Long Term Transport Strategy 2020-2041

Public Consultation Report

February 2020 – May 2020 Consultation

BARNET
LONDON BOROUGH

Executive Summary

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 which took place from 10 February to 17 May 2020. The findings will be considered by Environment Committee on 9 September 2020, where the final decision on adoption of the Long Term Transport Strategy 2020-2041 will be taken.

Response to the consultation
- total of 231 responses to the consultation.
- 83% of responses were from residents.
- received 20 responses and comments via email (mostly from community organisations or representative bodies).
- we gathered the views of nine young people across the borough using an abridged questionnaire.

Summary of consultation approach
- the consultation was open for fifteen weeks, from 10 February 2020 to 17 May 2020.
- the consultation was published on Engage Barnet http://engage.barnet.gov.uk together with a draft Strategy and summary document which provided detailed background information.
- the consultation was promoted through posters at bus stops, council social media and the council website.

Summary of key findings

- overall, the draft Long Term Transport Strategy 2020-2041 was supported by respondents, with 61% of respondents agreeing with the vision of the Strategy to some extent, and 78% agreeing with the objectives to some extent.
- the draft Long Term Transport Strategy 2020-2041 also outlined the council's approach to improving each mode of transport, suggesting number of schemes to improve travel across the borough. The majority of respondents (52%) agreed that the proposed schemes would enable us to meet the vision and objectives of the Strategy.
- they were asked for their views on the schemes proposed to encourage walking in the borough. All of the proposed schemes were supported by a majority of respondents, particularly Scheme W5: Investing to improve the footway network, which was supported by 85% of respondents.
- they were also asked for their views on the schemes proposed to encourage cycling in the borough. All of the proposed schemes were supported by a majority of

respondents, particularly Scheme C2: Cycle network, which was supported by 81% of respondents.

- additionally, we asked for respondent's views on our proposed schemes to encourage public transport usage. All of the proposed schemes were supported by a majority of respondents, particularly Scheme PT3: Improve existing rail and underground services, which was supported by 91% of respondents.

- furthermore, we asked for views on the schemes proposed to make car travel more sustainable. All of the schemes proposed were supported by a majority of residents, particularly Scheme R2: Electric vehicle charging provision, which was supported by 80% of respondents.

- our proposed schemes to make freight and logistics in the borough more sustainable and encourage sustainable behaviour change were also supported by a majority of residents.

- the schemes identified by respondents as being the five most important were: C2: Cycle network, PT2: Improve bus network, W2: Low traffic neighbourhoods, W1: Healthier routes to schools, and PT3: Improve existing rail and underground services.

- we asked residents how we should prioritise resources in order to enable us to meet the vision and objectives: public transport, walking, and cycling were identified as the priority areas.

- we also asked several questions to analyse the travel habits of residents. 37% of respondents travelled south for their morning commute, similarly 51% of leisure journeys were radial. However, 54% of shopping journeys were within the borough; while the majority of these were radial, there was no real significant difference in the direction of travel.

- finally, we asked about how our residents travel, and how often they use different modes of transport. The majority of people walk every day (73%), with only 3% of respondents walking less frequently than 1-2 times per week. National Rail was the least used mode of transport, with 75% of respondents using it either monthly or not at all.

- we consulted with our young people using an abridged questionnaire, garnering nine responses. The majority of young people who replied supported all the schemes proposed in the Strategy.

- we also received some written submissions, the most common themes raised in these were in support of Schemes W5: Investing to improve the footway network and PT2: Improve existing bus network, and expressing concerns about Scheme W4: An active route named 'The Barnet Loop' around the greenspaces in the borough.

- it must also be noted that during the consultation period the country, and the borough, went into lockdown due to the COVID-19 pandemic. This significantly hindered the ability to publicise the consultation, as well as officers' ability to conduct face to face research and discussions. 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. Several comments raised concerns about how the pandemic will affect transport in the borough.

- the majority of the work for this strategy was completed in 2019, before the COVID-19 epidemic. As this is a long-term strategy, we have considered whether it will be relevant to the situation once the epidemic is over. We have concluded that the vision and objectives of the Strategy remain broadly relevant. COVID-19 has had a huge impact in increasing the number of people working from home. We do not know how long this phenomenon will continue for or how it will impact transport in the borough. The proposed schemes are still suitable; however, during the review / feasibility study for each proposal the changes in transport utilisation will need to be considered, particularly the effect on working people's mode of travel.

1.   Consultation Findings - Respondents

1.1   Technical details and method

In summary, the consultation was administered as follows:

➢ the draft Strategy was published on Engage Barnet. The evidence for the assumptions within it was also available via the Evidence Base.

➢ respondent's views were gathered via an online survey on Engage Barnet. Paper copies of the survey and consultation document were also made available on request. Additionally, we gathered the views of young people across the borough using an abridged questionnaire.

➢ the consultation was promoted in a number of ways, and key stakeholders who have been involved in the development of the Strategy were informed of the consultation. Social media was key in enabling the council to reach residents who may not use the traditional channels of Engage Barnet, we promoted via the council's website, area forums, Twitter, and Facebook; a sample tweet can be seen below. Posters, as seen shown below, were hung in libraries, leisure centres, and GP surgeries, as well as being displayed at bus shelters across the borough. The consultation was also in the Barnet First publication, the council's monthly newsletter disseminated to 147,000 homes across the borough, to our young people through our Youth Board, Youth Parliament and Youth Ambassadors, and made available to all council staff via promotion on the staff Yammer application, Strategy Bulletin, Communities Together Network, and the Breakfast Briefing.

Image 1 – One of the social media posts used to promote the consultation.

➤ it must be noted that during the consultation period, the country entered lockdown due to the COVID-19 pandemic. This made engagement and promotion of the consultation difficult, and consequently the consultation period was extended by three weeks to allow the council to undertake some additional promotion of the consultation and enable more views to be sought.

Image 1 – Poster used to promote the consultation

1.2   Questionnaire design

The consultation questionnaire was developed to ascertain residents', businesses, and other stakeholder's views on the draft Long Term Transport Strategy. In particular the consultation invited views on:

➢   the Strategy's vision and objectives.
➢   the schemes proposed by the Strategy, categorised by mode of travel.
➢   the travel habits / pattern of respondents.

In order to enable further understanding, and in-depth analysis, the questionnaire also included:

➢   open ended questions, where respondents were invited to write in any comments to justify their answers, if they believed anything was missing, or make more general comments around the draft Strategy.
➢   key demographic questions to help understand the views of different demographic groups. This included questions on protected characteristics.

Throughout the questionnaire, and where applicable, hyperlinks were provided to the relevant sections of the Strategy and the summary Consultation Document.

1.3   Demographic response to the consultation

A total of 231 responses were received to the online questionnaire on Engage Barnet. Additionally, 20 comments were received from community groups and residents via email, and nine responses from young people through a specifically designed abridged questionnaire.

1.3.1   Questionnaire response profile

Of the 231 public questionnaire responses that were received, all responses were through the online questionnaire, no paper questionnaires were returned. The figure below shows the profile of those who responded.

Are you responding as?	No.	%
Barnet resident	119	82.64%
Barnet business	0	0.00%
Barnet resident and business	6	4.17%
Representing a voluntary/community organisation	3	2.08%
Representing a public-sector organisation	3	2.08%
Visitor to the borough	7	4.86%
Other	5	3.47%
Total	**143**	**100%**

Figure 2 - Respondent profile

Most respondents to the consultation were residents of Barnet – 82.64%. Those who answered other (3.47%) identified as representing groups, such as the Liberal Democrat Group and Inclusion Barnet, as well as a developer in the borough. The chart below shows the demographic profile of those who responded to consultation questionnaire in terms of key demographics compared to the population of Barnet. Those who responded to the general consultation follow Barnet's population profile in terms of gender. However, in terms of age and ethnicity, there was a significant underrepresentation of younger respondents, as well as those who identified as a member of a black and minority ethnic group (BAME). Disabled respondents are also underrepresented in the questionnaire. Those who identified as disabled, mostly did so due to learning difficulties. However, the full list of responses can be seen below.
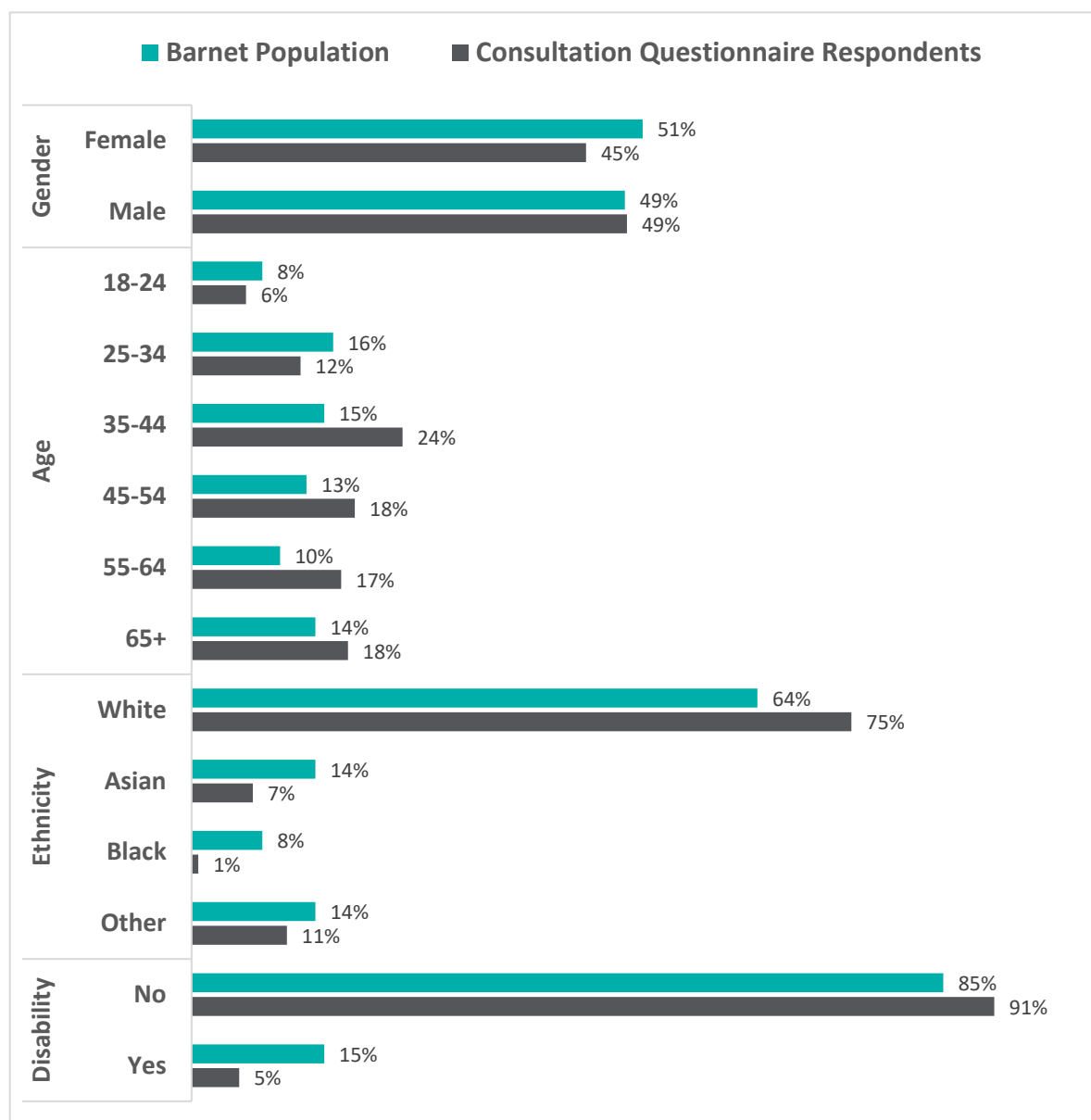
Figure 3 - Graph showing demographic profile of respondents

Are you currently employed, self-employed, retired or otherwise not in paid work?	No.	%
In employment (full or part time)	65	49.62%
Self-employed (full or part time)	27	20.61%
In full-time education at school, college, or university	5	3.82%
Unemployed	8	6.11%
Retired	26	19.85%
Total	**131**	**100%**

Figure 3 - Employment status of respondents

The employment status of respondents is also shown above. Overall, there is a good balance of different employment status. 65 (49.62%) respondents identified as an employee in a full time or part time job, while a further 27 (20.61%) identified as being self-employed. Furthermore, 26 respondents (19.85%) identified as being retired, with five in full time education at school, college, or university, and a further eight unemployed and available for work.

1.3.2 Protected Characteristics – Optional

The council is required by law, within the Equality Act 2010, to pay due regard to equalities in eliminating unlawful discrimination, advancing equality of opportunity and fostering good relations between people from different groups.

The protected characteristics identified in the Equality Act 2010 are age, disability, ethnicity, gender, gender reassignment, marriage and civil partnership, pregnancy, maternity, religion or belief and sexual orientation.

To assist us in complying 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 understand the needs of our different communities, that all the personal information provided will be treated in the strictest confidence and will be stored securely in accordance with our responsibilities under the Data Protection Act 1998, and that responding to this question was not mandatory.

In which age group do you fall?	No.	%
16-17	0	0.00%
18-24	8	6.15%
25-34	16	12.31%
35-44	31	23.85%
45-54	24	18.46%
55-64	22	16.92%
65-74	20	15.38%
75+	3	2.31%
Prefer not to say	6	4.62%
Total	**130**	

Figure 4 - Table showing respondents age groups

Are you: (Please tick one option only?	No.	%
Female	58	44.62%
Male	64	49.23%
Prefer not to say	7	5.38%
If you prefer to use your own term please provide it here	1	0.77%
Total	**130**	

Figure 5 - Table showing respondents gender

Are you pregnant?	No.	%
Yes	3	4.62%
No	57	87.69%
Prefer not to say	5	7.69%
Total	**65**	
Are you on maternity leave?	No.	%
Yes	3	5.26%
No	49	85.96%
Prefer not to say	5	8.77%
Total	**65**	

Figure 6 - Table showing respondents pregnancy/maternity leave status

Is your gender identity the same as the sex you were registered at birth?	No.	%
No, it's different	1	0.78%
Prefer not to say	7	5.43%
Total	**129**	

Figure 7 - Table showing the gender identity of respondents

What is your religion or belief?	No.	%	Barnet population %
Buddhist	0	0%	1%
Christian	25	19.38%	39%
Hindu	2	1.55%	5%
Jewish	17	13.18%	23%
Muslim	1	0.78%	8%
Sikh	1	0.78%	5%
No religion	56	43.41%	20%
Prefer not to say	21	16.28%	N/A
Other Faith	6	4.66%	3.2%
Total	**129**	**100%**	**N/A**

Figure 8 - Table showing how respondents defined their religion or belief

Of the 231 total questionnaire responses, 129 respondents answered this question. In terms of faith, those who identified as an Atheist or having no religion comprised the greatest number of respondents (56), accounting for 43.41% of all respondents. The largest faith group recorded amongst respondents was Christianity (25), who represented 19.38% of all respondents; there was also a significant number of Jewish respondents (17; 13.18%). However, all faith groups were significantly underrepresented in contrast to the Barnet population.

What is your sexual orientation?	No.	%
Heterosexual	99	78.57%
Gay or Lesbian	2	1.59%
Bisexual	2	1.59%
Prefer not to say	23	18.25%
Total	**127**	**100%**

Figure 9 - Table showing how respondents defined their sexual orientation

What is your marital status?	No.	%
Single	24	18.90%
Co-habiting	16	12.60%
Married	72	56.69%
Divorced	2	1.57%
Widowed	2	1.57%
In same sex civil partnership	1	0.79%
Prefer not to say	10	7.87%
Total	**127**	**100%**

Figure 10 - Table showing the marital status of respondents

The majority of respondents identified as heterosexual (78.57%), with gay, lesbian, and bisexual residents making up a minority of respondents (3.15% combined). A high proportion of respondents were either married (56.69%), single (18.9%), or co-habiting (12.6%).

Do you consider that you have a disability as described above?	No.	%
No	118	90.77%
Prefer not to say	5	3.87%
Total	**130**	**100%**

Figure 11 - Table showing respondents with a disability

Please select the definition that best describes your disability?	No.
Hearing (such as deaf, partially deaf, or hard of hearing)	1
Vision (such as blind or fractional/partial sight. Does not include people whose visual problems can be corrected by glasses/contact lenses)	1
Mobility (such as wheelchair user, artificial lower limb(s), walking aids, rheumatism, or arthritis)	2
Physical co-ordination (such as manual dexterity, muscular control, cerebral palsy)	2
Reduced physical capacity (such as inability to lift, carry or otherwise move everyday objects, debilitating pain and lack of strength, breath, energy or stamina, asthma, angina, or diabetes)	2
Learning difficulties (such as dyslexia)	4
Mental illness (substantial and lasting more than a year, such as severe depression or psychosis)	1
Other	1
Total	**14**

Figure 12 - Table showing the types of disabilities respondents have

What is your ethnic origin?	No.	%
Asian - Bangladeshi	0	0.00%
Asian - Chinese	3	2.31%
Asian - Indian	6	4.62%
Asian - Pakistani	0	0.00%
Any other Asian background (please specify below)	0	0.00%
Black - African	0	0.00%
Black - British	1	0.77%
Black - Caribbean	0	0.00%
Any other Black / African / Caribbean background (please specify below)	0	0.00%
Mixed - White and Asian	1	0.77%
Mixed - White and Black African	0	0.00%
Mixed - White and Black Caribbean	0	0.00%
Mixed - any other Mixed / Multiple ethnic background (please specify below)	0	0.00%
White - British	80	61.54%
White - Greek / Greek Cypriot	2	1.54%
White - Gypsy or Irish Traveller	0	0.00%
White - Irish	2	1.54%
White - Turkish / Turkish Cypriot	0	0.00%
White - any other	13	10.00%
Other - Arab	1	0.77%
Prefer not to say	9	6.92%
Any other ethnic group (please specify)	12	9.23%
Total	**130**	

Figure 13 - Table showing the ethnic origin of respondents

1.4 Interpretation of the results

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

➢ the public consultation is not representative of the overall population of Barnet but provides information, in particular, on the opinion of those residents who engaged with the council, and an important indication of where there may be particular strength of feeling in relation to transport in Barnet.

➢ where percentages do not add up to 100, this may be due to rounding, or the question is multi-coded. All open-ended questions that invite respondents to write in comments are multi-coded and therefore add up to more than 100 percent.

➢ all open-ended responses to the public consultation have been classified based on the main themes arising from the comment, so that they can be summarised.

2   Questionnaire Results

The Long Term Transport Strategy 2020-2041 is part of Barnet Council's wider strategy to create a prosperous, inclusive and healthy future for the borough. It sets out a vision for transport in Barnet and a roadmap for achieving this vision, supporting other council policies such as the Growth Strategy, the Joint Health and Wellbeing Strategy and the Local Plan. This Strategy:

- ➢ articulates the vision for transport in Barnet to 2041;
- ➢ proposes possible proposals to achieve the vision;
- ➢ provides an evidence base for this Strategy.

2.1 Vision

The draft Long Term Transport Strategy 2020-2041 sets out the following vision statement relating to the council's long term vision for transport in the borough:

'By 2041, Barnet will have an efficient, convenient and reliable transport network, which enables safe, healthy and inclusive travel, protects the natural environment and supports the borough's growth.

The network will have transformed the way people and goods travel, providing strong orbital and radial links which gives everyone a choice of transport modes to complete their journey regardless of age, ability or income.'

2.1.1 To what extent do respondents agree or disagree with the proposed vision statement set out in our draft Transport Strategy?

We invited respondents to provide their views on the vision. Overall, it was well supported by respondents, with 142 respondents (61.48%) agreeing with the proposed guiding principles to some extent. By contrast, 38 respondents (16.45%) disagreed with the proposed guiding principles.

To what extent do you agree or disagree with the proposed vision statement set out in our draft Transport Strategy?		
	%	**No.**
Strongly agree	27.71%	64
Tend to agree	33.77%	78
Neither agree nor disagree	16.45%	38
Tend to disagree	9.96%	23
Strongly disagree	6.49%	15
Don't know	5.63%	13
Total	**100%**	**231**

Figure 14 - Table quantifying the extent to which respondents agreed or disagreed with the proposed vision

To what extent do you agree or disagree with the proposed vision statement set out in our draft Transport Strategy?
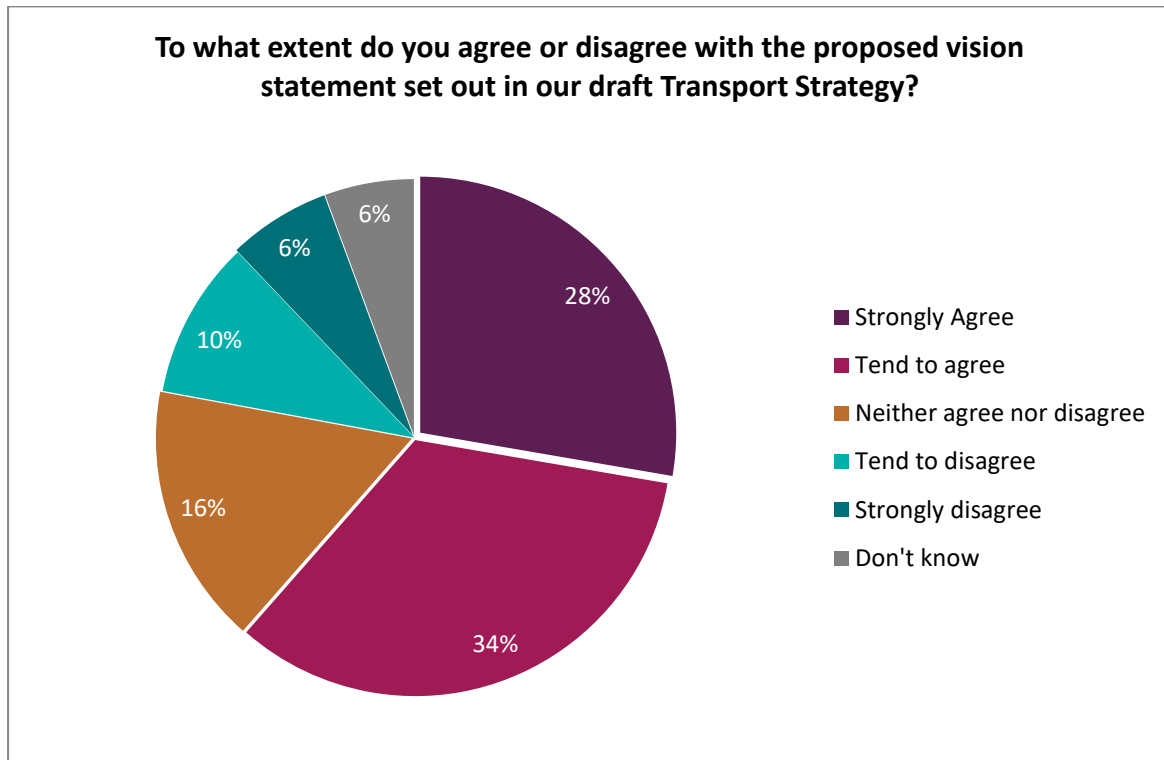

Figure 15 - Graph illustrating the extent to which respondents agreed or disagreed with the proposed vision statement

2.1.2   Views on the vision statement of the Transport Strategy

Additionally, if respondents said they disagreed with the vision, we asked them to expand upon why they did. While the comments touched upon a number of issues, three key themes were particularly prevalent. Nine people felt we were being too negative about car travel in the borough, and the vision was going too far in discouraging its usage. A couple of people commented on the impact on the economy and businesses in Barnet. Conversely, five people felt we were not going far enough, and instead felt the vision was too positive about the car and more detail needed to be added on reducing car usage. In addition, several commenters expressed their concern that the vision does not accurately reflect the needs of all areas of the borough and different traveller needs.

2.2   Objectives

The vision statement translates into the following five objectives:

- *Objective 1: Transport in Barnet keeps the borough moving, enabling people and goods to move within and beyond the borough efficiently using high quality orbital and radial links.*
- *Objective 2: All users can use the transport system regardless of age, ability and income, and the negative impacts of transport are limited.*
- *Objective 3: Transport contributes positively to the health of the borough, by prioritising active travel and ensuring air quality is good.*
- *Objective 4: The road network and transport system in Barnet is safe and residents and visitors feel safe across all transport modes.*
- *Objective 5: Barnet's transport network creates better places to live and work, supports local businesses to thrive sustainably, and is flexible, adapting to future opportunities presented by technology and travel patterns.*

2.2.1   To what extent do respondents agree or disagree with the objectives of the draft Transport Strategy?

We invited respondents to provide their views on the five objectives laid out in the draft Transport Strategy. Asking their opinion on the individual objectives, as well as the extent to which they agreed with the objectives overall. The objectives were strongly supported by residents, with all five objectives being agreed with by over half the respondents. Objective 3 was the most widely supported, with 78.61% of residents strongly agreeing or tending to agree. Objective 4 was the least widely supported; however, 74.57% of respondents still agreed with it. Overall, they are strongly supported by respondents, with 135 respondents (78.03%) agreeing with the objectives to some extent. In contrast, 21 respondents (12.14%) disagreed with the objectives to some extent.

