

	<h2 style="text-align: center;">Environment Committee</h2> <h3 style="text-align: center;">13 January 2022</h3>
Title	Social Distancing Measures
Report of	Chairman of the Environment Committee
Wards	All
Status	Public
Urgent	No
Key	No
Enclosures	None
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<h2 style="text-align: center;">Summary</h2>	
<p>At the Environment Committee of 11 March 2021 progress on schemes under the three social distancing threads (cycling, School Streets and town centres) was discussed. It was noted that future reports would provide a review of the schemes, including assessment of survey data, with recommendations to retain, remove or review longer term options incorporating design changes.</p> <p>This report provides an update on these measures.</p>	

Officers Recommendations

1. That the Environment committee notes government requirements in maintaining or removing social distancing measures as outlined in Department for Transport letter, dated 30th July 2021 (Appendix A)
2. That Members note the current status of the A1000 scheme and that Officers continue to develop the improvements outlined within the report and collect traffic data, to inform scheme development and any future consultation.
3. That a further report will be brought to Environment Committee in March 2022 about the scheme.
4. That the Environment Committee notes the current status of the Area Traffic Management Measures schemes, referencing the expectations set out by the Central Government funding requirements and the scheme's potential contribution to Barnet's Long Term Transport Strategy.

1. WHY THIS REPORT IS NEEDED

- 1.1 The Environment Committee of 11 March 2021 noted the status of a number of Coronavirus pandemic emergency schemes. These included schemes related to Social Distancing, covering 3no threads: cycling and sustainable alternatives to public transport, measures to assist the re-opening of schools and measures to assist with the re-opening of town centres.
- 1.2 The Town Centres thread is now essentially complete and so this report will concentrate on the cycling and schools measures. Design work in relation to schools measures has evolved since 2020 and expanded to include Area Traffic Management Measures. Therefore, this report will also reference these measures.
- 1.3 Cycling and School Streets measures, undertaken following the offer of emergency funding by the Government were put in place during the latter half of 2020, utilising Experimental Traffic Management Orders (ETMOs) with a maximum duration of 18 months.
- 1.4 The following cycle scheme orders where made:
 - The Barnet (Free Parking Places, Loading Places, Waiting, Loading and Stopping Restrictions) (Amendment No.115) (Experimental) Order 2020
 - The Barnet (Cycle Lanes) (No.1) (Experimental)Traffic Order 2020
 - The Barnet (Charged-for Parking Places) (Amendment No.83) (Experimental) Order 2020
 - The Barnet (Bus Lanes) (No.1) (Experimental) Traffic Order 2020
- 1.5 The expiry of these ETMOs is approaching in the early part of 2022.
- 1.6 This report sets out the current position with regard to the measures put in place to date.

2. REASONS FOR RECOMMENDATIONS

- 2.1 Experimental Traffic Management Orders (ETMOs) for the Social Distancing schemes were published between July and September 2020. These last for a maximum of 18 months.

A1000 Cycle Scheme

- 2.2 The 18 month duration has provided a period to allow the scheme to 'bed in', during which traffic and air quality data has been collected. This continues as traffic volumes and commuting habits continue to find stability in developing travel patterns and habits.
- 2.3 The 6 month statutory consultation period, previously reported in the March 2021 provided considerable feedback both in support and opposition to the scheme. We continue to receive feedback through this route as well as other lines of communication. This includes the two e-petitions set up earlier this year.

Area Traffic Management Measures

- 2.4 Following correspondence between officers and TfL/DfT there has been confirmation that subject to committing to a scheme via a chief officers decision in March 2022 the available funding of (approx. £ 293K) will be ringfenced for the Colindale / Burnt Oak Traffic Management measures scheme. This scheme is currently out to public consultation until January 31st 2022. If the consultation feedback is positive it is anticipated that the scheme will proceed on the basis of an experimental traffic order in the Autumn/Winter of 2021.

3. RECOMMENDED OPTIONS

A1000 Phase 1

- 3.1 Government requirements for schemes introduced as covid response measures are that wider consultation must take place prior to removal, modification or retention of the scheme.

Area Traffic Management Measures

- 3.2 Await the outcome of the consultation, the subsequent report of consultation and the Chief Officers Decision on the scheme in the light of comments received. The Chair of the Environment Committee will be briefed on progress with the scheme at regular points in the process. Prior to the decision to make an experimental traffic order, a report will be prepared for the Environment Committee setting out progress and the proposed course of action.

