | Number |
| Very important | 63.10% | 53 |
| Quite important | 23.81% | 20 |
| Neither important nor unimportant | 5.95% | 5 |
| Not very important | 2.38% | 2 |

Growth Strategy 2030

| | | |
|-----------------------|-------------|-----------|
| Not important at all | 0% | 0 |
| Don't know / not sure | 4.76% | 4 |
| Total | 100% | 84 |

Figure 2.18: Graph illustrating the extent to which respondents placed importance upon the 'enable new and enhanced public transport connections' objective (Below)



Deliver healthier street design to support all forms of travel

We invited respondents to provide their views on the 'deliver healthier street design to support all forms of travel' objective within the Connected Borough theme. The objective specifically sets out to respond to demographic and cultural changes to enhance travel choices, promote active travel and improve safety. Overall, the objective received strong support from respondents, with 64 (76%) respondents rating the council delivering healthier street design to support all forms of travel as important to some extent, in contrast to 5 (6%) respondents answering that the objective was not important.

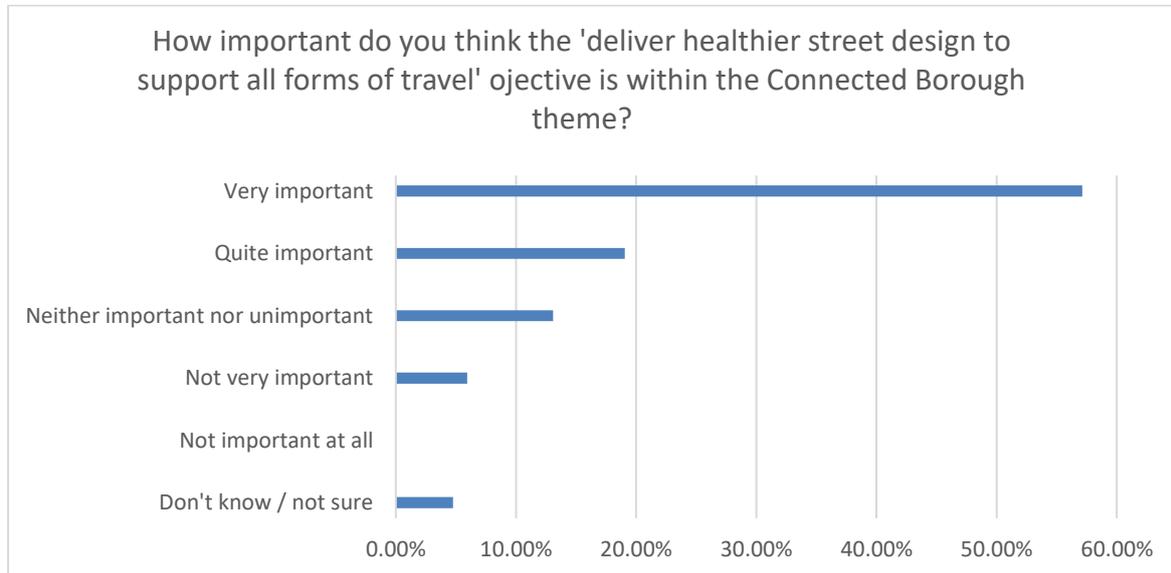
Figure 2.19: Table quantifying the extent to which respondents placed importance upon the 'deliver healthier street design to support all forms of travel' objective (Below)

| How important do you think the 'deliver healthier street design to support all forms of travel' objective is? | | |
|---|--------|--------|
| | % | Number |
| Very important | 57.14% | 48 |
| Quite important | 19.05% | 16 |
| Neither important nor unimportant | 13.10% | 11 |
| Not very important | 5.95% | 5 |
| Not important at all | 0% | 0 |

Growth Strategy 2030

| | | |
|-----------------------|-------------|-----------|
| Don't know / not sure | 4.76% | 4 |
| Total | 100% | 84 |

Figure 2.20: Graph illustrating the extent to which respondents placed importance upon the 'deliver healthier street design to support all forms of travel' objective (Below)



Deliver a cleaner, greener and more pleasant borough

We invited respondents to provide their views on the 'deliver a cleaner, greener and more pleasant borough' objective within the Connected Borough theme. The objective specifically sets out to reduce congestion and improve air quality by encouraging the use of more sustainable forms of transport and supporting the transition to autonomous vehicles, electric vehicles and other technologies as they emerge. Overall, the objective received strong support from respondents, with 74 (85.72%) respondents rating the council delivering a cleaner, greener and more pleasant borough as important to some extent, in contrast to 0 respondents who answered that the objective was not important.

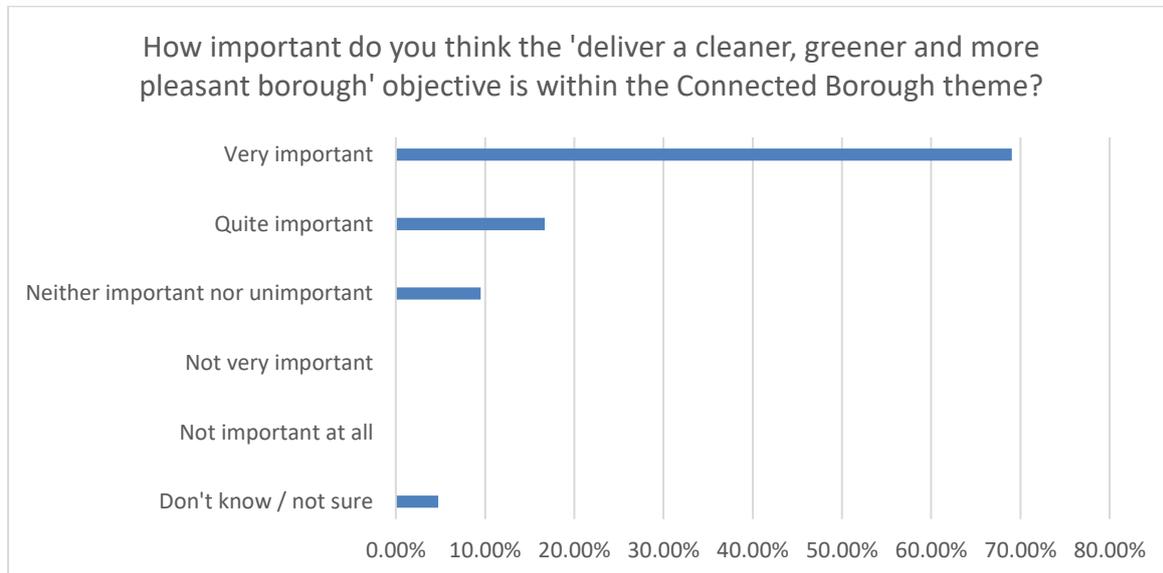
Figure 2.21: Table quantifying the extent to which respondents placed importance upon the 'deliver a cleaner, greener, and more pleasant borough' objective (Below)

| How important do you think the 'deliver a cleaner, greener and more pleasant borough' objective is? | | |
|---|--------|--------|
| | % | Number |
| Very important | 69.05% | 58 |
| Quite important | 16.67% | 14 |
| Neither important nor unimportant | 9.52% | 8 |
| Not very important | 0% | 0 |
| Not important at all | 0% | 0 |

Growth Strategy 2030

| | | |
|-----------------------|-------------|-----------|
| Don't know / not sure | 4.76% | 4 |
| Total | 100% | 84 |

Figure 2.22: Graph illustrating the extent to which respondents placed importance upon the 'deliver a cleaner, greener, and more pleasant borough' objective (Below)



Implement state-of-the-art digital infrastructure

We invited respondents to provide their views on the 'implement state-of-the-art digital infrastructure' objective within the Connected Borough theme. The objective specifically sets out working with public and private sector partners to incorporate digital infrastructure into regeneration schemes, council assets and where local employers need it, such as across our town centres. Overall, the objective received strong support from respondents, with 63 (75%) respondents rating the council implementing state-of-the-art digital infrastructure as important to some extent, in contrast to 3 (3.57%) respondents who answered that the objective was not important.

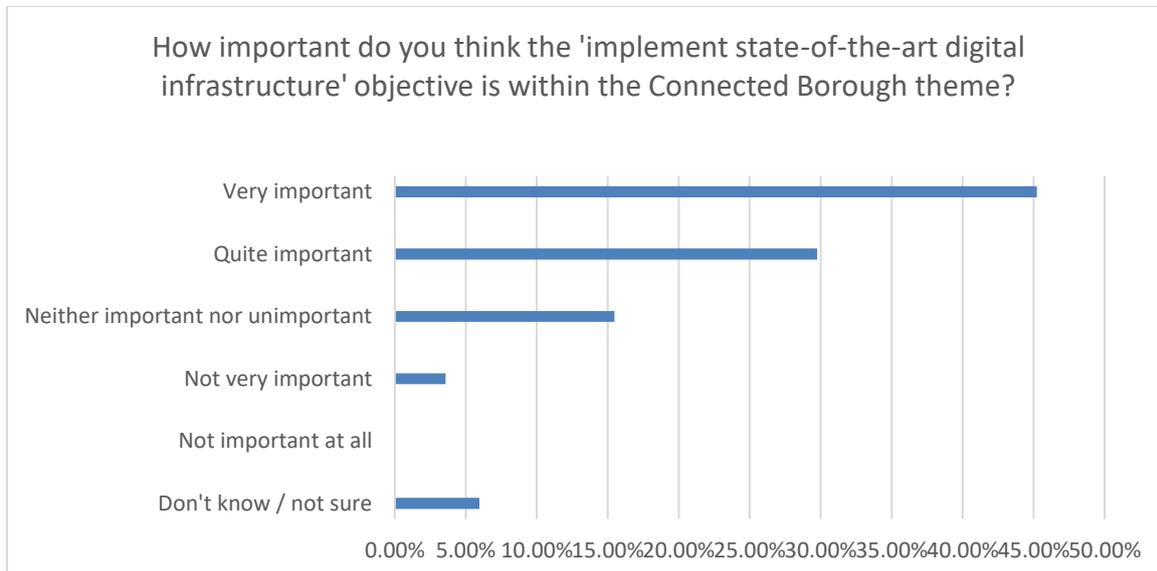
Figure 2.23: Table quantifying the extent to which respondents placed importance upon the 'implement state-of-the-art digital infrastructure' objective (Below)

| How important do you think the 'implement state-of-the-art digital infrastructure' objective is? | | |
|--|--------|--------|
| | % | Number |
| Very important | 45.24% | 38 |
| Quite important | 29.76% | 25 |
| Neither important nor unimportant | 15.48% | 13 |
| Not very important | 3.57% | 3 |
| Not important at all | 0% | 0 |
| Don't know / not sure | 5.95% | 5 |

Growth Strategy 2030

| | | |
|-------|------|----|
| Total | 100% | 84 |
|-------|------|----|

Figure 2.24: Graph illustrating the extent to which respondents placed importance upon the 'implement state-of-the-art digital infrastructure' objective (Below)



Views on the Connected Borough theme

We asked respondents for their views on the Connected Borough theme, and to identify any comments around additional objectives surrounding the theme, in addition to the biggest challenge facing the theme. Comments alluded to a few additional objectives and challenges, evidenced in Appendix A, however broadly improved connections within the borough, and encouraging active forms of transport were the most prominent issues raised and these are covered by the existing objectives. The main area of concern seemed to be orbital connections and improving these to allow for easier access from west to east and vice versa.

Comments also touched upon improvement to roads to address air pollution and the quality of the roads, people emphasised that we must have infrastructure to support a growing population; *“as regeneration occurs, public transport must keep up to ensure the borough supports commuters”*. Securing sufficient and reliable public transport provision across the borough is critical to encouraging people to consider alternatives to the car, in addition to facilitating cycling and walking to be safer methods of transportation. As one respondent commented, *“encouraging a modal shift to cycling, e-bikes and public transport is the biggest challenge... much more investment in cycling infrastructure should be undertaken”*.

3.7 An Entrepreneurial Borough

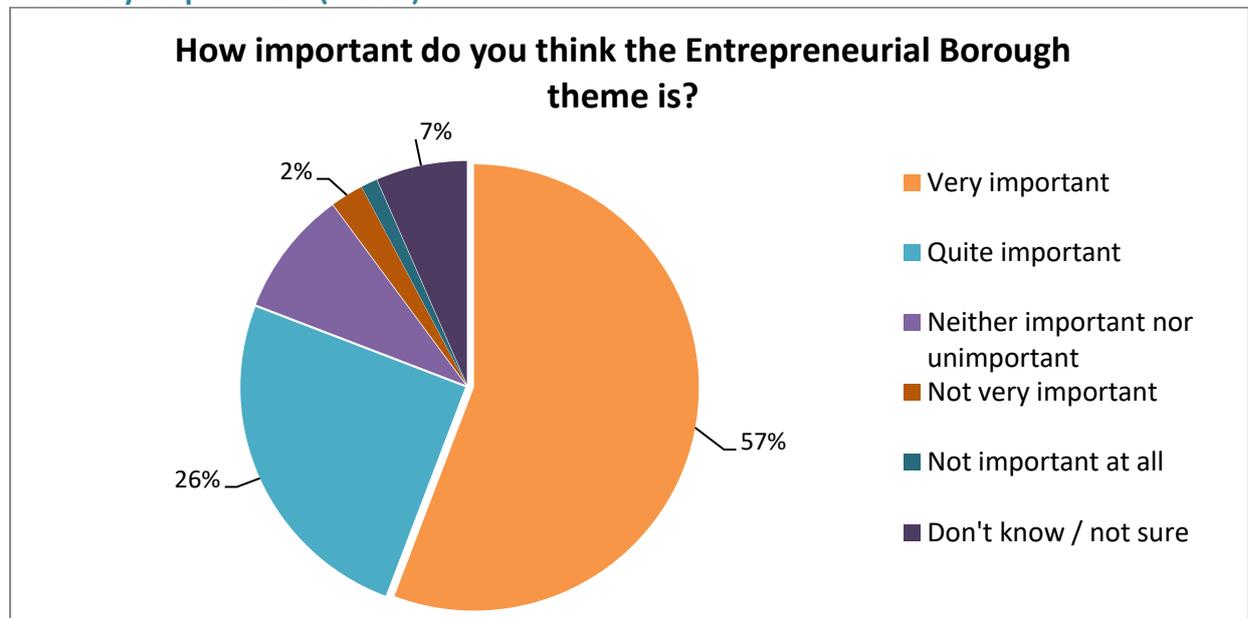
Barnet has the most businesses of any Outer London borough. We will support them to thrive and will make Barnet the best place to be a small business in London; meaning

we will respond to challenges including, accessing talent, providing flexible workspace for modern working practices, and addressing the shortage of space for small businesses to grow. We will ensure a better coordinated approach to services for businesses, and target support at maximising the potential benefits from growing economic sectors.

Having a workforce with the right skills is an essential ingredient for economic growth. We will work in partnership with education providers and work programmes to ensure they meet the needs of employers. We will ensure those who live or study locally have opportunities to develop the skills that the market demands - today and into the future.

We invited respondents to provide their views on the four objectives that comprise the Entrepreneurial Borough theme. Overall, these objectives are strongly supported, and, on average, 57% of respondents felt that the objectives underlying the Entrepreneurial Borough theme were very important, with a further 26% of respondents asserting that the objectives were quite important. By contrast, 2% of respondents felt that the objectives underlying the Entrepreneurial Borough theme are not very important, and 1% of respondents who felt that the theme was not at all important. Individually, all four objectives were supported by our respondents, with ensuring the council delivers its services in a way that supports businesses and creating job and skills development opportunities for local people the most well supported objectives, which each secured support of 82.93% of respondents.

Figure 2.25: Graph illustrating the importance placed to the Entrepreneurial Borough theme by respondents (below)



Ensure the council delivers its services in a way that supports businesses

We invited respondents to provide their views on 'ensuring the council delivers its services in a way that supports businesses' objective within the Entrepreneurial Borough theme. The objective specifically sets out to ensure that business focused services are delivered in a

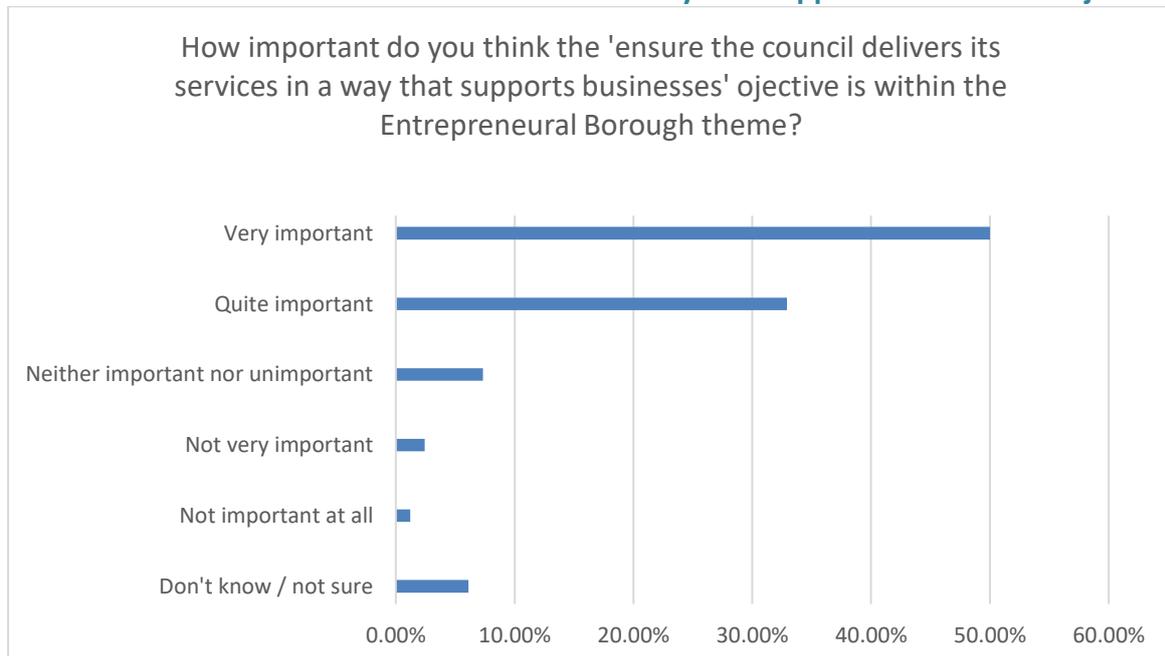
Growth Strategy 2030

streamlined way that supports businesses across the borough. Overall, the objective received strong support from respondents, with 68 (82.93%) respondents rating the council delivering its services in a way that supports businesses as important to some extent, in contrast to 3 (3.66%) respondents who answered that the objective was not important.