		Objective 1	Objective 2	Objective 3	Objective 4	Objective 5
To what extent do you agree or disagree with the proposed objectives of our Transport Strategy 2020-2041?						
Strongly Agree	%	42.77%	53.18%	58.38%	51.45%	45.66%
	No.	74	92	101	89	79
Tend to Agree	%	32.37%	24.86%	20.23%	23.12%	32.37%
	No.	56	43	35	40	56
Neither Agree nor Disagree	%	9.83%	9.25%	6.94%	8.09%	8.67%
	No.	17	16	12	14	15
Tend to Disagree	%	8.09%	6.94%	6.36%	7.51%	5.20%
	No.	14	12	11	13	9
Strongly Disagree	%	4.62%	3.47%	5.78%	7.51%	5.20%
	No.	8	6	10	13	9
Don't Know/Not Sure	%	2.31%	2.31%	2.31%	2.31%	2.89%
	No.	4	4	4	4	5

Figure 16 - Table quantifying the extent to which respondents agreed or disagreed with the individual objectives of the Transport Strategy
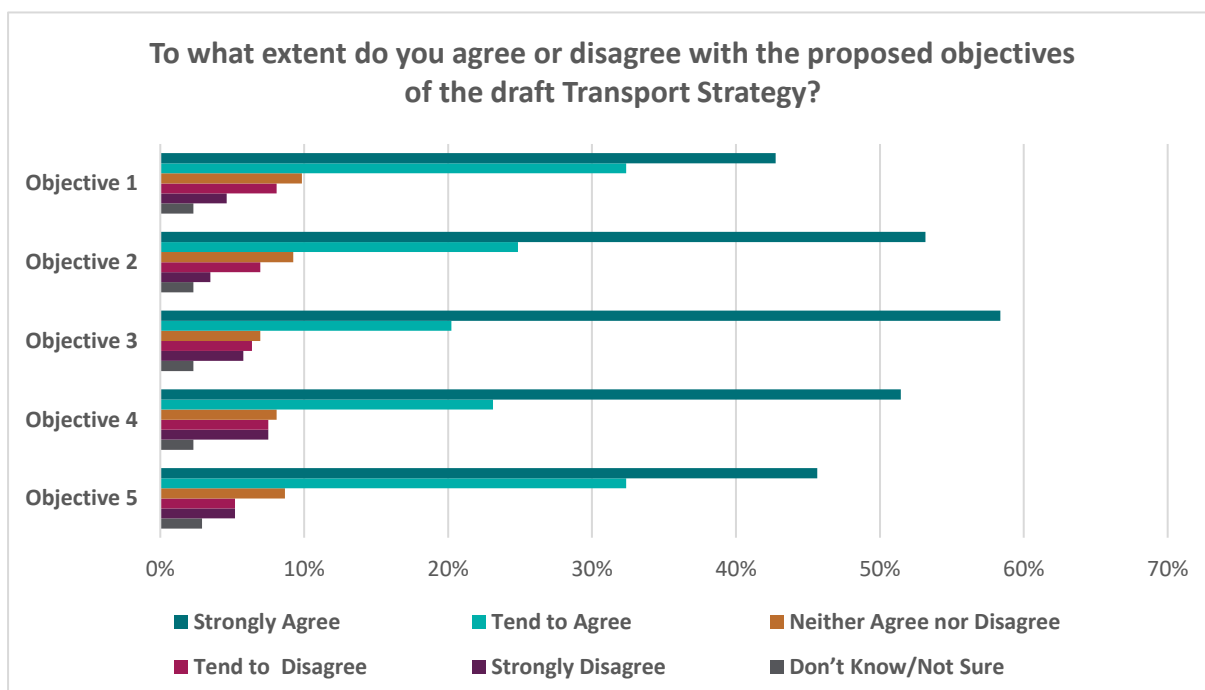

Figure 17 - Graph showing the extent to which respondents agreed or disagreed with the individual objectives of the Transport Strategy

Overall, to what extent do you agree or disagree with the objectives of our draft Transport Strategy?		
	%	No.
Strongly agree	40.46%	70
Tend to agree	37.57%	65
Neither agree nor disagree	6.94%	12
Tend to disagree	6.94%	12
Strongly disagree	5.20%	9
Don't know	2.89%	5
Total	**100%**	**173**

Figure 18 - Table quantifying the extent to which respondents agreed or disagreed with the objectives of the Transport Strategy
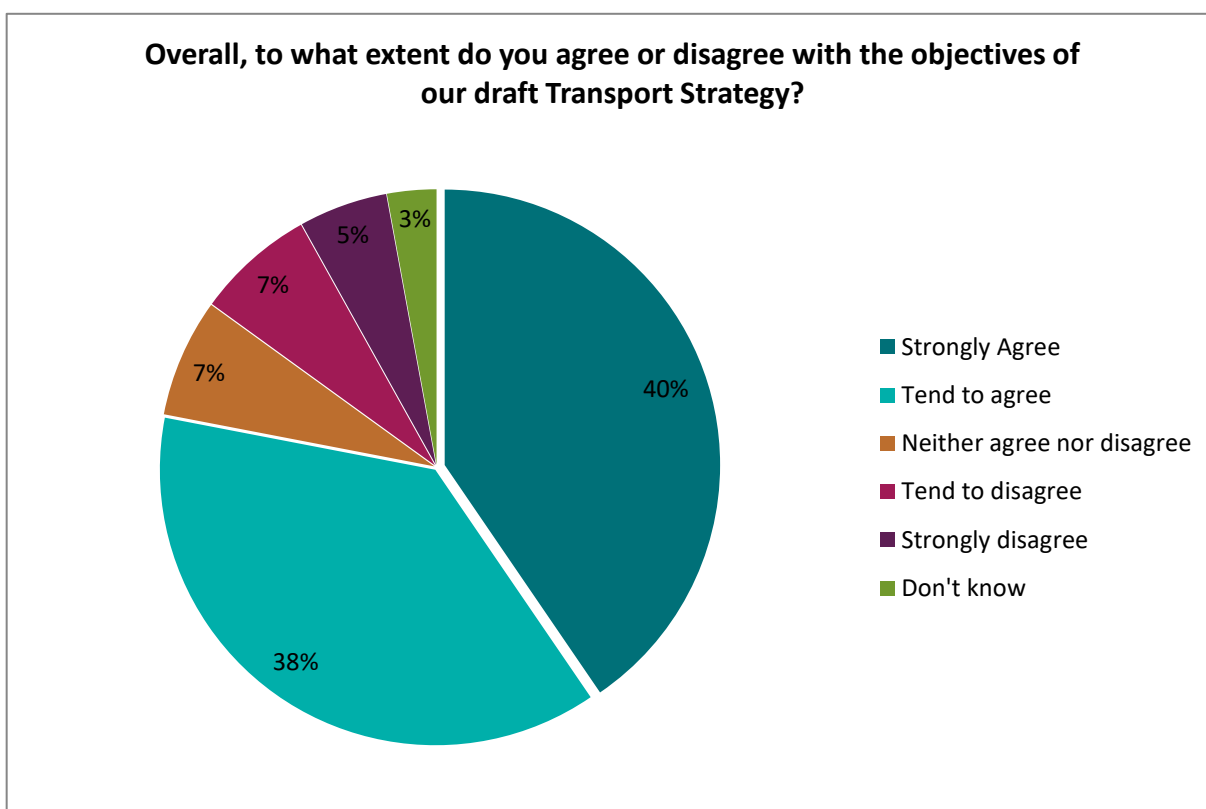

Figure 19 – Pie Chart quantifying the extent to which respondents agreed or disagreed with the objectives of the Transport Strategy

2.2.2 Views on what else should be considered for the objectives of the draft Transport Strategy 2020-2041

Furthermore, we also asked respondents for their views on what else should be considered. While comments raised a number of themes, three were particularly prevalent. Principally, comments recommended that the objectives placed a greater emphasis on climate change, pollution and air quality. In addition, they requested an emphasis on cycling, and increasing its uptake and usage across the borough. There was a particular emphasis on changing the road layout to make cycling safer and more welcoming. Finally, they requested that focus was placed on reducing car travel. A clear theme came out that more detail was needed around how we would reduce car travel and encourage users to change to other modes of transport.

2.3   Walking

Walking is a cost-free and healthy way to travel. It is the easiest and most common way of incorporating the 150 minutes of weekly physical activity recommended by the NHS. Walking in Barnet will focus on three types of trips: trips to school; shopping and leisure trips to town centres; and trips to stations. To address this, we are proposing the following schemes:

- *Scheme W1: Healthier routes to schools. This will prioritise walking routes around schools, removing barriers such as congestion, air quality, and fear of collisions.*
- *Scheme W2: Low traffic neighbourhoods. Restricting road access to specific types of vehicles at certain times of day can remove barriers to walking, improve road safety and increase active travel.*
- *Scheme W3: Signage and wayfinding can encourage walking by highlighting routes that avoid traffic, displaying journey time information, and advertising points of interest such as green spaces.*
- *Scheme W4: An active route named 'The Barnet Loop' around the greenspaces in the borough. This has the ability to provide a leisure route and links to town centres, leisure facilities and transport hubs in the borough.*
- *Scheme W5: Investing to improve the footway network. Improving footways can make walking more pleasurable and reduce fears of tripping/falling.*

2.3.1   To what extent do you agree or disagree that the following schemes will encourage walking in the borough?

We invited respondents to provide their views on the different schemes proposed to encourage walking in the borough. Individually, all five schemes are supported by our residents. However, particular support was expressed for schemes W1 and W5; healthier routes to school are supported (either strongly agree or tend to agree) by 80.98%, while 85.89% support investment in the footway network. In contrast, Scheme W2: Low traffic neighbourhoods was the least supported scheme; however, 71.17% of respondents still either strongly agreed or tended to agree it would encourage walking in the borough.

To what extent do you agree or disagree that the following schemes will encourage walking in the borough?		Scheme W1	Scheme W2	Scheme W3	Scheme W4	Scheme W5
Strongly Agree	%	64.42%	57.67%	52.76%	50.92%	65.64%
	No.	105	94	86	83	107
Tend to Agree	%	16.56%	13.50%	24.54%	26.38%	20.25%
	No.	27	22	40	43	33
Neither Agree nor Disagree	%	5.52%	8.59%	12.88%	12.88%	9.20%
	No.	9	14	21	21	15
Tend to Disagree	%	5.52%	8.59%	4.91%	5.52%	1.23%
	No.	9	14	8	9	2
Strongly Disagree	%	6.75%	9.82%	3.68%	3.07%	2.45%
	No.	11	16	6	5	4
Don't Know/Not Sure	%	1.23%	1.84%	1.23%	1.23%	1.23%
	No.	2	3	2	2	2

Figure 20 – Table quantifying the extent to which respondents agreed or disagreed that the proposed schemes will encourage walking in the borough
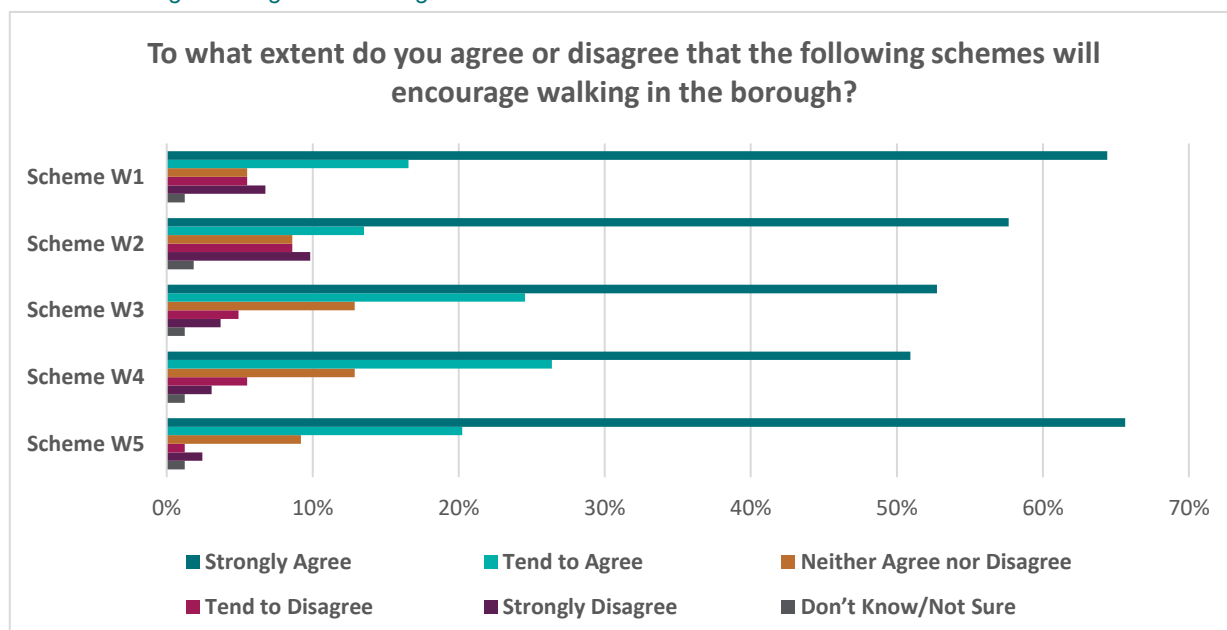

Figure 21 - Graph showing the extent to which respondents agreed or disagreed that the proposed schemes will encourage cycling in the borough

2.3.2 What else should we consider to encourage walking in the borough?

We also invited respondents to provide their views on what else could be done to encourage walking in the borough. Comments raised a number of themes; primarily they recommended that a greater emphasis was placed on ensuring the safety of walkers across the borough, an issue that was raised by 34 respondents. It was suggested that safety could be improved through better street lighting, police presence, and more pedestrian crossings. The quality, safety and accessibility of pavements was also a clear theme; this addressed discouraging parking and cycling on pavements. It was felt that improving cycling, and parking infrastructure and enforcement would encourage walking. Other responses highlighted the need to keep footways clean and tidy all year round to encourage walking on pavements and in greenspaces. In addition, concerns were raised about the safety of shared use walking and cycling paths, such as those suggested in Scheme W4: The Barnet Loop. For ease of analysis we have categorised comments by their most prevalent theme.

What else should we consider to encourage walking in the borough?	No. Comments
Safety, including street lighting, crime, pedestrian crossings, less traffic	19
Pavement quality, accessibility, & cleanliness	15
Pedestrian crossings	8
Enforcement of illegal parking	4
Encouraging safe walking to school	3
Playgrounds & rest areas along routes	3
Air quality	3

Figure 22 – Table showing most popular comments on respondents' thoughts around encouraging walking.

2.4   Cycling

Cycling has many of the same benefits as walking: it is a cheap, healthy and emission-free way to travel. It is also space efficient. One car parking space can provide parking for twelve bicycles. Cycling can also be very convenient. The average cycling speed is three times higher than the average walking speed, meaning longer journeys can take less time and effort. Adapted bicycles can also be used as mobility aids.

The draft Transport Strategy aims to encourage cycling by providing appropriate cycle routes, ensuring cycle parking at key locations such as stations and new developments, and increasing residents' access to bicycles, particularly e-bikes. To address this, we are proposing the following schemes:

- *Scheme C1: Cycle parking. The lack of safe cycle parking stops people cycling. Types of cycle parking include bike hangers, Sheffield stands, and two-tier racks.*
- *Scheme C2: Cycle network. A cycle network could encourage people to cycle who are intimidated by fast flowing traffic and competition with cars.*
- *Scheme C3: Cycle provision. While the cost of cycling is significantly lower than the cost of owning a car, some people can be discouraged by the upfront cost. Cycle hire proposals provide access to bicycles without large upfront costs or responsibility for maintenance.*
- *Scheme C4: Cycle training. The council will extend its training schemes to equip people with the necessary skills to navigate traffic with confidence.*

2.4.1   To what extent do you agree or disagree that the following schemes will encourage cycling in the borough?

We invited respondents to provide their views on the different schemes proposed to encourage cycling in the borough. Individually, all four schemes are supported by our residents. However, particular support was expressed for Scheme C2: Cycle Network, which 80.75% of respondents either tended to agree or strongly agreed would encourage cycling in the borough. In contrast, C3: Cycle Provision, was the least supported scheme; however, it still received the support of 63.36% of respondents.

		Scheme C1	**Scheme C2**	**Scheme C3**	**Scheme C4**
Strongly Agree	%	50.93%	60.25%	37.89%	45.96%
	No.	82	97	61	74
Tend to Agree	%	26.71%	20.50%	25.47%	26.09%
	No.	43	33	41	42
Neither Agree nor Disagree	%	8.70%	8.07%	18.01%	16.77%
	No.	14	13	29	27
Tend to Disagree	%	3.73%	1.86%	6.83%	3.11%
	No.	6	3	11	5
Strongly Disagree	%	7.45%	6.83%	9.32%	5.59%
	No.	12	11	15	9
Don't Know/Not Sure	%	2.48%	2.48%	2.48%	2.48%
	No.	4	4	4	4

Figure 23 – Table quantifying the extent to which respondents agreed or disagreed that the proposed schemes will encourage cycling in the borough
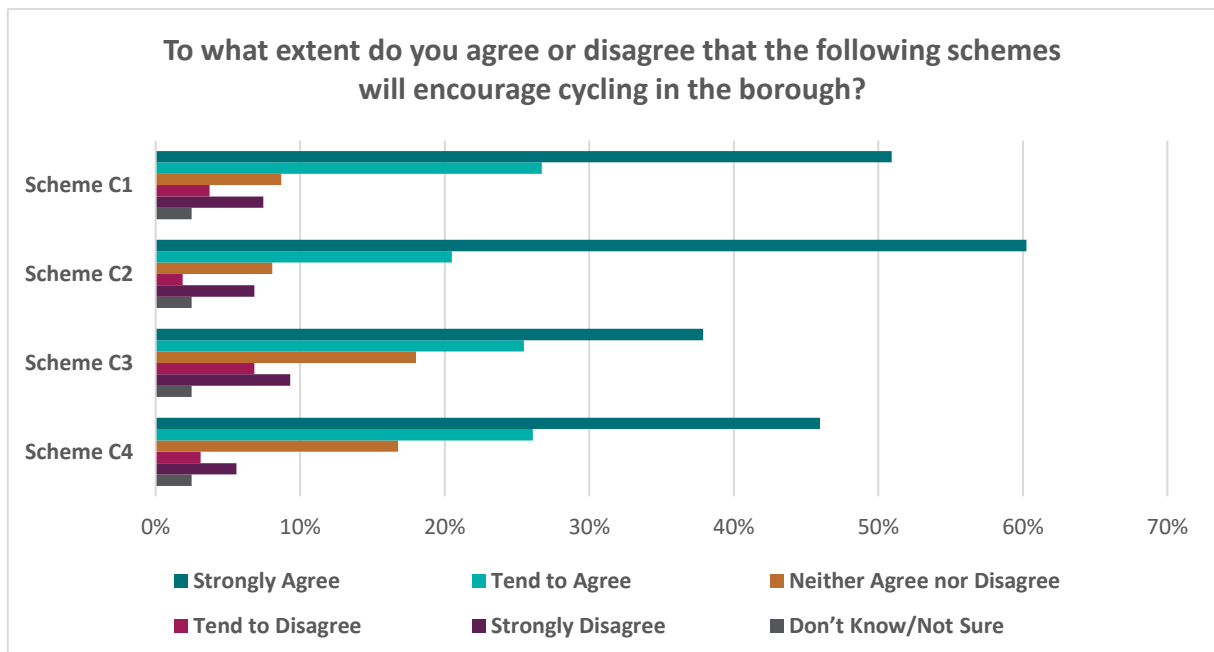

Figure 24 - Graph showing the extent to which respondents agreed or disagreed that the proposed schemes will encourage cycling in the borough

2.4.2   What else should we consider to encourage cycling in the borough?

We also invited respondents to provide their views on what else could be done to encourage cycling in the borough. Comments raised a number of themes; primarily they recommended that Barnet install dedicated cycle lanes and boxes at junctions for safe turning in order to improve safety for cyclists - 24 respondents raised this as an issue. A number of people raised introducing electric bikes and charge points around the borough, cycle awareness for drivers, and safe cycle training to discourage the use of bikes on pavements. For ease of analysis we have categorised comments by their most prevalent theme.

What else should we consider to encourage cycling in the borough?	No. Comments
Cycle infrastructure/segregated lanes	22
Electric bikes & charging points	6
responsibility of cyclists to be safe	5
cycle awareness for drivers	5
cycle training	4
Safety for cyclists	4
Secure bike parking	3

Figure 25 – Table showing most popular comments on what respondents said would encourage more cycling.

2.5   Public Transport

Although Barnet benefits from good radial routes into Central London on the Northern Line and Thameslink services, improving orbital connections across the borough and into neighbouring boroughs is vital so that residents have a choice of ways to travel. The radial connections must be upgraded to cope with increased demand. The council will need to collaborate with Public Transport providers, such as TfL or Arriva to consider ways of improving orbital travel. Technology is creating opportunities for areas without sufficient demand to cater for traditional public transport operations: the council will explore these to ensure all residents can access the public transport network. To address this, we are proposing the following schemes:

- *Scheme PT1: Express and orbital bus routes. An efficient orbital service would join key destinations, and provide resilience for radial routes. This would involve close collaboration with the neighbouring boroughs of Enfield and Brent.*
- *Scheme PT2: Improve existing bus network. Buses are a vital and growing part of Barnet's transport network; the council can contribute to improving bus services in the borough through a series of prioritisation methods, such as bus lanes.*
- *Scheme PT3: Improve the existing rail and underground services. The council will lobby to prioritise investment in the Northern Line, to increase frequencies and relieve congestion at Camden Town, where issues are caused by people changing branch. Opening the new Thameslink station at Brent Cross will also help reduce congestion.*
- *Scheme PT4: On-demand services. Some areas of Barnet are not densely populated enough to support rail links or frequent fixed bus routes. On-Demand bus services operate flexibly in response to local demand – they can adapt their routes and timings depending on the destinations of passengers.*
- *Scheme PT5: Gateways. Public transport hubs such as tube and rail stations can be transformed into 'gateways', improving the public realm and interchange between active travel and public transport.*

2.5.1 To what extent do you agree or disagree that the following schemes will encourage public transport use in the borough?

We invited respondents to provide their views on the different schemes proposed to encourage public transport use in the borough. Individually, all five schemes are supported by our residents. However, particular support was expressed for Scheme PT3: Improve the existing rail and underground services, which was supported, to some extent, by 91.14%. In contrast, PT4: On-Demand Services, was the least supported scheme; however, it still received the support of 70.26% of respondents.

To what extent do you agree or disagree that the following schemes will encourage public transport use in the borough?						
		Scheme PT1	Scheme PT2	Scheme PT3	Scheme PT4	Scheme PT5
Strongly Agree	%	60.13%	63.29%	66.46%	43.04%	45.57%
	No.	95	100	105	68	72
Tend to Agree	%	25.95%	22.15%	24.68%	27.22%	28.48%
	No.	41	35	39	43	45
Neither Agree nor Disagree	%	8.23%	8.86%	5.70%	21.52%	16.46%
	No.	13	14	9	34	26
Tend to Disagree	%	1.90%	1.90%	1.27%	2.53%	5.06%
	No.	3	3	2	4	8
Strongly Disagree	%	1.90%	1.90%	0.63%	2.53%	0.63%
	No.	3	3	1	4	1
Don't Know/Not Sure	%	1.90%	1.90%	1.27%	3.16%	3.80%
	No.	3	3	2	5	6

Figure 26 – Table quantifying the extent to which respondents agreed or disagreed that the proposed schemes will encourage public transport use in the borough

To what extent do you agree or disagree that the following schemes will encourage public transport use in the borough?

