



Environment Committee

9 September 2020

Title	Barnet Long Term Transport Strategy 2020-2041
Report of	Chairman of Environment Committee
Wards	All
Urgent	No
Status	Public
Key	No
Enclosures	Appendix A – Long Term Transport Strategy 2020-2041 Appendix B – Consultation Report Appendix C – Updated Initial Equality Analysis (EIA) Appendix D – Health Equity Assessment (HEA)
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Summary

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

Public consultation on the draft Long Term Transport Strategy was undertaken following approval from Environment Committee on 20 January 2020. The consultation took place from 10 February 2020 to 17 May 2020 and provided an overall positive response (the consultation report can be found in Appendix B). It must also be noted that during the consultation period the borough and indeed the entire country, went into lockdown due to

the COVID-19 pandemic. This reduced the ability to publicise the consultation, as well as officers' ability to conduct face to face research and discussions. As a result, the consultation was extended by three weeks and additional communications was undertaken. Despite this, 231 responses to the online consultation were received. In addition, the strategy and schemes proposed were designed prior to the outbreak of COVID-19, and officers have therefore considered whether these will still be relevant to the situation once the epidemic is over. Officers have concluded that the vision and objectives of the strategy remain relevant. The biggest impact that Covid 19 has had on transport is that many people can and have been working from home. It is not possible to know how long this phenomenon will continue for or how it will impact transport in the borough. While the proposals in the Strategy are still suitable, it is suggested that, during the review / feasibility studies for each proposal, the changes to transport utilisation will need to be considered, particularly the changes to travel by working people and their attitude to such travel.

The Strategy has been reviewed and updated taking into account the consultation results and comments from Officers across the Council. Environment Committee are asked to approve this final amended version of the Long Term Transport Strategy and note the consultation report findings that have informed those changes.

Recommendations

- 1. That the Environment Committee notes the Consultation Report (Appendix B), the Updated Initial Equality Analysis (Appendix C) and the Health Equity Assessment (Appendix D) appended to this report.**
- 2. That the Environment Committee agrees to adopt the Long Term Transport Strategy 2020-2041 (at Appendix A to this report)**
- 3. That the Environment Committee delegates authority to the Executive Director for Environment to make any subsequent non-material changes to the Long Term Transport Strategy 2020-2041 and its supporting documents.**
- 4. That the Environment Committee authorises officers to implement the Delivery Plan (as set out in Appendix A - Section 5 of the Long Term Transport Strategy 2020-2041).**
- 5. That the Environment Committee authorises officers to explore both the internal and external funding streams available to support the delivery of the Strategy.**
- 6. That the Environment Committee delegates authority to the Executive Director for Environment, in discussion with the Chair of Environment Committee, to undertake procurement activities related to the implementation of the Delivery Plan, including undertaking feasibility studies.**

1. WHY THIS REPORT IS NEEDED

- 1.1** In July 2016, the Environment Committee instructed the Executive Director for Environment to develop an overarching Long Term Transport Strategy for the London Borough of Barnet. Since then, considerable work was undertaken to

refine the scope of the strategy and the proposed approach to transport within the borough, develop an evidence base to support the proposals and engage with key stakeholder groups to inform the Draft Long Term Transport Strategy.

- 1.2 The draft Long Term Transport Strategy 2020 – 2041 and supporting documents were approved for consultation by Environment Committee on 20th January 2020.
- 1.3 The revised Long Term Transport Strategy has been bought back to Environment Committee for approval and adoption and can be found in Appendix A. The strategy:
 - Articulates the vision for transport in Barnet to 2041;
 - Outlines proposals to achieve the vision; and
 - Provides a high level Delivery Plan providing an overview of delivery practices, funding and financing options and estimated timescales required to deliver these proposals.
 - Provides an evidence base for this strategy.
- 1.4 The Evidence Base was developed to cover historic trends, the current situation and an assessment of future scenarios. The Evidence Base was appended to the Environment Committee report in January 2020.
- 1.5 A public consultation was undertaken 10 February 2020 to 17 May 2020 and has been used to inform the revised Long Term Transport Strategy. The Consultation Report outlines the consultation process and analysis of the responses. The Consultation Report can be found at Appendix B and further detail is provided in section 5.8 below.
- 1.6 In the event of the Long Term Transport Strategy being adopted, the Strategy and associated documents will be published on the Council's website. The Council will start to progress with implementing the Delivery Plan as noted in the Strategy by considering the proposals, and undertaking feasibility studies for the schemes proposed in the Strategy. The Delivery Plan will be updated to provide further detail including what actions need to be taken or considered to deliver the proposals, by whom and when. The indicative costs, estimated timescales, and funding and financing options will also be reviewed subject to feasibility studies being completed, Council approval and the funding being available.