Figure 2.26: Table quantifying the extent to which respondents placed importance upon the 'ensure the council delivers its services in a way that supports businesses' objective

| How important do you think the 'ensure the council delivers its services in a way that supports business' objective is? | | |
|---|-------------|-----------|
| | % | Number |
| Very important | 50% | 41 |
| Quite important | 32.93% | 27 |
| Neither important nor unimportant | 7.32% | 6 |
| Not very important | 2.44% | 2 |
| Not important at all | 1.22% | 1 |
| Don't know / not sure | 6.10% | 5 |
| Total | 100% | 82 |

Figure 2.27: Graph illustrating the extent to which respondents placed importance upon the 'ensure the council delivers its services in a way that supports businesses' objective



Identify and support growing sectors across the borough

We invited respondents to provide their views on 'identifying and supporting growing sectors across the borough' objective within the Entrepreneurial Borough theme. The objective specifically sets out providing targeted support for existing and new businesses in partnership with Higher and Further Education institutions, in addition to working with our inward investment partners to attract new business and investment to complement the borough's

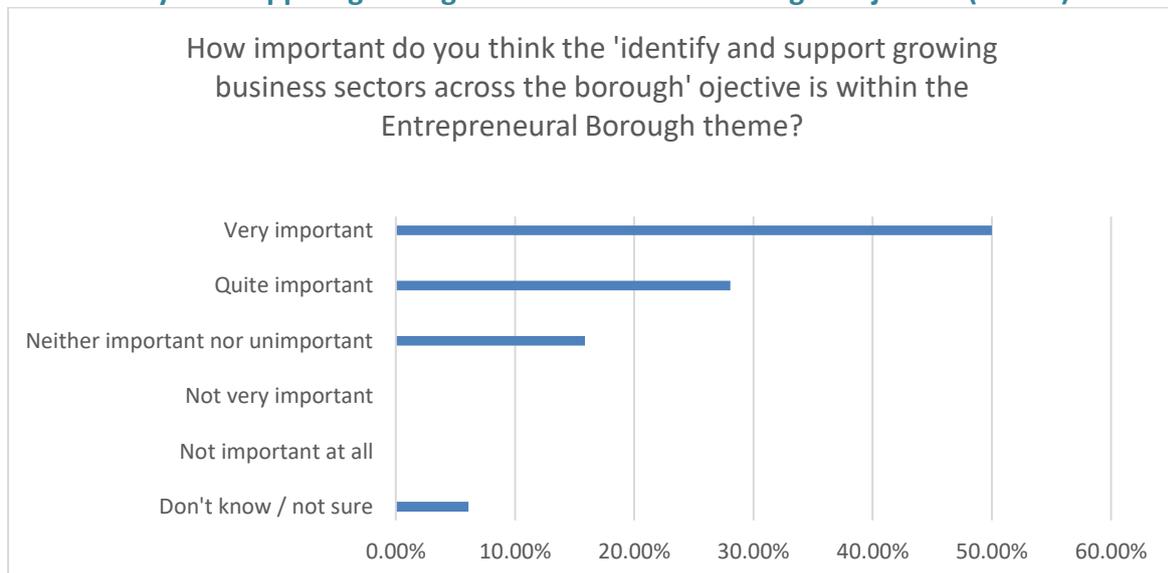
Growth Strategy 2030

existing economic strengths. Overall, the objective received strong support from respondents, with 64 (78.05%) respondents rating the identification and support for growing business sectors across the borough as important to some extent, in contrast to 0 respondents who answered that the objective was not important.

Figure 2.28: Table quantifying the extent to which respondents placed importance upon the 'identify and support growing sectors across the borough' objective (Below)

| How important do you think the 'identify and support growing business sectors across the borough' objective is? | | |
|---|-------------|-----------|
| | % | Number |
| Very important | 50% | 41 |
| Quite important | 28.05% | 23 |
| Neither important nor unimportant | 15.85% | 13 |
| Not very important | 0% | 0 |
| Not important at all | 0% | 0 |
| Don't know / not sure | 6.10% | 5 |
| Total | 100% | 82 |

Figure 2.29: Graph illustrating the extent to which respondents placed importance upon the 'identify and support growing sectors across the borough' objective (Below)



Create job and skills development opportunities for local people

We invited respondents to provide their views on 'creating job and skills development opportunities for local people' objective within the Entrepreneurial Borough theme. The objective specifically sets out working with partners to identify and support those furthest from employment to find work, in addition to leverage growth and development to create job opportunities and skills development for local people, particularly people

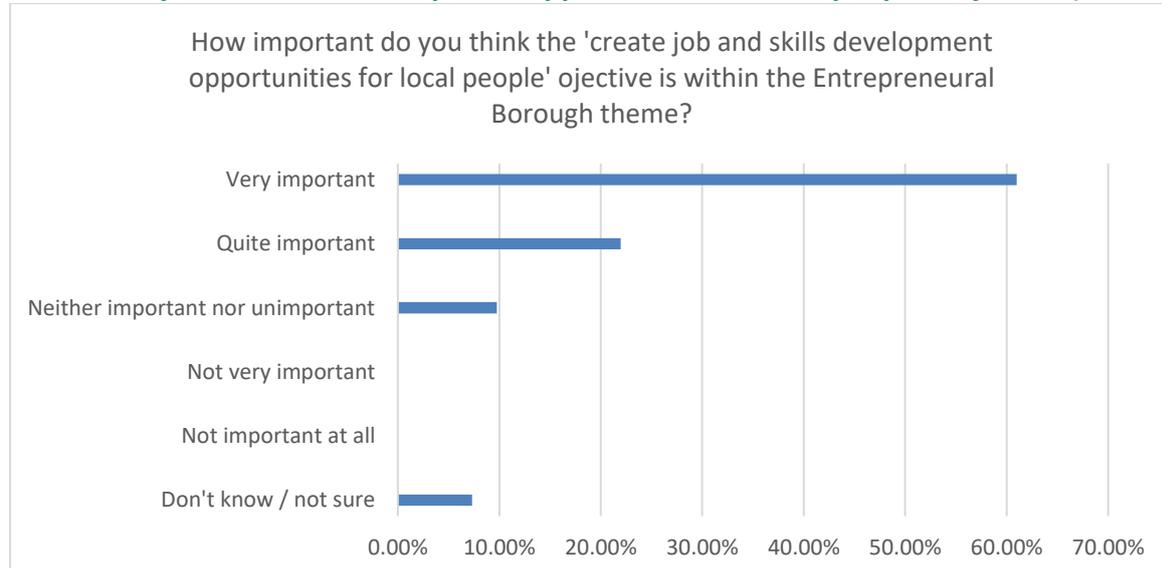
Growth Strategy 2030

from marginalised communities and young people not in education, employment or training. Overall, the objective received strong support from respondents, with 68 (82.93%) respondents rating the creation of job and skills development opportunities for local people as important to some extent, in contrast to 0 respondents who answered that the objective was not important.

Figure 2.30: Table quantifying the extent to which respondents placed importance upon the 'create job and skills development opportunities for local people' objective (Below)

| How important do you think the 'create job and skills development opportunities' objective is? | | |
|--|-------------|-----------|
| | % | Number |
| Very important | 60.98% | 50 |
| Quite important | 21.95% | 18 |
| Neither important nor unimportant | 9.76% | 8 |
| Not very important | 0% | 0 |
| Not important at all | 0% | 0 |
| Don't know / not sure | 7.32% | 5 |
| Total | 100% | 82 |

Figure 2.31: Graph illustrating the extent to which respondents placed importance upon the 'create job and skills development opportunities for local people' objective (Below)



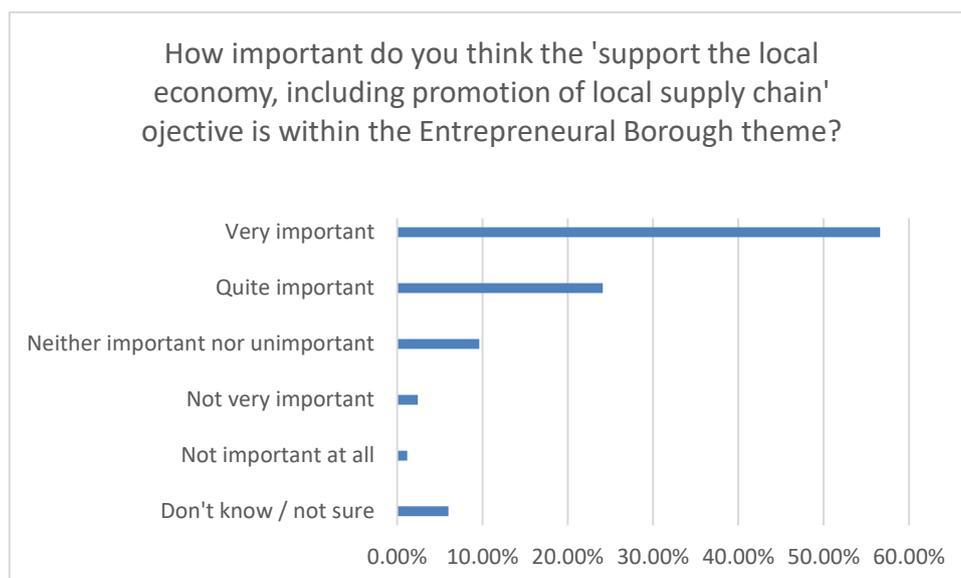
Support the local economy, including promotion of local supply chains

We invited respondents to provide their views on 'supporting the local economy, including the promotion of local supply chains objective within the Entrepreneurial Borough theme. The objective specifically sets out promoting local supply chain opportunities through development, and across public sector partners. Overall, the objective received strong support from respondents, with 67 (80.73%) respondents rating an increase in support of the local economy as important to some extent, in contrast to 3 (3.61%) respondents who answered that the objective was not important.

Figure 2.32: Table quantifying the extent to which respondents placed importance upon the 'support the local economy, including promotion of local supply chain' objective

| How important do you think the 'support the local economy, including promotion of local supply chain' objective is? | | |
|---|-------------|-----------|
| | % | Number |
| Very important | 56.63% | 47 |
| Quite important | 24.10% | 20 |
| Neither important nor unimportant | 9.64% | 8 |
| Not very important | 2.41% | 2 |
| Not important at all | 1.20% | 1 |
| Don't know / not sure | 6.02% | 5 |
| Total | 100% | 83 |

Figure 2.33: Graph illustrating the extent to which respondents placed importance upon the 'support the local economy, including promotion of local supply chain' objective



Views on the Entrepreneurial Borough theme

We asked respondents for their views on the Entrepreneurial Borough theme, and to identify any comments around additional objectives surrounding the theme, in addition to the biggest challenge facing the theme. Feedback focused on practical support for businesses and skills development for young people.

Practical support ranged from better communication to space for small businesses including studios for creative industries. Creation of more flexible business spaces was said to enable micro-businesses to become more successful. Comments also addressed the affordability of

space, for example *“we would like to see a stronger emphasis on the affordability and spread in locations of these spaces, as cost of working space is a high barrier to business in West London, particularly for microbusinesses”*. Two further comments related to practical support for businesses were the request that the Council ensure parking restrictions do not limit people from being able to work flexibly across the borough, recognising that some small businesses necessarily must use a car, and the request for a reduction in business rates.

In terms of skills, another key message related to greater opportunities for young people to start a career in the borough; stronger focus on apprenticeships and other methods of early employment was suggested as *“ensuring adequate employment opportunities, space and training to support upskill is vital”*.

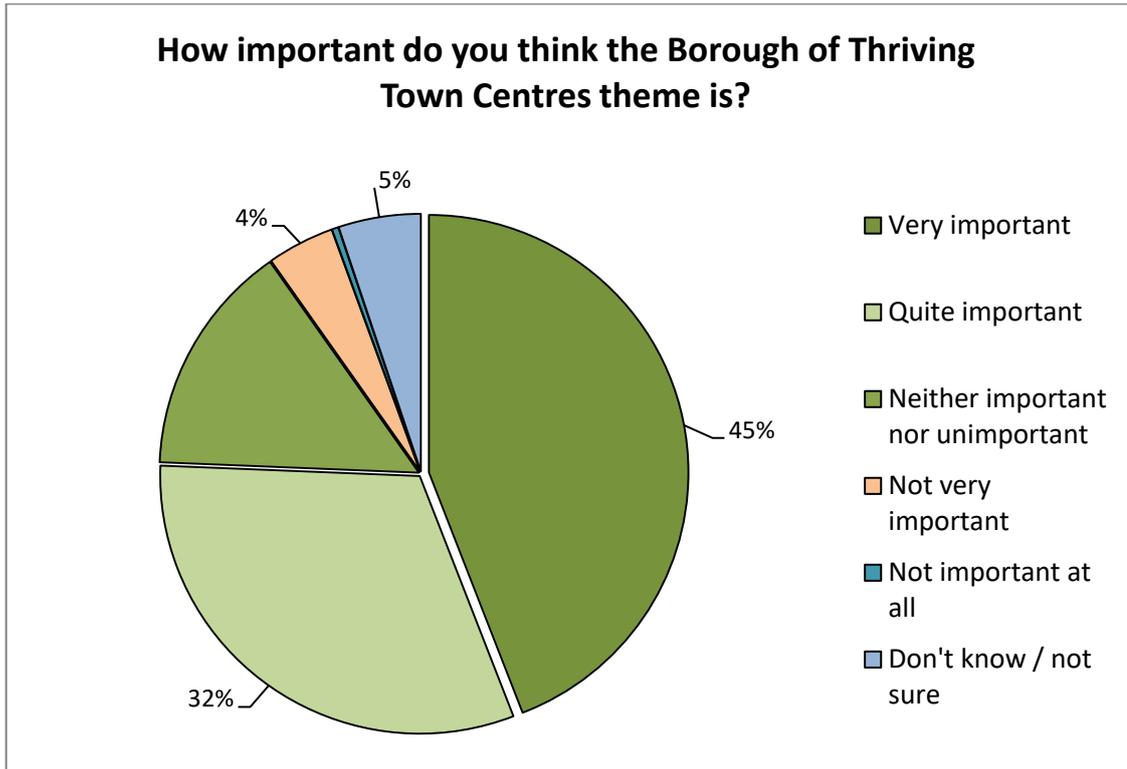
3.8 A Borough of Thriving Town Centres

Barnet has 30 high streets and town centres, yet changes in shopping habits mean there is a need to diversify the role of town centres so that they become social and community hubs as well as economic centres supported by housing. The council will work with local partners to better define and build upon our town centre identities and their distinctive qualities; we hope to use this understanding to better promote their value.

The council will also provide more coordinated and joined-up services to address issues such as waste collections, street cleansing, planning enforcement, licensing and anti-social behaviour. In parallel we will seek to maximise local creative potential for our high streets, deliver new workspace and help to grow the leisure offer and evening economy.

We invited respondents to provide their views on the four objectives that comprise the Borough of Thriving Town Centres theme. Overall, these objectives are strongly supported, and, on average, 45% of respondents felt that the objectives underlying the Borough of Thriving Town Centres theme were very important, with a further 32% of respondents asserting that the objectives were quite important. By contrast, 4% of respondents felt that the objectives underlying the Borough of Thriving Town Centres theme are not very important, and 0% of respondents who felt that the theme was not at all important. Individually, all four objectives were supported by our respondents, with supporting the strengthened identity and diversification of town centres and supporting joined-up service delivery across the council for healthier high streets the most well supported objectives, which secured support from 79.52% and 80.73% of respondents respectively.

Figure 2.34: Graph illustrating the importance placed to the Borough of Thriving Town Centres theme by respondents (below)



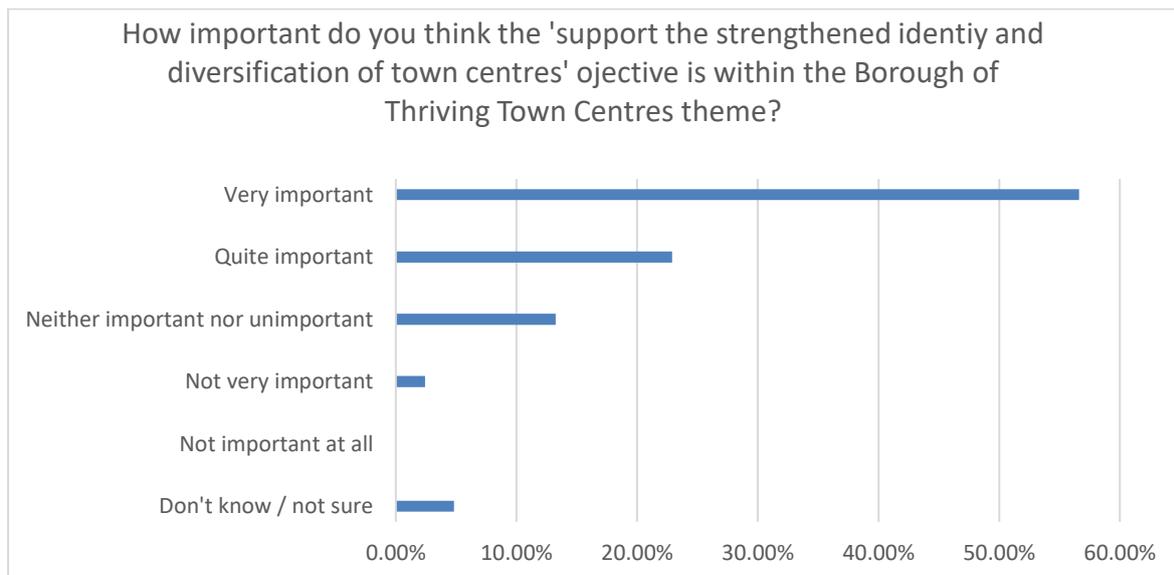
Support the strengthened identity and diversification of town centres

We invited respondents to provide their views on 'supporting the strengthened identity and diversification of town centres' objective within the Borough of Thriving Town Centres theme. The objective specifically sets out engaging with and supporting businesses and property owners to deliver an improved mix of town centre uses, including homes, workspace, leisure and community facilities, in addition to working with Town Teams to promote and celebrate the characteristics of the borough's town centres. Overall, the objective received strong support from respondents, with 66 (79.52%) respondents rating the strengthened identity and diversification of town centres as important to some extent, in contrast to 2 (2.41%) respondents who answered that the objective was not important.