4. PROGRESS ON REVIEW AND DEVELOPMENT

A1000 Cycle Scheme

Feedback

- 4.1 Feedback continues to be received after the closure of the statutory consultation in March 2021. The current summary of this is shown in the table below:

Main Issue	Number of responses received during Statutory Consultation Period (between 21 September 2020 - 20 March 2021)	Number of responses received after Statutory Consultation Period (between 21 March 2021 - December 2021)
Additional congestion in the area / Increase in air pollution	202	39
In support of the scheme	75	20
Duplicate or N/A to trend work	61	9
Impact on local businesses parking (cust & delivery)	49	3
Low levels of cyclists	26	1
Lack of consultation	24	5
Removal of traffic Island / Right hand turn junction concerns	17	0
Rat-running on side streets	14	0
Safety Issues - Bollards issue or lane design is unclear for cyclists	10	6
Loss of parking concerns	8	5
Access issues for emergency vehicles	7	0
Cars parking in the cycle lane - enforcement issues	7	2
Safety Issues - Vehicles pulling left over cycle lane/overtaking	6	2
Request for scheme plan and order (decision)	4	2
Query around use of lane - Taxis and e-scooters	3	2
Existing bus stop query	2	0
Total no. of responses	515	96

4.2 Members will be aware of the two e-petitions that were posted earlier this year, one for removal and one for retention. The broadly comparative responses indicate growing support for active travel.

4.3 Specific feedback has also been received from 'Better Streets for Barnet' who have offered suggestions for improvements for the route. The scheme, by necessity, was designed and put in put in within short timescales. We have a number of proposals to improve the scheme and as part of that process will undertake to consider suggestions from those directly affected by the measures.

Survey Data – Traffic Volume and Journey Times

4.4 It is important to emphasise that any survey data taken over the last 15 months reflects a transport situation that has been evolving to reflect the impact of covid restrictions. The coming months will see a levelling out of these changes as we emerge from the worst of the covid crisis and we begin to see new traffic movement patterns emerging. The data collected on the A1000 will provide important data for Barnet's future transport strategies.

4.5 Cycle volume data has been collected throughout the duration of the scheme and will continue to be so.

- 4.6 The figures show a general consistency during the course of the last year. Currently the figures reflect the progression from summer to winter and the effects that lockdown will have had on non-essential journeys on cycle numbers over the course of the year.
- 4.7 Journey time surveys were taken in July 2021 using manual surveys and comparing with historical mobile phone data. A comparison of the 2021 and 2019 (pre-covid) journey times indicates that overall journey times between Bishops Avenue and Tally Ho corner in both directions have not changed.

Northbound		June 2019 (Tom Tom Data)			June 2021 (Manual Survey)			July 2021 (Manual Survey)		
		Journey Time (minutes)			Journey Time (minutes)			Journey Time (minutes)		
Period	Time range	Min	Max	Average	Min	Max	Average	Min	Max	Average
AM Peak	07:00 - 10:00	15	18	16	6	14	10	6	12	9
Inter-peak	12:00 - 14:00	16	17	17	7	14	11	8	12	10
PM Peak	14:30 - 18:00	16	22	19	8	17	13	9	23	16

Southbound		June 2019			June 2021			July 2021		
		Journey Time (minutes)			Journey Time (minutes)			Journey Time (minutes)		
Period	Time range	Min	Max	Average	Min	Max	Average	Min	Max	Average
AM Peak	07:00 - 10:00	16	29	22	8	18	13	7	20	13
Inter-peak	12:00 - 14:00	15	17	16	7	12	9	7	11	9
PM Peak	14:30 - 18:00	15	20	18	8	15	11	9	13	11

Table 1 – Journey Time Data

Further journey time surveys will take place to reflect evolving traffic patterns.

- 4.8 Whilst the journey time data may seem at odds with the reallocation of lanes to the cycle scheme it should be noted that the majority of the inside lane (81% in the N/B direction and 76% in the S/B) was allocated to parking and never operated as a free flowing traffic lane. The majority of the remaining road sections that did comprise 2no running lanes was across the A406 (8% N/B and 8% S/B). As outlined elsewhere in this report, we are looking to reintroduce those lanes.

Survey Data - Air Quality

- 4.9 Scientific Services, Environmental Health have installed three diffusion tubes for ambient NO₂ monitoring along the experimental A1000 cycle lane. Monitoring at Diploma Court, High Road, N2 8NY (CL 1) and Granville Place, High Road, N12 0AY (CL 2) commenced in February 2021, and monitoring close to Martin Primary School, N2 9JP (CL 3) commenced in June 2021.
- 4.10 Current monitoring to November 2021 indicates that the stations have typically lower concentrations than at Tally Ho Corner, just north of the cycle scheme: excluding March and April 2021 at CL 1, and August 2021 at CL 3; despite all three locations having relatively similar levels of traffic.