2. REASONS FOR RECOMMENDATIONS

- 2.1 **Recommendation 1** – It is recommended that the Environment Committee notes the Consultation Report (Appendix B), the Updated Initial Equality Analysis (Appendix C) and the Health Equity Assessment (Appendix D). The documents have all been considered and where appropriate reflected within the final version of the Strategy.
- 2.2 **Recommendation 2** – It is recommended that the Environment Committee agree to adopt the draft strategy. This will enable the Council to progress by undertaking feasibility studies and considering the implementation of the proposals as noted in the delivery plan in the strategy.

- 2.3 **Recommendation 3** – It is recommended that the Environment Committee approve the delegated to the Executive Director for Environment to make any subsequent non-material changes to the Long Term Transport Strategy and its supporting documents as this will enable the Council to keep the strategy up to date and as relevant as possible.
- 2.4 **Recommendation 4** – It is recommended that the Environment Committee authorises officers to implement the Delivery Plan (as set out in Appendix A - section 5) so that the proposals noted can start to be considered and implemented in order for the vision of the strategy to be achieved.
- 2.5 **Recommendation 5** – It is recommended that the Environment Committee authorises officers to undertake analysis and feasibility of the various funding sources in order for the strategy to be delivered.
- 2.6 **Recommendation 6** – It is recommended that the Environment Committee delegates authority to the Executive Director for Environment in discussion with the Chair of Environment Committee to undertake procurement activities in order to enable the Council to progress by undertaking feasibility studies and considering the implementation of the proposals as noted in the delivery plan in the strategy.
- 2.7 Overall, a Long Term Transport Strategy is required to support the borough's population and housing growth, alleviate congestion and pressure on the transport system and support improvements to air quality.

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

- 3.1 The Environment Committee could decide not to approve the revised Long Term Transport Strategy, however responses received during the stakeholder engagement and public consultation regarding the strategy have on the whole been positive and support the vision, objectives and proposals for transport in the borough.
- 3.2 In addition, an overarching Transport Strategy needs to be long term in nature in order to account for the borough's predicted level of development and growth over the next twenty years. The initiatives to improve transport and support active travel in the borough need to be planned to align with an overall vision for the borough, as a piecemeal approach or enabling transport to evolve on its own would not provide as much value or a joined-up approach across transport modes within the borough.

4. **POST DECISION IMPLEMENTATION**

- 4.1 If the Committee is minded to approve the Recommendations in this report, then the Transport Strategy will be designed and then the Strategy and associated documents will be published on the Council's website. The Council will start to progress by undertaking feasibility studies and considering the implementation of the proposals as noted in the Delivery Plan in the Strategy.

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

5.1.1 The Council's Corporate Plan (Barnet 2024) is focused on three main outcomes:

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

5.1.2 The Council's key areas of focus include:

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

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

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

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

5.2.1 **Finance & Value for Money**: The issues of funding and implementation of any proposals noted in the Transport Strategy has been considered in the high level delivery plan and potential funding sources section near to the end of the Strategy. The delivery plan includes estimated costs (excluding staff costs) and potential sources of funding. There are a range of funding opportunities including CIL and S106 and external funding from TfL etc which will need to be considered and explored as part of the feasibility study for each proposal. It should be noted that due to the Covid 19 pandemic although the Local Implementation Plan funding has been withdrawn by TfL due to their financial situation, substantial funding has been made from TfL and Central Government to support temporary active travel and schemes which support social distancing. The funding will need to be considered throughout the implementation of the strategy. The short term funding situation is variable and therefore the implementation of schemes may need to be prioritised.

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

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

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

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

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

5.3 **Social Value**

5.3.1 The Public Services (Social Value) Act 2012 requires local authorities who commission public services to consider how what is being procured might improve the social, economic and environmental well-being of the relevant area. This will be done as part of any future procurement.

5.4 **Legal and Constitutional References**

5.4.1 This report recommends that the Environment Committee adopts the Barnet Long Term Transport Strategy 2020 – 2041 (at Appendix A to this report).

5.4.2 Article 7 of the Council's Constitution sets out the functions to be discharged by and the terms of reference of the Environment Committee which includes, amongst others, "responsibility for all borough-wide or cross-constituency matters relating to the street scene including, parking, road safety, lighting, street cleaning, transport, waste, waterways, refuse, recycling, allotments, parks, trees, crematoria and mortuary, trading standards and environmental health.