Figure 2.35: Table quantifying the extent to which respondents placed importance upon the ‘support the strengthened identity and diversification of town centres’ objective.

| How important do you think the ‘support the strengthened identity and diversification of town centres’ objective is? | | |
|--|-------------|-----------|
| | % | Number |
| Very important | 56.63% | 47 |
| Quite important | 22.89% | 19 |
| Neither important nor unimportant | 13.25% | 11 |
| Not very important | 2.41% | 2 |
| Not important at all | 0% | 0 |
| Don't know / not sure | 4.82% | 4 |
| Total | 100% | 83 |

Figure 2.36: Graph illustrating the extent to which respondents placed importance upon the ‘support the strengthened identity and diversification of town centres’ objective



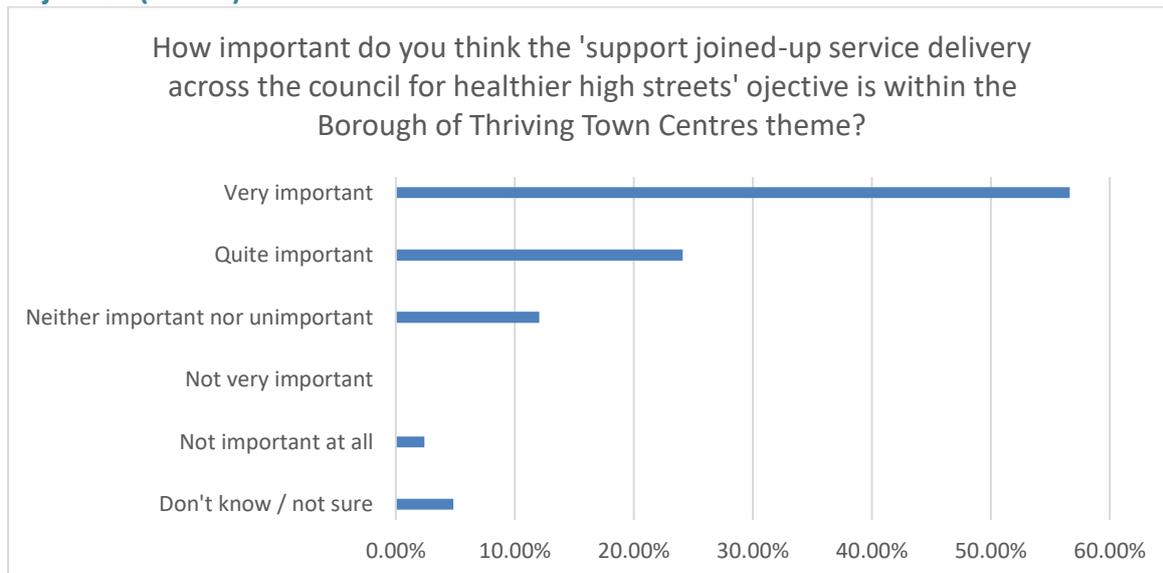
Support joined-up service delivery across the council for healthier high streets

We invited respondents to provide their views on ‘supporting joined-up service delivery across the council for healthier high streets’ objective within the Borough of Thriving Town Centres theme. The objective specifically sets out ensuring we provide more coordinated services across the council, to address issues such as planning enforcement, anti-social behaviour, licensing, street cleansing, waste collection and parking, in addition to ensuring we plan our high streets around health and wellbeing. Overall, the objective received strong support from respondents, with 67 (80.73%) respondents rating an increase in joined-up service delivery across the council for healthier high streets as important to some extent, in contrast to 2 (2.41%) respondents who answered that the objective was not important.

Figure 2.37: Table quantifying the extent to which respondents placed importance upon the ‘support joined-up service delivery across the council for healthier high streets’ objective (Below)

| How important do you think the ‘support the joined-up service delivery across the council for healthier high streets’ objective is? | | |
|---|-------------|-----------|
| | % | Number |
| Very important | 56.63% | 47 |
| Quite important | 24.10% | 20 |
| Neither important nor unimportant | 12.05% | 10 |
| Not very important | 0% | 0 |
| Not important at all | 2.41% | 2 |
| Don't know / not sure | 4.82% | 4 |
| Total | 100% | 83 |

Figure 2.38: Graph illustrating the extent to which respondents placed importance upon the ‘support joined-up service delivery across the council for healthier high streets’ objective (Below)



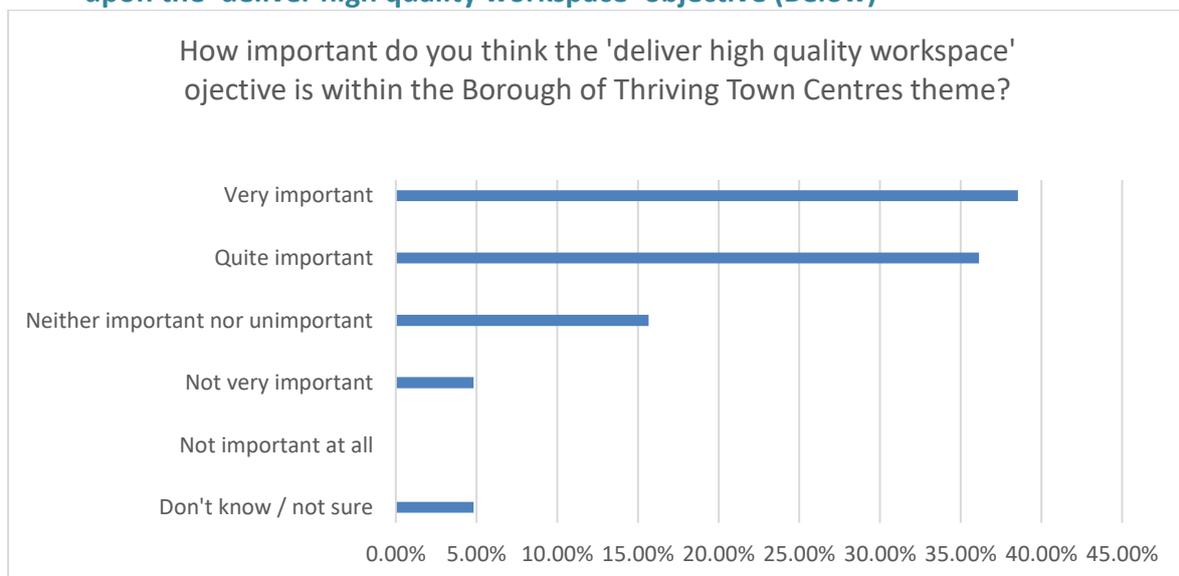
Deliver high quality workspace

We invited respondents to provide their views on ‘delivering high quality workspace’ objective within the Borough of Thriving Town Centres theme. The objective specifically sets out leveraging council assets and development sites to support delivery of high quality workspace that targets strategically important sectors for the borough – both new and existing businesses. Overall, the objective received strong support from respondents, with 62 (74.69%) respondents rating the delivery of high-quality workspace as important to some extent, in contrast to 4 (4.82%) respondents who answered that the objective was not important.

Figure 2.39: Table quantifying the extent to which respondents placed importance upon the 'deliver high quality workspace' objective (Below)

| How important do you think the 'deliver high quality workspace' objective is? | | |
|---|-------------|-----------|
| | % | Number |
| Very important | 38.55% | 32 |
| Quite important | 36.14% | 30 |
| Neither important nor unimportant | 15.66% | 13 |
| Not very important | 4.82% | 4 |
| Not important at all | 0% | 0 |
| Don't know / not sure | 4.82% | 4 |
| Total | 100% | 83 |

Figure 2.40: Graph illustrating the extent to which respondents placed importance upon the 'deliver high quality workspace' objective (Below)



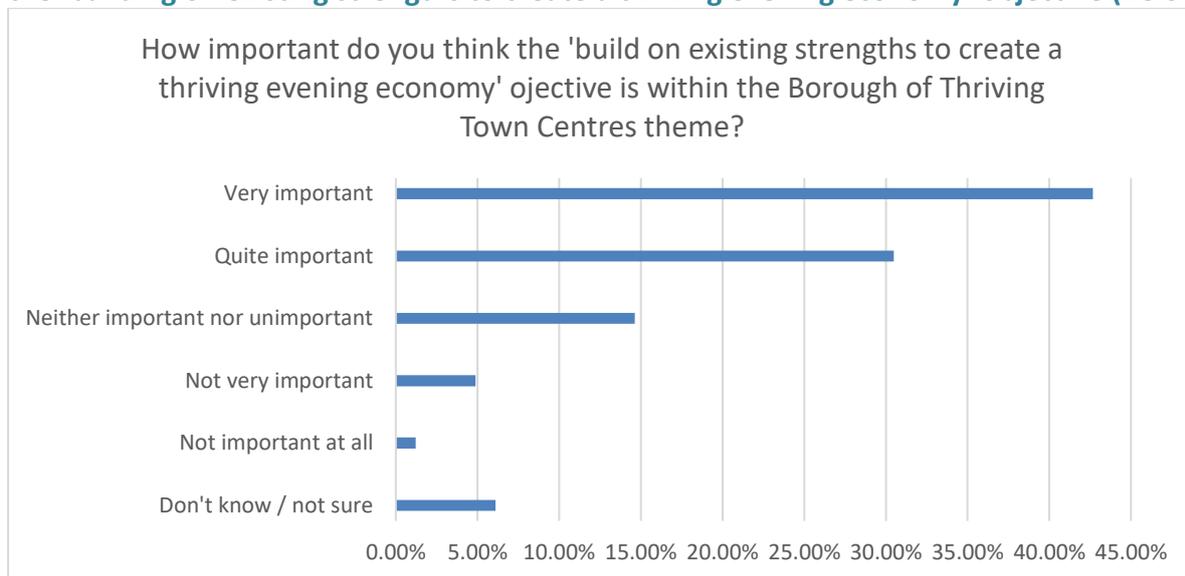
Build on existing strengths to create a thriving evening economy

We invited respondents to provide their views on 'building on existing strengths to create a thriving evening economy' objective within the Borough of Thriving Town Centres theme. The objective specifically sets out maximising the creative potential from growing the leisure offer and evening economy to enhance the range and quality of local food and drink, heritage, culture and arts on offer. Overall, the objective received strong support from respondents, with 60 (73.17%) respondents rating building on existing strengths to create a thriving evening economy as important to some extent, in contrast to 5 (6%) respondents who answered that the objective was not important.

Figure 2.41: Table quantifying the extent to which respondents placed importance upon the 'build on existing strengths to create a thriving evening economy' objective (Below)

| How important do you think the 'build on existing strengths to create a thriving evening economy' objective is? | | |
|---|-------------|-----------|
| | % | Number |
| Very important | 42.68% | 35 |
| Quite important | 30.49% | 25 |
| Neither important nor unimportant | 14.63% | 12 |
| Not very important | 4.88% | 4 |
| Not important at all | 1.22% | 1 |
| Don't know / not sure | 6.10% | 5 |
| Total | 100% | 82 |

Figure 2.42: Graph illustrating the extent to which respondents placed importance upon the 'building on existing strengths to create a thriving evening economy' objective (Below)



Views on the Borough of Thriving Town Centres theme

We asked respondents for their views on the Borough of Thriving Town Centres theme, and to identify any comments around additional objectives surrounding the theme, in addition to the biggest challenge facing the theme. Feedback focused on the evening economy and broader revitalisation of the high streets, as well as the preservation of buildings.

There was consensus amongst respondents that the introduction of a thriving evening economy in Barnet would require careful management to be mindful of anti-social behaviour; for example *“a thriving evening economy must not come at the expense of peace and security for residents”*. Yet, comments recognised that it would be beneficial to attract younger people to stay in Barnet if there was a stronger evening economy, including *“the night-time economy should be a key driver of growth... attracting young professionals to the area and keeping money spent within the borough”*. Furthermore, the cultural importance of a night-time

economy was highlighted *“evening economies are important as cultural venues, helping to strengthen networks, and create new identities for areas”*. Overall comments reflect a desire to rejuvenate the high streets with new businesses, shops and different kinds of work space.

In addition, it should be noted that comments included reference to *“making it cost effective for businesses to want to be on the high streets and also for patrons to actually visit them”*, highlighting business rates, regulations and car parking as relevant issues.

3.9 A Great Borough to Live In and Visit

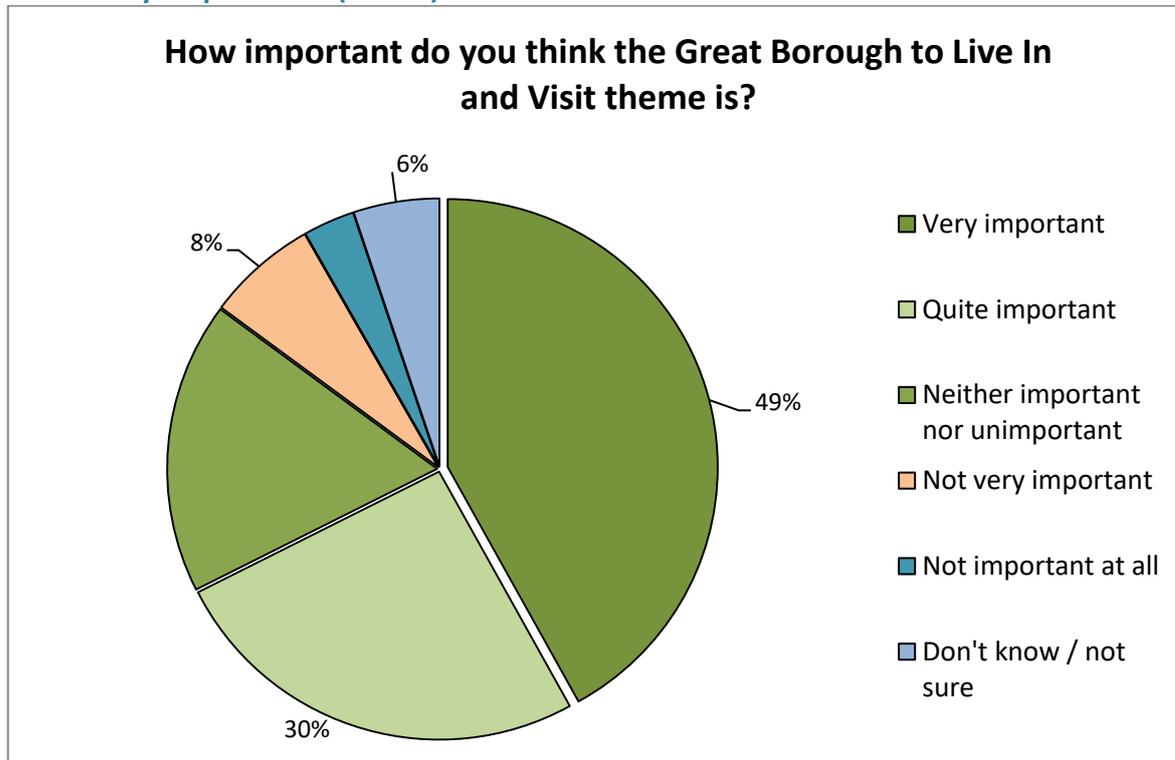
Barnet is a family-friendly borough where children, young people and adults all have the chance to enrich their lives. To ensure Barnet remains a pleasant and well-maintained place to live whilst accommodating future growth, the council will ensure delivery of the schools, health and community facilities needed to support new and existing populations.

The council will seek to ensure the potential from growth is maximised and that Barnet becomes an even better-known place to visit. Brent Cross will become a cultural and leisure destination of national significance, and by improving the quality of our open spaces, we will see delivery of new regional leisure destinations, and contribute to the creation of a regional park that celebrates a greener, healthier and wilder Barnet.

We invited respondents to provide their views on the five objectives that comprise the Great Borough to Live in and Visit theme. Overall, these objectives are strongly supported, and, on average, 49% of respondents felt that the objectives underlying the Borough of Thriving Town Centres theme were very important, with a further 30% of respondents asserting that the objectives were quite important. By contrast, 8% of respondents felt that the objectives underlying the Borough of Thriving Town Centres theme are not very important, and 4% of respondents who felt that the theme was not at all important.

Individually, all four objectives were supported by our respondents, with the deliver social infrastructure to support growth and get the best out of the borough’s green assets the most well supported objectives, both securing support from 86% of respondents.

Figure 2.43: Graph illustrating the importance placed to the Great Borough to Live In and Visit theme by respondents (Below)



Deliver social infrastructure to support growth

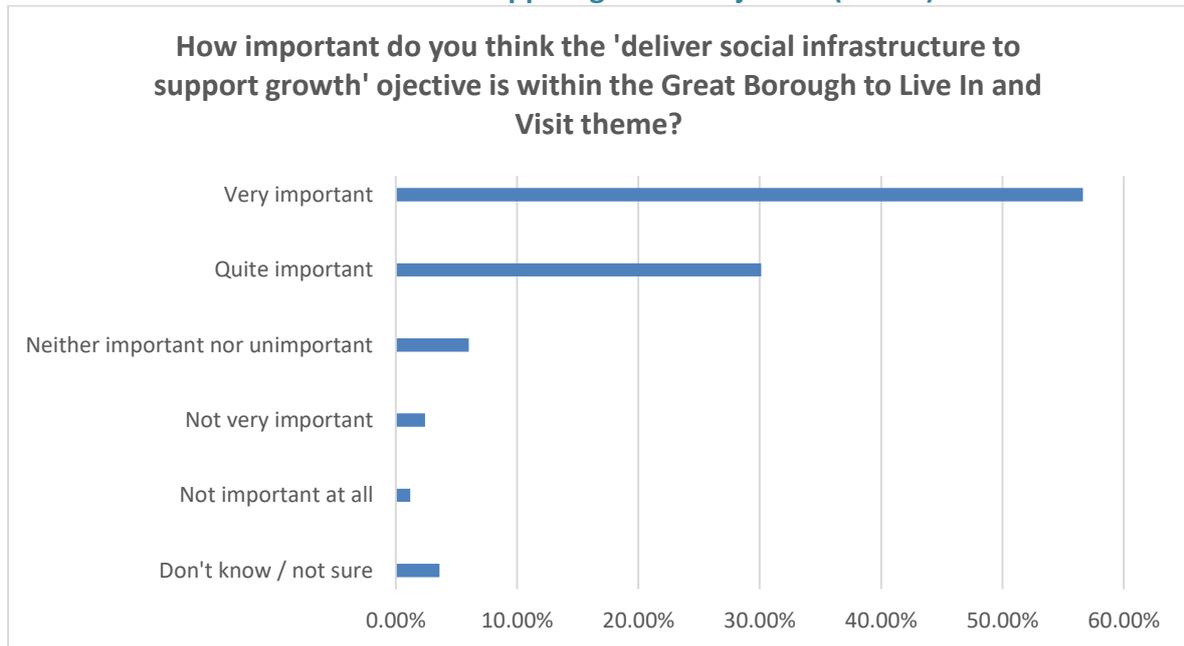
We invited respondents to provide their views on the ‘deliver social infrastructure to support growth’ objective within the Great Borough to Live In and Visit theme. The objective specifically sets out ensuring that schools and leisure, health and community facilities are delivered to support areas of growth and regeneration. Overall, the objective received strong support from respondents, with 72 (86.75%) respondents rating the delivery of social infrastructure to support growth as important to some extent, in contrast to 3 (3.61%) respondents who answered that the objective was not important.

