



Environment Committee

8 March 2022

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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Summary

At the Environment Committee of 13 January 2022, progress on the A1000 Cycle Scheme was discussed. It was noted that a future report in March 2022 would update the Committee on measures to modify the scheme and to outline proposals for a wide engagement and consultation exercise on the future of the scheme.

This report provides an update on these measures and the proposed engagement and consultation.

Officers Recommendations

1. That the Environment Committee notes that the Executive Director, Environment will make arrangements for a wider engagement and consultation exercise, to commence by June 2022; the results to be brought back to Environment Committee in autumn 2022 for a final decision on whether to retain, modify or remove the Cycle scheme.
2. That the Environment Committee notes the introduction of new Experimental Traffic Management Orders as set out at section 4 of the report which reflects feedback so far received in respect of the scheme.

1. WHY THIS REPORT IS NEEDED

- 1.1 The Environment Committee of 13 January 2022 noted the status of a number of Coronavirus pandemic emergency schemes, including the A1000 Cycle Scheme.
- 1.2 At the January 2022 meeting, Officers undertook to report back in March 2022 on developed design alterations to allow a decision to be made on revocation or on retention, the latter to allow a consultation under a new permanent Order or under new experimental Orders.
- 1.3 This report sets out the current position with regard to the measures put in place to date and the proposed engagement and consultation.

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.
- 2.2 The expiry of these current ETMOs is approaching in the early part of 2022, necessitating a decision on whether to not confirm or retain. This timing does not allow adequate time to carry out an engagement and consultation exercise on such schemes, as directed by central Government.

3. RECOMMENDED OPTIONS

- 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.
- 3.2 This report notes the proposed alterations to the layout of the scheme, together with revised ETMOs, to allow a comprehensive engagement and consultation exercise to take place.

4. PROGRESS ON REVIEW AND DEVELOPMENT

- 4.1 Design work has progressed on the scheme alterations outlined in the 13th January Environment Committee report. Running north to south these are:

Sandringham Gardens to Summers Lane

- 4.2 A new shared footpath/cycle facility using the wide footway and verge along this section of the route will be installed and the adjacent southbound carriageway will revert to pre-scheme conditions. The engineering measures will be limited to localised footway repairs and amendments, lining and signing. **Appendix A** illustrates the proposed layout.

Granville Road / Summers Lane junction

- 4.3 Officers are aware from Members' comments at the 13 January Committee meeting of the desire to address the lack of pedestrian facilities at this junction. Whilst the junction does not directly form part of the cycle scheme, a permanent solution to the scheme can accommodate improvements at the junction. A new design and traffic modelling is required to propose any improvement measures, subject to funding being available. Alternatively, and again subject to funding, the junction improvement scheme will proceed independently of the cycle scheme should the decision be made in the future to remove the latter.

Summers Lane to Squires Lane

- 4.4 The current approximately 3.5m wide southbound bus and cycle lane will be removed and this section of road will be reconfigured as follows: The northbound carriageway will comprise a mandatory 1.5m wide cycle lane and one northbound general traffic lane. The southbound carriageway will comprise a mandatory 1.5m wide cycle lane and 2no general lanes. This arrangement more closely reflects the pre scheme arrangement. The proposals are shown in **Appendix B**.

A406 Flyover

- 4.5 Options remain to relocate cyclists to a shared footway/cycle way facility, ahead of development of a longer term solution should the cycle lane be made permanent later next year. However, the flyover is structurally the responsibility of TfL. Discussions continue to take place on the safety and structural implications of even the 'quick win' measures. These revolve around the necessity to increase the parapet heights to reflect minimum height standards for cyclists. Even the installation of temporary 'heras' fencing has implications for weight and wind loading that need to be assessed by TfL's structural engineers. We are continuing to liaise with TfL on this matter but these design alterations will likely follow later this year.

Alternatively, a further option exists to remove the bus / cycle lanes and cyclists will travel in the nearside traffic lane. Cycle logos on blue surfacing are proposed to raise awareness of the presence of cyclists.

Both options are shown in **Appendices C** and **D**.

Martins Primary School

- 4.6 The reintroduction of parking just to the south of Martins Primary School and outlined in the January committee report has now been completed.

East Finchley

- 4.7 Congestion and parking issues at the East End Road/Fortis Green junction and south into East Finchley town centre have been raised. Between the junction with Fortis Green and Baronsmere Road the current cycle lane facilities will be temporarily removed and reverting the layout back to pre-scheme arrangements. The proposed layout is shown in **Appendix E**.
- 4.8 South of East Finchley Underground Station it is proposed to extend the 20mph speed limit. The current 20mph limit extends to East Finchley Underground Station. In looking at the general changes to the scheme officers reviewed the last section towards the LB Haringey boundary and were mindful of LTN 1/20 Cycle Infrastructure Design guidance, which states that the “Designers should aim to provide geometry to enable most people to proceed at a comfortable speed, typically around 20mph”. Given that this last section is a mix of segregated and ‘with traffic’ conditions officers it is felt that extending the 20mph limit (which does not appear to be a contentious issue) would give less experienced cyclists more confidence in using the route. This proposal is shown in **Appendix F**.

5. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

Not Confirm the Experimental Traffic Order and Remove the Scheme

- 5.1 The current ETMO comes to an end on 20th March 2022. National Government has made clear in its letter from the Department for Transport, dated 30th July 2021 (**Appendix H**) that it expects wider consultation on any of the covid response schemes prior to removal, modification or retention.
- 5.2 A decision to not confirm in March 2022 will not allow this consultation to take place. Removal of the scheme will need to be funded and removal may have additional implications for the current funding provided for the scheme as well as future sustainable transport funding from national Government and TfL.

6. POST DECISION IMPLEMENTATION

Scheme Site Alterations

- 6.1 The design alteration proposals outlined in sections 4.2 to 4.7 will be introduced on site through the publication of new and different Experimental Traffic Management Orders (ETMOs), which will come into effect by the 21st of March 2022:
- 6.2 In order to ensure road user safety, Road Safety Audits (RSA's) need to be carried out on these design changes. These were in the process of being carried out at the time of submitting the report for circulation. Consequently, it is possible that changes may need to be made to the layouts submitted with this report. Any major alterations will be highlighted verbally at the Committee meeting.

Traffic data

- 6.3 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.

Engagement and Consultation

Statutory Experimental Traffic Management Order Consultation

6.4 The change outlined above, require the creation of new ETMOs, which will in turn necessitate a 6 month statutory consultation on the amendments. After this point, depending on feedback, a decision can be made on whether to retain or revoke the measures.

Non-Statutory Engagement and Consultation

6.5 Notwithstanding the above, Officers recognise from feedback and comment that there is a need to undertake a wider engagement with the public over the future of the A1000 scheme. This recognition is re-enforced by central Government requirements that consultation take place before retention, removal or modification of any of the centrally funded covid related schemes.

6.6 To address this, officers are planning to undertake a series of engagement exercises culminating in a consultation exercise. The process will commence soon after the end of the election period in May. It will continue through the summer and conclude in early autumn to allow a final decision on the scheme to be decided following presentation to Environment committee in September or October.

6.7 Full plans for the engagement exercise are yet to be finalised but will involve the use of an external specialist company, as required by central Government. Current plans foresee the following stages, though this format and scope may change as we develop the final consultation specification over the coming weeks:

- (i) Initially, to use the Engage Barnet hub to publicise an engagement exercise for the A1000. This will place the scheme in the context of the covid measures and LB Barnet initiatives relating to health, wellbeing and transport eg the Long Term Transport Strategy. It will outline the scope and content of the engagement exercise and possibly ask for interest in participating (subject to numbers).
- (i) An engagement exercise scoped and organised by an external specialist consultant. This will involve statutory consultees, interest groups and volunteers, possibly using phone surveys, workshops etc. It will aim to include persons who live and work along the A1000 and those adjacent who may be affected by the measures. It will also aim to engage with those who use the A1000 as a transport link. This engagement exercise may make use of eg traffic data, context within LB Barnet strategies and policies, pre-workshop videos and other tools to inform participants of the issues to be discussed etc.
- (ii) On completion, the outputs from the exercise will be used to inform a consultation via the Engage Barnet hub to obtain feedback from the wider LB Barnet community on views for the future of the scheme.

- 6.8 The exercise will then be reported to Environment Committee in the autumn for a final decision on the future of the scheme.

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)
A1000		
Phase 1 – LB Haringey to Tally Ho Corner	£ 51,000	£ 263,800
Phase 1 - review and mitigation measures		£ 208,975
Totals	£ 51,000	£ 472,775

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 and specialist engagement skills. 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

The scheme supports the council's plans for a sustainable Transport Network as outlined in the Long Term Transport Strategy (LTTS).

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 G**) and the Department of Transport letter all highway authorities, dated 30th July 2021, concerning active travel schemes supported by Government funding (**Appendix H**).

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 The interim Equality Impact assessment included as an appendix to the 13 January 2022 Environment Committee report will be updated and included as one of the documents informing the engagement exercise outlined in Sections 6.5 to 6.8. It is expected that updates will include one-to-one engagement with groups representing people with protected characteristics.

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 need for and commitment to engagement and consultation is outlined in Sections 6.5 to 6.8. The results of this proposed exercise will inform the decision on whether to retain, modify or revoke the scheme.

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>

8.3 Environment Committee Report 13 January 2022.

(Public Pack) Social Distancing Measures Agenda Supplement for Environment Committee, 13/01/2022 19:00 (moderngov.co.uk)