Legend:
- Strongly Agree
- Tend to Agree
- Neither Agree nor Disagree
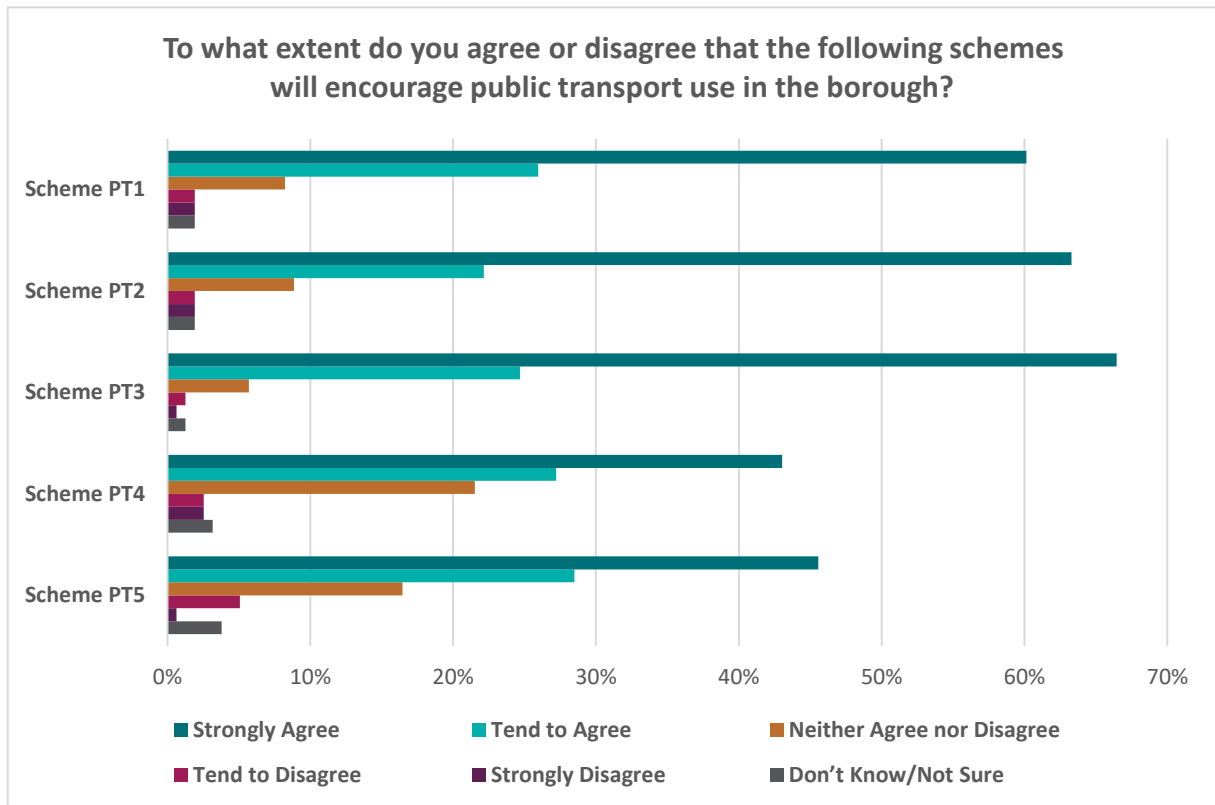- Tend to Disagree
- Strongly Disagree
- Don't Know/Not Sure

Figure 27 - Graph showing the extent to which respondents agreed or disagreed that the proposed schemes will encourage public transport use in the borough

2.5.2 What else should we consider to encourage public transport use in the borough?

We also invited respondents to provide their views on what else could be done to encourage the use of public transport in the borough. Comments raised a number of themes: one theme commented on by seven respondents was the need to limit traffic and on-road parking along bus routes; four further comments focused on discouraging car use, in favour of better bus transport. Another theme raised by six respondents was the importance of orbital links to other outer London boroughs. The third most common theme, commented on by five respondents, was potential improvement of the Northern Line to improve capacity. Four people recommended introducing a park and ride and/or buses linking the end of tube lines to the edges of the borough and outwards.

What else should we consider to encourage public transport use in the borough?	No. Comments
Managing traffic and on road Parking on bus routes	7
Orbital rail linking with other outer London boroughs	6
Improvements to Northern Line because of over capacity	5
Discourage car usage	4
Park & ride linking end tube stations outwards and out of the borough /better links between trains and buses	4
Public transport link to Finchley memorial hospital	3
More trains to Mill Hill East Station because of more housing and development there	3
Bus waiting times unclear and often long, including live electrical arrival info at bus stops	3
Cheaper fares	3
CS2, light rail or trains linking up with new housing development	3
Disability access and additional needs to be better addressed	3
Links to green spaces to encourage walking and fitness, particularly southern parks Hampstead Heath, Golders Hill	2
Covid-19 concerns	2
Changes to bus routes to serve more areas rather than just main roads	2

Figure 28 – Table showing most popular comments on what respondents said would make public transport more attractive.

2.6   Cars

While the car will remain an important mode of transport in Barnet, we need to change the way it is used in order to limit the negative impacts it has on the borough, its residents, and the environment. The Transport Strategy will focus on limiting the negative impacts of car travel through:

- safer road design
- enabling shared ownership models
- making electric vehicles the default choice.

In the context of Barnet's projected population growth, congestion can only be addressed by reducing car use. This can create a chicken and egg problem. Road space allocation for cars (including parking) should not be reduced until there are reasonable travel alternatives in place; however, creating those reasonable alternatives may sometimes first require reallocation of road space. This problem is recognised by the council and assessments will be made on a case-by-case basis. To address this, we are proposing the following schemes:

- _Scheme R1:_ Car clubs. Car Clubs are a pay-as—you-drive system providing access to cars to registered members. This enables users to have access to cars for ad-hoc journeys without owning a car themselves.
- _Scheme R2:_ Electric vehicle charging provision. We have some electric vehicle charge points throughout the borough, and will be continuing to expand our network to support the uptake of electric vehicles.
- _Scheme R3:_ Road safety improvements. The best way to reduce the severity of car collisions is to limit the speed at which the collision takes place. There are two methods to limit speed: imposing a speed limit, and introducing speed limiting design features such as chicanes, street narrowing, speed tables, or vehicle activated signs.
- _Scheme R4:_ Workplace parking levy. A workplace parking levy is a tool that can be introduced by a local authority, which charges businesses per parking space provided for employees. The money raised through a workplace parking levy would be reinvested to achieve the aims of the transport Strategy.
- _Scheme R5:_ Better management of parking. Better management of on-street car parking is an effective way to encourage people to use healthier and more sustainable modes of transport.
- _Scheme R6:_ Road user charging. Road user charging proposals require payment by certain types of vehicles for using certain parts of the road network. These charges can vary according to type of vehicle, time of day and day of week, as well as distance travelled.

2.6.1 To what extent do you agree or disagree that the following schemes will make car travel in the borough more sustainable?

We invited respondents to provide their views on the different schemes proposed to make car travel in the borough more sustainable. Individually, all six schemes are supported by our residents. However, particular support was expressed for Scheme R2; 80.13% of our residents supported, to some extent, the provision of electric vehicle charge points. In contrast, Schemes R4: Workplace parking levy and R6: Road user charging were the least supported. However, they were both still supported by the majority of residents. A workplace parking levy was supported, to some extent, by 54.49% of respondents; while 51.29% supported road user charging.

To what extent do you agree or disagree that the following schemes will make car travel in the borough more sustainable?							
		Scheme R1	Scheme R2	Scheme R3	Scheme R4	Scheme R5	Scheme R6
Strongly Agree	%	40.38%	53.85%	50.64%	41.67%	45.51%	41.67%
	No.	63	84	79	65	71	65
Tend to Agree	%	24.36%	26.28%	20.51%	12.82%	20.51%	9.62%
	No.	38	41	32	20	32	15
Neither Agree nor Disagree	%	14.74%	7.69%	11.54%	13.46%	12.82%	10.26%
	No.	23	12	18	21	20	16
Tend to Disagree	%	9.62%	7.05%	3.85%	9.62%	5.77%	7.69%
	No.	15	11	6	15	9	12
Strongly Disagree	%	8.33%	3.21%	11.54%	17.95%	12.18%	25.00%
	No.	13	5	18	28	19	39
Don't Know/Not Sure	%	2.56%	1.92%	1.92%	4.49%	3.21%	5.77%
	No.	4	3	3	7	5	9

Figure 29- Table quantifying the extent to which respondents agreed or disagreed that the proposed schemes will make car travel in the borough more sustainable

To what extent do you agree or disagree that the following schemes will make car travel in the borough more sustainable?

Legend:
- Strongly Agree
- Tend to Agree
- Neither Agree nor Disagree
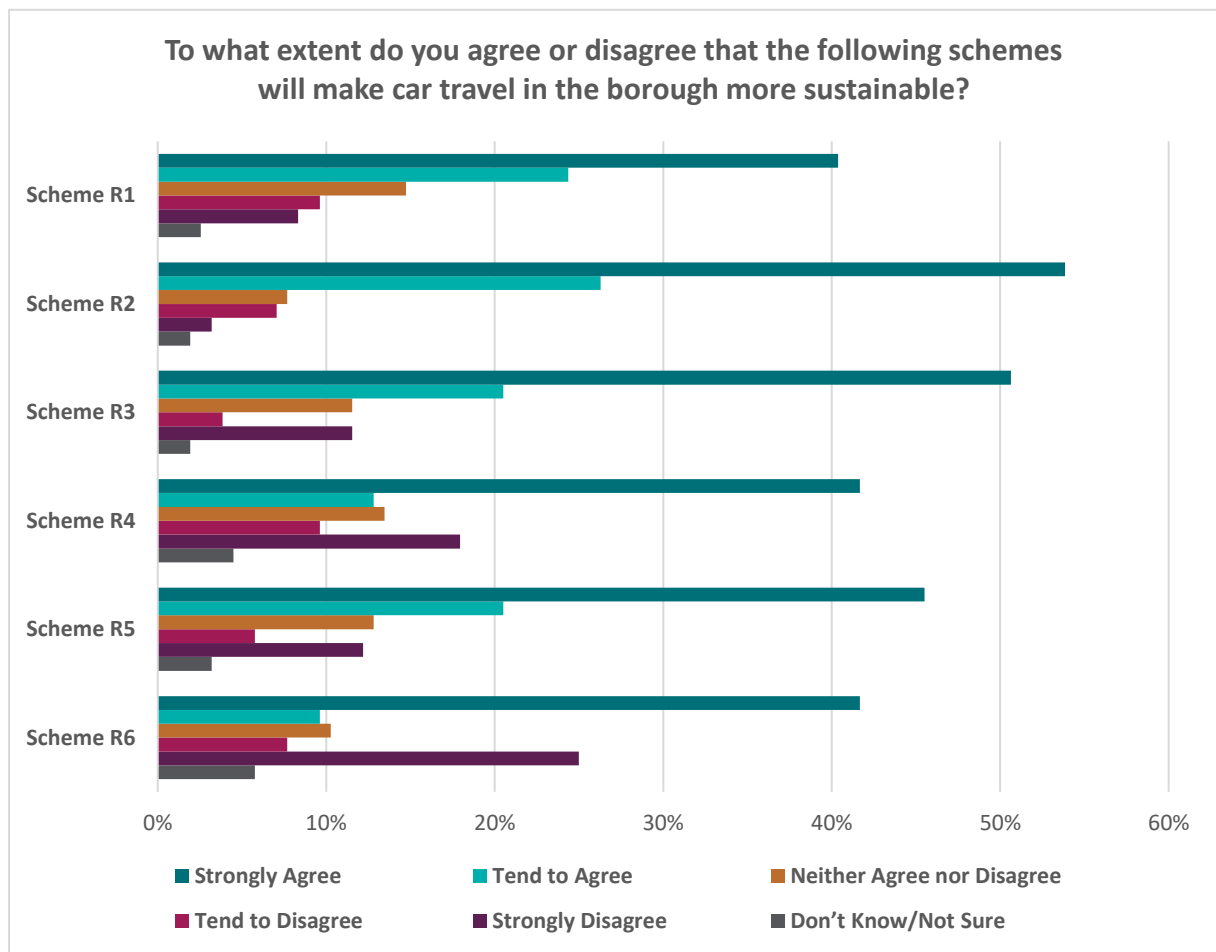- Tend to Disagree
- Strongly Disagree
- Don't Know/Not Sure

Figure 30 - Graph showing the extent to which respondents agreed or disagreed that the proposed schemes will make car travel in the borough more sustainable

2.6.2   What else should we consider to make car travel in the borough more sustainable?

We also invited respondents to provide their views on what else could be done to make car travel more sustainable. Comments raised a number of themes; the most prominent focused on concerns around R4: Workplace parking levy and that electric cars would not sufficiently tackle congestion. Comments also noted that it was hoped that the Strategy would go further towards ending the reliance on cars and limiting the number of cars per household and making changes to roads and speed limits in order to slow traffic and make roads safer.

What else should we consider to make car travel in the borough more sustainable?	No. Comments
Worries on impact to economy/businesses with increased parking charges	5
Do more to stop reliance on cars, and limit cars per household	5
Worries electric vehicles not tackling congestion	5
Road modifications to slow traffic, particularly in town centres	5
Protect front gardens from being converted into parking spaces	3
More parking controls particularly around tube stations, suggestion of a shuttle bus from remote car park to High Barnet tube station	3
More training and behaviour change for drivers	3
20mph speed limit for safety, particularly near schools	3
Quality of roads and fixing potholes	3
CPZ put in according to local need	2
Preventing pavement parking	2
A borough wide CPZ	2
Cut out rans runs	2
Worries about electric cars still polluting	2

Figure 31 – Table showing most popular comments on what we should consider to make car travel more sustainable.

2.7   Freight & Logistics

Freight and logistics are vital to the functioning both of the borough and, given Barnet's strategic location at the crossroads of the A1, the M1 and the A406, London and the wider region. At some stage nearly every product we purchase will form part of the 1.6 billion tons of freight carried annually on the Strategic Road and Rail Network.

A key part of Barnet council's freight policy will require coordination with neighbouring boroughs and national government to ensure fair and enforceable restrictions across the network. To address this, we are proposing the following schemes:

- *Scheme F1:* Alternative fuels for freight. The number of light goods vehicles on Barnet's roads is likely to increase. In combination with other proposals in this Strategy, the council can help to support fleet operators convert to electric vans.
- *Scheme F2:* Consolidation. Consolidation naturally occurs within freight businesses to enable more efficient distribution and can reduce congestion and emissions in built up areas. Multiple suppliers drop goods at the centre, which are then delivered in mixed loads on vehicles whose routes are optimised.

2.7.1   To what extent do you agree or disagree that the following schemes will make freight and logistics in the borough more sustainable?

We invited respondents to provide their views on the different schemes proposed to make freight and logistics in the borough more sustainable. Individually, both the schemes are supported by our residents. With 72.26% of respondents supporting alternative fuels for freight, and 69.67% supporting consolidation.

To what extent do you agree or disagree that the following schemes will make freight and logistics in the borough more sustainable?		Scheme F1	Scheme F2
Strongly Agree	%	50.97%	51.61%
	No.	79	80
Tend to Agree	%	21.29%	18.06%
	No.	33	28
Neither Agree nor Disagree	%	13.55%	18.71%
	No.	21	29
Tend to Disagree	%	0.65%	1.29%
	No.	1	2
Strongly Disagree	%	4.52%	1.94%
	No.	7	3
Don't Know/Not Sure	%	9.03%	8.39%
	No.	14	13

Figure 32 - Table quantifying the extent to which respondents agreed or disagreed that the proposed schemes will make freight and logistics in the borough more sustainable
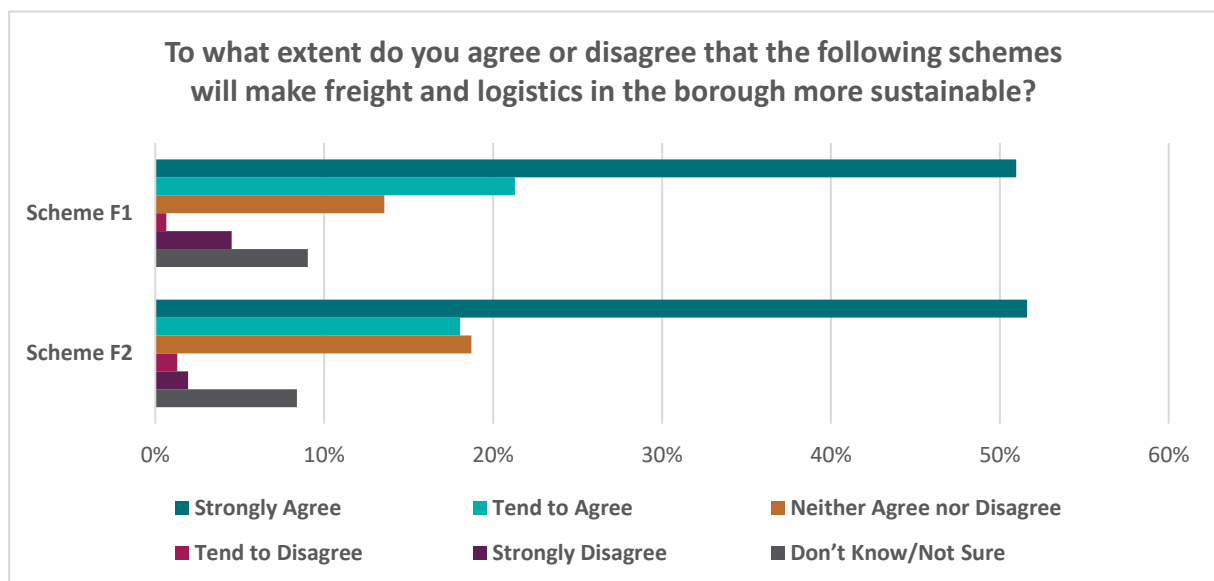

Figure 33 - Graph showing the extent to which respondents agreed or disagreed that the proposed schemes will make freight and logistics in the borough more sustainable

2.7.2 What else should we consider to make freight and logistics in the borough more sustainable?

We also invited respondents to provide their views on what else could be done to make freight and logistics in the borough more sustainable. Comments focused on a number of themes; primarily recommendations that the council should look at limiting the times when heavy goods vehicles are allowed to make deliveries in the borough, in order to reduce congestion at peak times and limit freight on residential roads. Popular ideas were the use of electric cargo bikes and the idea around encouraging shopping locally, which has increased during the COVID-19 pandemic.

What else should we consider to make freight & logistics in the borough more sustainable?	No. Comments
Time restrictions, particularly out of rush hour or done overnight	7
Electric cargo bikes	5
Limit from residential roads	3
Pan London/national approach needed	3
Alternative fuels/emission free	3
Encourage shopping locally	2

Figure 34 – Table showing most popular comments on what we should consider to make freight & logistics more sustainable.

2.8   Behaviour Change

The next 20 years will bring huge growth to the borough, both in terms of the economy and the population. This will bring with it challenges as limited road space continues to become more congested; therefore, people's methods of travel and behaviour will have to change (e.g. increased walking, cycling, and public transport use). Supporting a change in behaviour will help to support long term changes in the way that people travel. Educating and informing people is key to empowering people to make changes to the way they travel.

Targeted campaigns, training, education, engagement and communications with the general public (and where appropriate specific groups such as children, the elderly or groups who are less likely to use certain types of transport) is key to supporting the successful adoption of new modes of travel and specifically supporting active travel. To address this, we are proposing the following schemes:

- *Scheme BC1: For each proposal specific behaviour change programmes/activities will be required. This will consist of: consistent marketing, general and targeted messages, community engagement, and research, innovation, monitoring, evaluation and review. For example, engaging with specific groups who are less likely to cycle, in order to understand the types of support we can provide to enable them to use more sustainable modes of travel.*
- *Scheme BC2: Education, training and publicity – road, travel and personal safety. In order for people to be able to make transport choices they not only need to be aware of the travel choices and impacts but need to have the skills and confidence to be able to choose from all possible options. Therefore, an extensive education, training and publicity programme for road, travel and personal safety looking at real and perceived issues is essential. This will include general and targeted initiatives.*
- *Scheme BC3: Travel Planning. Through travel plan programmes the promotion of safer and more sustainable travel can reach a far broader audience and have a more effective influence on transport behaviour and choices. For example, educational travel plans empower children and young people to not only change their own behaviour now and in the future, but also to influence their families and local communities.*

2.8.1   To what extent do you agree or disagree that the following schemes will encourage sustainable behaviour change?

We invited respondents to provide their views on the different schemes proposed to encourage sustainable behaviour change. Individually, all three schemes are supported by our residents. With Schemes BC1, BC2, and BC3 being supported, to some extent, by 67.32%, 73.85%, and 67.63% of respondents correspondingly.

To what extent do you agree or disagree that the following schemes will encourage sustainable behaviour change?				
		Scheme BC1	**Scheme BC2**	**Scheme BC3**
Strongly Agree	%	43.79%	45.75%	50.98%
	No.	67	70	78
Tend to Agree	%	23.53%	28.10%	17.65%
	No.	36	43	27
Neither Agree nor Disagree	%	15.69%	14.38%	17.65%
	No.	24	22	27
Tend to Disagree	%	6.54%	3.92%	6.54%
	No.	10	6	10
Strongly Disagree	%	5.88%	5.23%	3.92%
	No.	9	8	6
Don't Know/Not Sure	%	4.58%	2.61%	3.27%
	No.	7	4	5

Figure 35 - Table quantifying the extent to which respondents agreed or disagreed that the proposed schemes will encourage sustainable behaviour change
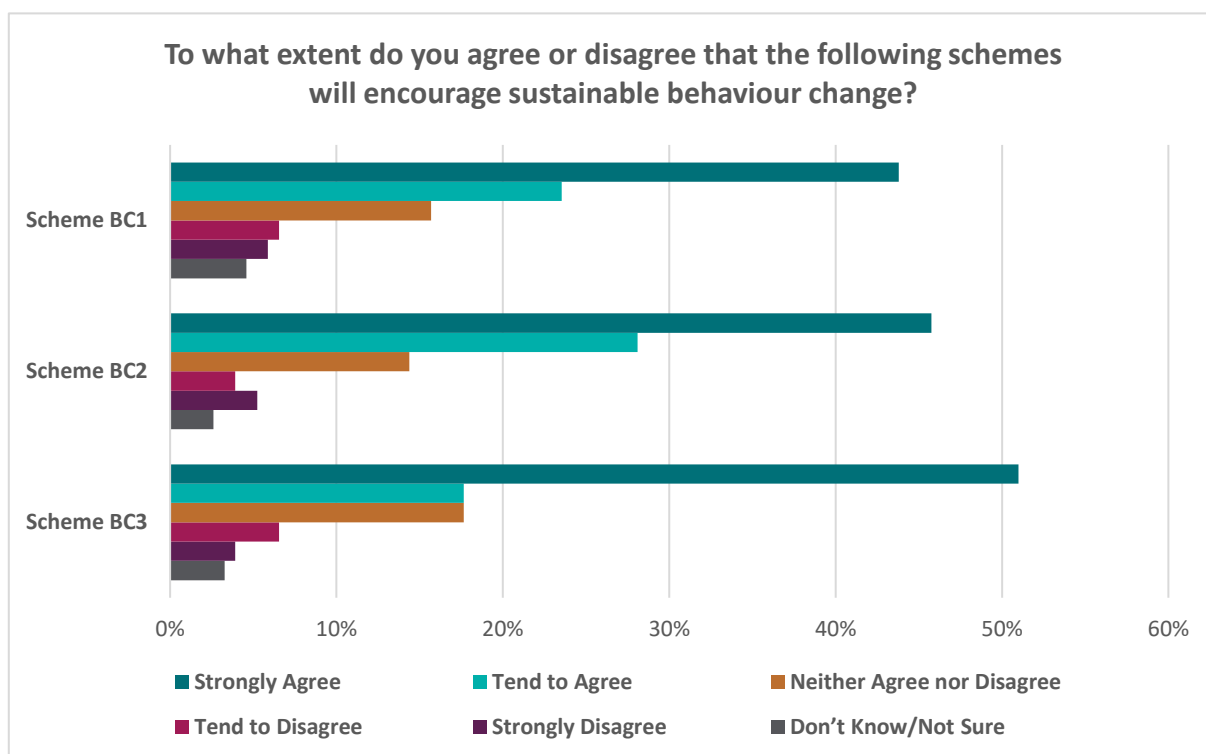
To what extent do you agree or disagree that the following schemes will encourage sustainable behaviour change?