Figure 2.44: Table quantifying the extent to which respondents placed importance upon the ‘deliver social infrastructure to support growth’ objective (Below)

| How important do you think the ‘deliver social infrastructure to support growth’ objective is? | | |
|--|-------------|-----------|
| | % | Number |
| Very important | 56.63% | 47 |
| Quite important | 30.12% | 25 |
| Neither important nor unimportant | 6.02% | 5 |
| Not very important | 2.41% | 2 |
| Not important at all | 1.20% | 1 |
| Don't know / not sure | 3.61% | 5 |
| Total | 100% | 83 |

Growth Strategy 2030

Figure 2.45: Graph illustrating the extent to which respondents placed importance upon the 'deliver social infrastructure to support growth' objective (Below)



Get the best out of the borough's green assets

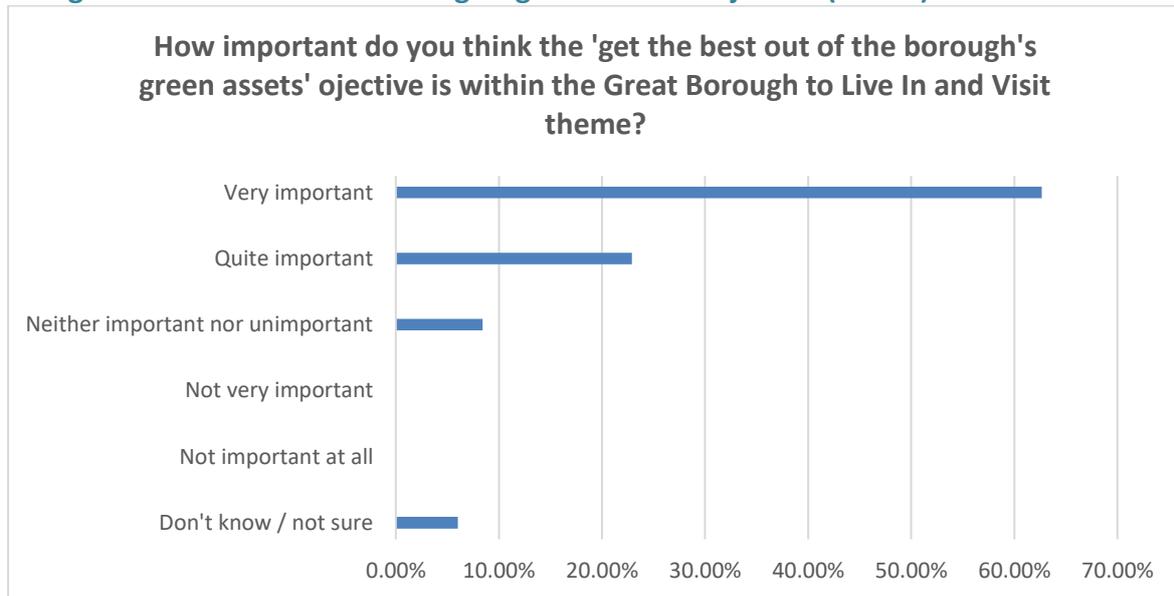
We invited respondents to provide their views on the 'get the best out of the borough's green assets' objective within the Great Borough to Live In and Visit theme. The objective specifically sets out improving the quality of parks and open spaces and addressing deficiencies to support new homes and ways of living, in order to maximise the opportunity for improving health and wellbeing. Overall, the objective received strong support from respondents, with 71 (85.54%) respondents rating the maximisation of the borough's green assets as important to some extent, in contrast to 0 respondents who answered that the objective was not important.

Figure 2.46: Table quantifying the extent to which respondents placed importance upon the 'get the best out of the borough's green assets' objective (Below)

| How important do you think the 'get the best out of the borough's green assets' objective is? | | |
|---|-------------|-----------|
| | % | Number |
| Very important | 62.65% | 52 |
| Quite important | 22.89% | 19 |
| Neither important nor unimportant | 8.43% | 7 |
| Not very important | 0% | 0 |
| Not important at all | 0% | 0 |
| Don't know / not sure | 6.02% | 5 |
| Total | 100% | 83 |

Growth Strategy 2030

Figure 2.47: Graph illustrating the extent to which respondents placed importance upon the 'get the best out of the borough's green assets' objective (Below)



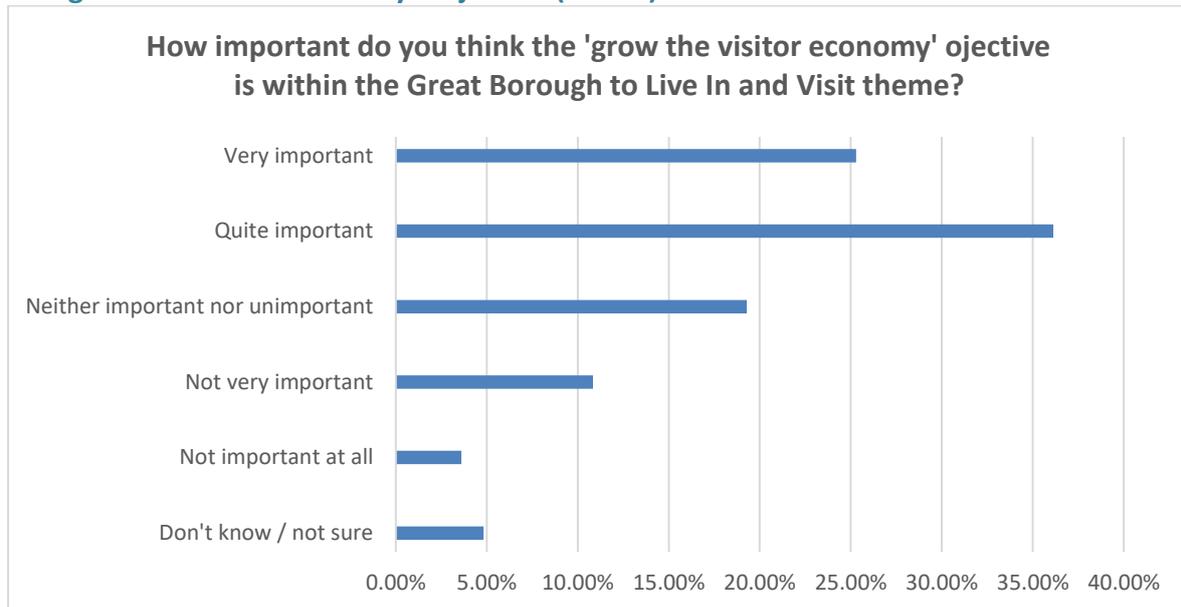
Grow the visitor economy

We invited respondents to provide their views on the 'grow the visitor economy' objective within the Great Borough to Live In and Visit theme. The objective specifically sets out encouraging, supporting and promoting Barnet's leisure and hospitality sector to deliver a great experience for visitors as well as residents. Overall, the objective received strong support from respondents, with 51 (61.44%) respondents rating the growth of the visitor economy as important to some extent, in contrast to 12 (14.45%) respondents who answered that the objective was not important.

Figure 2.48: Table quantifying the extent to which respondents placed importance upon the 'grow the visitor economy' objective (Below)

| How important do you think the 'grow the visitor economy' objective is? | | |
|---|-------------|-----------|
| | % | Number |
| Very important | 25.30% | 21 |
| Quite important | 36.14% | 30 |
| Neither important nor unimportant | 19.28% | 16 |
| Not very important | 10.84% | 9 |
| Not important at all | 3.61% | 3 |
| Don't know / not sure | 4.82% | 4 |
| Total | 100% | 83 |

Figure 2.49: Graph illustrating the extent to which respondents placed importance upon the 'grow the visitor economy' objective (Below)



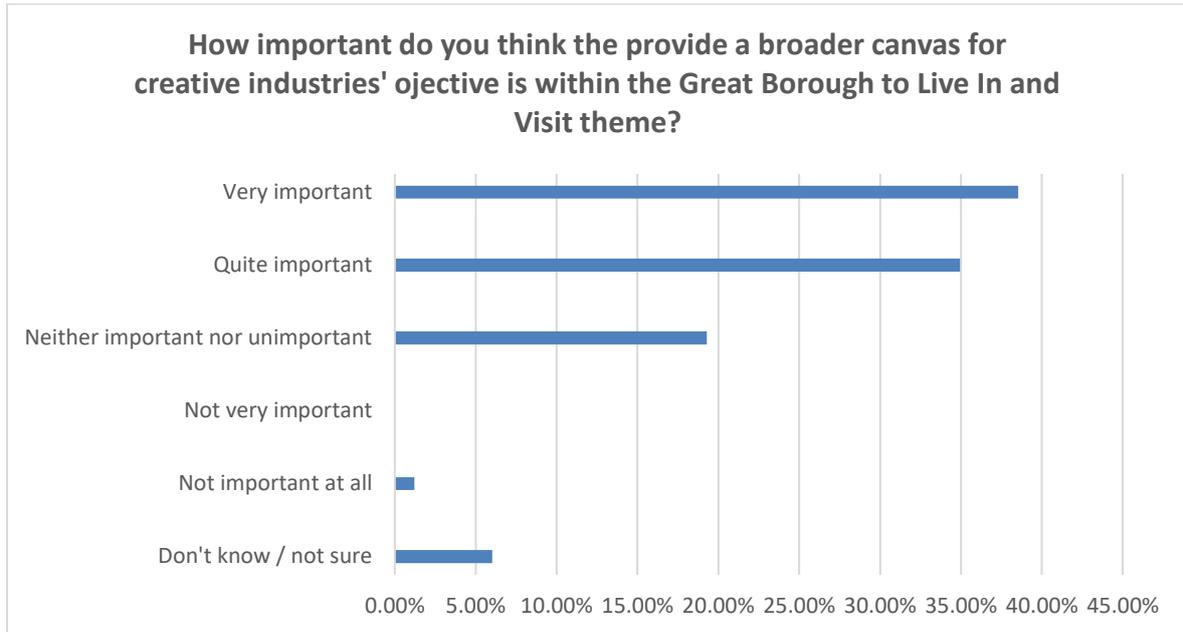
Provide a broader canvas for creative industries

We invited respondents to provide their views on the 'provide a broader canvas for creative industries' objective within the Great Borough to Live In and Visit theme. The objective specifically sets out closer engagement with creative sectors, alongside support for new local leisure and cultural destinations. Overall, the objective received strong support from respondents, with 61 (73.49%) respondents rating the provision of a broader canvas for creative industries as important to some extent, in contrast to 1 (1.20%) respondents who answered that the objective was not important.

Figure 2.50: Table quantifying the extent to which respondents placed importance upon the 'provide a broader canvas for creative industries' objective (Below)

| How important do you think the 'provide a broader canvas for creative industries' objective is? | | |
|---|-------------|-----------|
| | % | Number |
| Very important | 38.55% | 32 |
| Quite important | 34.94% | 29 |
| Neither important nor unimportant | 19.28% | 16 |
| Not very important | 0% | 0 |
| Not important at all | 1.20% | 1 |
| Don't know / not sure | 6.02% | 5 |
| Total | 100% | 83 |

Figure 2.51: Graph illustrating the extent to which respondents placed importance upon the 'provide a broader canvas for creative industries' objective (Below)



Establish Brent Cross as a destination

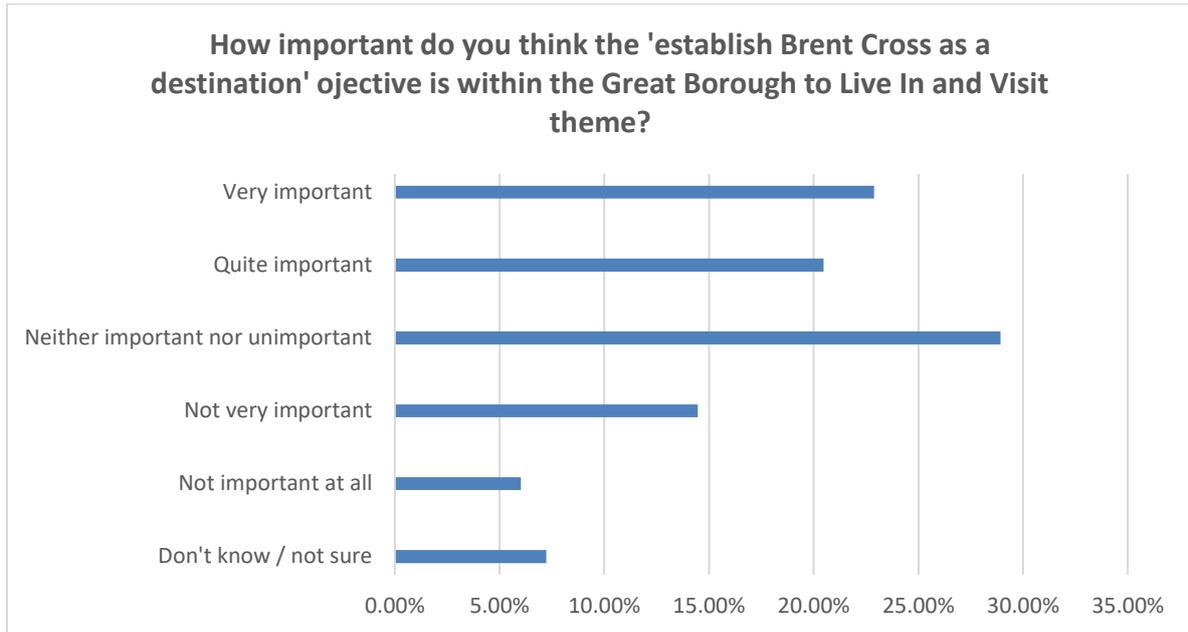
We invited respondents to provide their views on the ‘provide a broader canvas for creative industries’ objective within the Great Borough to Live In and Visit theme. The objective specifically sets out unlocking the potential of the area as a broader cultural and leisure destination of national significance. Overall, the objective received support from respondents, with 36 (43.37%) respondents rating establishment of Brent Cross as a destination as important to some extent, in contrast to 17 (20.48%) respondents who answered that the objective was not important. In addition, 24 (28.92%) respondents felt that the objective was neither important nor unimportant.

Figure 2.52: Table quantifying the extent to which respondents placed importance upon the ‘establish Brent Cross as a destination’ objective (Below)

| How important do you think the ‘establish Brent Cross as a destination’ objective is? | | |
|---|-------------|-----------|
| | % | Number |
| Very important | 22.89% | 19 |
| Quite important | 20.48% | 17 |
| Neither important nor unimportant | 28.92% | 24 |
| Not very important | 14.46% | 12 |
| Not important at all | 6.02% | 5 |
| Don't know / not sure | 7.23% | 6 |
| Total | 100% | 83 |

Figure 2.53: Graph illustrating the extent to which respondents placed importance upon the ‘establish Brent Cross as a destination’ objective (Below)

Growth Strategy 2030



Views on the Great Borough to Live in and Visit theme

Support was expressed for leisure and cultural proposals, investment in green spaces and green assets, and tackling service gaps in social infrastructure like health facilities. But concerns about access to school facilities, the risk of over-management of green spaces or being too focused on income over health and wellbeing outcomes, together with concern about the overemphasis, or misplaced emphasis, in relation to Brent Cross could be excellent or detrimental to the rest of the borough. Barnet is characterised as series of 'local villages' and relationship to retail and economy is locally-focused.

3.10 The ‘Spatial Approach’ to growth, based upon expected development

The way the council delivers projects in relation to the themes and objectives of the Growth Strategy will differ across the borough; this is called our ‘spatial approach’.

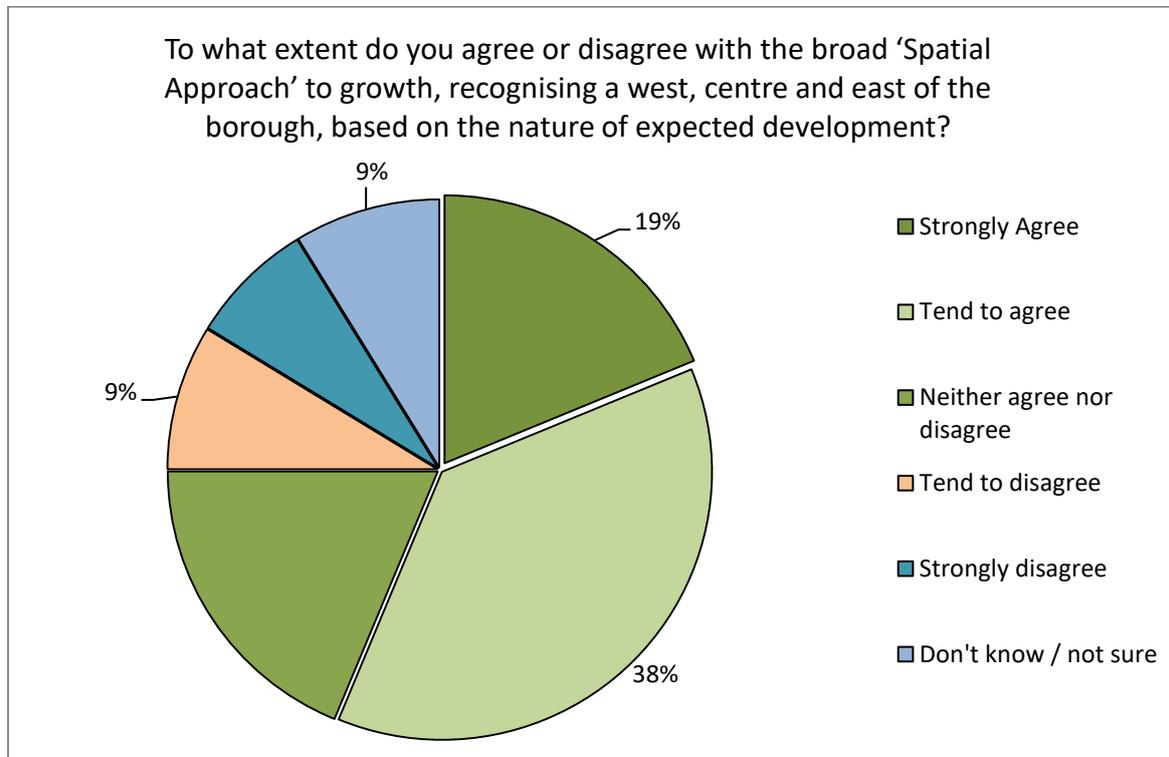
The Growth Strategy is designed to ensure that plans for regeneration and development respond to local context. Our spatial approach splits the borough into the west, centre and east, based on the nature of expected future growth and the character of each area. Questions in this section ask about how the identified themes and objectives come together with this spatial approach to provide some emerging priorities

We invited respondents to provide their views on the spatial approach to growth we’ve developed, which outlines our approach to growth in Barnet until 2030, based upon expected development. Overall, these are supported by respondents, with 45 respondents (56.25%) agreeing with the proposed spatial approach to growth to some extent. By contrast, 13 respondents (16.25%) disagreed with the spatial approach to some extent, in addition to 15 respondents (18.74%) neither agreeing nor disagreeing.