- 4.11 Additional details are included as **Appendix B**. Figure 2 in Appendix B displays the monthly trends at all monitors. The lower concentrations are likely because the cycle lane monitors are located further away from the carriage lane, due to the cycle lane in between. The removal of parking on A1000 also likely contributes to improved conditions, as traffic can flow more freely without cars manoeuvring to park or re-join the running lane and potentially blocking the carriageway

Design

- 4.12 A number of measures are being developed to address feedback received over the past year.
- 4.13 A design for the length of the S/B section between **Sandringham Gardens and Summers Lane** has been developed. This will return a number of parking spaces, following relocation of the cycle facilities to the wide footway and verge in front of residential properties. Installation will be subject to the outcome of the consultation.
- 4.14 The development of this design will also inform further development of the **Granville Road / Summers Lane** junction where the introduction of pedestrian facilities would be beneficial.
- 4.15 Officers are currently working with TfL to re-introduce two lanes to the **A406 flyover**, by again transferring cyclists to the footways. A permanent scheme to achieve this will necessitate changes to the flyover which are likely to require long term planning. However, options for a 'quick win' low key solution are being examined to assess the outcome of the proposals as soon as possible.
- 4.16 Officers are reviewing the location of the bus cage just south of the junction and also at the parking and loading arrangements to address and ease congestion and loading concerns.
- 4.17 In terms of **parking**, The Council has recently undertaken an engagement in East Finchley where residents, and other key stakeholders, will have had an opportunity to feedback their concerns on parking via an online survey. Plans in 2022/23 include engaging properties on a section of the A1000 between the A406, up to the junction Sandringham Gardens. We will be liaising with Ward Councillors, and the area Committee Chair, prior to launching engagement with the local community later in the year year. This will provide an opportunity for people to feedback on the parking issues.
- 4.18 Discussions have been taking place with LB Haringey and TfL over continuation of the route. LB Haringey have their own proposals for cycling facilities along the A1000. Development of this will enable the A1000 to evolve into a strategic cross borough cycle route towards central London.
- 4.19 A petition was submitted to the Finchley & Golders Green Area Committee in February 2021 outlining the concerns relating to speeding, pedestrian and road safety along **Long Lane**. A feasibility study was undertaken based on these concerns and as part of the study, traffic surveys were undertaken at 5 locations on Long Lane between Church Lane and Squires Lane. Two sets of speed surveys were carried out from 29/04/21 – 06/05/21 and 17/07/21 – 23/07/21. It was found that the 85th Percentile Speed was below 30mph which is the speed limit for this road. It was proposed to implement 'Watch your speed 30mph limit' signs on Long Lane to remind drivers of the current 30mph speed limit. Double yellow

lines were also recommended to address the visibility issues on Long Lane at junctions with side streets.

- 4.20 It was not in the scope of the feasibility study to resolve rat-running issue as mentioned in some of the responses that were received as part of the A1000 Cycle Lane consultation. However, having reviewed the survey data, it shows that more vehicles were travelling northbound than in the southbound direction on Long Lane. Unfortunately, survey data prior to the implementation of the cycle lanes is not available to compare the before and after traffic volume. However, by comparing this road to other roads in the borough which have similar characteristics to Long Lane, i.e Gainsborough Road and Stapylton Road, both runs parallel to the A1000, the recent traffic data for these roads indicated that Long Lane has lower traffic volume (24hour count) than these two roads. Therefore, it is not considered that Long Lane is experiencing significantly high traffic volume causing rat-running issues.

Schools

- 4.21 Using DFT/ TFL funding of £ 93k 5No. school streets were designated under experimental traffic orders at Chalgrove School, Holy Trinity, Deansbrook, St Catherine and Garden Suburb schools. These schemes were subsequently consulted on, resulting in proposals to abandon 2no schemes due to lack of support for measures whilst confirming that 2 locations should revert to camera operation. The other scheme, at Garden Suburb, was designed with camera operation from the outset.
- 4.22 A further allocation of £ 30k was utilised providing emergency measures at Great Strand and responding to an emergency traffic situation at Blessed Dominic and St James school and exploring options for a long term solution.
- 4.23 Using LIP funding, a number of additional school streets have been consulted on and chief officers decision reports signed to enable a further 5 school streets to be implemented in the coming months at Wren, St Agnes, St Paul, Colindale, Summerside. These school would all be enforced by Cameras rather than staffed barriers.
- 4.24 Lastly, using TFL funding of £ 72k there are proposals to designate a further two proposed school streets using cameras, at Childs Hill and St Mary's schools.

5. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

A1000 Cycle Route

- 5.1 This is an update report and options for this scheme will be considered in the March report to this committee.

Area Traffic Management Measures

- 5.2 Three potential schemes for Area Traffic Management Measures were submitted to TFL - at Brunswick Park, Colindale/Burnt Oak and at Cricklewood. All these schemes were

selected based on the detail contained in the adopted Transport Strategy and TFL guidance.

- 5.3 TFL in their response to the borough supported implementing measures at Brunswick Park and Colindale / Burnt Oak and placed Cricklewood on the reserve list of schemes. Officers later sought further funding from TFL/DFT to increase the budget for these schemes which was subsequently approved. Dialogue took place with ward Cllrs to introduce the schemes and see if they had in principle support and to get feedback from Cllrs about the design of initial proposals. It became apparent through this process that there were difficulties designing a suitable scheme at Brunswick Park to meet Cllr objectives and aspirations and this scheme was subsequently abandoned.
- 5.4 The Colindale/Burnt Oak scheme is currently out to consultation with residents the alternative to proceeding with this scheme would be to abandon this scheme and leave the situation as it currently is, however, doing so would leave concerns about traffic, noise and pollution unresolved and in the present funding climate there is little certainty that another potential scheme to deal with these issues would come forward in the short to medium term.

6. POST DECISION IMPLEMENTATION

A1000 Cycle Route

- 6.1 A report will be brought to the March committee regarding this scheme. Officers will continue to collect responses and survey data to include in this report. and developed design options to allow a decision to be made on retention or revocation with due process to then be followed to remove the cycle lane or retain it under a new permanent Order or to make new experimental orders.

Martins School

The design of the reintroduction of parking just to the south of Martins School has been completed. Installation on site has been delayed but is due to commence early in the New Year.

A406 Flyover

Following initial discussions with TfL we are looking at options to remove the northbound and southbound cycle/bus lanes over the A406.

It is proposed to relocate cyclists to a shared footway/cycle way facility. The proposals will initially comprise a 'quick win' temporary solution allowing time for development of a longer term solution should the cycle lane be made permanent later next year, post consultation.

Sandringham Gardens to Summers Lane

A design to transfer southbound cyclists from the carriageway to the footway has been completed. This entails a new shared footpath/cycle facility using the wide footway and verge along this section of the route and will gain approximately 8no parking spaces along the carriageway.

Granville Road/Summers Lane junction

Design work has previously been carried out at this junction. The revised layout of the cycle lane on the southbound approach to this junction facilitates a further review to include the introduction of pedestrian facilities at the junction as part of an overall improvement.

East Finchley

Congestion and parking issues at the East End Road/Fortis Green junction and south into East Finchley town centre have been raised. We are looking at relocation of the existing bus cage to the south of the junction, to ease traffic movements. We are also looking at possible removal of sections of the segregated cycle route, to ease loading and parking for the shops.

Traffic data

- 6.2 Monitoring will continue at a suitable, cost effective frequency. As before, this will cover traffic and cycle volume, journey times, queue lengths at the signal junctions and air quality.

School Streets

- 6.3 The alternative to School Streets schemes is effectively to leave the areas around schools unchanged however this would risk the safety of vulnerable road users and could also cause a great deal of inconvenience to residents due to traffic congestion.

7. IMPLICATIONS OF DECISION

7.1 Corporate Priorities and Performance

7.1.1 The Council's Transport Strategy

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

7.2.1 Finance & Value for Money

Current available funding and sources comprise:

Social Distancing Thread	Govt Direct Funding	Govt (via TfL Funding)	LIP Funding
A1000			
Phase 1 – LB Haringey to Tally Ho Corner	£ 51,000	£ 263,800	
Phase 1 - review and mitigation measures		£ 208,975	
Schools			
Distancing & school streets at 9no. schools	£ 15,000	£ 77,986	
ANPR Enforcement at 2no schools		£ 72,965	
Safety issues on Grand Strand		£ 30,000	
Additional school streets programme in the LIP			£ 435,000

Area Measures			
Burnt Oak & Colindale		£293,000	
Totals	£ 66,000	£ 946,726	£ 435,000

7.2.2 Procurement

This section does not apply to this report.

7.2.3 Staffing

The design will encompass staff from Re, assisted by Third Party companies providing surveys and data analysis. Construction resource will be through Tarmac Kier.

7.2.4 IT

This section does not apply to this report.

7.2.5 Property

This section does not apply to this report.

7.2.6 Sustainability

As well as addressing the short term needs of the Coronavirus pandemic, the schemes support the council's plans for a sustainable Transport Network as outlined in the Long Term Transport Strategy.