Legend:
- Strongly Agree
- Tend to Agree
- Neither Agree nor Disagree
- Tend to Disagree
- Strongly Disagree
- Don't Know/Not Sure

Figure 36 - Graph showing the extent to which respondents agreed or disagreed that the proposed schemes will encourage sustainable behaviour change

2.8.2 What else should we consider to encourage sustainable behaviour change?

We also invited respondents to provide their views on what else could be done to encourage sustainable behaviour change in the borough. Four commented on the need to improve cycle infrastructure before people would be convinced to make the behavioural change and start cycling. Other comments focused on a number of themes; primarily additional education for drivers in order to improve road safety, and information about the damage car use can have on the natural environment. One suggestion was to recruit champions for change in each community to influence behaviour and provide feedback on issues relating to transport. Another highlighted the importance of age-related behaviour change schemes.

What else should we consider to encourage sustainable behaviour change?	No. Comments
Change cycle infrastructure before behaviours to encourage cycling	4
Safety training for drivers	3
Cycle & pedestrian safety awareness	2
Education on effects of air pollution	2
Change in cars running idle with engines on	2

Figure 37 – Table showing most popular comments on what we should consider to encourage sustainable behaviour change.

2.9   Overview of the Schemes

We then asked a series of questions to assess how respondents felt about the overall approach taken by the Strategy, and how effective they felt it would be in improving travel in the borough.

2.9.1   Having considered the vision and objectives, how would you prioritise resources amongst the themes?

We invited respondents to provide their views on how they would prioritise tight resources between modes of transport; we then aggregated the priority scores assigned to each theme. Public transport was the clear priority for respondents, followed by walking and cycling. Cars, behaviour change, and freight and logistics were all significantly lower priorities for respondents.

Having considered the vision and objectives, how would you prioritise resources amongst the themes?		Priority 1	Priority 2	Priority 3	Priority 4	Priority 5	Priority 6
Walking	**%**	23.03%	24.34%	24.34%	16.45%	9.21%	2.63%
	No.	35	37	37	25	14	4
Cycling	**%**	19.74%	23.68%	17.11%	13.16%	14.47%	11.84%
	No.	30	36	26	20	22	18
Public Transport	**%**	32.89%	27.63%	22.37%	13.82%	1.97%	1.32%
	No.	50	42	34	21	3	2
Cars	**%**	6.58%	11.84%	13.82%	18.42%	23.68%	25.66%
	No.	10	18	21	28	36	39
Freight & Logistics	**%**	4.61%	4.61%	9.87%	23.68%	32.24%	25.00%
	No.	7	7	15	36	49	38
Behaviour Change	**%**	13.16%	7.89%	12.50%	14.47%	18.42%	33.55%
	No.	20	12	19	22	28	51

Figure 38 - Table quantifying how respondents would prioritise resources amongst the themes

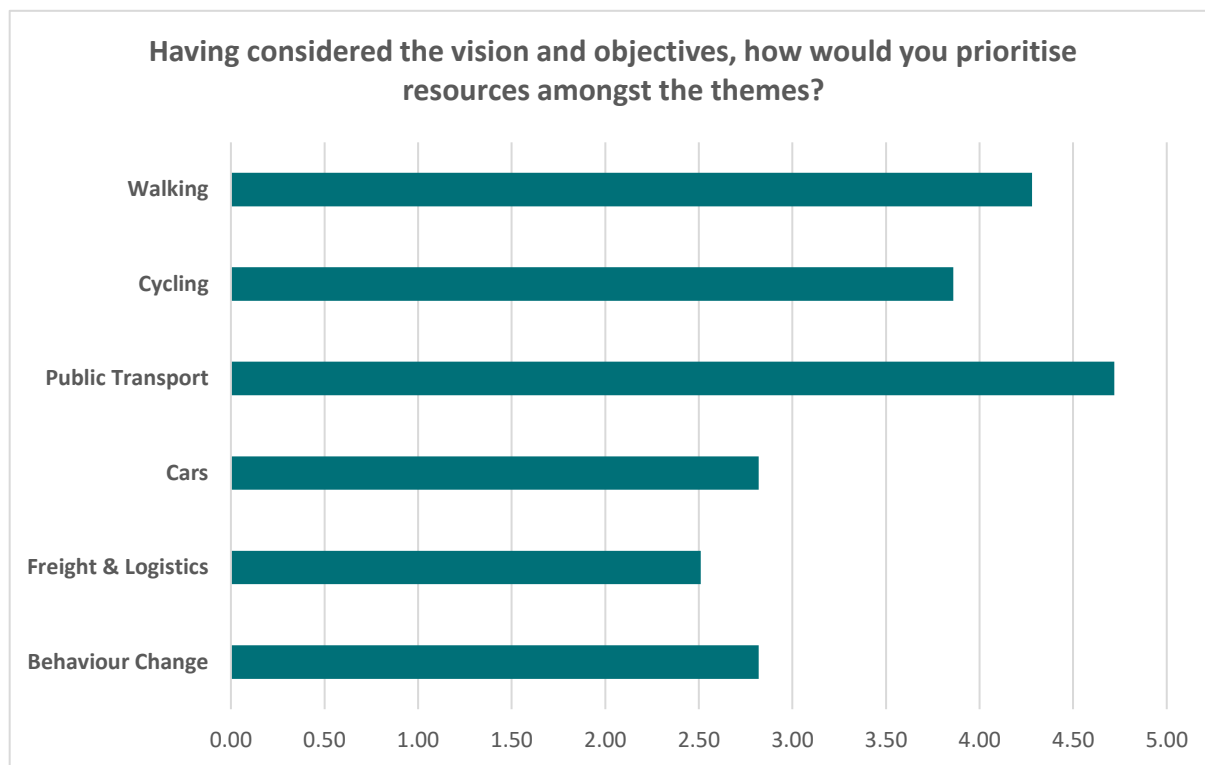**Having considered the vision and objectives, how would you prioritise resources amongst the themes?**

Figure 39 – Graph showing which schemes respondents saw as the most important (showing those that received the support of over 20% of respondents)
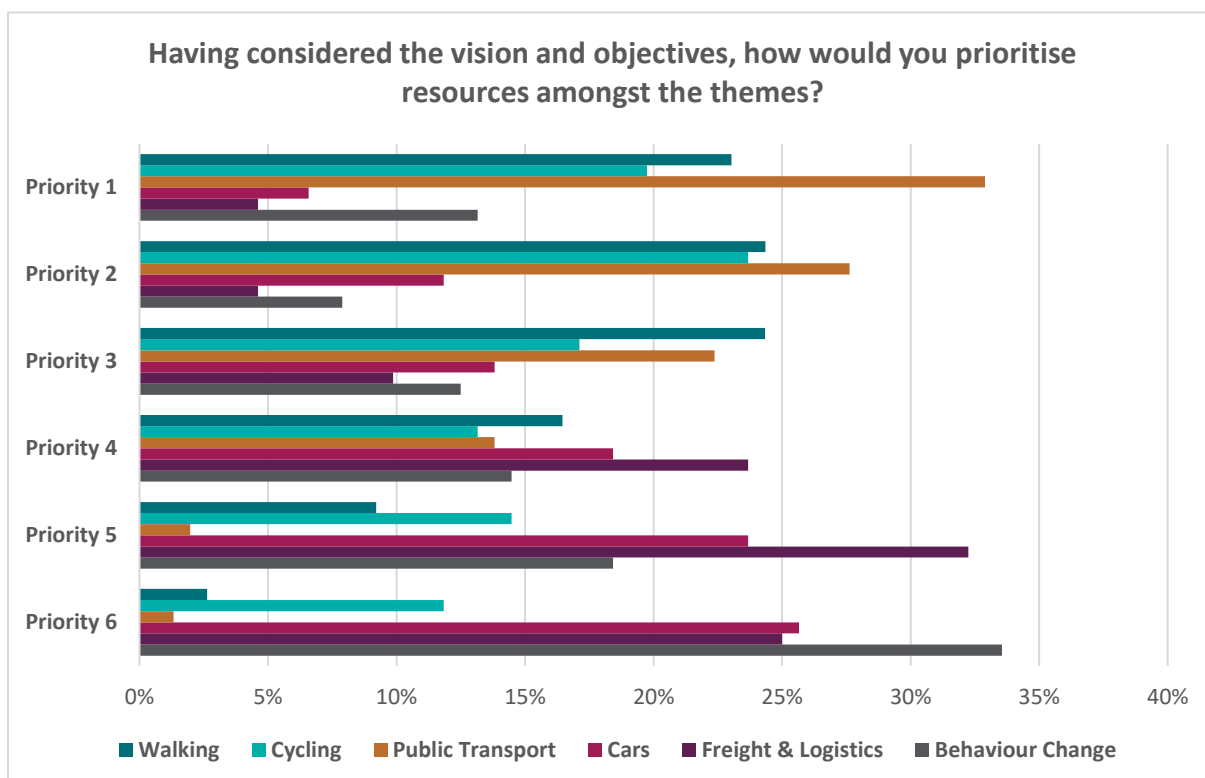
Having considered the vision and objectives, how would you prioritise resources amongst the themes?

Figure 40 - Graph showing the aggregated scores of how respondents would prioritise resources amongst the themes

2.9.2   Given the objectives, which schemes do you see as the five most important?

We invited respondents to provide their views on which of the schemes they saw as the most important in order to meet the objectives of the Strategy. There were eight schemes which received the support of over 20% of respondents, which can be seen in graphically below; the full results can be seen in the table below. The most popular scheme was the cycle network, with the support of 52% of respondents, closely followed by improvements to the existing bus network (47.03%), and low traffic neighbourhoods (44.37%).
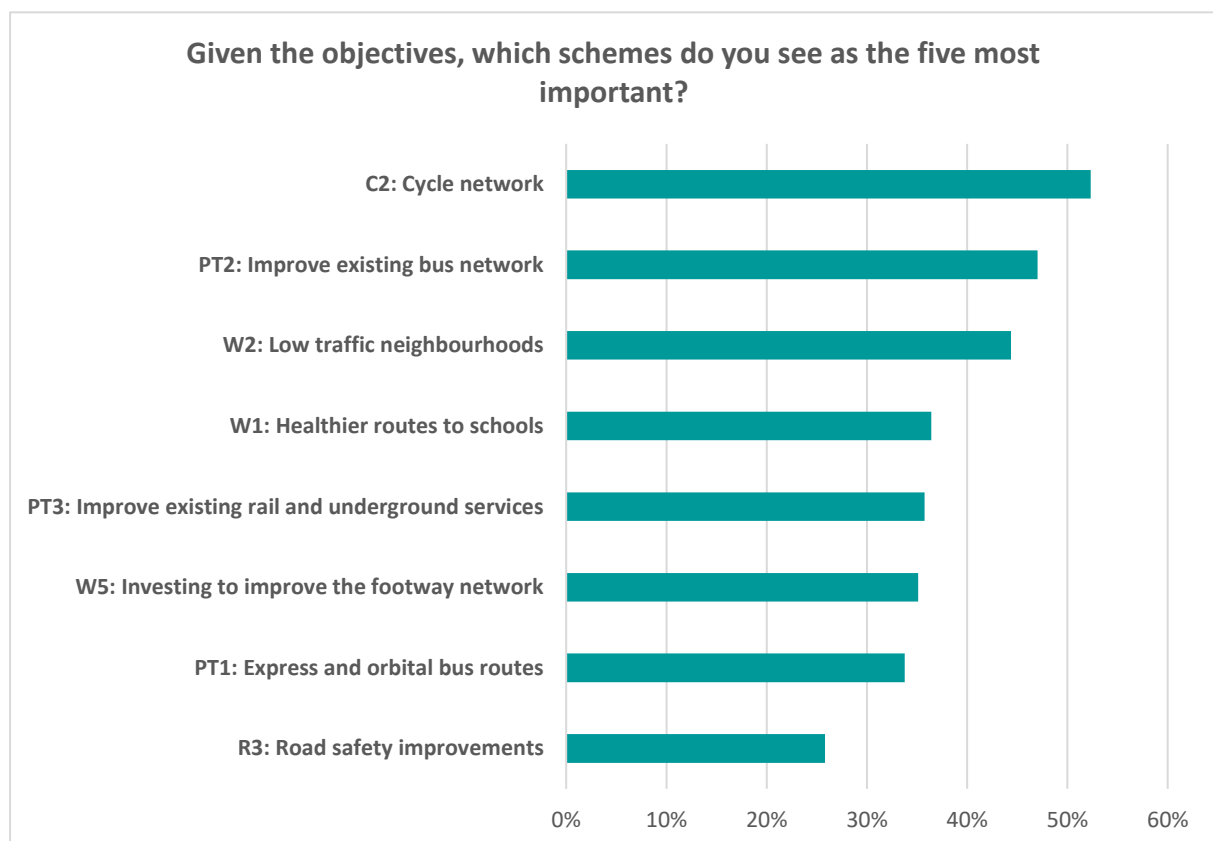

Figure 41 - Graph showing which schemes respondents saw as the most important (displays those with the support of over 20% of respondents)

Given the objectives, which schemes do you see as the five most important?		
	%	**No.**
C2: Cycle network	52.32%	79
PT2: Improve existing bus network	47.03%	71
W2: Low traffic neighbourhoods	44.37%	67
W1: Healthier routes to schools	36.42%	55
PT3: Improve existing rail and underground services	35.76%	54
W5: Investing to improve the footway	35.10%	53
PT1: Express and orbital bus routes	33.77%	51
R3: Road safety improvements	25.83%	39
BC1: Overarching behaviour change programme and specific behaviour change activities for each proposal	18.54%	28
R2: Electric vehicle charging provision	16.56%	25
W4: Active route – the Barnet Loop	15.23%	23
W3 Signage and wayfinding	13.25%	20
R5: Better management of parking	12.58%	19
C1: Cycle parking	11.92%	18
F1: Alternative fuels for freight	11.92%	18
R6: Road user charging	10.60%	16
C3: Cycle provision	9.93%	15
PT4: On-demand services	9.93%	15
R1: Car clubs	9.93%	15
BC2: Education, training, and publicity – road, travel, and personal safety	7.95%	12
R4: Workplace parking levy	5.96%	9
PT5: Gateways – key stations	5.30%	8
F2: Consolidation	5.30%	8
C4: Cycle training	4.64%	7
BC3: Travel planning	3.31%	5

Figure 42 – Table showing which schemes respondents saw as the most important (displayed by priority)

2.9.3 The London Mayor, in the Mayor's Transport Strategy, has set the central aim for 80% of all trips in London to be made on foot, by cycle, or using public transport by 2041. To what extent do you agree or disagree that the approach we have taken for each method of travel will be effective in meeting this target?

We invited respondents to provide their views on the extent to which they felt the approach taken for each method of transport would enable us to meet the central aim of the Mayor's Transport Strategy, for 80% of all trips in London to be made on foot, by cycle, or using public transport. In summary, respondents were supportive of the action the council was proposing for walking, cycling, and public transport, but was less supportive of the proposed schemes for cars, freight and logistics, and behaviour change. They felt our public transport schemes would be most effective in meeting the Mayor's target, with 67.55% agreeing, to some extent, that our approach would be effective. However, they were least supportive of our approach for addressing car travel, which was only supported by 37.08% of respondents.

To what extent do you agree or disagree that the approach we have taken for each method of travel will be effective in meeting the target set out in the Mayor's Transport Strategy?						
		Strongly Agree	Tend to Agree	Neither Agree nor Disagree	Tend to Disagree	Strongly Disagree	Don't Know/ Not Sure
Walking	%	21.19%	39.74%	13.91%	8.61%	7.95%	8.61%
	No.	32	60	21	13	12	13
Cycling	%	18.54%	34.44%	15.89%	10.60%	11.26%	9.27%
	No.	28	52	24	16	17	14
Public Transport	%	24.50%	43.05%	13.91%	3.97%	5.30%	9.27%
	No.	37	65	21	6	8	14
Car	%	9.93%	27.15%	21.85%	15.89%	15.23%	9.93%
	No.	15	41	33	24	23	15
Freight & Logistics	%	13.25%	31.13%	28.48%	5.30%	5.96%	15.89%
	No.	20	47	43	8	9	24
Behaviour Change	%	13.25%	29.14%	29.80%	7.28%	8.61%	11.92%
	No.	20	44	45	11	13	18

Figure 43 – Table showing the extent to which respondents felt we would be in meeting the Mayor's target

To what extent do you agree or disagree that the approach taken for each method of travel will be effective in meeting the target set out in the Mayor Transport Strategy?

Legend:
- Strongly Agree
- Tend to Agree
- Neither Agree nor Disagree
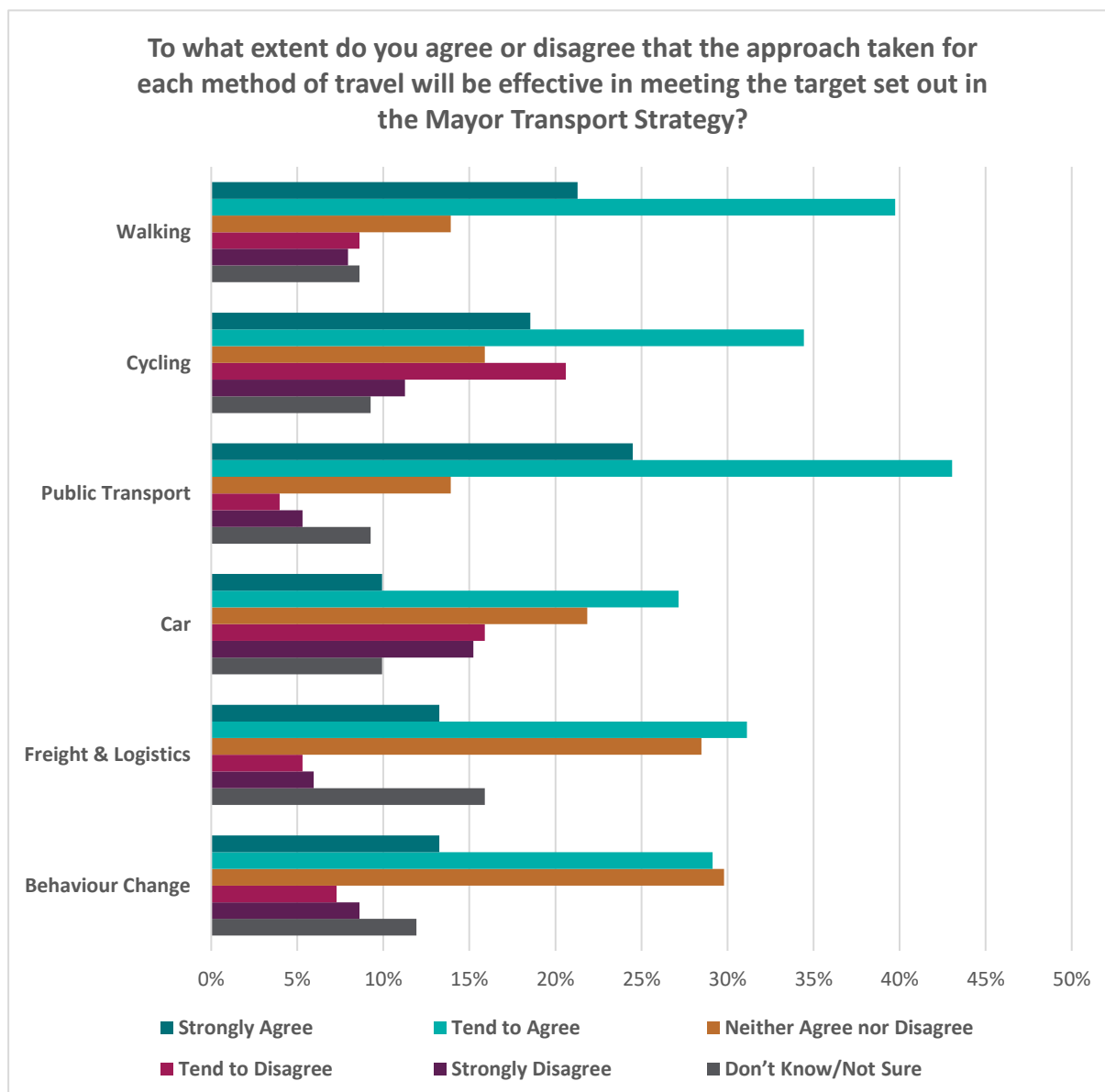- Tend to Disagree
- Strongly Disagree
- Don't Know/Not Sure

Figure 44 – Graph showing the extent to which respondents felt we would be in meeting the Mayor's target

2.9.4 Do you feel there are barriers to active travel (walking, cycling, public transport) within the borough?

We invited respondents to provide their views on whether there are barriers to active travel within the borough; and if so, what they felt those barriers were through written responses. A significant majority of respondents (85.53%) felt that there were barriers to active travel. For ease of analysis the written responses have been categorised relating to their themes; the results of this can be seen below. Comments primarily focused on the lack of cycling infrastructure, such as segregated cycle lanes, and the poor condition of the footway as the main barriers to active travel. However, other prominent themes were slow and infrequent buses, air quality and pollution, and a fear for their own personal safety due to crime. The draft Long Term Transport Strategy looks to address many of the barriers raised by respondents through schemes, such as: investing in the footway, the creation of a cycle network and leisure route in the Barnet Loop, and the creation of a bus rapid transit system. Also, it is hoped that, by encouraging more sustainable travel, the Strategy as a whole will have the cumulative effect of reducing pollution and improving air quality across the borough.