Figure 2.54: Table quantifying the extent to which respondents agreed or disagreed with the broad ‘Spatial Approach’ to growth, recognising a west, centre and east of the borough, based on the nature of expected development (below)

| To what extent do you agree or disagree with the broad ‘Spatial Approach’ to growth, recognising a west, centre and east of the borough, based on the nature of expected development? | | |
|---|-------------|-----------|
| | % | Number |
| Strongly Agree | 18.75% | 15 |
| Tend to agree | 37.50% | 30 |
| Neither agree nor disagree | 18.74% | 15 |
| Tend to disagree | 8.75% | 7 |
| Strongly disagree | 7.50% | 6 |
| Don't know / not sure | 8.75% | 7 |
| Total | 100% | 80 |

Figure 2.55: Graph illustrating the extent to which respondents agreed or disagreed with the broad 'Spatial Approach' to growth, recognising a west, centre and east of the borough, based on the nature of expected development (below)



3.11 Our proposed boroughwide infrastructure priorities to deliver growth

At a boroughwide scale, we have identified the critical infrastructure investments required to support growth within the borough. Our spatial approach highlights the specific strategic transport investments required to unlock growth; including proposed new rail lines (Crossrail 2 and West London Orbital), potential strategic orbital connections, alongside a number of strategic road corridors requiring a 'healthy streets' approach or measures by partner organisations (TfL and the Highways Agency) to tackle air quality issues.

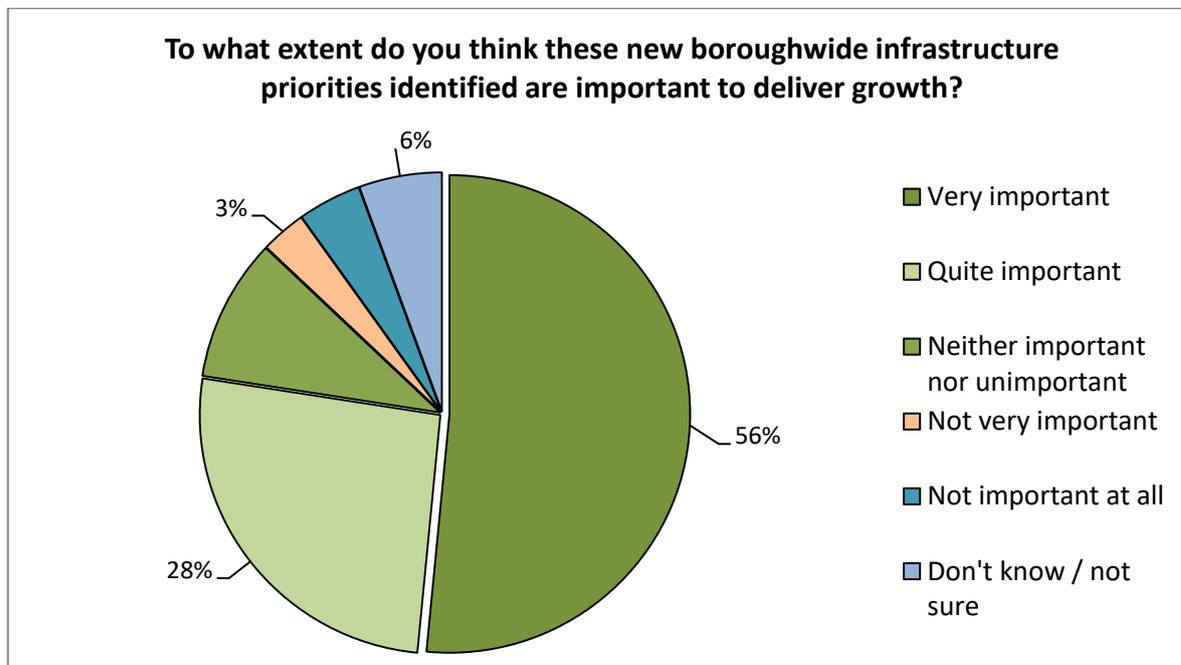
The timing and delivery of these and further transport improvements will be critical to unlocking the scale of growth that is envisioned by both government and the Mayor of London, and to explore opportunities and objectives outlined within the five themes, including the potential to develop a regional park.

How important do you think the borough infrastructure priorities are to deliver growth?

We invited respondents to provide their views on the six proposed boroughwide infrastructure priorities identified as important to deliver growth. Overall, these infrastructure priorities are strongly supported, and, on average, 56% of respondents felt that the infrastructure priorities underlying the spatial approach to growth were very important, with a further 28% of respondents asserting that the objectives were quite important. By contrast, only 8% of respondents felt that the infrastructure priorities underlying the spatial approach to growth are not very important or not at all important.

Individually, all six infrastructure priorities were supported by our respondents, with find ways to address the air quality and noise hotspots along key road corridors and support new and improved leisure and cultural destinations across the borough the most well supported priorities, which each secured support from 85% of respondents respectively.

Figure 2.56: Table quantifying the extent to which respondents placed importance on the new boroughwide infrastructure priorities (below)



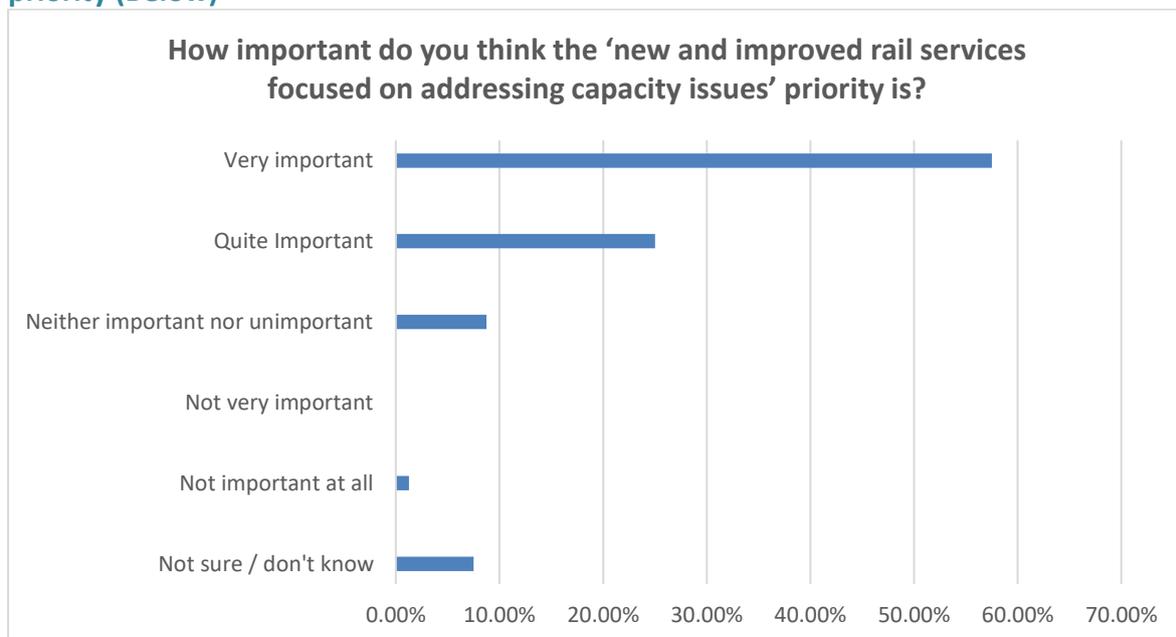
New and improved rail services focused on addressing capacity issues

We invited respondents to provide their views on the 'new and improved rail services focused on addressing capacity issues' infrastructure priority. The priority specifically sets out exploring options to improve capacity on the northern lines, proposed new rail lines to unlock growth (including West London Orbital and Crossrail 2), alongside accessibility improvements at individual stations. Overall, the priority received strong support from respondents, with 66 (72.50%) respondents rating the delivery of new and improved rail services to address capacity issues as important to some extent, in contrast to 1 (1.25%) respondents who answered that the priority was not important.

Figure 2.57: Table quantifying the extent to which respondents placed importance upon the 'new and improved rail services focused on addressing capacity issues' infrastructure priority (Below)

| How important do you think the 'new and improved rail services focused on addressing capacity issues' priority is? | | |
|--|-------------|-----------|
| | % | Number |
| Very important | 57.50% | 46 |
| Quite important | 25.00% | 20 |
| Neither important nor unimportant | 8.75% | 7 |
| Not very important | 0% | 0 |
| Not important at all | 1.25% | 1 |
| Don't know / not sure | 7.50% | 6 |
| Total | 100% | 80 |

Figure 2.58: Graph illustrating the extent to which respondents placed importance upon the 'new and improved rail services focused on addressing capacity issues' infrastructure priority (Below)



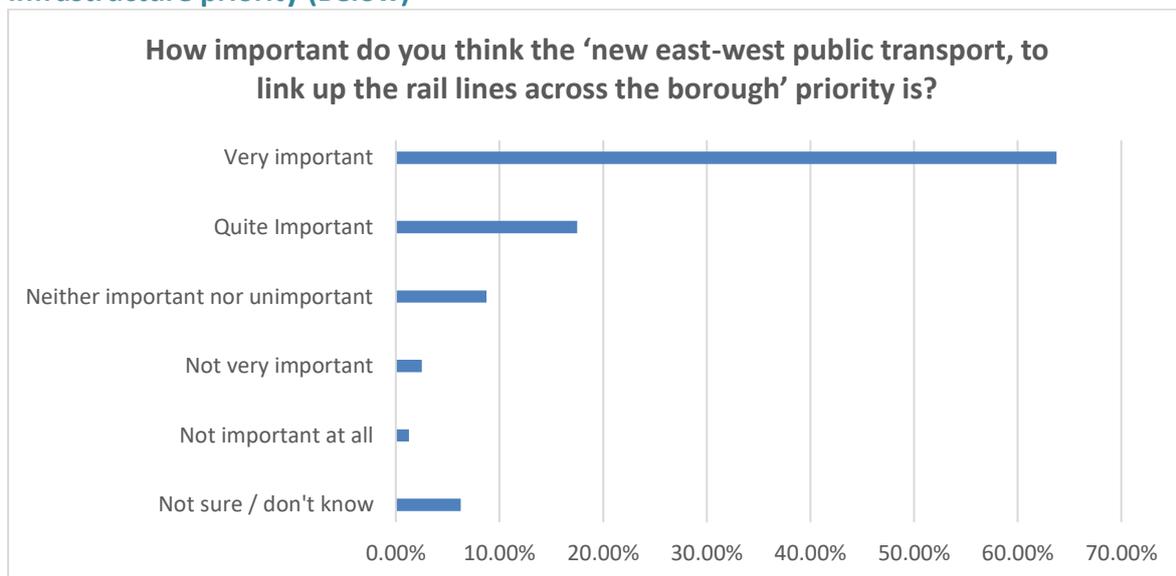
New east-west public transport, to link up the rail lines across the borough

We invited respondents to provide their views on the 'new east-west public transport, to link up the rail lines across the borough' infrastructure priority. The priority specifically sets out exploring at least two routes for new public transport between key nodes to address poor transport access to Copthall and poor interconnection between radial rail lines. Overall, the priority received strong support from respondents, with 65 (71.25%) respondents rating the additional provision of new east-west public transport as important to some extent, in contrast to 3 (3.75%) respondents who answered that the priority was not important.

Figure 2.59: Table quantifying the extent to which respondents placed importance upon the 'new east-west public transport, to link up the rail lines across the borough' infrastructure priority (Below)

| How important do you think the 'new east-west public transport, to link up the rail lines across the borough' priority is? | | |
|--|-------------|-----------|
| | % | Number |
| Very important | 63.75% | 51 |
| Quite important | 17.50% | 14 |
| Neither important nor unimportant | 8.75% | 7 |
| Not very important | 2.50% | 2 |
| Not important at all | 1.25% | 1 |
| Don't know / not sure | 6.25% | 5 |
| Total | 100% | 80 |

Figure 2.60: Graph illustrating the extent to which respondents placed importance upon the 'new east-west public transport, to link up the rail lines across the borough' infrastructure priority (Below)



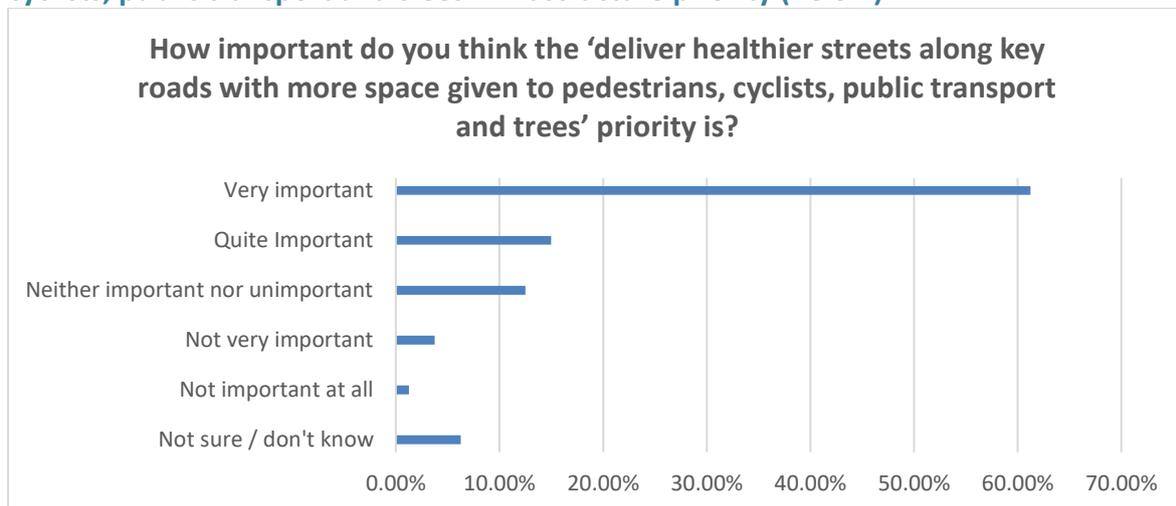
Deliver 'healthier streets' along key roads with more space given to pedestrians, cyclists, public transport and trees

We invited respondents to provide their views on the 'deliver healthier streets along key roads with more space given to pedestrians, cyclists, public transport and trees' infrastructure priority. The priority specifically considers delivery of two strategic radial roads corridors (A1000/A598 and A5) to provide safer and healthier connections for all transport modes through the borough and between our town centres. Overall, the priority received strong support from respondents, with 61 (76.25%) respondents rating the delivery of healthier streets along key roads as important to some extent, in contrast to 4 (5%) respondents who answered that the priority was not important.

Figure 2.61: Table quantifying the extent to which respondents placed importance upon the 'deliver healthier streets along key roads with more spaces given to pedestrians, cyclists, public transport and trees' infrastructure priority (Below)

| How important do you think the 'deliver healthier streets along key roads with more space given to pedestrians, cyclists, public transport and trees' priority is? | | |
|--|-------------|-----------|
| | % | Number |
| Very important | 61.25% | 49 |
| Quite important | 15.00% | 12 |
| Neither important nor unimportant | 12.50% | 10 |
| Not very important | 3.75% | 3 |
| Not important at all | 1.25% | 1 |
| Don't know / not sure | 6.25% | 5 |
| Total | 100% | 80 |

Figure 2.62: Table quantifying the extent to which respondents placed importance upon the 'deliver healthier streets along key roads with more spaces given to pedestrians, cyclists, public transport and trees' infrastructure priority (Below)



Find ways to address the air quality and noise hotspots along key road corridors

We invited respondents to provide their views on the 'find ways to address the air quality and noise hotspots along key road corridors' infrastructure priority. The priority specifically sets out working with partners to identify ways to tackle air quality issues along the worst offending road corridors. Overall, the priority received strong support from respondents, with 68 (85%) respondents rating addressing air quality and noise hotspots issues along key road corridors as important to some extent, in contrast to 2 (2.50%) respondents who answered that the priority was not important.