7.3 Social Value

7.3.1 The Public Services (Social Value) Act 2012 requires people who commission public services to think about how they can also secure wider social, economic and environmental benefits. In the short term, the schemes directly support Government policies to mitigate the Coronavirus pandemic.

The schemes also support central government aspirations for sustainable travel as outlined in the Department for Transport document Gear Change: One Year On, published in 2021 (**Appendix C**) and the Department of Transport letter all highway authorities, dated 30th July 2021, concerning active travel schemes supported by Government funding (**Appendix A**).

7.4 Legal and Constitutional References

7.4.1 The Traffic Management Act 2004 and Section 122 of the Road Traffic Regulation Act 1984 places obligations on highway authorities to ensure the expeditious movement of traffic on their road network. Authorities are required to make arrangements as they consider appropriate for planning and carrying out the action to be taken in performing the duty.

7.4.2 The Council as the Highway Authority has the necessary legal powers to introduce or

amend Experimental Traffic Management Orders under the Road Traffic Regulation Act 1984 and subsidiary regulations made under that Act.

7.4.3 There is no legal power to extend an ETMO beyond the 18 month period except in accordance with section 9(5) of the Road Traffic Regulation Act where the ETMO is to be made permanent and there is a Public Inquiry .

7.4.4 It is possible to make new experimental orders if they are a genuine new experiment and are different to the current schemes.

7.4.5 The terms of reference for the Environment Committee under Article 7 of the Council's Constitution includes responsibility for all borough-wide or cross-constituency matters relating to the street scene including, parking, road safety, lighting, street cleaning, littering, fly-tipping, fly-posting, graffiti, transport, waste, waterways, refuse, recycling, allotments, parks, trees, crematoria and mortuary, trading standards and environmental health.

7.5 Risk Management

7.5.1 The Council, as Highway Authority, has various responsibilities and duties. To address these responsibilities and duties the council has established policies, systems and processes that are regularly audited, reviewed and amended where necessary to reflect current good practice and guidance.

7.5.2 The social distancing schemes in the short term look to introduce measures to reduce the impact of the Coronavirus pandemic on the health and well-being of the local population. In the long term they look to support the development of healthy transport modes within the borough.

7.6 Equalities and Diversity

7.6.1 The Equality Act 2010 requires organisations exercising public functions to demonstrate that due regard has been paid to equalities in:

- Elimination of unlawful discrimination, harassment and victimisation and other conduct prohibited by the Equality Act 2010.
- Advancement of equality of opportunity between people from different groups.
- Fostering of good relations between people from different groups.

7.6.2 The Equality Act 2010 identifies the following protected characteristics: age; disability; gender reassignment; marriage and civil partnership, pregnancy, and maternity; race; religion or belief; sex and sexual orientation.

7.6.3 To assist in meeting the duty the council will:

- Try to understand the diversity of our customers to improve our services.
- Consider the impact of our decisions on different groups to ensure they are fair.
- Mainstream equalities into business and financial planning and integrating equalities into everything we do.
- Learn more about Barnet's diverse communities by engaging with them.

7.6.4 Good roads should provide facilities for all road users and will have a positive impact on

the quality of life for those who travel along them, or live and carry out business on them.

7.6.6 Similarly, measures to support the prime function of a road or sections of a road eg Town Centres and School Streets reflect better the needs of the users, again promoting well-being. An Equality Impact Assessment has been conducted.

7.6.7 An interim Equality Impact assessment has been conducted on the A 1000 ETMO and is attached as **Appendix D**.

7.7 Corporate Parenting

7.7.1 In line with the Children and Social Work Act 2017, the council has a duty to consider Corporate Parenting Principles in decision-making across the council. There are no implications for Corporate Parenting in relation to this report.

7.8 Consultation and Engagement

7.8.1 The programme imposed by the Government to design and implement measures proposed during 2020 did not allow as comprehensive a consultation and engagement as would normally take place.

7.8.2 Legislation set out the consultation requirements for different types of traffic orders and the council has and will comply with these requirements.

7.8.3 Moving forward and based on National Government feedback from schemes implemented there is a requirement that formal consultation takes place prior to revoking, modifying or making permanent such emergency schemes.

7.9 Insight

7.9.1 This section does not apply to this report.

8 BACKGROUND PAPERS

8.1 Environment Committee Report 30 June 2020.

<https://barnet.moderngov.co.uk/documents/s59138/Covid%2019%20Decisions.pdf>

8.2 Environment Committee Report 11 March 2021.

<https://barnet.moderngov.co.uk/documents/s64150/Social%20Distancing.pdf>