Do you feel there are barriers to active travel (walking, cycling, public transport) within the borough?		
	%	**No.**
Yes	85.53%	130
No	14.47%	22
Total	**100%**	**152**

Figure 45 - Table showing if respondents felt there were barriers to active travel
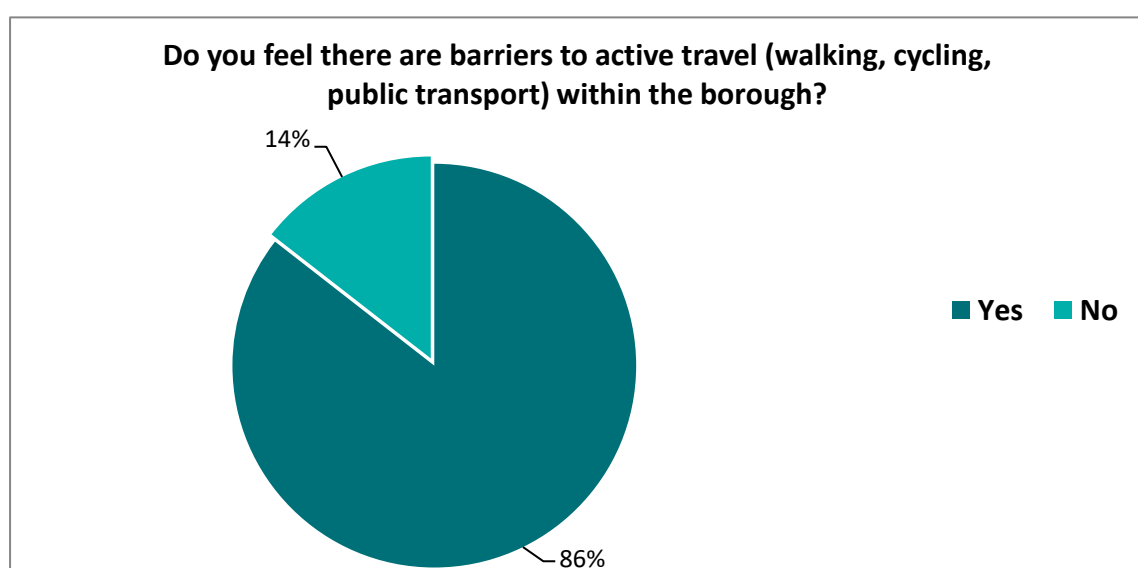

Figure 46 – Graph showing if respondents felt there were barriers to active travel

What do you feel are the barriers to active travel (walking, cycling, public transport) within the borough?		
	%	**No. Comments**
Lack of cycle lanes/infrastructure	27.27%	63
Poor footway conditions	15.15%	35
Buses too slow/infrequent	9.09%	21
Air quality/pollution	7.79%	18
Crime/safety	6.49%	15
Speed of cars & speed cameras	6.49%	15
Lack of pedestrian crossings over major roads	5.19%	12
A reliance on driving & few incentives to use active travel	4.76%	11
Too much traffic	4.33%	10
Poor orbital links	3.90%	9
Hills a problem for cycling/walking	3.46%	8
Electric scooter/bike support	2.16%	5
Street parking	2.16%	5
Junctions not safe	1.73%	4
Total	**100%**	**231**

Figure 47 - Table categorising what residents felt were the main barriers to active travel (written responses)

What do you feel are the barriers to active travel (walking, cycling, public transport) within the borough?
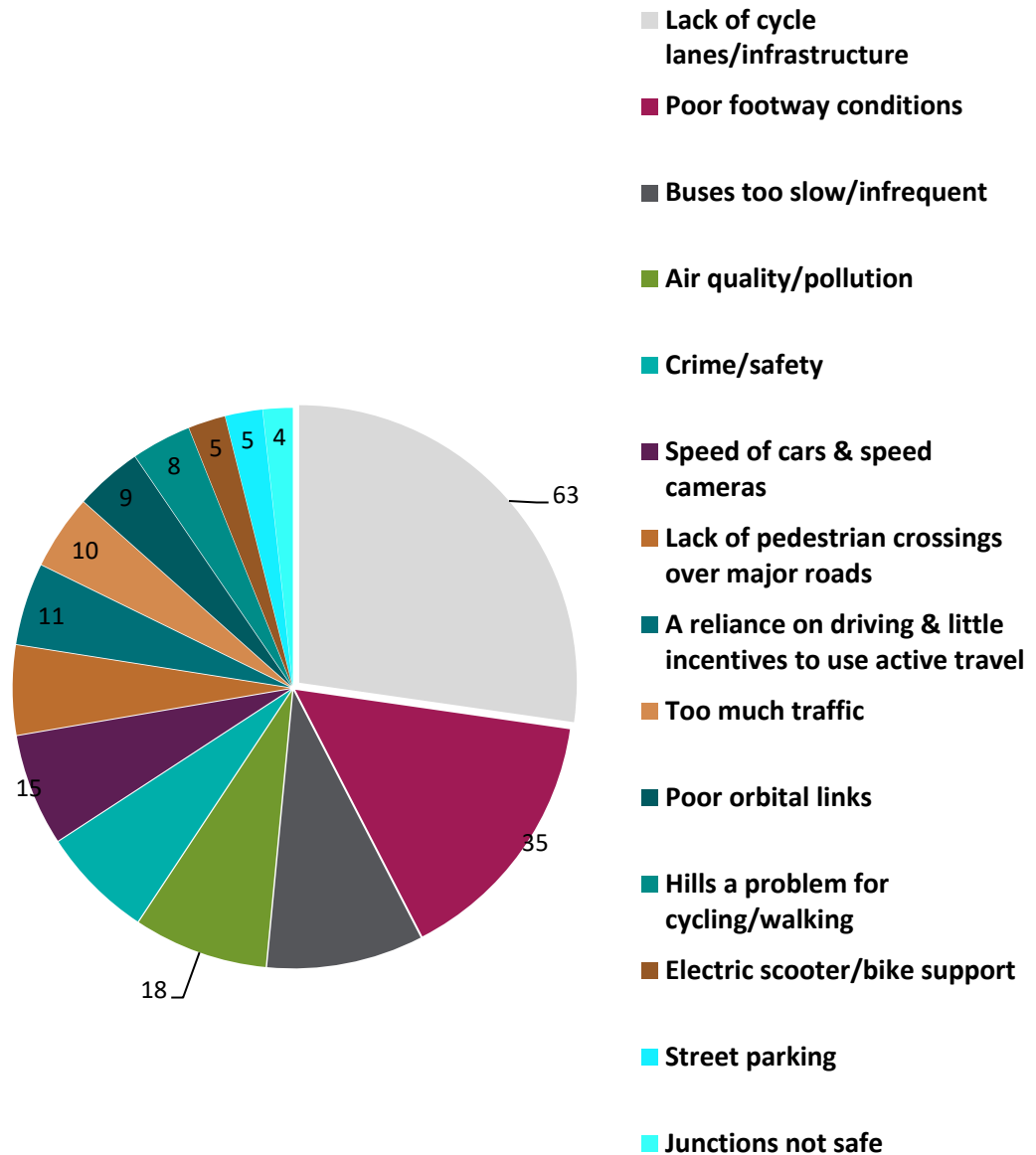

Legend:
- Lack of cycle lanes/infrastructure
- Poor footway conditions
- Buses too slow/infrequent
- Air quality/pollution
- Crime/safety
- Speed of cars & speed cameras
- Lack of pedestrian crossings over major roads
- A reliance on driving & little incentives to use active travel
- Too much traffic
- Poor orbital links
- Hills a problem for cycling/walking
- Electric scooter/bike support
- Street parking
- Junctions not safe

Figure 48 - Graph categorising what residents felt were the main barriers to active travel (written responses)

2.9.5 Overall, to what extent do you agree or disagree that the schemes set out in the Transport Strategy will enable the vision and objectives to be met?

We invited respondents to provide their views on the extent to which they agreed or disagreed that the schemes proposed in the draft Transport Strategy would enable us to meet the vision and objectives. A majority of respondents (52%) strongly or tended to agree that the proposed schemes would allow us to meet the vision and objectives, while only 20.67% tended to or strongly disagreed that Strategy will enable the vision and objectives.

Overall, to what extent do you agree or disagree that the schemes set out in the Transport Strategy will enable the vision and objectives to be met?		
	%	**No.**
Strongly Agree	12.00%	18
Tend to Agree	40.00%	60
Neither Agree nor Disagree	20.67%	31
Tend to Disagree	14.67%	22
Strongly Disagree	6.00%	9
Don't Know/Not Sure	6.67%	10

Figure 49 - Table showing the extent to which respondents feel the vision and objectives will be met
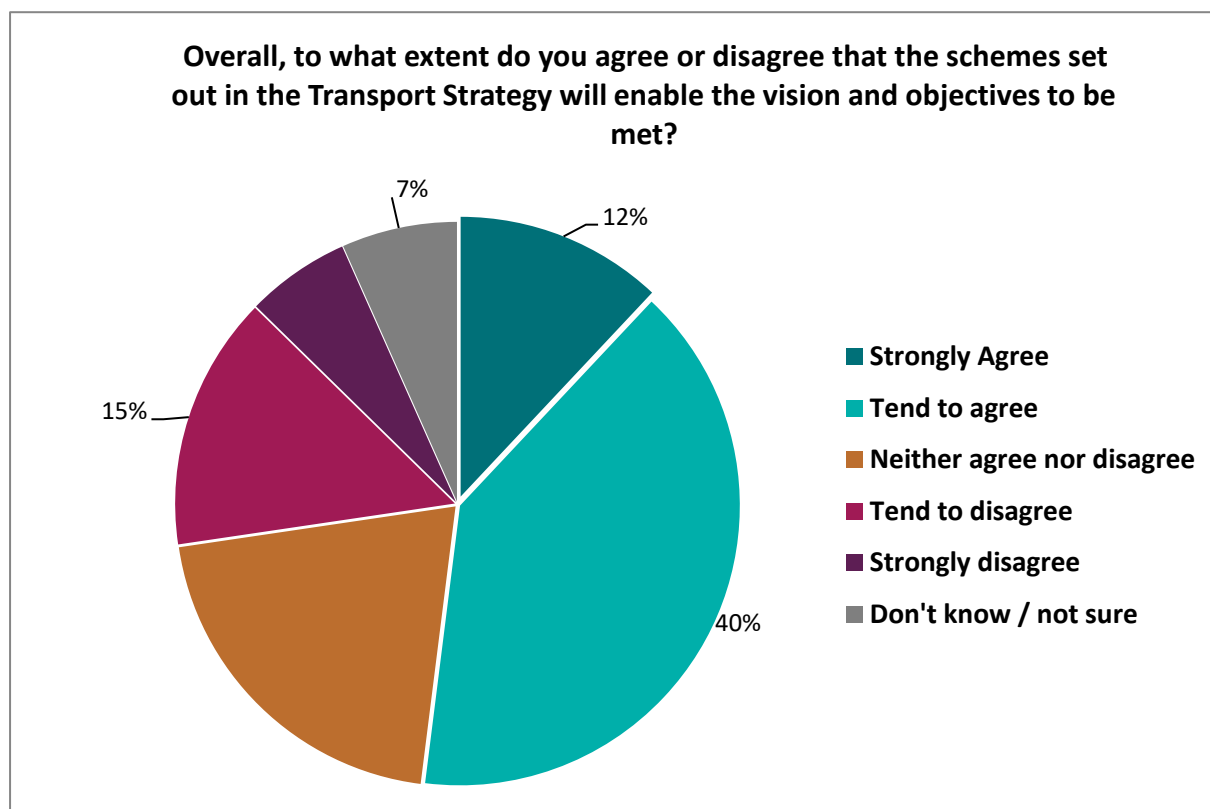
Figure 50 - Graph showing the extent to which respondents feel the vision and objectives will be met

2.9.6 Do you have any other comments, or alternative suggestions for transport and the Long Term Transport Strategy?

We invited respondents to provide any additional comments for transport, and the draft Long Term Transport Strategy. Comments raised a number of additional suggestions; however, the primary concern was around further dedication and segregation of cycle lanes around the borough. Other significant suggestions were for improving the existing bus network and a greater pedestrianisation of the high-street. A number of respondents asked the council to look again and reassess our approach in light of the coronavirus pandemic, these comments focused around concerns for safety on public transport and in the public realm once lockdown is eased.

Do you have any other comments, or alternative suggestions for transport and the Long Term Transport Strategy?		
	%	**No.**
Segregated cycle lanes	28%	14
Improve the existing bus network	18%	9
Greater consideration of the impact of COVID-19	12%	6
Greater pedestrianisation of the high-street	12%	6
Introduction of 20mph zones	8%	4
Expansion of the electric vehicle charge point programme	8%	4
Better management of parking	6%	3
Allow the use of electric scooters	4%	2
Better lighting	4%	2

Figure 51 - Table categorising additional comments and suggestions (written responses)

Do you have any other comments, or alternative suggestions for transport and the Long Term Transport Strategy?
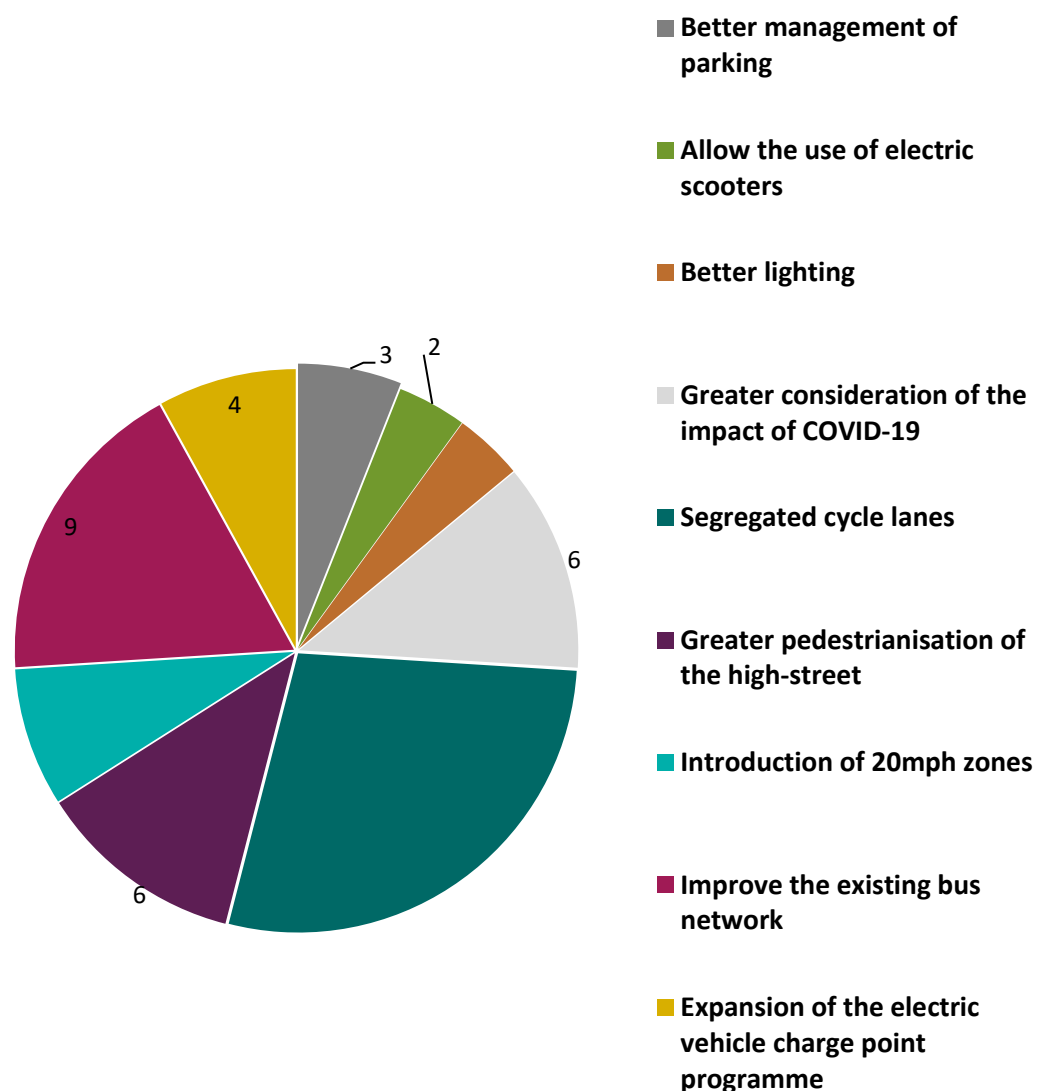

Figure 52 - Graph categorising additional comments and suggestions (written responses)

2.10   About You

We asked a series of questions in order to try and get a better idea of the travel patterns of respondents, and how our residents completed their regular journeys; we asked them their morning journey (e.g. commute, study, school run, etc.), leisure journey (e.g. gym, entertainment, etc.), and shopping journey.

2.10.1 Which of the following best describes your average peak time morning journey?

We invited respondents to provide information on their usual morning commute, in order to allow us to best analyse the travel patterns of our residents, and therefore the busiest travel routes across the borough. The busiest route was travelling south out of the borough, with 19.51% of respondents; while travelling south, in some capacity, was undertaken by 36.99% of respondents. The rest of responses were distributed fairly evenly across travel east, west, and north. The largest minority of residents left the borough for their morning commute (32.11%), with most of these heading south towards Central London; the next largest minority was of travel within the borough, which made up just over a quarter of all commutes (25.61%).

Which of the following best describes your average peak time morning journey?		
	%	**No.**
Within the borough East>West	6.09%	15
Within the borough West>East	4.88%	12
Within the borough North>South	9.35%	23
Within the borough South>North	5.28%	13
Through the borough East>West	2.85%	7
Through the borough West>East	2.85%	7
Through the borough North>South	6.09%	15
Through the borough South>North	3.25%	8
Leaving the borough heading East	4.47%	11
Leaving the borough heading West	4.07%	10
Leaving the borough heading North	4.07%	10
Leaving the borough heading South	19.51%	48
Entering the borough from East	3.25%	8
Entering the borough from West	2.03%	5
Entering the borough from North	2.03%	5
Entering the borough from South	3.25%	8
Work from home/Not in work	10.57%	26
Not applicable	6.09%	15
Total	**100%**	**246**

Figure 53 - Table showing respondent's peak time morning commute

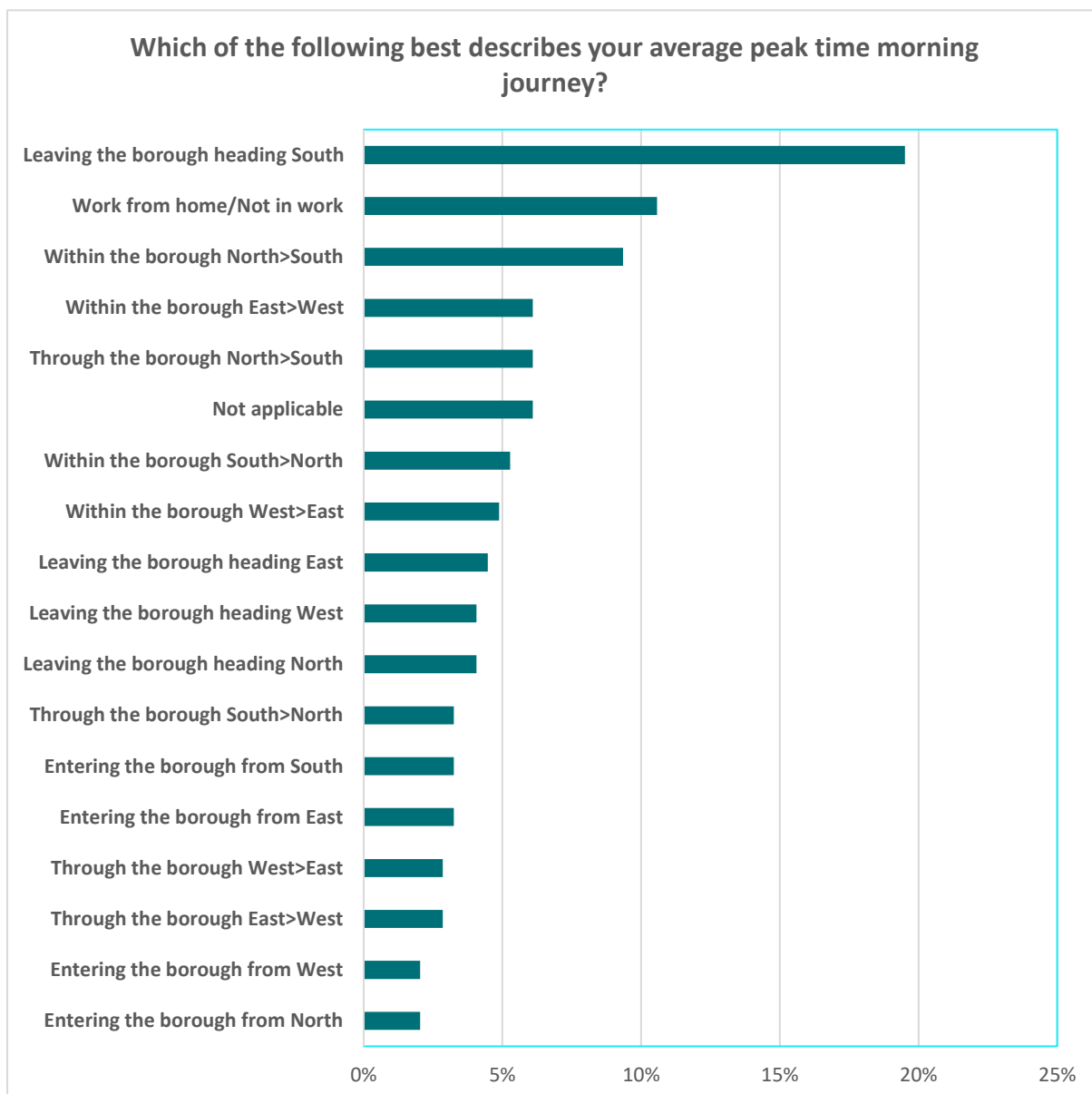**Which of the following best describes your average peak time morning journey?**

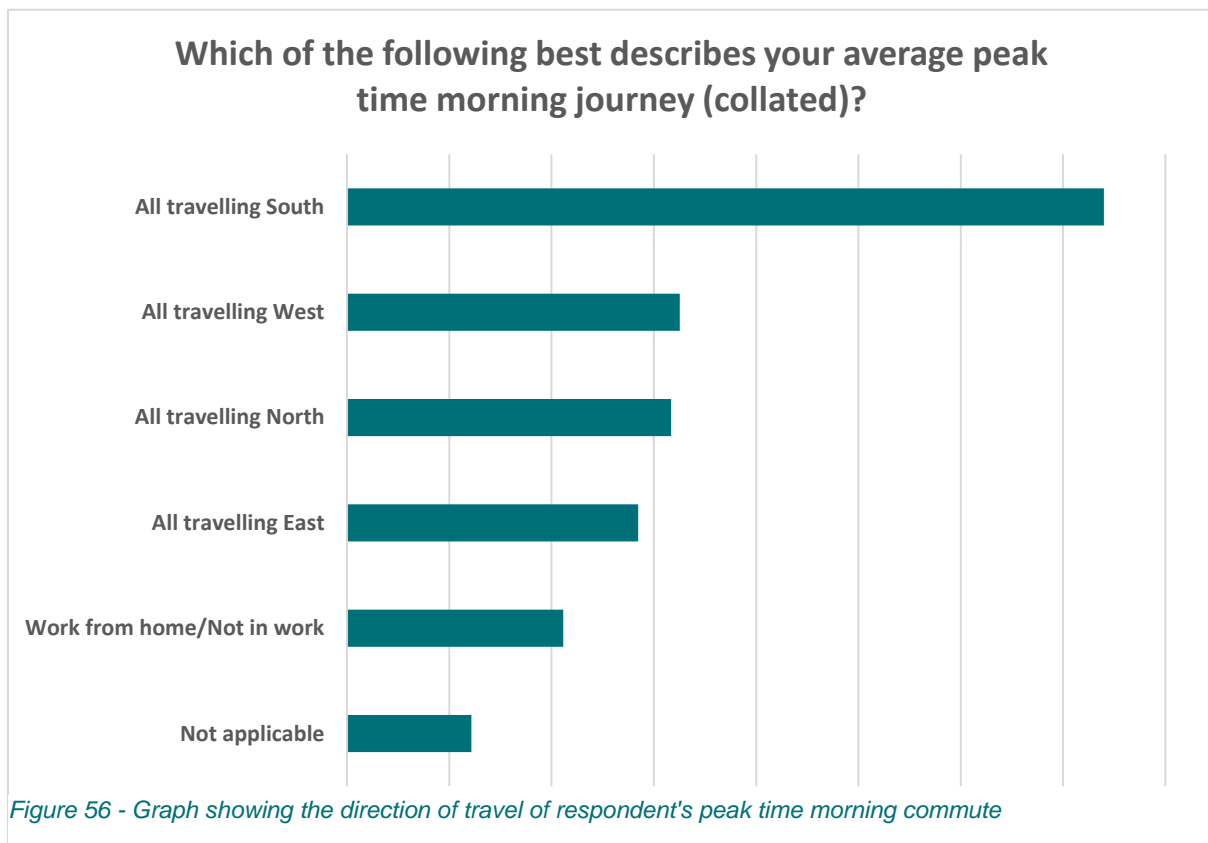*Figure 54 - Graph showing respondent's peak time morning commute*

Which of the following best describes your average peak time morning journey (collated)?		
	%	**No.**
All travelling East	14.23%	35
All travelling West	16.26%	40
All travelling North	15.85%	39
All travelling South	36.99%	91
Work from home/Not in work	10.57%	26
Not applicable	6.09%	15
Total	**100%**	**246**

Figure 55 - Table showing the direction of travel of respondent's peak time morning commute

Figure 56 - Graph showing the direction of travel of respondent's peak time morning commute

Which of the following best describes your average peak time morning journey (collated)?		
	%	No.
All within the borough	25.61%	63
All through the borough	15.04%	37
All leaving the borough	32.11%	79
All entering the borough	10.57%	26
Work from home/Not in work	10.57%	26
Not applicable	6.09%	15
Total	**100%**	**246**

Figure 57 - Table showing the collated responses of respondent's peak time morning commute
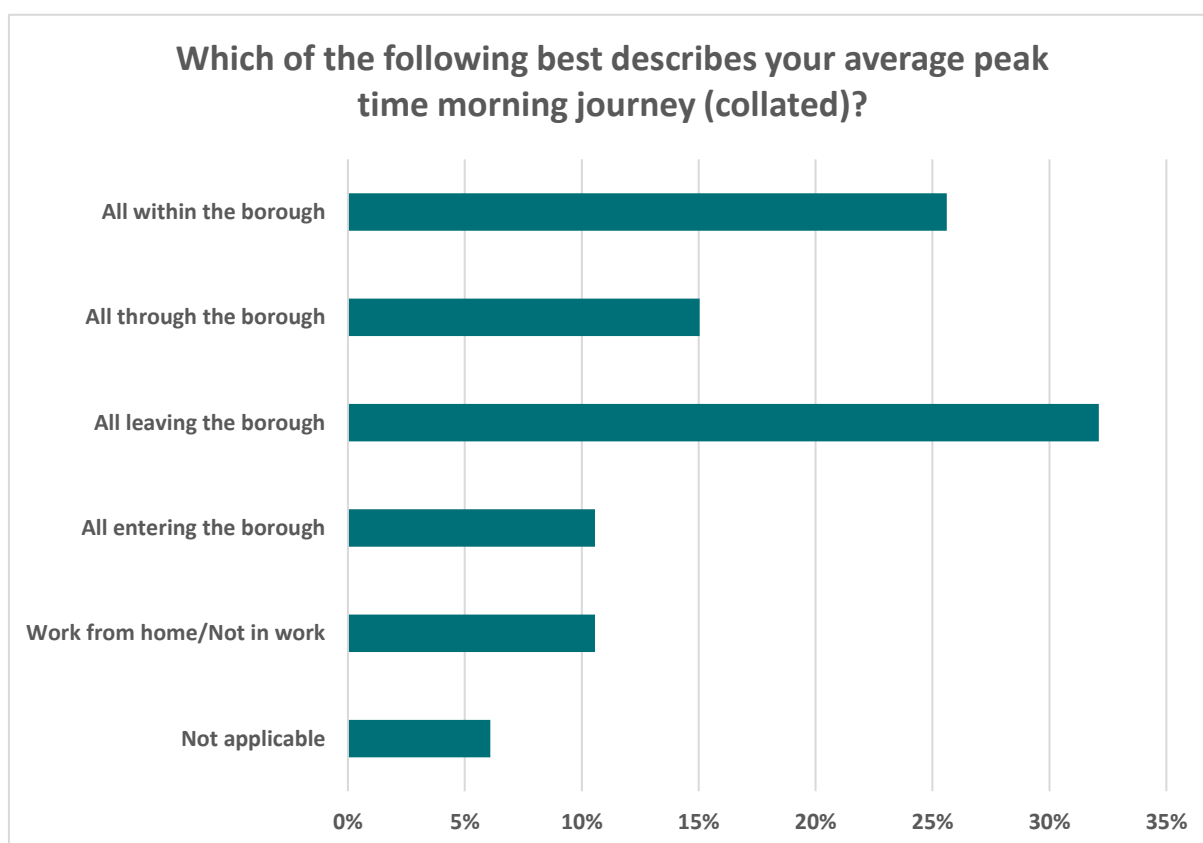
Figure 58 - Graph showing the collated responses of respondent's peak time morning commute

2.10.2 Which of the following best describes your common daytime/evening/weekend leisure journey?

We invited respondents to provide information on their common leisure journeys, in order to allow us to best analyse the travel patterns of our residents, and therefore the busiest travel routes across the borough. Most travel was radial, travelling either north or south (51.4%); however, responses were fairly evenly spread across routes, with no significant difference. A large proportion of in borough travel was orbital, indicating the need to improve this aspect of the network. However, responses did show that a large proportion of leisure journeys were within the borough, these made up 33.65% of leisure journeys. A third of all leisure journeys were within the borough (33.64%), and a large minority were leaving the borough (27.73%); whilst a minority were either through the borough (18.38%) or entering the borough (12.77%).