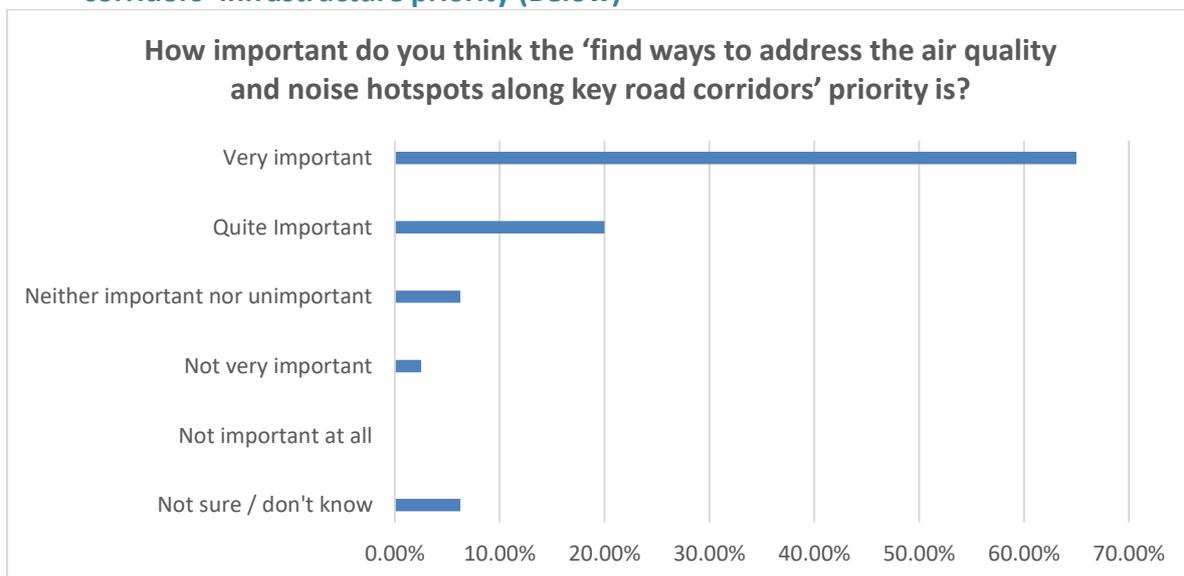
Figure 2.63: Table quantifying the extent to which respondents placed importance upon the 'find ways to address the air quality and noise hotspots along key road corridors' infrastructure priority (Below)

| How important do you think the 'find ways to address the air quality and noise hotspots along key road corridors' priority is? | | |
|--|--|--|
|--|--|--|

Growth Strategy 2030

| | % | Number |
|-----------------------------------|-------------|-----------|
| Very important | 65.00% | 52 |
| Quite important | 20.00% | 16 |
| Neither important nor unimportant | 6.25% | 5 |
| Not very important | 2.50% | 2 |
| Not important at all | 0% | 0 |
| Don't know / not sure | 6.25% | 5 |
| Total | 100% | 80 |

Figure 2.64: Graph illustrating the extent to which respondents placed importance upon the ‘find ways to address the air quality and noise hotspots along key road corridors’ infrastructure priority (Below)



To address congestion, we should seek to reduce dependence on car ownership

We invited respondents to provide their views on the ‘to address congestion, we should seek to reduce dependence on car ownership’ infrastructure priority. The priority specifically sets out developing policies to reduce dependence on cars in new developments, and undertaking activities that will rebalance the relative prioritisation between modes of travel in terms of roadspace. Overall, the priority received strong support from respondents, with 55 (66.75%) respondents rating the additional provision of new east-west public transport as important to some extent, in contrast to 8 (10%) respondents who answered that the priority was not important.

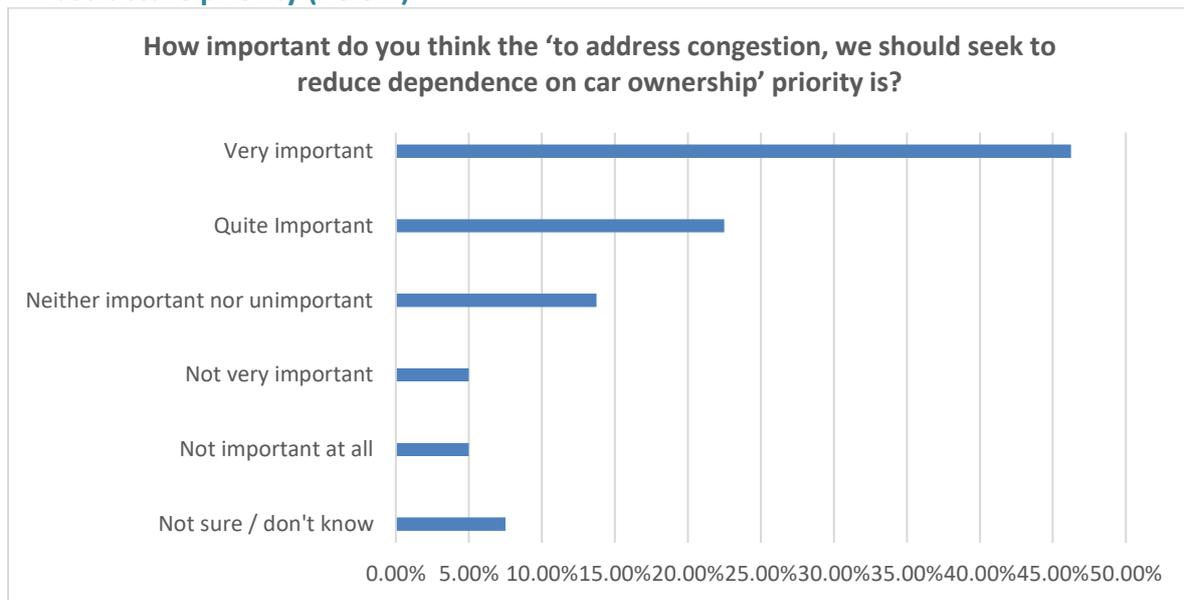
Figure 2.65: Table quantifying the extent to which respondents placed importance upon the ‘to address congestion, we should seek to reduce dependence on car ownership’ infrastructure priority (Below)

| How important do you think the ‘to address congestion, we should seek to reduce dependence on car ownership’ priority is? | | |
|---|--------|--------|
| | % | Number |
| Very important | 46.25% | 37 |

Growth Strategy 2030

| | | |
|-----------------------------------|-------------|-----------|
| Quite important | 22.50% | 18 |
| Neither important nor unimportant | 13.75% | 11 |
| Not very important | 5.00% | 4 |
| Not important at all | 5.00% | 4 |
| Don't know / not sure | 7.50% | 6 |
| Total | 100% | 80 |

Figure 2.66: Graph illustrating the extent to which respondents placed importance upon the 'to address congestion, we should seek to reduce dependence on car ownership' infrastructure priority (Below)



Support new and improved leisure and cultural destinations across the borough

We invited respondents to provide their views on the 'support new and improved leisure and cultural destinations across the borough' infrastructure priority. The priority specifically sets out commencing a study to explore the potential for new leisure and cultural destinations, and the role required of the council to facilitate them. Overall, the priority received strong support from respondents, with 68 (85%) respondents rating the support of new and improved leisure and cultural destinations across the borough to some extent, in contrast to 2 (2.50%) respondents who answered that the priority was not important.

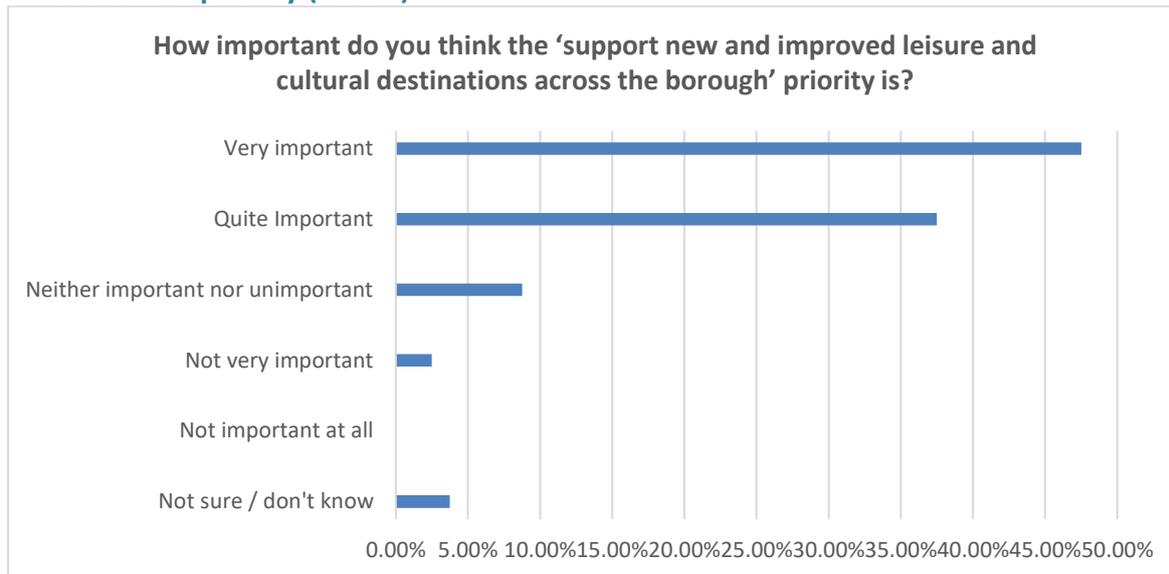
Figure 2.67: Table quantifying the extent to which respondents placed importance upon the 'support new and improved leisure and cultural destinations across the borough' infrastructure priority (Below)

| How important do you think the 'support new and improved leisure and cultural destinations across the borough' priority is? | | |
|---|--------|--------|
| | % | Number |
| Very important | 47.50% | 38 |
| Quite important | 37.50% | 30 |
| Neither important nor unimportant | 8.75% | 7 |

Growth Strategy 2030

| | | |
|-----------------------|-------------|-----------|
| Not very important | 2.50% | 2 |
| Not important at all | 0% | 0 |
| Don't know / not sure | 3.75% | 3 |
| Total | 100% | 80 |

Figure 2.68: Graph illustrating the extent to which respondents placed importance upon the 'support new and improved leisure and cultural destinations across the borough' infrastructure priority (Below)



Explore the potential to designate a regional park in the heart of the borough

We invited respondents to provide their views on the 'explore the potential to designate a regional park in the heart of the borough' infrastructure priority. The priority specifically sets commencing a study to explore the potential for designating a regional park within the borough and the steps required to work towards that aim. Overall, the priority received strong support from respondents, with 51 (63.75%) respondents rating the council exploring the potential to designate a regional park as important to some extent, in contrast to 11 (13.75%) respondents who answered that the priority was not important.

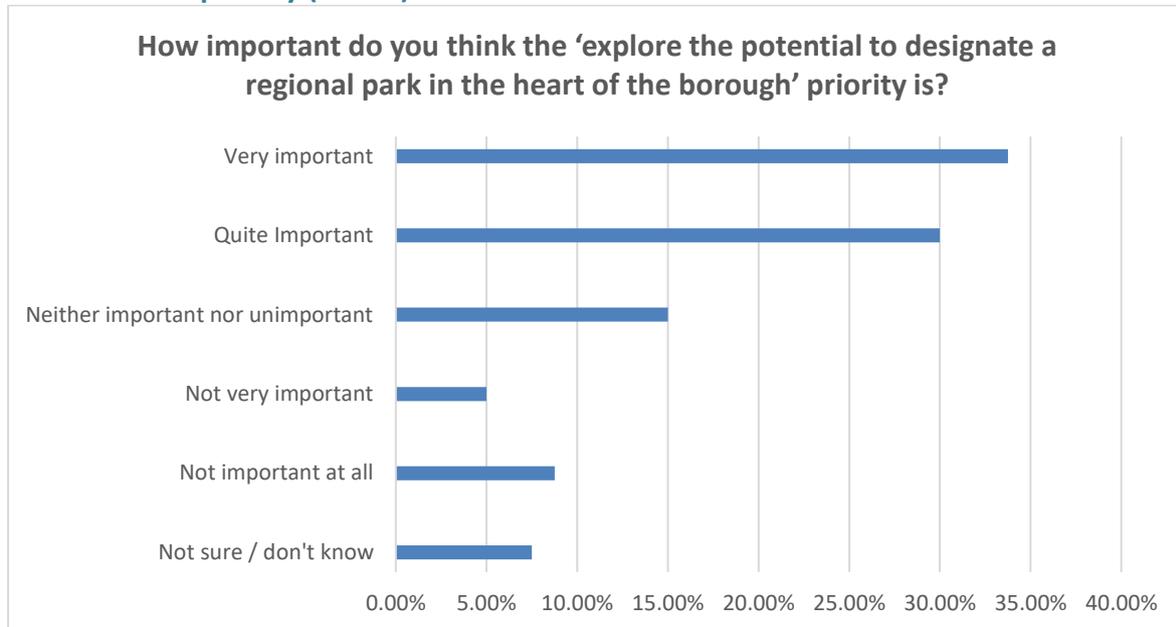
Figure 2.69: Table quantifying the extent to which respondents placed importance upon the 'explore the potential to designate a regional park in the heart of the borough' infrastructure priority (Below)

| How important do you think the 'explore the potential to designate a regional park in the heart of the borough' priority is? | | |
|--|--------|--------|
| | % | Number |
| Very important | 33.75% | 27 |
| Quite important | 30.00% | 24 |
| Neither important nor unimportant | 15.00% | 12 |
| Not very important | 5.00% | 4 |
| Not important at all | 8.75% | 7 |

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| | | |
|-----------------------|-------------|-----------|
| Don't know / not sure | 7.50% | 6 |
| Total | 100% | 80 |

Figure 2.70: Graph illustrating the extent to which respondents placed importance upon the 'explore the potential to designate a regional park in the heart of the borough' infrastructure priority (Below)



Views on the boroughwide infrastructure priorities

We asked respondents for their views on the boroughwide infrastructure priorities, and to identify any comments relevant to how growth is delivered across the borough in spatial terms. Infrastructure was interpreted in different ways by members of the public; green infrastructure, social infrastructure, physical infrastructure and digital infrastructure were all mentioned. A number of comments centred around physical infrastructure, in particular transport, with discussion including cycling infrastructure, orbital transport and roads; concerns were raised over the lack of provision for a growing population in these areas.

Some respondents tied together green infrastructure and physical infrastructure, calling for infrastructure to better promote environmental measures, such as *“to reduce congestion residents must be encouraged to give up their cars through better green transport infrastructure”* and *“improving transport links and safe walking and cycling infrastructure so that residents can access the proposed improved parks – whilst living more active lives and improving air quality”*.

Provision of quality digital infrastructure was a key message; with comments such as *“digital infrastructure and mobile connectivity needs to be built within all regeneration schemes”*. Whilst concerns around social infrastructure emphasised the need to ensure an adequate number of doctors and hospitals are in place to support development; demonstrating how physical space and proximity to infrastructure can sometimes be viewed as symbolic of the capacity of infrastructure. Comments generally highlighted concern about infrastructure such

as noting that “pressure on roads, primary schools and essential services such as clinics and dentists is already acute”.

3.12 Our proposed approach to allocating housing growth

Barnet is required to demonstrate that we can deliver against the nationally-set housing target (circa 45,000 homes by 2030), which will be challenging to achieve. To confirm our spatial approach to growth in the context of allocating housing growth in the three different growth areas we invited respondents to provide their views on our general approach to housing delivery in the borough, which are fuelled by six principles:

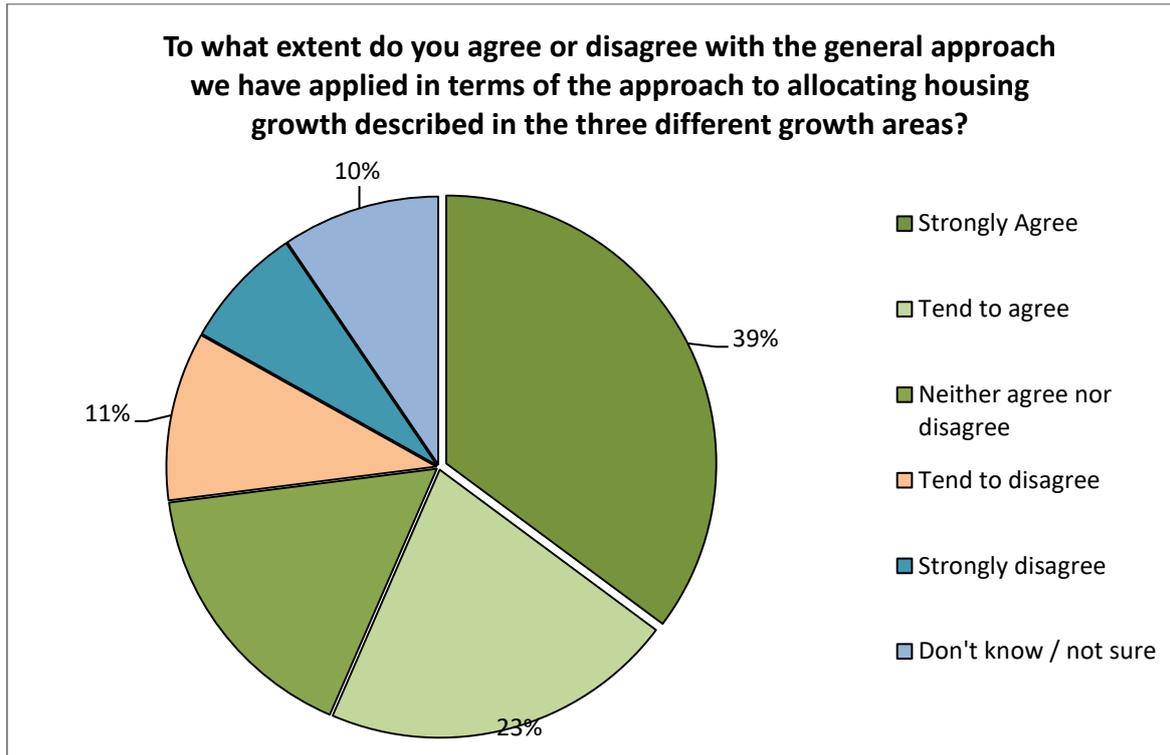
1. New homes should be built where there is good access to public transport.
2. No new homes should be built in protected open space such as green belt and nature reserves, and less homes will come forward in designated conservation areas.
3. The maximum number of new homes should be built in existing growth areas, provided they deliver good quality design.
4. ‘Town Centres’ and ‘Main Roads’ are the most suitable locations for new homes as they have good access to public transport.
5. Although a majority of new homes will be built in the west of the borough, where many large developments have already been approved, new housing will have to be built across the whole borough.
6. We expect broadly 2/3 of new homes in the west of the borough and 1/3 of new homes in the east of the borough to 2030, with a low proportion of homes in the centre.

We invited respondents to provide their views on the six proposed principles to allocating housing growth in the three different growth areas. Overall, these housing principles are supported by respondents, and, on average, 39% of respondents strongly agreed with the housing principles, with a further 23% of respondents asserting that they tended to agree with the principles proposed. By contrast, 11% of respondents tended to disagree with the housing principles, and 8% of respondents strongly disagreed with the housing principles.

Individually, all six housing growth principles were supported by our respondents to some extent, with new homes should be built where there is good access to public transport and no new homes should be built in protected open space such as green belt and nature reserves, and limited homes in conservation areas, which secured support from 68.75% and 66.25% of respondents respectively.