5.5 **Risk Management**

5.5.1 The key risks to the preparation of the Transport Strategy included resourcing and making sure key stakeholders are engaged at the appropriate time however as the strategy has been finalised these risks are no longer relevant. Risks relating to the delivery of the strategy will be considered at the feasibility stage in the preparation of specific projects.

5.6 **Equalities and Diversity**

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

- eliminate discrimination, harassment, victimisation and other conduct prohibited by the EA 2010;
- advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
- foster good relations between persons who share a relevant protected characteristic and persons who do not share it

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

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

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

5.6.5 The initial equalities impact assessment which was taken to Environment Committee in January 2020 has been reviewed and updated following the public consultation. For example, the updates have included some additional detail on the use of cars and taxis / private hire and further consideration on the impacts on transport for disabled people. In the event of the Long Term Transport Strategy being adopted by the Council, the specific proposals within the Strategy will be considered / feasibility studies undertaken. In a number of circumstances this work will likely require further consultation and, where appropriate, their own equalities impact assessments as the proposals are developed.

Health Equity Assessment (HEA)

5.6.6 A Health Equity Assessment (HEA) (as appendix D) has been conducted by the Public Health Team within the Council to consider the impacts of the Draft Long Term Transport Strategy on health inequalities. The HEA assessed the proposals noted in the strategy against four dimensions of health inequalities (socioeconomic deprivation, equality and diversity, inclusion health and geography). Overall, the majority of the proposals within the strategy are noted as having a positive impact, with only one intervention having a neutral impact and no proposals having a negative impact. To further maximise the

positive health impacts of the strategy recommendations have been provided for some of the proposals.

Engagement with Public Health will continue when the specific proposals within the Strategy are considered / feasibility studies undertaken and during the implementation, monitoring and evaluation of the delivery plan.

5.7 Corporate Parenting

5.7.1 Not applicable.

5.8 Consultation and Engagement

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

5.8.2 A public consultation was undertaken from 10 February 2020 to 17 May 2020 and has been used to inform the revised Long Term Transport Strategy. A few responses were accepted after this date by organisations which were impacted by Covid-19 pandemic and staff on furlough.

5.8.3 The survey was available online on Engage Barnet, paper copies of the survey were available and written letters and emails were also accepted. The consultation was open to residents, businesses, visitors, partner organisations and other stakeholders and was widely promoted through Barnet First, the Council's website and the Council's Twitter, and Facebook accounts, and on posters displayed at bus shelters. It also must be noted that during the consultation period, the country entered lockdown due to the outbreak of the COVID-19 pandemic. This made engagement and promotion of the consultation difficult, and consequently the consultation period was extended by three weeks to enable the Council to undertake some additional promotion of the consultation and enable more views to be sought.

5.8.4 Overall, 231 responses were received to the online consultation, 20 emails / letters were received and nine from our young people using an abridged questionnaire. Overall, the feedback was positive; with 61% of the online respondents agreeing with the vision of the strategy to some extent and 78% agreeing with the objectives to some extent. Similarly, we asked respondents for their views on the extent to which they agreed with the schemes proposed, and whether or not they would enable us to meet the vision and objectives of the Strategy; the majority of respondents (52%) felt they would. All of the

schemes proposed in the draft Strategy received the support of the majority of respondents, with the five most important schemes being identified as: C2: Cycle network, PT2: Improve bus network, W2: Low traffic neighbourhoods, W1: Healthier routes to schools, and PT3: Improve existing rail and underground services.

- 5.8.5 The Long Term Transport Strategy was updated to take account of the consultation responses, with the main changes including further detail on the role of taxi's / private hire in relation to rapid electric chargers, motor cycles and e-scooters. Further information was also provided regarding the borough wide plans and ensuring alignment with regeneration and growth for example at Brent Cross. Additional information was also included regarding equalities and supporting specific groups with behaviour change as was noted in the Healthy Equity Assessment. Overall, the majority of amendments were adding clarifications as feedback suggested that some sections were not clear.
- 5.8.6 The full consultation report can be found at Appendix B. Consultation information and materials are provided on the Council's consultation hub (Engage Barnet) <https://engage.barnet.gov.uk/Draft-Transport-Strategy>.

5.9 Insight

- 5.9.1 The Transport Strategy has been informed by the Evidence Base which includes high level transport modelling. The Evidence Base was appended to the Environment Committee report in January 2020.

6. BACKGROUND PAPERS

- 6.1 Environment Committee January 2020 Draft Transport Strategy report <https://barnet.moderngov.co.uk/documents/s57230/Draft%20Barnet%20Long%20Term%20Transport%20Strategy.pdf>
- 6.2 Moving Around in Barnet – “A Direction of Travel”, July 2016 <https://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=695&MId=8634&Ver=4>