Which of the following best describes your common daytime/evening/weekend leisure journey?		
	%	**No.**
Within the borough East>West	7.79%	25
Within the borough West>East	7.17%	23
Within the borough North>South	9.66%	31
Within the borough South>North	9.03%	29
Through the borough East>West	4.36%	14
Through the borough West>East	5.92%	19
Through the borough North>South	3.74%	12
Through the borough South>North	4.36%	14
Leaving the borough heading East	4.98%	16
Leaving the borough heading West	4.67%	15
Leaving the borough heading North	7.79%	25
Leaving the borough heading South	10.28%	33
Entering the borough from East	2.80%	9
Entering the borough from West	3.43%	11
Entering the borough from North	2.80%	9
Entering the borough from South	3.74%	12
Work from home/Not in work	3.12%	10
Not applicable	4.36%	14
Total	**100%**	**321**

Figure 59 - Table showing respondent's common leisure journeys
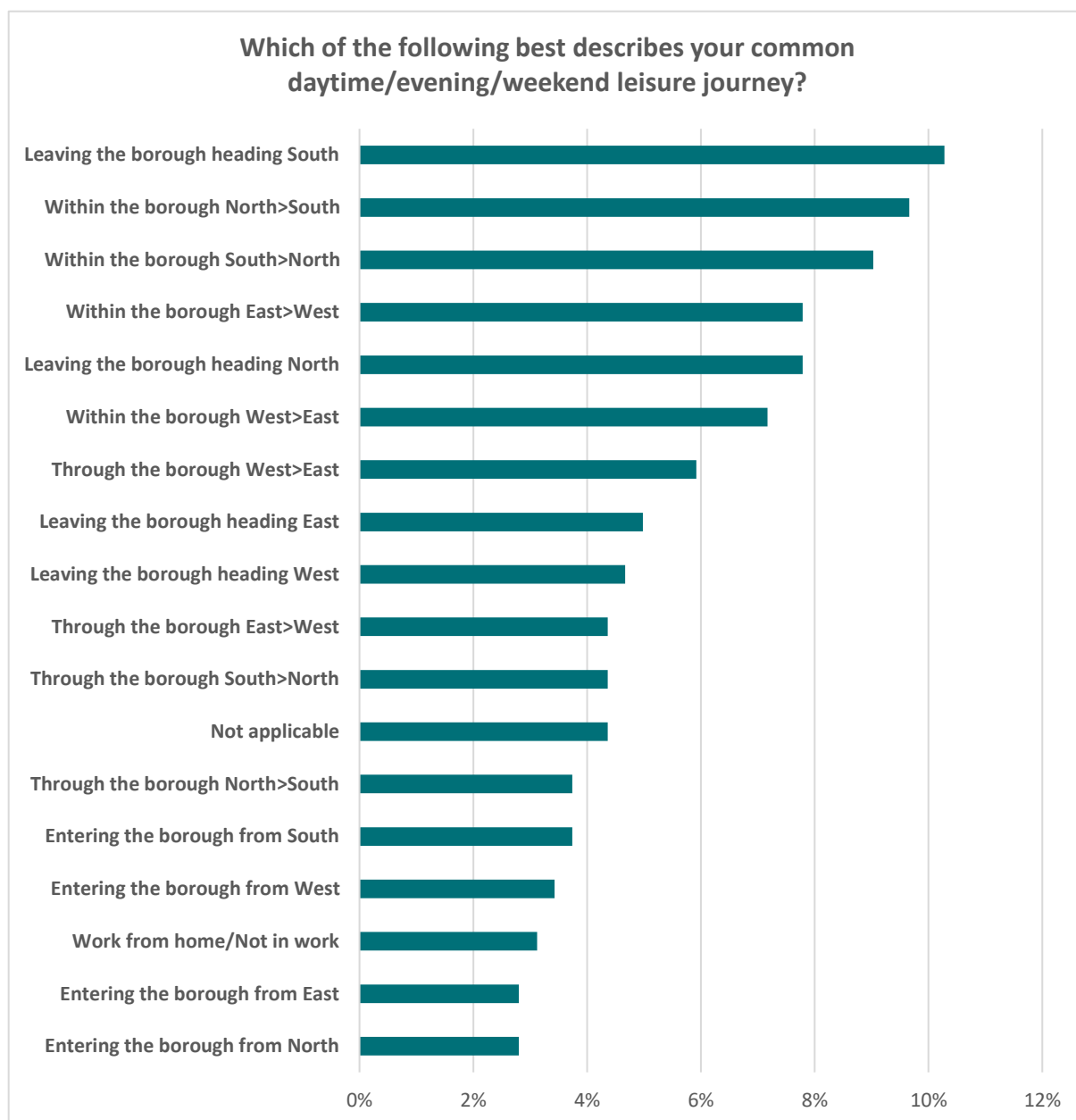
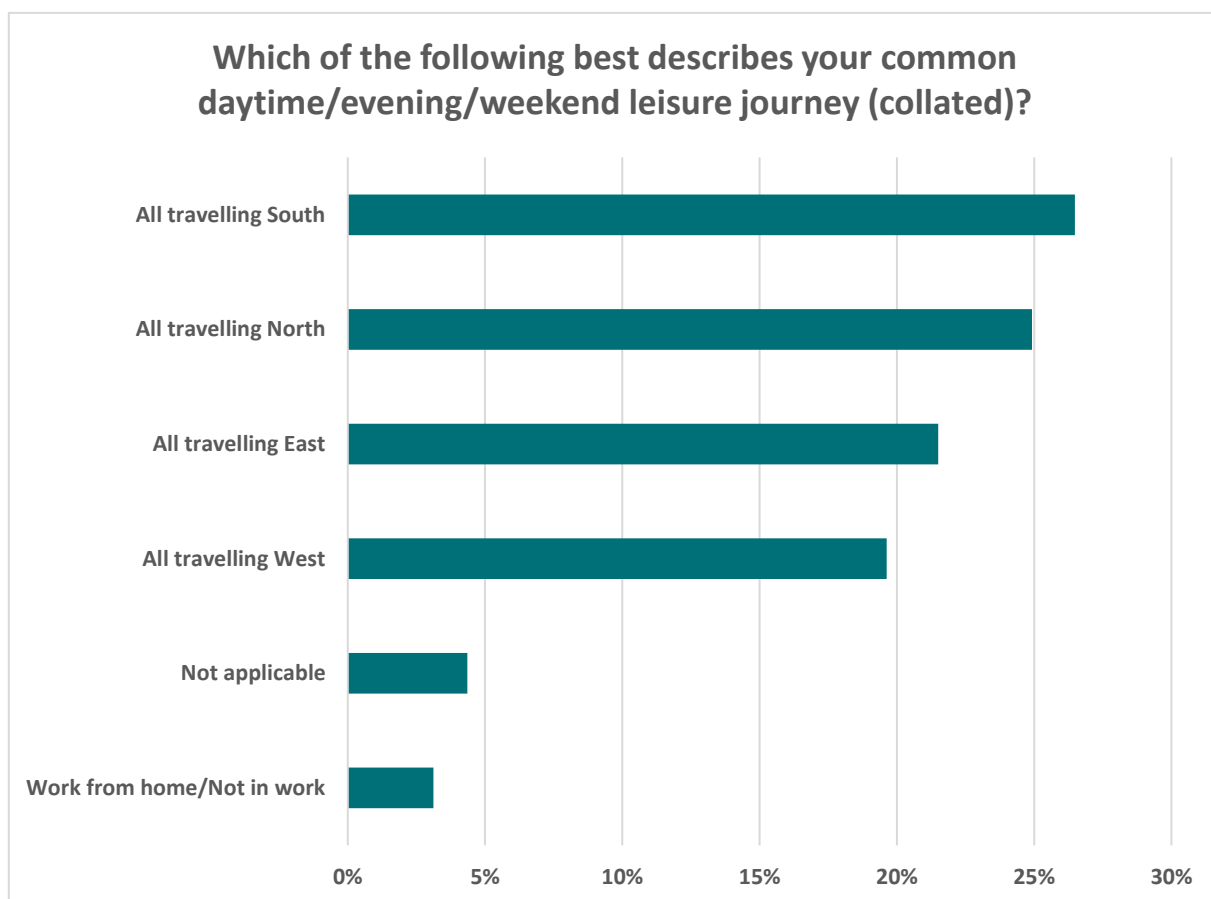*Figure 60 - Graph showing respondent's common leisure journeys*

Which of the following best describes your common daytime/evening/weekend leisure journey (collated)?		
	%	**No.**
All travelling East	21.50%	69
All travelling West	19.63%	63
All travelling North	24.92%	80
All travelling South	26.48%	85
Work from home/Not in work	3.12%	10
Not applicable	4.36%	14
Total	**100%**	**321**

*Figure 61 - Table showing the direction of travel of respondent's common leisure journeys*

Figure 62 - Graph showing the direction of travel of respondent's common leisure journeys

Which of the following best describes your common daytime/evening/weekend leisure journey (collated)?		
	%	No.
All within the borough	33.64%	108
All through the borough	18.38%	59
All leaving the borough	27.73%	89
All entering the borough	12.77%	41
Work from home/Not in work	3.12%	10
Not applicable	4.36%	14
Total	**100%**	**321**

Figure 63 – Table showing the collated responses of respondent's common leisure journeys
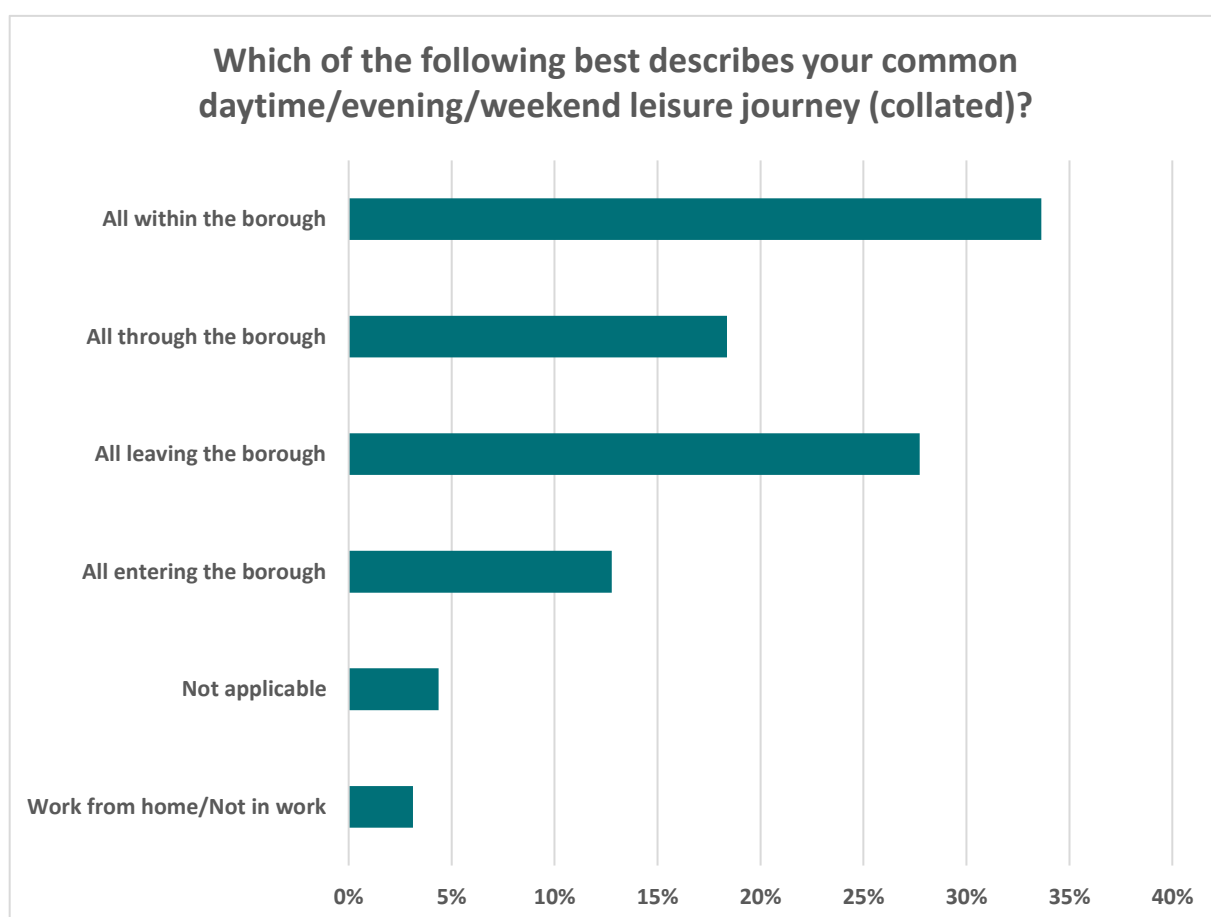
Figure 64 - Graph showing the collated responses of respondent's common leisure journeys

2.10.3 Which of the following best describes your common shopping journey?

We invited respondents to provide information on their common shopping journeys, in order to allow us to best analyse the travel patterns of our residents, and therefore the busiest travel routes across the borough. Most travel was within the borough, these made up 54.01% of shopping journeys; more than half of this in borough travel was radial. However, while most travel was radial, travelling either north or south (52.94%), responses were fairly evenly spread across routes, with no significant difference.

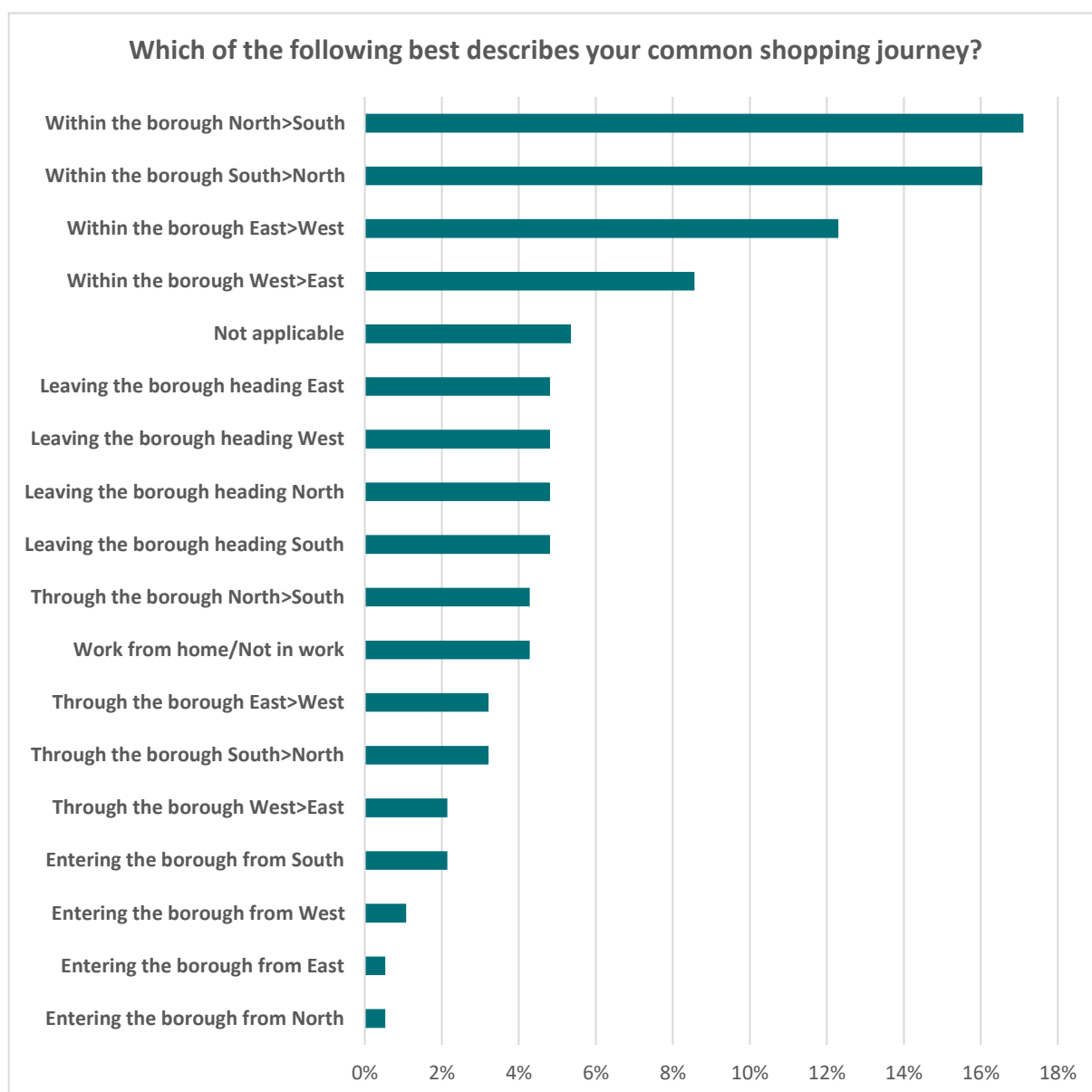| Which of the following best describes your common shopping journey?		
	%	**No.**
Within the borough East>West	12.30%	23
Within the borough West>East	8.56%	16
Within the borough North>South	17.11%	32
Within the borough South>North	16.04%	30
Through the borough East>West	3.21%	6
Through the borough West>East	2.14%	4
Through the borough North>South	4.28%	8
Through the borough South>North	3.21%	6
Leaving the borough heading East	4.81%	9
Leaving the borough heading West	4.81%	9
Leaving the borough heading North	4.81%	9
Leaving the borough heading South	4.81%	9
Entering the borough from East	0.53%	1
Entering the borough from West	1.07%	2
Entering the borough from North	0.53%	1
Entering the borough from South	2.14%	4
Work from home/Not in work	4.28%	8
Not applicable	5.35%	10
Total	**100%**	**187**

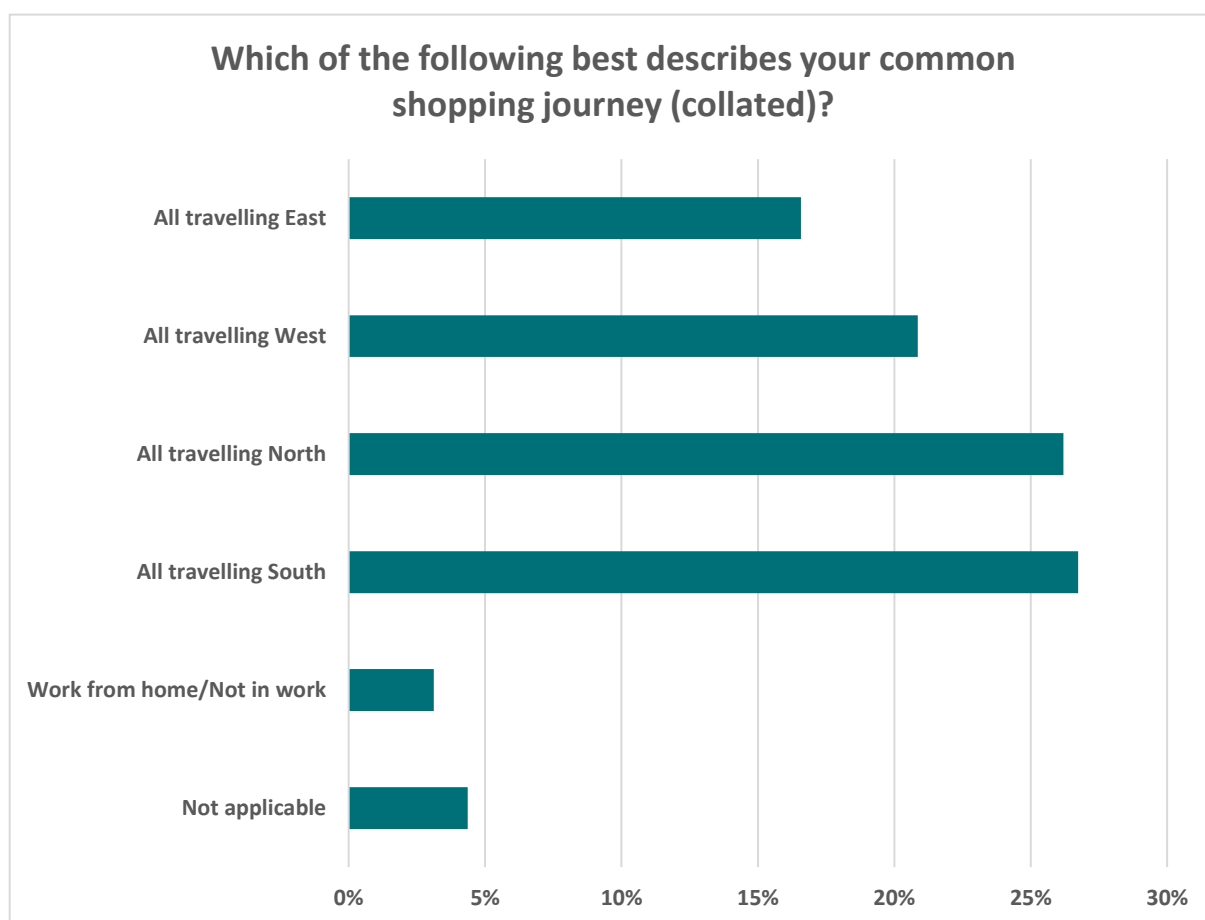*Figure 65 - Table showing respondent's common shopping journeys*

Which of the following best describes your common shopping journey?