Figure 2.71: Graph illustrating the extent to which respondents agreed or disagreed with the general approach we have applied in terms of the approach to allocating housing growth described in the three different growth areas? (below)

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New homes should be built where there is good access to public transport

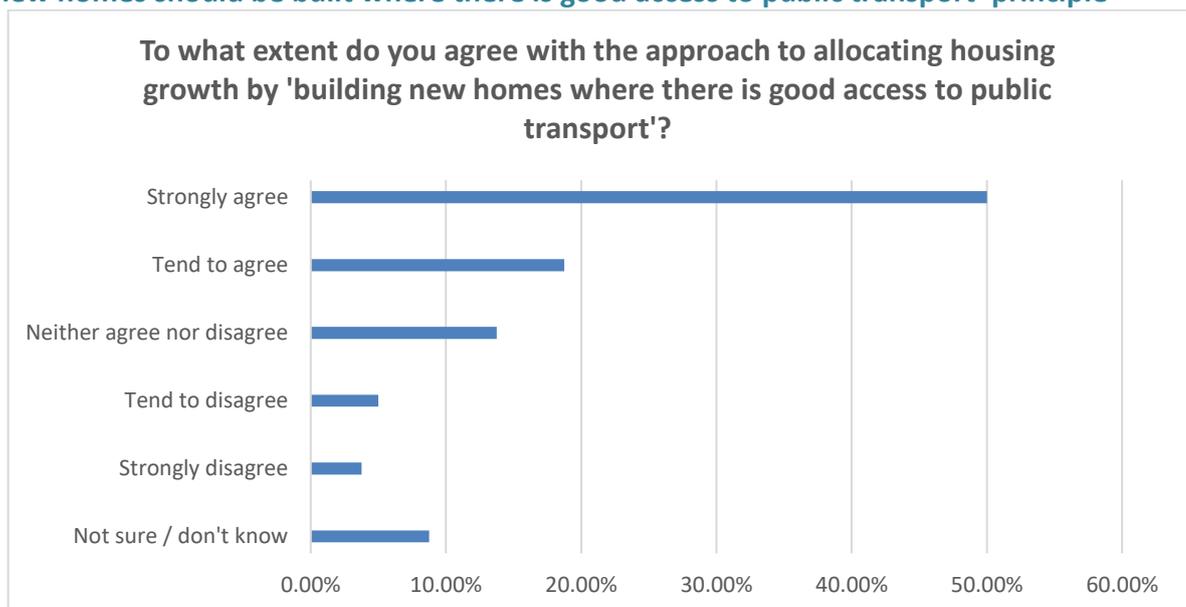
We invited respondents to provide their views on the 'new homes should be built where there is good access to public transport' principle. Overall, the principle received strong support from respondents, with 55 (68.75%) respondents rating the building of new homes in area with good access to public transport as important to some extent, in contrast to 7 (8.75%) respondents who answered that the principle was not important.

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Figure 2.72: Table quantifying the extent to which respondents placed importance upon the ‘new homes should be built where there is good access to public transport’ principle

| To what extent do you agree with the approach to allocating housing growth by 'building new homes where there is good access to public transport'? | | |
|--|-------------|-----------|
| | % | Number |
| Very important | 50.00% | 40 |
| Quite important | 18.75% | 15 |
| Neither important nor unimportant | 13.75% | 11 |
| Not very important | 5.00% | 4 |
| Not important at all | 3.75% | 3 |
| Don't know / not sure | 8.75% | 7 |
| Total | 100% | 80 |

Figure 2.73: Graph illustrating the extent to which respondents placed importance upon the ‘new homes should be built where there is good access to public transport’ principle



No new homes should be built in protected open space such as green belt and nature reserves, and limited homes in conservation areas

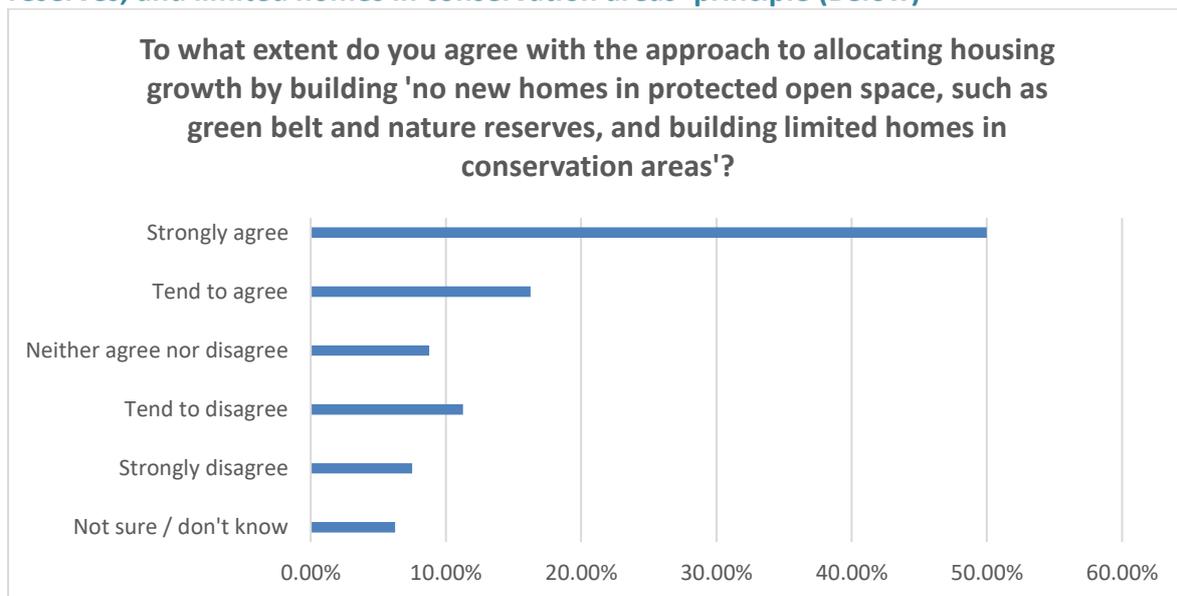
We invited respondents to provide their views on the ‘no new homes should be built in protected open space such as green belt and nature reserves, and limited homes in conservation areas’ principle. Overall, the principle received strong support from respondents, with 53 (66.25%) respondents rating the protection of open space from new housing delivery as important to some extent, in contrast to 15 (18.75%) respondents who answered that the principle was not important.

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Figure 2.74: Table quantifying the extent to which respondents placed importance upon the 'no new homes should be built in protected open space such as green belt and nature reserves, and limited homes in conservation areas' principle (Below)

| To what extent do you agree with the approach to allocating housing growth by building 'no new homes in protected open space, such as green belt and nature reserves, and building limited homes in conservation areas'? | | |
|--|-------------|-----------|
| | % | Number |
| Very important | 50.00% | 40 |
| Quite important | 16.25% | 13 |
| Neither important nor unimportant | 8.75% | 7 |
| Not very important | 11.25% | 9 |
| Not important at all | 7.50% | 6 |
| Don't know / not sure | 6.25% | 5 |
| Total | 100% | 80 |

Figure 2.75: Graph illustrating the extent to which respondents placed importance upon the 'no new homes should be built in protected open space such as green belt and nature reserves, and limited homes in conservation areas' principle (Below)



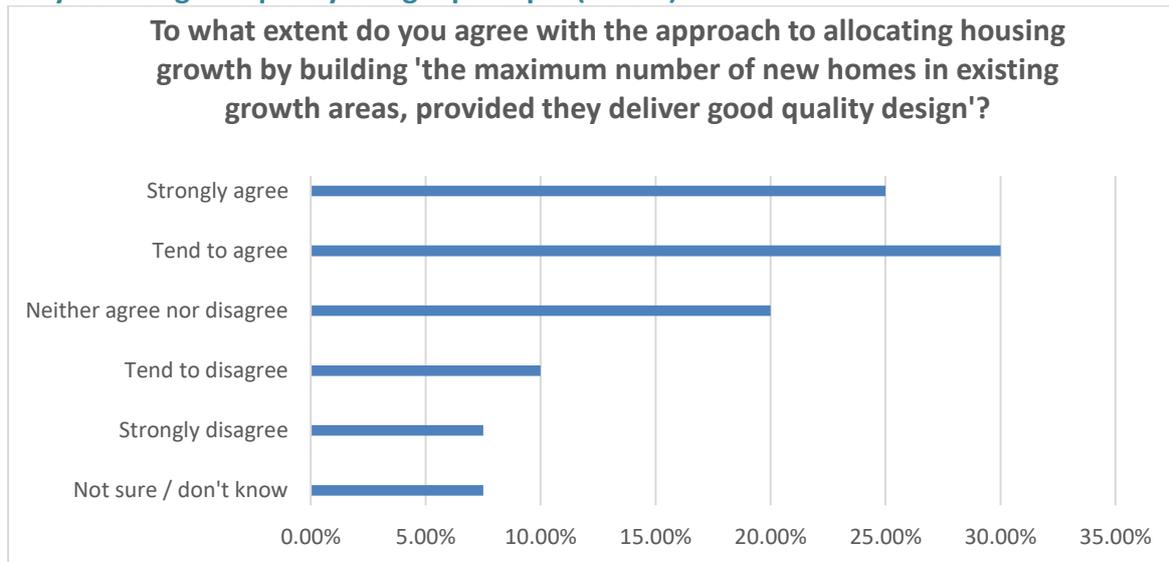
The maximum number of new homes should be built in existing growth areas, provided they deliver good quality design

We invited respondents to provide their views on 'the maximum number of new homes should be built in existing growth areas, provided they deliver good quality design' principle. Overall, the principle received support from respondents, with 44 (55%) respondents rating building the maximum number of new homes in existing growth areas as important to some extent, in contrast to 14 (17.50%) respondents who answered that the principle was not important. In addition, 15 (20%) respondents answered that the principle was neither important nor unimportant.

Figure 2.76: Table quantifying the extent to which respondents placed importance upon the ‘maximum number of new homes should be built in existing growth areas, provided they deliver good quality design’ principle (Below)

| To what extent do you agree with the approach to allocating housing growth by building 'the maximum number of new homes in existing growth areas, provided they deliver good quality design'? | | |
|---|-------------|-----------|
| | % | Number |
| Very important | 25.00% | 20 |
| Quite important | 30.00% | 24 |
| Neither important nor unimportant | 20.00% | 16 |
| Not very important | 10.00% | 8 |
| Not important at all | 7.50% | 6 |
| Don't know / not sure | 7.50% | 6 |
| Total | 100% | 80 |

Figure 2.77: Graph illustrating the extent to which respondents placed importance upon the ‘maximum number of new homes should be built in existing growth areas, provided they deliver good quality design’ principle (Below)



‘Town Centres’ and ‘Main Roads’ are the most suitable locations for new homes, as they have good access to public transport

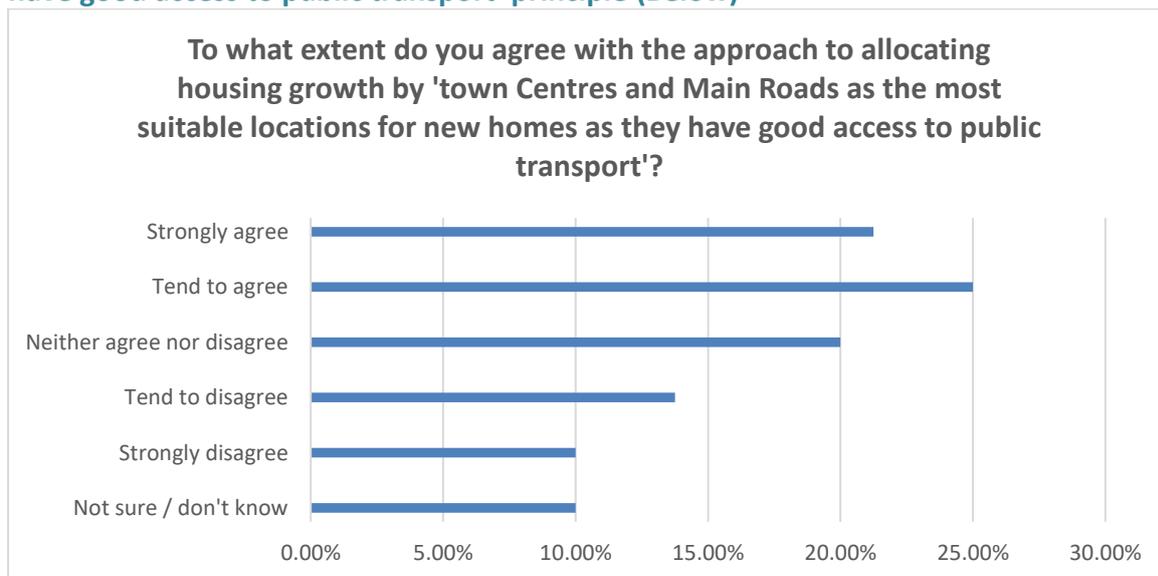
We invited respondents to provide their views on the ‘Town Centres and Main Roads are the most suitable location for new homes, as they have good access to public transport’ principle. Overall, the principle received limited support from respondents, with 37 (46.25%) respondents rating the most suitable locations for new homes as town centres and main roads with good access to public transport as important to some extent, in contrast to 19 (23.75%) respondents who answered that the principle was not important. In addition, 16 (20%) respondents answered that the principle was neither important nor unimportant.

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Figure 2.78: Table quantifying the extent to which respondents placed importance upon the ‘town centres and main roads are the most suitable locations for new homes, as they have good access to public transport’ principle (Below)

| To what extent do you agree with the approach to allocating housing growth by 'town Centres and Main Roads as the most suitable locations for new homes as they have good access to public transport'? | | |
|--|-------------|-----------|
| | % | Number |
| Very important | 21.25% | 17 |
| Quite important | 25.00% | 20 |
| Neither important nor unimportant | 20.00% | 16 |
| Not very important | 13.75% | 11 |
| Not important at all | 10.00% | 8 |
| Don't know / not sure | 10.00% | 8 |
| Total | 100% | 80 |

Figure 2.79: Graph illustrating the extent to which respondents placed importance upon the ‘town centres and main roads are the most suitable locations for new homes, as they have good access to public transport’ principle (Below)



Many large developments have already been approved in the west of the borough, and new housing will have to be built across the borough

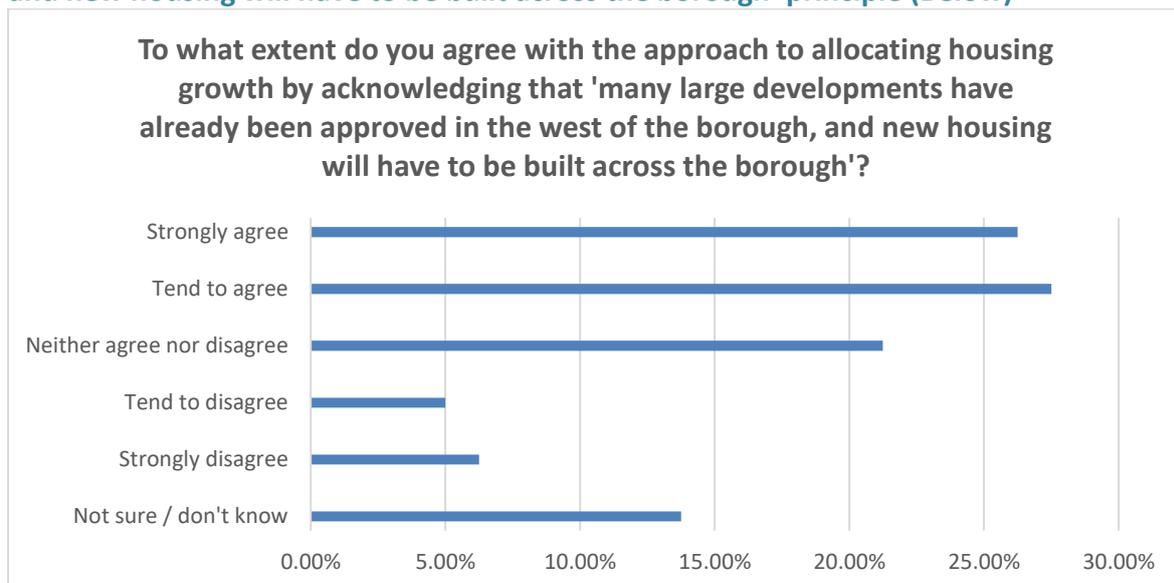
We invited respondents to provide their views on the ‘many large developments have already been approved in the west of the borough, and new housing will have to be built across the borough’ principle. Overall, the principle received support from respondents, with 43 (53.75%) respondents rating building new housing across the borough as important to some extent, in contrast to 9 (11.25%) respondents who answered that the principle was not important. In addition, 17 (21.25%) respondents answered that the principle was neither important nor unimportant.

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Figure 2.80: Table quantifying the extent to which respondents placed importance upon the ‘many large developments have already been approved in the west of the borough, and new housing will have to be built across the borough’ principle (Below)

| To what extent do you agree with the approach to allocating housing growth by building 'the maximum number of new homes in existing growth areas, provided they deliver good quality design'? | | |
|---|-------------|-----------|
| | % | Number |
| Very important | 26.25% | 21 |
| Quite important | 27.50% | 22 |
| Neither important nor unimportant | 21.25% | 17 |
| Not very important | 5.00% | 4 |
| Not important at all | 6.25% | 5 |
| Don't know / not sure | 13.75% | 11 |
| Total | 100% | 80 |

Figure 2.81: Graph illustrating the extent to which respondents placed importance upon the ‘many large developments have already been approved in the west of the borough, and new housing will have to be built across the borough’ principle (Below)



Views on our proposed approach to allocating housing growth in the three different growth areas

We asked respondents for their views on the emerging principles outlining our approach to allocating housing growth in the three different growth areas, and to identify any comments relevant to how growth is delivered across the borough spatially. The numerous comments regarding housing are evidenced in Appendix A.

Striking a balance between the number of houses built, and additional transport and social infrastructure available were the most prominent concerns for residents, as noted previously and from comments like *“there is already high level of new housing in the West, especially in*

Colindale, without the infrastructure to support existing growth patterns". Further to this, there were a number of identical comments constituting a petition that raised concern about 'overdevelopment in the west of the borough', based on the content it is recognised that these messages came from West Hendon and possible Colindale. Statements included comments such as *"[it is] not fair to lump 30,000 homes in the west"*.

Generally, many respondents were concerned about the number of homes to be built, stating that the Government's target is significantly higher than other similar boroughs, with *"the number exceed[ing] demands [placed] on similar London boroughs"*. Whilst other respondents called for growth to be matched by the ambition to deliver housing in a more balanced method with more burden shared across the centre and east; this included some residents suggesting that the council look at green space for building opportunities; this ranged from assessing the green belt on a case by case basis to comments such as *"we must begin building on green belt to increase opportunities for housing expansion"*.

3.13 West of the borough

The west of the borough is characterised by an increasingly urban feel that will be supported by investments to improve public transport. The area will provide the majority of Barnet's growth opportunities; representing nearly 2/3 of planned housing delivery.

The A5 road corridor is a key route connecting growth in Edgware, Burnt Oak/Colindale, West Hendon, Brent Cross and Cricklewood. Our role in shaping new neighbourhoods will be critical, including provision of the necessary infrastructure to support growth and transformation of this road corridor into a healthier street as a place and to travel along.

The west of the borough is also home to many key destinations including Brent Cross Shopping Centre, Middlesex University, and the RAF Museum; growth plans will support further investment in these destinations and more broad encouragement of increased investment in leisure provision across the area.

How respondents rank the themes in order of priority in the west of the borough

Respondents were invited to rank which of the five strategic themes they considered the most important in the west of the borough. Respondents strongly (43) emphasised 'a connected borough' as amongst the most important, if not the most important priority. The 'a great borough to live in and visit' and 'a growing borough' themes had broadly similar levels of support next, although a significant number of respondents did not see housing as a priority which fits the below concerns expressed about overdevelopment. The 'an entrepreneurial borough' theme tended to be ranked as the lowest priority in the west of the borough.

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Figure 2.82: Table quantifying how respondents rank the themes in order of priority in the west of the borough (below)

| If the council had to focus its resources within the west of the borough, which of the five themes should be prioritised (1 identifies the highest priority, 5 identifies the lowest priority) | 1st | 2nd | 3rd | 4th | 5th | Don't Know |
|--|-----|-----|-----|-----|-----|------------|
| A growing borough – delivering more homes through estate regeneration, infill housing, and specialist extra care housing | 17 | 10 | 9 | 6 | 17 | 18 |
| A connected borough - improving public transport, creating healthier streets, delivering a cleaner and more pleasant borough, and supporting digital infrastructure. | 21 | 22 | 7 | 7 | 2 | 18 |
| An entrepreneurial borough - streamlined support for businesses, including targeted sectoral support; also, brokerage of jobs and training. | 5 | 3 | 19 | 18 | 15 | 17 |
| A borough of thriving town centres - joined up services and improvement plans for town centres, plus support for healthier high streets, evening economy and quality workspace. | 9 | 10 | 18 | 19 | 5 | 16 |
| A great borough to live in and visit - investment in social infrastructure and improved open spaces, alongside support to grow our visitor economy. | 12 | 16 | 8 | 8 | 17 | 16 |

Views on the west of the borough

We asked respondents for their views on proposed growth in the west of the borough, and to identify the biggest challenge that the council needs to address. The biggest concern was that 'quality of life' would not be fully considered in relation to regeneration and therefore would be compromised by the delivery of new houses, including for example such everyday services as bin collections. Comments emphasised the relationship between housing and transport, again highlighting challenges around orbital links and traffic congestion.

Responses emphasised the strength of feeling about the need for new housing to be genuinely affordable and supported by appropriate social infrastructure and parking; meeting the need for family accommodation and affordable housing for young adults. Respondents cautioned against overdevelopment, particularly opposing the suggestion that 2/3 of planned housing growth should be located in the west with concerns focusing on the number and height of new builds. Similarly, employment opportunities were seen as a significant challenge that the council needed to address to provide local employment opportunities alongside housing.

3.14 Centre of the borough

The centre of the borough is characterised by protected green space that forms a key part of Barnet’s suburban identity. A low proportion of housing growth will be delivered here, except around the Mill Hill East growth area. The area provides a strategic leisure and wellbeing function for the borough, and is home to key wellbeing and leisure destinations like Cophall Sports Hub and Barnet Hospital, but limited transport connectivity needs to be addressed to improve access to the whole area. In the long-term the area provides an opportunity to become a regional park.

How respondents rank the themes in order of priority in the centre of the borough

Respondents were invited to rank which of the five strategic themes they considered the most important in the centre of the borough. Respondents very strongly emphasised “A connected borough” as effectively the highest or second highest priority (52). The theme “a borough of thriving town centres” received broadly consistent support as the next highest priority, an interesting result potentially reflecting the fact that the centre of the borough only has one town centre at Mill Hill Broadway, alongside small parades and a local centre at Mill Hill East. The “a growing borough” theme had opposing levels of support with many people either placing it as highest or lowest priority, potentially again reflecting desire for more affordable housing and homes to meet the needs of older people vs. fears about housing growth. A significant difference from the west of the borough is the 3rd place ranking of the “an entrepreneurial borough” theme.

Figure 2.84: Table quantifying the total scoring for how respondents rank the themes in order of priority in the centre of the borough (below)

| If the council had to focus its resources within the centre of the borough, which of the five themes should be prioritised (1 identifies the highest priority, 5 identifies the lowest priority) | 1st | 2nd | 3rd | 4th | 5th | Don't Know |
|--|-----|-----|-----|-----|-----|------------|
| A growing borough – delivering more homes through estate regeneration, infill housing, and specialist extra care housing | 17 | 4 | 10 | 8 | 22 | 15 |
| A connected borough - improving public transport, creating healthier streets, delivering a cleaner and more pleasant borough, and supporting digital infrastructure. | 25 | 27 | 4 | 4 | 3 | 13 |
| An entrepreneurial borough - streamlined support for businesses, including targeted sectoral support; also, brokerage of jobs and training. | 5 | 4 | 23 | 14 | 15 | 15 |
| A borough of thriving town centres - joined up services and improvement plans for town | 5 | 18 | 15 | 19 | 7 | 12 |

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|---|----|----|----|----|----|----|
| centres, plus support for healthier high streets, evening economy and quality workspace. | | | | | | |
| A great borough to live in and visit - investment in social infrastructure and improved open spaces, alongside support to grow our visitor economy. | 14 | 11 | 11 | 16 | 11 | 13 |

Views on the centre of the borough

We asked respondents for their views on proposed growth in the centre of the borough, and to identify the biggest challenge that the council needs to address. The delivery of new and enhanced travel connections was far and above the most prevalent comment; including *“it is positive that the council has recognised that improving accessibility to the centre of the borough is highly necessary and that investment is needed to improve public transport”*.

Comments also emphasised the preserving of green space and promoting environmentally friendly transport options to address climate change pressures, whilst keeping pollution to a minimum, as key challenges in this area. As one respondent commented, support for *“maintaining the beauty and connection with nature that the green belt and parks in this part of the borough provide, whilst also joining it all up into a regional park and providing new cycling and walking routes to connect across the area”* is most welcomed. General support and acceptance of the approach to open spaces and a proposed regional park potentially explains the diversity of the ranking of this theme in terms of priority.

3.15 East of the borough

The east of the borough will see growth focused in areas of better transport access that will deliver a little over $\frac{1}{3}$ of homes required in the borough. The area is characterised by a network of historic and major thoroughfares that connect local town centres and parks. The A1000 / A598 road corridor provides a key set of connecting roads linking the main town centres in the east. The corridor has capacity for new homes, but also needs to be a healthier street balancing the ways people travel and recognising places where people live, work and visit.

Town centres in the east are already local destinations: home to larger offices, café/restaurant culture, independent shops, and several leisure, arts and cultural destinations. We will seek to build on existing strengths to grow the role of these places where communities come together. New Southgate also provides a specific opportunity for transport-led housing growth, and the Council will seek to work with partners to tackle the way the North Circular Road acts as a barrier.

How respondents rank the themes in order of priority in the east of the borough

Respondents were also invited to rank which of the five strategic themes they considered the most important in the east of the borough. Consensus was much clearer in the east of the borough, with a

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broadly consistent prioritisation with most respondents choosing “a connected borough” as most important, followed by “an entrepreneurial borough”, “a borough of thriving town centres”, and being a great borough to live in and visit as the lowest ranked priority. Interestingly, again the growing borough theme was equally split between those recognising it as highest priority and those recognising it as the lowest priority. Based on the comments this again seems to tie into the variance between people seeing affordability as the key issue in the borough and people seeing the overall housing target for the borough and the risk of development impacting local character as the key issue.

Figure 2.86: Table quantifying how respondents rank the themes in order of priority in the east of the borough (below)

| If the council had to focus its resources within the east of the borough, which of the five themes should be prioritised (1 identifies the highest priority, 5 identifies the lowest priority) | 1st | 2nd | 3rd | 4th | 5th | Don't Know |
|---|------------|------------|------------|------------|------------|-------------------|
| A growing borough – delivering more homes through estate regeneration, infill housing, and specialist extra care housing | 19 | 9 | 5 | 8 | 19 | 15 |
| A connected borough - improving public transport, creating healthier streets, delivering a cleaner and more pleasant borough, and supporting digital infrastructure. | 19 | 25 | 11 | 5 | 1 | 14 |
| An entrepreneurial borough - streamlined support for businesses, including targeted sectoral support; also, brokerage of jobs and training. | 3 | 7 | 30 | 11 | 10 | 14 |
| A borough of thriving town centres - joined up services and improvement plans for town centres, plus support for healthier high streets, evening economy and quality workspace. | 14 | 14 | 7 | 21 | 4 | 15 |
| A great borough to live in and visit - investment in social infrastructure and improved open spaces, alongside support to grow our visitor economy. | 8 | 7 | 8 | 14 | 24 | 14 |

Views on the east of the borough

We asked respondents for their views on proposed growth in the east of the borough, and to identify the biggest challenge that the council needs to address. The retention of the character of the area was a key comment for the east of the borough; ‘protecting the character and heritage of the borough especially historic high streets and listed/locally listed buildings’.

In addition, creating new spaces for different kinds of business and ensuring that there was appropriate transport provision and social infrastructure in place to support projected housing growth in these areas was seen as a key challenge for the area; *“it needs to be better connected if it is to take more of a share of the homes”*. The revitalisation of town centres is seen as a challenge, with their future role and character in relation to night-time and cultural activities an important issue to be worked through.

3.16 Health and Equality Impacts

Respondents were invited to share their views on the impacts the draft Growth Strategy may have on health and equalities, to help shape the final version of the strategy and the way growth is delivered across the borough until 2030.

Comments touched upon a range of potential health and equality impacts, as evidenced in Appendix A, but particularly emphasised the dangers of air and noise pollution, especially in relation to new home delivery and increased road usage. There was recognition of the positive impact of seeking to shift transportation preferences away from private cars to active forms of transport, including public transport, cycling and walking.

Reflecting the split prioritisation of the growing borough theme, some respondents identified the particularly positive impact of creating housing and associated infrastructure for residents of all ages, especially housing for the elderly; together with the need for stronger promotion of more affordable and energy efficient homes.

Overall feedback suggests there is a need for more significance to be explicitly placed on the long-term wellbeing of Barnet’s residents, so that further steps are taken to protect vulnerable people and communities. Firstly, throughout the process of area-wide regeneration, for example projects reducing dust and air pollution. Secondly so that the diversification and strengthening of high streets considers the need to tackle negative uses like fast food and betting shops, to support their replacement with healthier services for the population.

4. Key messages from written stakeholder feedback

Separate to the online survey, the Council received XX emailed responses to the consultation in letter form, mainly from stakeholders and statutory bodies.

Summary of the responses

| Stakeholder Name | Comments |
|--|--|
| Aberdeen Standard | <ul style="list-style-type: none"> • Supportive of the plans |
| Argent Services LLP | <ul style="list-style-type: none"> • Supports all themes • Supports establishment of BXC as a destination of national significance • Recognises importance of different types of housing for mixed communities (affordable, supported, student, later living...etc) • Strategy could be more ambitious regarding mode share and parking • BXC could provide a fourth sports hub opportunity |
| Avison Young (on behalf of Redrow Homes) | <ul style="list-style-type: none"> • Supports Increasing Housing Supply within guiding principles • Supports all themes and cross-references Colindale Gardens scheme • Stronger controls on parking in developments, also emphasise S106/CIL • Spatial approach to growth – supports west of the borough and Colindale emphasis. Central area focus on leisure to not preclude housing. |
| Barnet Residents Association | <ul style="list-style-type: none"> • Generally supportive but some key issues to deal with: • Housing: unlikely targets met. Population and housing numbers need explaining. • Environment: Regional Park intriguing idea – bold initiatives needed • Transport: increased capacity of tube, limitations of orbital connections, accessible transport interchanges are critical, need M25 impact review. • High Streets: Sort waste collection arrangements in town centre, improve street cleansing and crossing safety, support focus on more affordable workspaces. • Welcome a digital hub in the town centre and business broadband. |
| The Barnet Society | <ul style="list-style-type: none"> • Support aims, support guiding principles provided changes to safeguard local character, protect environmental assets, and ensure growth meets highest environmental standards including mitigation of climate change. • Growing Borough: Add objective design standards and sustainability. Question quantity of homes, affordable definition and types of housing • Connected Borough: supported, but needs clearer commitments, several specific recommendations were made of relevance to transport strategy. • Town Centres: support themes but want affordable quality workspaces. Challenges to address are practical consistent and joined up support, maintaining environmental standards, trader buy-in and funding. • Live and visit: support theme. |

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| Diocese of London | <ul style="list-style-type: none"> • Green Belt release a necessity to fulfilling housing growth in the area. |
| The Finchley Society | <ul style="list-style-type: none"> • Welcome scene setting for the local plan, transport strategy and infrastructure plan. • Generally supportive of all principles, themes and areas, subject to amendments: • Seek environmental theme – sustainable growth, climate change, energy efficiency • Connected borough theme – Clearer boroughwide approach to parking and growth • East of the Borough - sensitive investments needed to modernise town centres |
| Greater London Authority (<i>Regeneration and Economic Development Team</i>) | <ul style="list-style-type: none"> • Supports and welcomes the strategy • Housing needs to be high quality and support public realm investment, • Within town centres recognise complexity of land ownership and support active ground floors in relation to housing delivery. • Incorporate and define inclusive growth • No definition of ‘state-of-the-art digital infrastructure’ • Add qualitative measures too (i.e social value impact, social integration) • Mention the circular economy |
| Highways England | <ul style="list-style-type: none"> • Planned growth in Barnet could impact the SRN (M25) and requires assessment. |
| Historic England | <ul style="list-style-type: none"> • Sustainability Appraisal required in association with Local Plan Review to ensure growth aspirations and the impact on historic environment fully considered • Plan could specify how regeneration will support heritage conservation efforts |
| Home Builders Federation | <ul style="list-style-type: none"> • Need for Local Plan publication and clarification of housing target and realistic proposals to increase housing supply given historic failure to meet housing targets • Question spatial approach as underplays small sites development requirement, including opportunity for more development in the centre of the borough |
| Jewish Community Secondary School | <ul style="list-style-type: none"> • Support the expansion of social infrastructure capacity including schools, leisure, health and community facilities to accommodate further growth |
| John Cox | <ul style="list-style-type: none"> • Support connected borough theme focus on public transport and orbital connectivity. Proposed various particular measures regarding transport planning. |
| London Parks and Gardens Trust | <ul style="list-style-type: none"> • Barnet benefits from a wealth of parks and gardens of heritage, cultural and landscape value; green assets are of heritage value and should be protected |
| Mill Hill Preservation Society | <ul style="list-style-type: none"> • Strategy is general, does not provide clear policy around amenity and green belt • Concern about proposals for leisure and recreation within areas of green belt. • Inadequate recognition of need for improved healthcare provision • Loss of employment space means growing population not matched with new jobs |
| West Hendon Residents - Petition | <ul style="list-style-type: none"> • Housing targets too high, inappropriately dense development, flats too small • Overdevelopment in West of the Borough if 30,000 homes built in A5 corridor. Other areas of the borough must take larger share if targets cannot be changed |

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| <p>(14 separate responses)</p> <p>Plus</p> <p>Silk Stream (214 member) and Vivian Avenue Residents Groups</p> | <ul style="list-style-type: none"> • Development will cause congestion, parking and pollution issues • Infrastructure is promised but housing built long before necessary infrastructure • Proposal for development at Sainsburys site in the Hyde proceeds decisions on this strategy that include |
| <p>National Grid</p> | <ul style="list-style-type: none"> • Notification of strategic assets in proximity to proposed growth areas (Mill Hill East). |
| <p>Spires Barnet</p> | <ul style="list-style-type: none"> • Support the proposed theme for town centres and area approach for east of the borough, but look forward to changes to Local Plan policy matching such aspiration. |
| <p>Taylor Wimpey</p> | <ul style="list-style-type: none"> • Supports the aims and objectives of the strategy, but considers that a more active message about unlocking the potential of designated MOL for housing delivery. • Supports growth proposal for A406 corridor / New Southgate. |
| <p>TfL Commercial Development</p> | <ul style="list-style-type: none"> • Strategy principles should address those of Good Growth in the London Plan, and integrate matters of sustainability and good design. • All themes and objectives supported, although recommend all accessible areas support growth, not just town centres. Also, amendments to connected borough objectives to focus wording more strongly on active travel, and to town centres theme to also emphasise importance of reducing traffic and congestion. • Commit to help increase housing through development of landholdings to provide developments that accord with priorities including affordable homes and training. |
| <p>TfL Spatial Planning Team</p> | <ul style="list-style-type: none"> • Support many aspects of the strategy and welcome input from LB Barnet on changes to bus networks. But further nuance required to connected borough theme to reduce emphasis on orbital transport connections vs. radial connections. • Healthier street design objective should be worded to focus on the needs of 'active forms of travel' rather than 'all forms of travel'. Also, stronger emphasis around managing and reducing parking supply would help tackle car dominance habits. • Request amendment to the text relating to PTAL as a consistent measure of access. • No mention is made that 65% of trips in Barnet could be made by walking or cycling. • Evidence of patterns of travel demand should be examined to inform the strategy and the spatial approach nuanced with stronger reference to bus journey time improvements between Whetstone and Finchley Central, and routes providing access to Piccadilly and Jubilee Line services just across the borough boundary. • Regional Park transport infrastructure should be focused on walking and cycling. |
| <p>Thames Water</p> | <ul style="list-style-type: none"> • Provided recommendations for future Local Plan Policy. |

Growth Strategy 2030

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| Barnet Group | <ul style="list-style-type: none"> • Partnership working - growing borough supported by Open Door Homes. Look forward to working on a new more ambitious affordable housing target. Over 5 years it should be possible to take forwards 700-1000 affordable homes. |
| West Finchley Residents Association | <ul style="list-style-type: none"> • Support principles • Supports development in town centre locations with access to transport hubs, would like to see specific protection for existing family homes in residential areas. • Impact of congestion and air pollution, on health and wellbeing in general, is lacking • Need stronger emphasis on social infrastructure, missing heritage, need for commuter parking in Finchley Central and avoid commuters shifting to W. Finchley. |
| West London Alliance | <ul style="list-style-type: none"> • Specific feedback on references to 5G, data and digital connectivity and references • Recommendation to more explicitly reference cross border areas and matters • Strategic Infrastructure Plan for West London is currently being prepared • Welcome continued close working and partnerships to deliver outcomes |