Category	
Within the borough North>South	17.1%
Within the borough South>North	16.1%
Within the borough East>West	12.3%
Within the borough West>East	8.5%
Not applicable	5.4%
Leaving the borough heading East	4.8%
Leaving the borough heading West	4.8%
Leaving the borough heading North	4.8%
Leaving the borough heading South	4.8%
Through the borough North>South	4.3%
Work from home/Not in work	4.3%
Through the borough East>West	3.2%
Through the borough South>North	3.2%
Through the borough West>East	2.1%
Entering the borough from South	2.1%
Entering the borough from West	1.1%
Entering the borough from East	0.5%
Entering the borough from North	0.5%

Figure 66 - Graph showing respondent's common shopping journeys

Which of the following best describes your common shopping journey (collated)?		
	%	**No.**
All travelling East	16.58%	31
All travelling West	20.86%	39
All travelling North	26.20%	49
All travelling South	26.74%	50
Work from home/Not in work	4.28%	8
Not applicable	5.35%	10
Total	**100%**	**187**

Figure 67 - Table showing the direction of travel of respondent's common shopping journeys

Figure 68 - Graph showing the direction of travel of respondent's common shopping journeys

Which of the following best describes your common shopping journey (collated)?		
	%	**No.**
All within the borough	54.01%	101
All through the borough	12.83%	24
All leaving the borough	19.25%	36
All entering the borough	4.28%	8
Work from home/Not in work	4.28%	8
Not applicable	5.35%	10
Total	**100%**	**187**

Figure 69 - Table showing the collated responses to their common shopping journeys
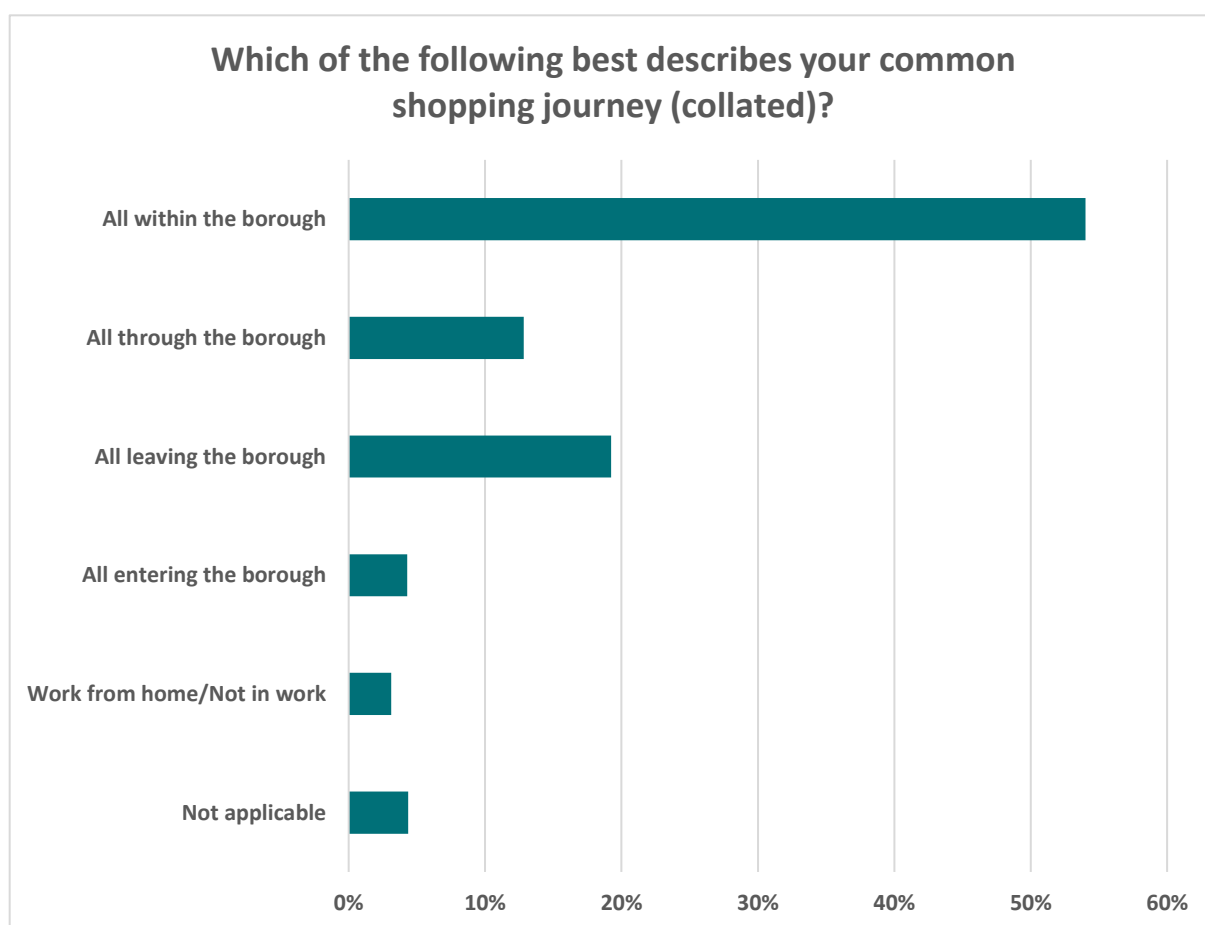
Figure 70 - Graph showing the collated responses to their common shopping journeys

2.10.4 What's the main method of transport for your morning journey (e.g. commute, study, school run, etc.)?

We invited respondents to provide information on their mode of transport for their morning commute, in order to allow us to best analyse the travel patterns of our residents, and therefore the busiest travel routes across the borough. The three most common modes of travel were, via the Underground (24.86%), by car (12.72%), and by bicycle (12.14%), whilst the least common was by motorcycle (2.89%); there was no significant difference between the other modes of transport.

What's the main method of transport for your morning journey (e.g. commute, study, school run, etc.)?		
	%	**No.**
By Bicycle	12.14%	21
By Bus	10.98%	19
By Car (as a driver or passenger)	12.72%	22
By Foot	9.25%	16
By Motorcycle (as a driver or passenger)	2.89%	5
By Train	9.25%	16
By Underground	24.86%	43
Work from home/Not in work	10.98%	19
Not applicable	6.94%	12
Total	**100%**	**173**

Figure 71 - Table showing respondent's main method of transport for their morning journey
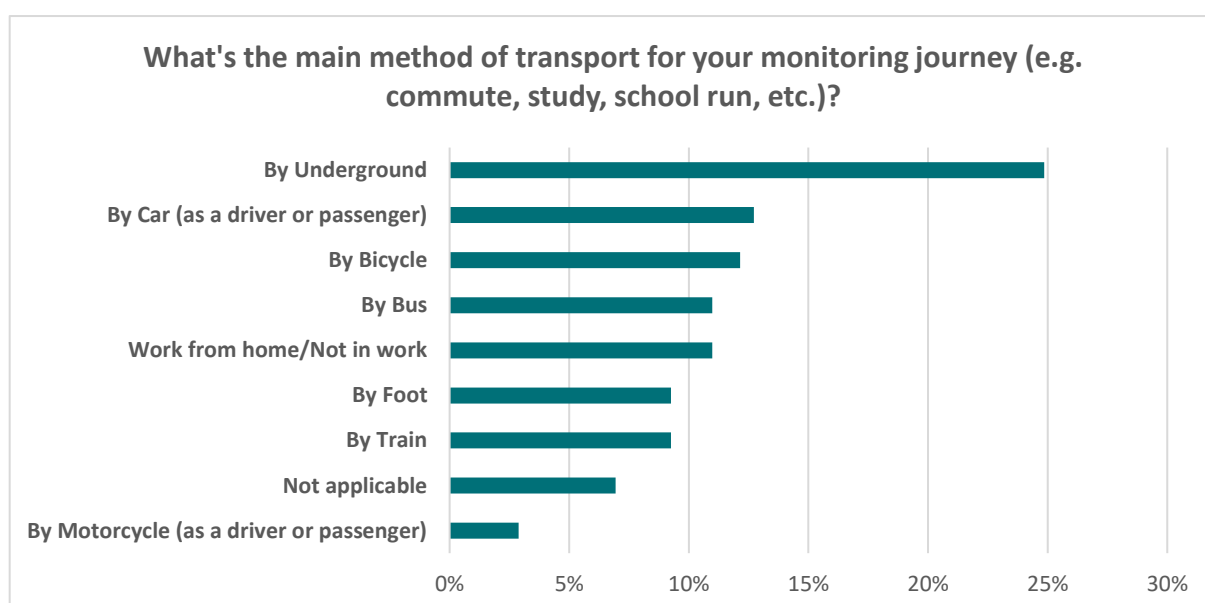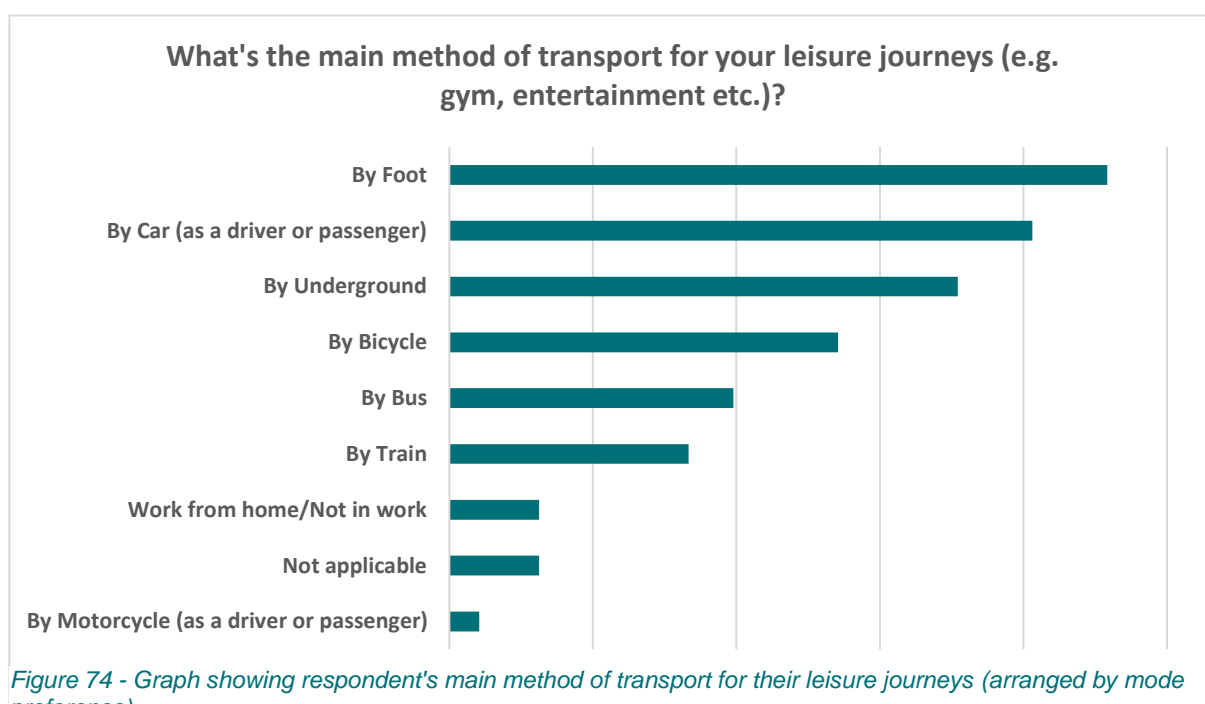

Figure 72 - Graph showing respondent's main method of transport for their morning journey (arranged by mode preference)

2.10.5 What's the main method of transport for your leisure journeys (e.g. gym, entertainment, etc.)?

We invited respondents to provide information on their mode of transport for their leisure journeys, in order to allow us to best analyse the travel patterns of our residents, and therefore the busiest travel routes across the borough. The most common modes of travel were by foot (22.92%), by car (20.31%), and by Underground (17.71%), whilst the least common was by motorcycle (1.04%).

What's the main method of transport for your leisure journeys (e.g. gym, entertainment, etc.)?		
	%	**No.**
By Bicycle	13.54%	26
By Bus	9.90%	19
By Car (as a driver or passenger)	20.31%	39
By Foot	22.92%	44
By Motorcycle (as a driver or passenger)	1.04%	2
By Train	8.33%	16
By Underground	17.71%	34
Work from home/Not in work	3.13%	6
Not applicable	3.13%	6
Total	**100%**	**192**

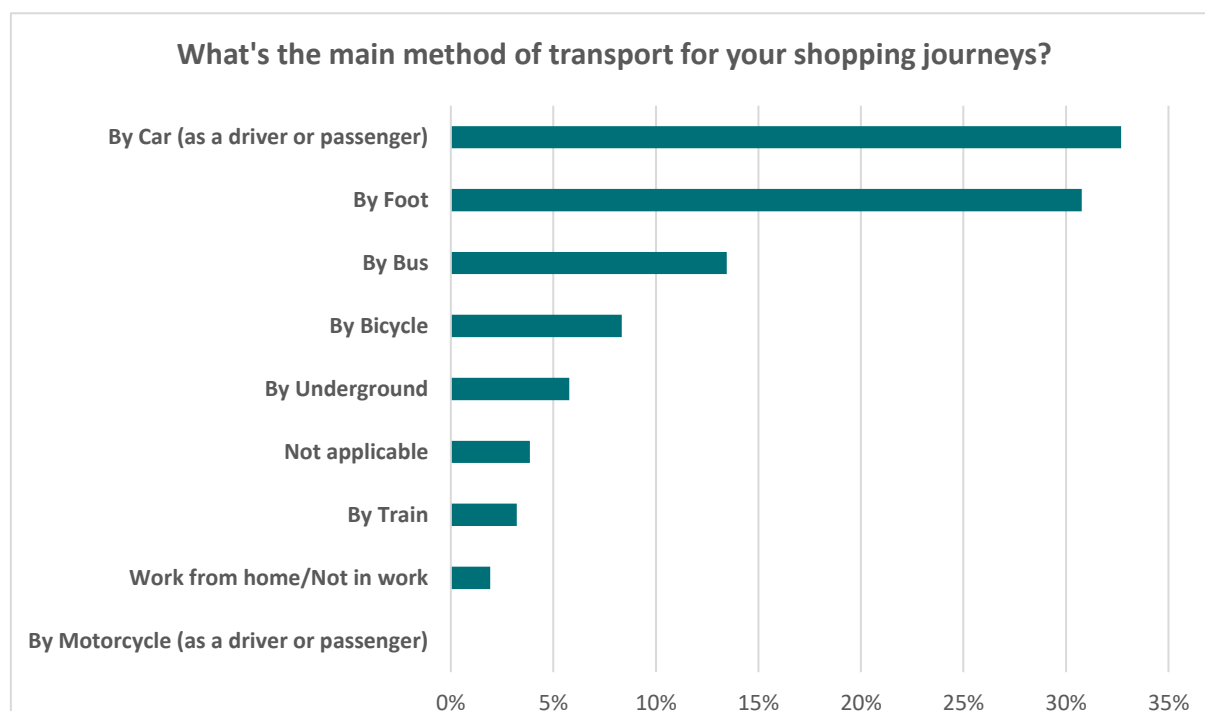*Figure 73 - Table showing respondent's main method of transport for their leisure journeys*

Figure 74 - Graph showing respondent's main method of transport for their leisure journeys (arranged by mode preference)

2.10.6 What's the main method of transport for your shopping journeys?

We invited respondents to provide information on their method of transport for their shopping journeys, in order to allow us to best analyse the travel patterns of our residents, and therefore the busiest travel routes across the borough. The most common modes of travel were by car (32.69%) and by foot (30.77%), while no one travelled by motorcycle.

What's the main method of transport for your shopping journeys?		
	%	No.
By Bicycle	8.33%	13
By Bus	13.46%	21
By Car (as a driver or passenger)	32.69%	51
By Foot	30.77%	48
By Motorcycle (as a driver or passenger)	0.00%	0
By Train	3.21%	5
By Underground	5.77%	9
Work from home/Not in work	1.92%	3
Not applicable	3.85%	6
Total	**100%**	**156**

Figure 75 - Table showing respondent's main method of transport for their shopping journeys

Figure 76 - Graph showing respondent's main method of transport for their shopping journeys (arranged by mode preference)

2.10.7 How often, over the past month, have you used the following modes of transport?

We invited respondents to provide information on how often they have used the various different modes of transport over the past month. The majority of people walk every day (72.73%), with only 3.03% of respondents walking less frequently than 1-2 times per week. National Rail was the least used mode of transport, with 75% of respondents using it either monthly or not at all. Over half of respondents didn't cycle or use National Rail at all, while approximately a third of respondents did not use the Underground or the bus at all; only 2.27% of people did not walk at all. Only 14.39% of respondents used National Rail at least once a week, compared to the Underground (42.42%), bus (41.67%), or cycling (31.06%); while car (51.52%) and walking (96.97%) were the only modes of travel used by over half the respondents on at least a weekly basis.

How often, over the past month, have you used the following modes of transport?							
		Every day	3-5 times per week	1-2 times per week	Fortnightly	Monthly	Not at all
Walking	%	72.73%	15.16%	9.09%	0.76%	0.00%	2.27%
	No.	96	20	12	1	0	3
Cycling	%	9.84%	8.33%	12.88%	3.79%	6.82%	58.33%
	No.	13	11	17	5	9	77
Underground	%	11.36%	16.67%	14.39%	9.09%	15.91%	32.58%
	No.	15	22	19	12	21	43
Bus	%	6.06%	15.16%	20.45%	7.58%	11.36%	39.39%
	No.	8	20	27	10	15	52
National Rail	%	3.03%	6.06%	5.30%	10.61%	22.73%	52.27%
	No.	4	8	7	14	30	69
Car	%	12.12%	13.64%	25.76%	12.88%	10.61%	25.00%
	No.	16	18	34	17	14	33

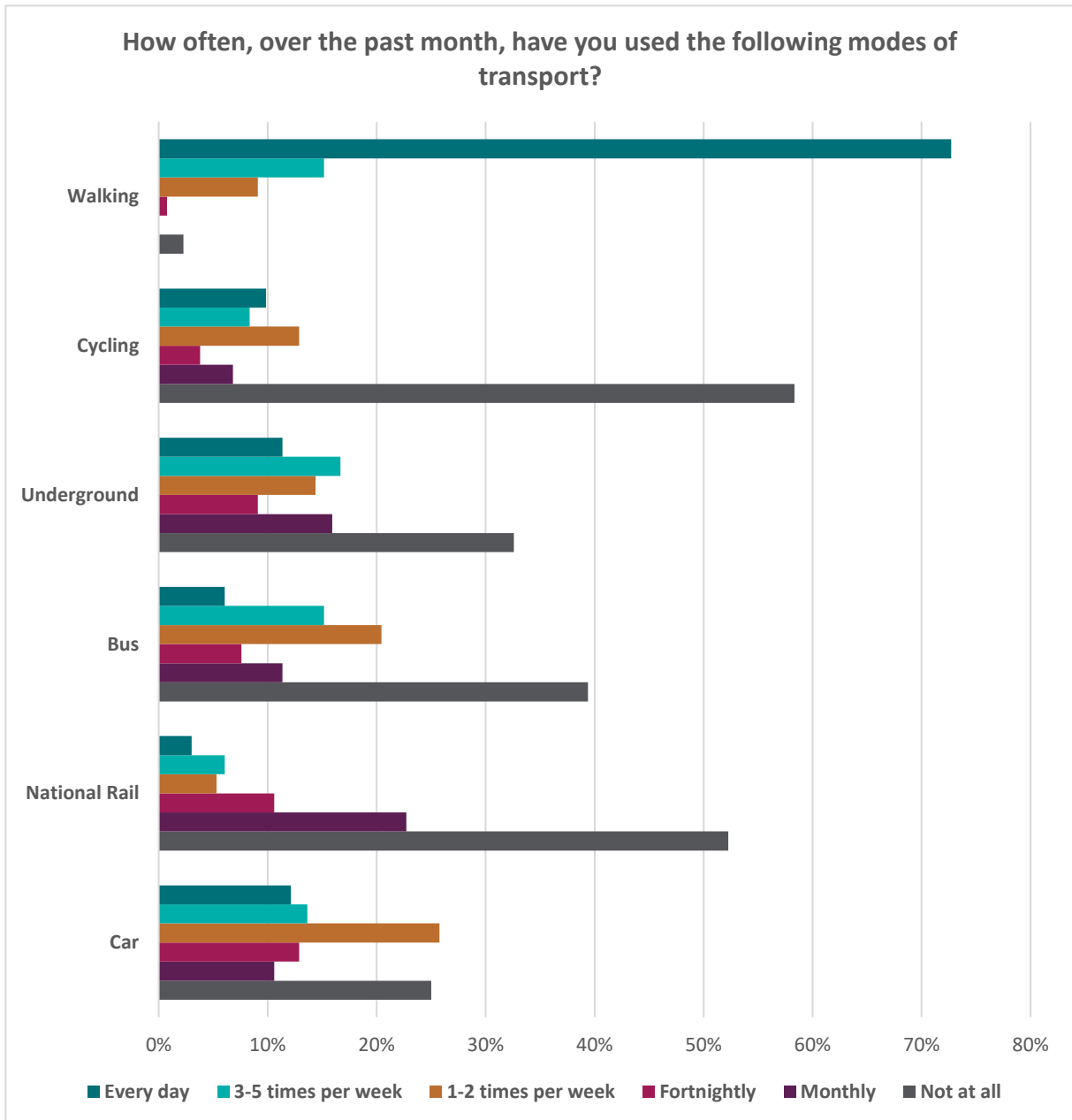*Figure 77 - Table showing how often respondents have used different modes of transport*

Figure 78 - Graph showing how often respondents have used different modes of transport

3. Written Responses

We received 20 written responses, either from individuals, organisations or community groups. An overview of the common themes raised in these responses can be seen in the table below. The most common themes were:

- eight comments supporting Scheme W5: Investing to improve the footway network
- seven comments supporting Scheme PT2: Improve the existing bus network
- six comments in opposition to Scheme W4: Active route – The Barnet Loop
- six comments supporting Scheme W1: Healthier routes to school.

It was that clear individuals, organisations and groups wanted more detail on delivery plans and funding for particular projects, and more clarity on locations; for example, more detail was requested about New Barnet's proposed low traffic neighbourhood. Some mentioned the need for key sustainability deliverables around the objectives.

Walking

There were concerns around the sustainability of footways, with comments that the current footways and countryside footpaths are not in a good state of repair and should be regularly maintained. It was felt that the Strategy should acknowledge the boroughs existing footways, and look to link them up with greenspaces, other boroughs, and public transport routes. Comments highlighted that The Barnet Loop was not sufficiently addressing the need to develop footways in the borough and the proposed loop must link greenspaces with the existing network of footways. The importance of crossings, particularly over main roads such as the A1 and on major school routes, was highlighted as key to encouraging walking. There were also safety concerns about having bikes and pedestrians on the same route, on the Barnet Loop and on the Dollis Valley Green Walk.

Cycling

Many comments also mentioned cycling, raising concerns about Barnet's lack of cycling uptake and infrastructure in comparison to other London boroughs. A few comments recommended introducing electric bikes due to the topography of the borough. One comment encouraged Barnet to have more wayfinding and signage for strategic cycle routes.

Public transport

Comments were made on the infrequency and lack of reliability of buses and it was felt that some areas, such as the edge of East Finchley, are not well served by buses. It was also felt by some that Grahame Park and Mill Hill are not well linked by bus, and there are few bus links with the outer edge of the borough, notably Potters Bar. One organisation mentioned that the rerouting of the 384 in New Barnet meant that it no longer passes by the supermarket and is therefore less accessible for shopping journeys. Buses were highlighted, particularly those

serving radial routes, such as the 125; some respondents suggested shortening bus routes in order to make them less susceptible to delays. There was support for continuing conversations with TfL on bus improvements and routes to hospitals. Finally, there was a request for an on-demand service in Chipping Barnet/Whetstone due to the lack of suburban black cabs.

Cars and traffic

There are concerns that the expansion of the Ultra Low Emissions Zone (ULEZ) may push traffic further out, increasing congestion and causing greater air pollution in neighbourhoods near to the North Circular. Concerns were raised that electric vehicles do not represent a long-term solution as they do not affect traffic patterns, and additionally there is currently little incentive to change from petrol/diesel vehicles to a more sustainable alternative. Similarly, one concern was raised about locations of car clubs and ensuring that these are located in appropriate areas. Finally, there were concerns about Scheme W1: Healthier routes to school, not fully addressing the issue that many residents do not live near the schools their children attend, making active travel more difficult and it does make clear whether this will include secondary school routes.

Growth and development

It was felt that the Strategy needs to be linked with new housing developments across the borough. There was a particular focus on improved transport links to Mill Hill East, Colindale and the North London Business Park area, with concerns Northern Line might not have the capacity to serve this growth. It was also noted that the draft Long Term Transport Strategy should take into account the Brent Cross redevelopment and considers how to get the most out of the new Brent Cross West station.

There were also several comments suggesting schemes that respondents felt were missing from the current draft Strategy, including detail on motorbikes and taxis/private hire. A full overview of themes raised in the written responses can be seen below.

Themes raised in written responses	
	No.
Support Vision	2
Support Objectives	2
Support Scheme W1: Healthier routes to school	6
Support Scheme W2: Low traffic neighbourhoods	4
Against Scheme W2: Low traffic neighbourhoods	1
Support Scheme W3: Signage and wayfinding	5
Support Scheme W4: Active route – The Barnet Loop	3
Against Scheme W4: Active route – The Barnet Loop	6
Support Scheme W5: Investing to improve the footway network	7
Support Scheme C1: Cycle parking	5
Support Scheme C2: Cycle network	3
Support Scheme C3: Cycle provision	4
Support Scheme PT1: Express and orbital bus route	3
Against Scheme PT1: Express and orbital bus route	2
Support Scheme PT2: Improve the existing bus network	7
Support Scheme PT3: Improve the existing rail and underground services	3
Support Scheme PT4: On-demand services	3
Support Scheme PT5: Gateways	2
Support Scheme R1: Car Clubs	2
Against Scheme R2: Electric vehicle charging provision	2
Support Scheme R3: Road safety improvements	1
Support Scheme R4: Workplace parking levy	1
Against Scheme R4: Workplace parking levy	1
Support Scheme R5: Better management of parking	1
Support Scheme R6: Road user charging	3
Support Scheme F1: Alternative Fuels for Freight	1
Support Scheme F2: Consolidation	2
Support Scheme BC1: Overarching behaviour change programme and specific behaviour Change activities for each proposal	2
Support Scheme BC2: Education, training and publicity – road, travel and personal safety	2
Support Scheme BC3: Travel planning	2
Must include mention of taxis, uber, and private hire vehicles	2

Figure 79 - Table showing the themes raised in written responses

4.   Young Person's Responses

We invited our young people to respond to the draft Long Term Transport Strategy, reaching out to a variety of youth groups and representatives for comment, using an abridged questionnaire. Through liaising with the Voice of the Child Team we were able to get nine responses from representatives of Youth Board, Youth Parliament, and Youth Ambassadors. They were provided with a specifically designed abridged questionnaire which asked them to provide their views on the proposed schemes, as well as any further comments or suggestions they may have to improve transport in the borough.

4.1 Walking

4.1.1 To what extent do you agree or disagree that the following schemes will encourage walking in the borough?

We invited respondents to provide their views on the different schemes proposed to encourage walking in the borough. Individually, all five schemes are supported by most of the young people who responded. The most supported schemes were Scheme W1: Healthier routes to schools, Scheme W3: Signage and wayfinding, and Scheme W5: Investing to improve the footway network, each of which, seven of the nine respondents either strongly agreed or tended to agree with. The least supported scheme was Scheme W2: Low traffic neighbourhoods, which one person disagreed with; however, five of the nine respondents still either strongly agreed or tended to agree with it.
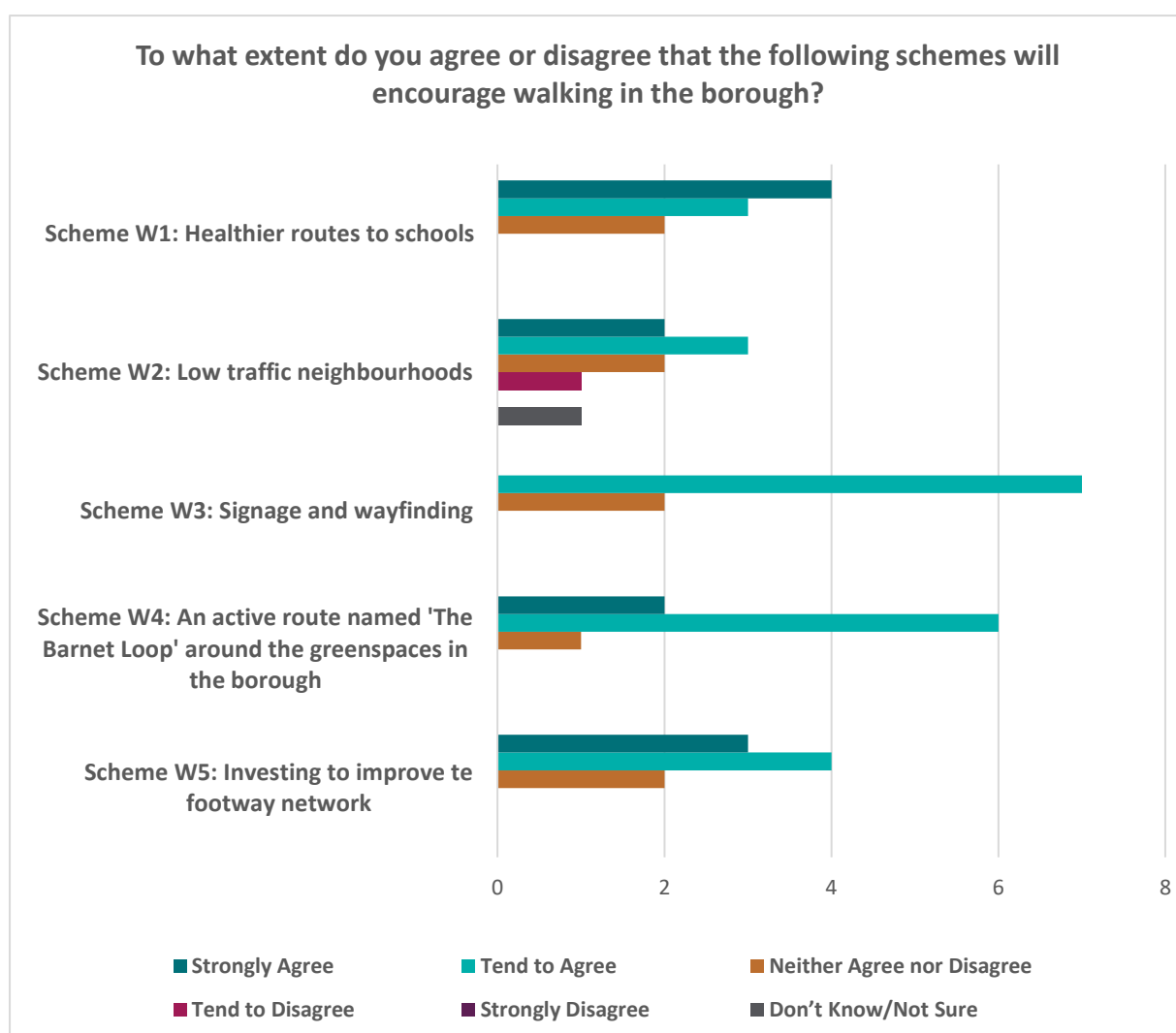
Figure 80 - Graph showing the extent to which young people agreed or disagreed that the proposed schemes will encourage walking in the borough

4.1.2   What else should we consider to encourage walking in the borough?

We also invited respondents to provide their views on what else could be done to encourage walking in the borough, unfortunately we were unable to receive any responses from our young people.

4.2 Cycling

4.2.1 To what extent do you agree or disagree that the following schemes will encourage cycling in the borough?

We invited respondents to provide their views on the different schemes proposed to encourage cycling in the borough. Individually, all four schemes are supported by the majority of young people who responded. The most supported schemes were C1: Cycle parking, C2: Cycle network, and C4: Cycle training, each of which eight people either strongly agreed or tended to agree with; particularly C1: Cycle parking, which seven of the nine respondents strongly agreed with. The least supported scheme was C3: Cycle provision, which one respondent tended to disagree with; however, it still had the support of the majority of respondents, with six of nine respondents either strongly agreeing or tending to agree that it would encourage cycling in the borough.
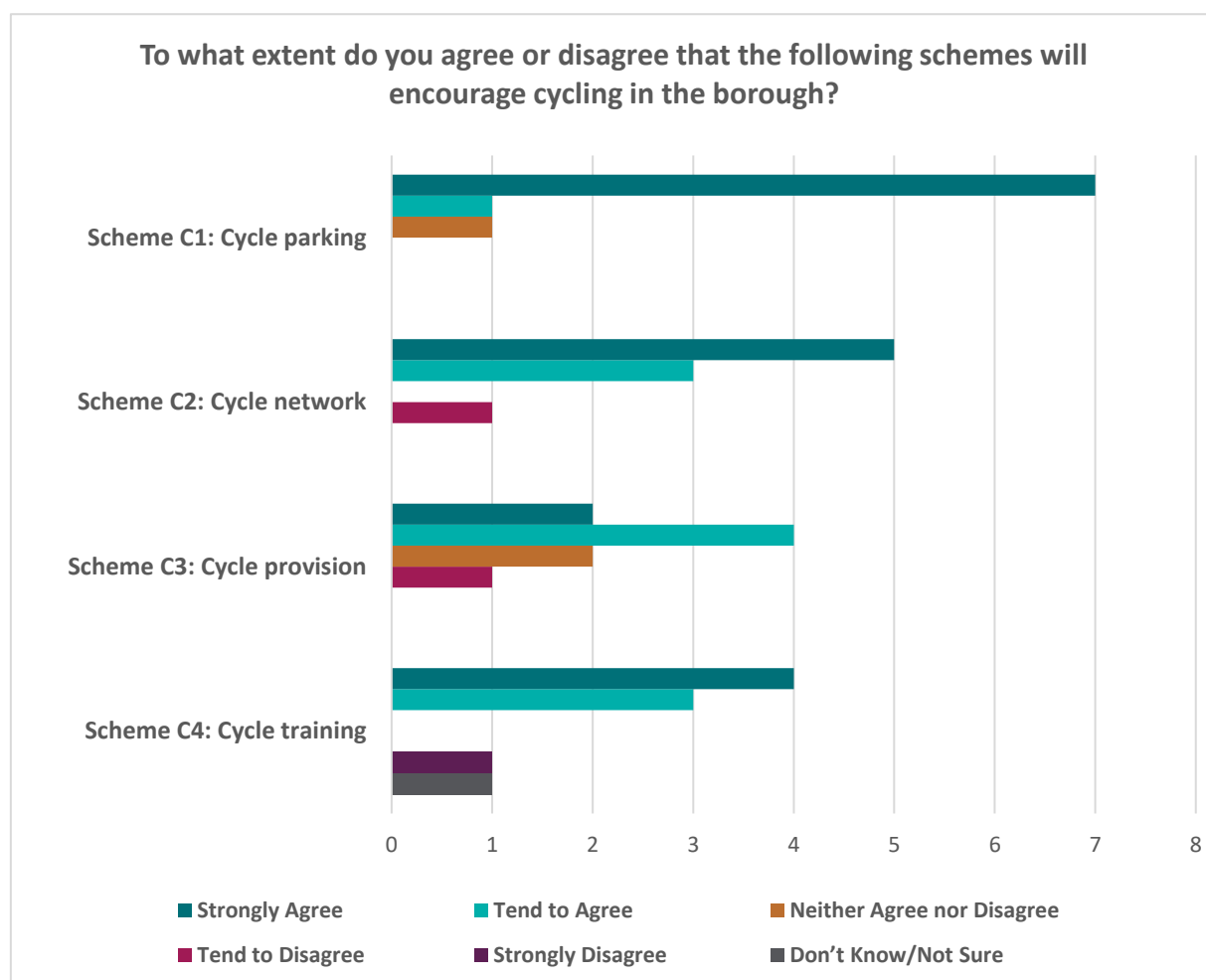

Figure 81 - Graph showing the extent to which young people agreed or disagreed that the proposed schemes will encourage cycling in the borough

4.2.2 What else should we consider to encourage cycling in the borough?

We also invited respondents to provide their views on what else could be done to encourage cycling in the borough. One young person expressed their desire for more lessons and information on safety for cyclists.

4.3   Public Transport

4.3.1   To what extent do you agree or disagree that the following schemes will encourage public transport use in the borough?

We invited respondents to provide their views on the different schemes proposed to encourage public transport use in the borough. While all five schemes are supported by the majority of young people who responded, a few respondents either tended to disagree or strongly disagreed with some of the schemes proposed. The most supported scheme was PT4: On-Demand services, which was supported (strongly agree and tend to agree) by eight of nine respondents. The least supported scheme was PT3: Improve existing rail and underground services, which three respondents tended to disagree with; however, it still had the support of the majority of respondents, with four of nine respondents either strongly agreeing or tending to agree that it would encourage public transport usage in the borough.
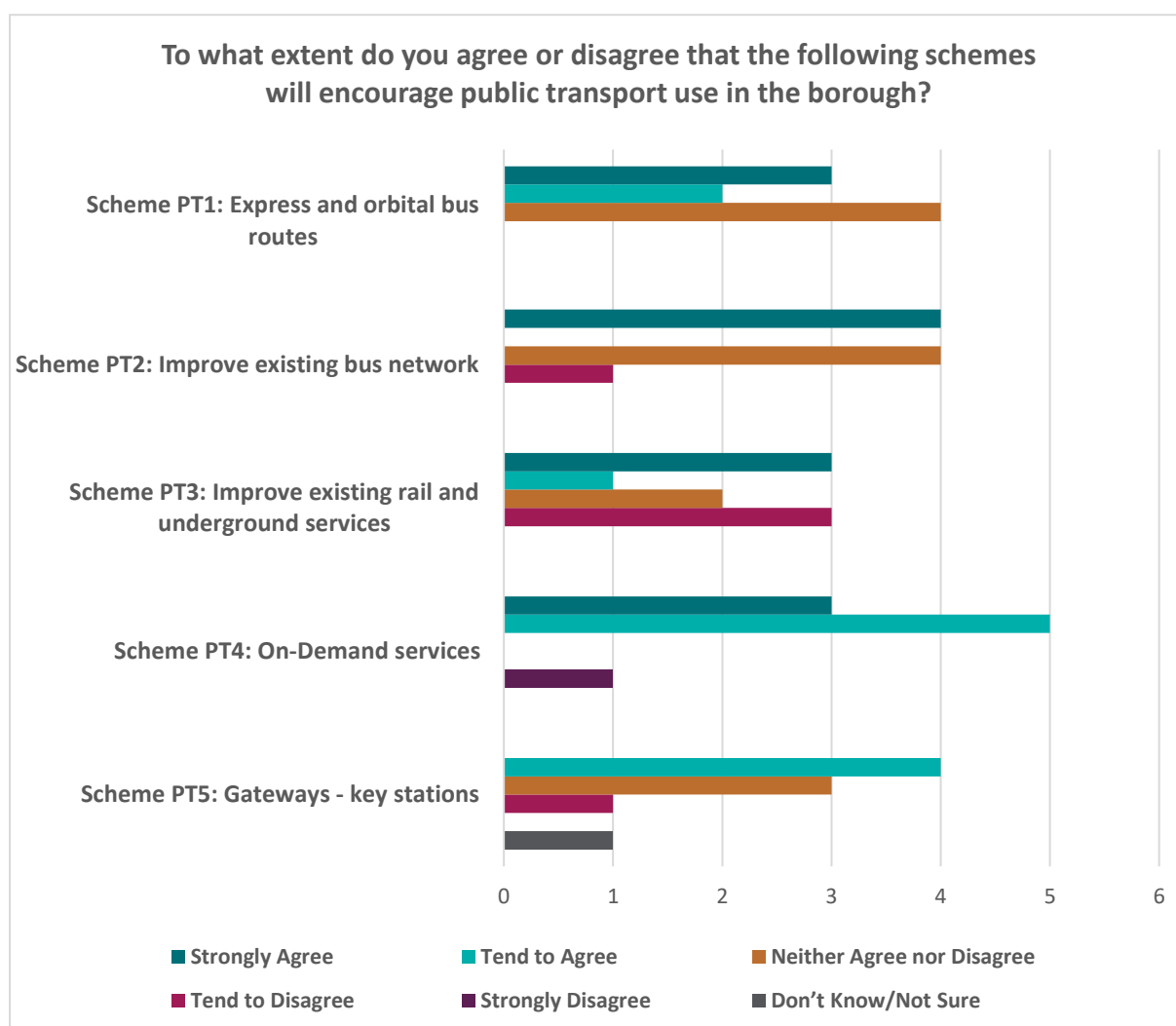

Figure 82 - Graph showing the extent to which young people agreed or disagreed that the proposed schemes will encourage public transport use in the borough

4.3.2   What else should we consider to encourage public transport use in the borough?

We also invited respondents to provide their views on what else could be done to encourage the use of public transport in the borough. Both of those who provided additional comments highlighted the need to expand the capacity of the bus network at peak times, particularly school opening and closing times, whether that be through additional services, or wider use of double decker buses. Additionally, one respondent raised the cleanliness of the bus network as a hindrance to its use.

4.4 Cars

4.4.1 To what extent do you agree or disagree that the following schemes will make car travel in the borough more sustainable?

We invited respondents to provide their views on the different schemes proposed to make car travel in the borough more sustainable. Individually, all six schemes were supported by the majority of our young people. The most supported schemes were R2: Electric vehicle charging provision, and R3: Road safety improvements, which were supported (either strongly agree or tend to agree) by eight and seven respondents respectively. The least supported schemes were R4: Workplace parking levy and R6: Road user charging which four respondents either strongly disagreed or tended to disagree with; however, R6: Road user charging still had the support of the majority of respondents, with five of nine respondents either strongly agreeing or tending to agree that it would make car travel in the borough more sustainable.
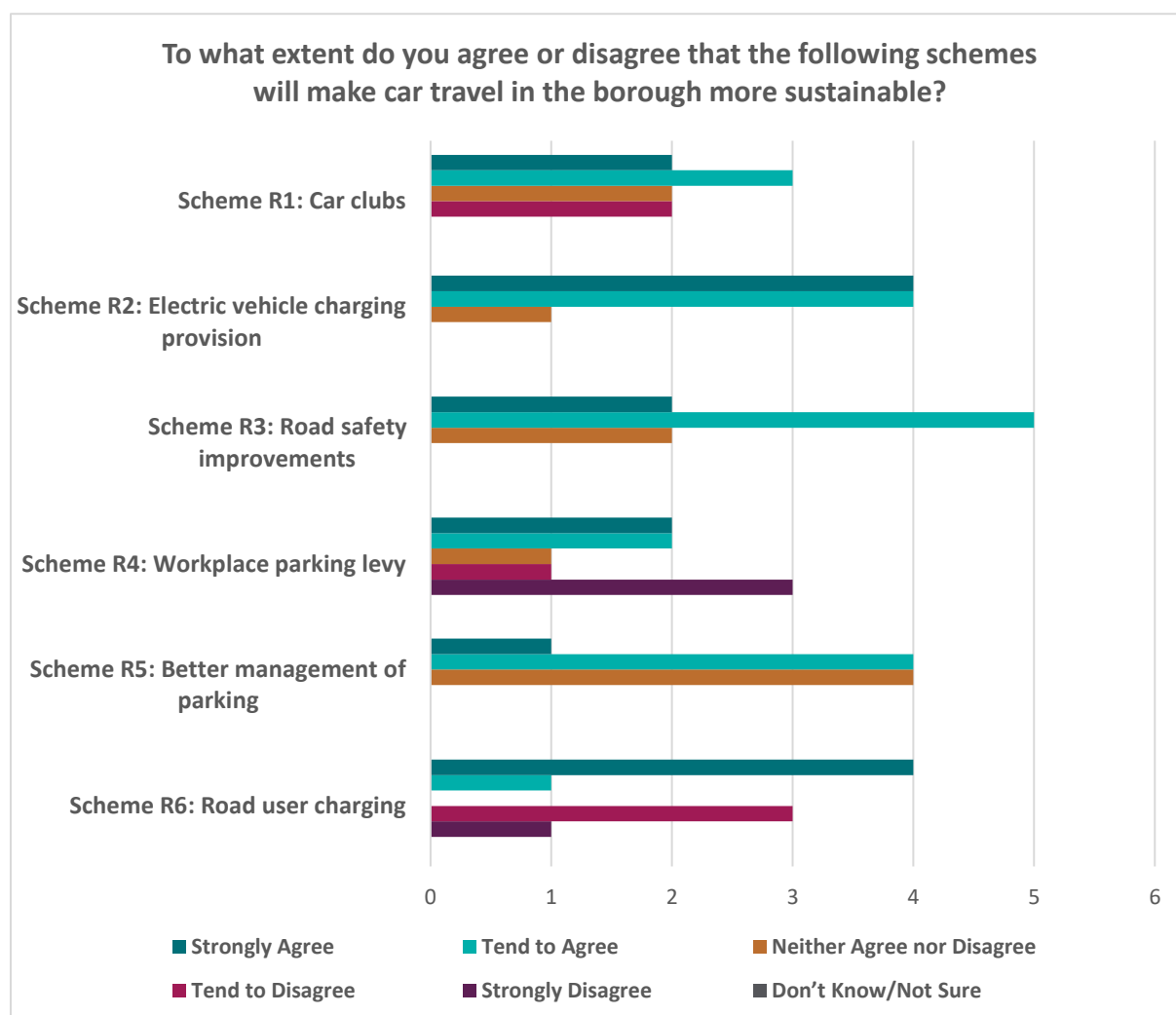

Figure 83 - Graph showing the extent to which young people agreed or disagreed that the proposed schemes will make car travel in the borough more sustainable

4.4.2   What else should we consider to make car travel in the borough more sustainable?

We also invited respondents to provide their views on what else could be done to make car travel more sustainable. One young person raised the possibility of the introduction of a car share scheme in order to reduce the traffic on the roads, and limit the negative impacts of pollution.

4.5 Behaviour Change

4.5.1 To what extent do you agree or disagree that the following schemes will encourage sustainable behaviour change?

We invited respondents to provide their views on the different schemes proposed to encourage sustainable behaviour change. Individually, all three schemes are supported by the majority of our young people. The best supported behaviour change scheme was BC3: Travel planning, which was supported by all respondents, with five of the nine respondents strongly agree it would encourage sustainable behaviour change. The least well supported scheme was BC2: Education, training, and publicity – road, travel, and personal safety, with three of the nine respondents tending to disagree it would encourage sustainable behaviour change; however, the majority of young people still supported the scheme.
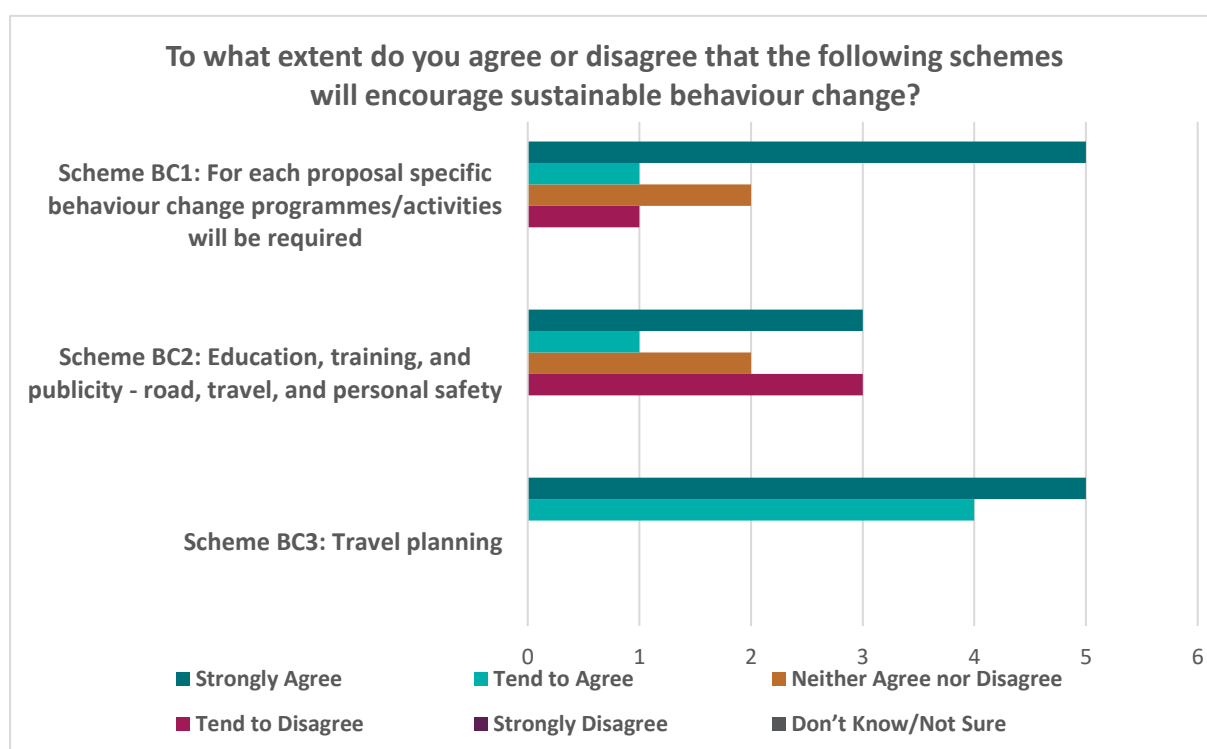

Figure 84 - Graph showing the extent to which young people agreed or disagreed that the proposed schemes will encourage sustainable behaviour change

4.5.2 What else should we consider to encourage sustainable behaviour change?

We also invited respondents to provide their views on what else could be done to encourage sustainable behaviour change in the borough. One respondent highlighted their feeling that in order to facilitate long term behavioural change across the borough, we must ensure bins, both general refuse and recycling, were placed across the borough in order to improve the natural realm and encourage footpath use.