

Environment and Climate Change Committee

25 January 2023

Title **A1000 Cycle Lane Scheme**

Report of Chair of the Environment and Climate Change Committee

Wards All

Status Public

Urgent No

Key Yes

Enclosures None

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Summary

This report is in relation to the A1000 Cycle Lane which was constructed utilising TfL Social Distancing Funding during the period September 2020 to November 2020 following experimental traffic orders made on 21 September 2020 (“2020 ETMOs”). The Cycle Lane runs from just south of Tally Ho corner to the boundary with LB Haringey, a distance of approximately 3.2kms. The Environment Committee on 13 January 2022 noted the status of a number of Coronavirus pandemic emergency schemes, including the A1000 Cycle Scheme. The Officers undertook to report back in March 2022 on developed design alterations to the A1000 Cycle Lane scheme.

The Environment Committee on 8 March 2022, considered whether to retain or remove the A1000 Cycle Lane scheme (“the Cycle Lane”) and in turn retain or revoke the 2020 ETMOs. The Environment Committee also considered the design alterations to the Cycle Lane proposed by the officers.

The March 2022 Environment Committee agreed the design changes to the Cycle Lane and the introduction of new Experimental Traffic Management Orders (“2022 ETMOs”) to facilitate these design changes. It was noted that the 2020 ETMO would not be made permanent and wide engagement and consultation would take place in respect of the 2022 ETMOs and the revised scheme. The 2022 ETMOs were put in place on 21 March 2022 and are due to end on 20 September 2023.

The results from the engagement and consultation exercise showed an overall (62%) majority support for keeping and improving the Cycle Lane, a figure that supports the council’s Sustainability Strategy and looks to improve safety and the general environment for those cycling and walking the route.

This report outlines the above outcome of the engagement and consultation exercise (referencing the 2022 ETMOs statutory consultation) and offers Officers’ recommendations for the future of the scheme.

Officers Recommendations

- 1. That the Environment and Climate Change Committee instruct Officers to make the current 2022 ETMOs issued in March 2022 permanent.**
- 2. That the Environment and Climate Change Committee approve the retention of the A1000 Cycle Lane from Tally Ho corner south to the boundary with LB Haringey subject to the 2022 ETMOs being made permanent.**
- 3. That the Environment and Climate Change Committee instruct Officers to undertake initial tasks to facilitate the future improvement of the Cycle Lane infrastructure to a standard in common with relevant national standards and advisory notes, which may necessitate new permanent TMOs.**
- 4. The approval of future improvements including any requirements for new TMOs to be delegated to Director of Highways and Transportation in**

consultation with the Chair of the Environment and Climate Change Committee
5. That the Environment and Climate Change Committee agree to Officers identifying an appropriate funding strategy and that following this there will be a submission of a Capital bid to a future Policy and Resources Committee meeting in order to enable the undertaking of the Advance Measures set out in Section 7.2.1.3 of this report.
6. That the Environment and Climate Change Committee receives future reports outlining progress with the development of the A1000 Cycle Lane.

1. WHY THIS REPORT IS NEEDED

- 1.1 The Environment Committee of 8 March 2022 noted the introduction of new Experimental Traffic Management Orders (the 2022 ETMOs). These were introduced to reflect feedback on the design of the Cycle Lane.
- 1.2 The Committee also noted arrangements to carry out an engagement and consultation exercise to determine the future of the Cycle Lane.
- 1.3 This report presents the feedback and analysis of that engagement and consultation exercise and makes recommendations for the future of the Cycle Lane as in the 2022 ETMOs.

2. REASONS FOR RECOMMENDATIONS

- 2.1 The Cycle Lane has been in place for just over two years since September 2020 subject to modification in March 2022. This and similar schemes were introduced as a government backed initiative to provide temporary alternatives to public transport during the Covid crisis. The A1000 was chosen due to its inclusion in Barnet's Long Term Transport Strategy (LTTS) as a green corridor and for the relative ease with which 'pop up' cycle infrastructure could be installed along the road within the Government set programme and budget. There has been considerable feedback, which has been noted and, where practical, acted upon. An experimental order (2020 ETMO) was made on 21 September 2020, this was not made permanent and expired. A new order, the 2022 ETMOs, was made on 21 March 2022 introducing changes to the Cycle Lane and the recommendation is to make this permanent.
- 2.2 Government requirements set out in the July 2021 Department of Transport letter (**Appendix A**) require professional polling, prior to any decisions on retention, modification, or removal of Covid related schemes of this type.
- 2.3 The recommendations in this report follow the requirements set out by Government and as noted in the March 2022 Committee report.

3. RECOMMENDED OPTIONS

- 3.1 This report recommends the making permanent of the 2022 ETMOs and retaining the revised Cycle Lane.

3.2 That, subject to further design and engagement, funds are sought to monitor and further improve the Cycle Lane to relevant standards and guidelines and that these improvements are carried out to a prioritised programme, to be developed and agreed. Improvements may include but not be limited to:

- (i) Fully segregated cycle lanes i.e. separated from motorised traffic by physical barriers.
- (ii) Modifications to signalised junctions to assist pedestrians and cyclists e.g. early release signals and modifications to separate cyclists from motor vehicles and improvements to pedestrian facilities.
- (iii) Reallocation of road space to better accommodate cycle lanes e.g. localised carriageway widening to improve cycle lane widths and access/egress.
- (iv) Measures to ensure the continuity of the cycle lane, without breaks.
- (v) Changes to parking and loading facilities to mitigate the introduction of cycle infrastructure.
- (vi) Changes to pedestrian facilities to mitigate the introduction of cycle infrastructure.
- (vii) Improved facilities for cycle parking adjacent shopping areas and other destinations.
- (viii) General improvements and repairs to footway and carriageway surfacing.
- (ix) Introduction of sustainable drainage systems e.g. rain gardens and other environmental enhancements along the A1000 corridor.

4. PROGRESS ON ENGAGEMENT AND CONSULTATION and MAINTENANCE AND MONITORING

4.1 In line with the resolution from the March 2022 meeting of this Committee, consultation has been undertaken. This consultation was undertaken in two separate forms. The first comprised the statutory consultation which followed the introduction of the 2022 ETMOs in March 2022. ETMOs last for a maximum period of 18 months, the first 6 months of which comprise a statutory consultation period in which feedback can be offered and considered. In this case, the statutory consultation period lasted until 20 September 2022.

4.2 The second form of consultation was a wider exercise, itself split into two Phases:

- (i) Phase 1 - Informal engagement, to gather informal feedback from those attending a series of workshops; and
- (ii) Phase 2 - On-line consultation, in part informed by the engagement workshops.

Experimental Traffic Management Orders (ETMOs)

4.3 The 2020 ETMOs for the scheme expired in March 2022. New 2022 ETMOs were introduced on 21 March 2022, entailing a 6-month statutory consultation period. Whilst this statutory process has been succeeded by the broader engagement and consultation outlined in Sections 4.7 to 4.17, it has, nevertheless, provided feedback in response to the specific changes to the current design that took place in March 2022.

4.4 With regard to the 2022 ETMOs, a total of 290 people responded to the question “Do you have any comments on the proposed changes to the A1000 cycle lane”. A full analysis of

the feedback is included in Section 2 of Steer's 'A1000 Cycle Lane Engagement and Consultation Findings' attached as **Appendix B** of this report.

- 4.5 For the Committee's information the top 10 responses for the 2022 ETMOs are shown in Table 4.1 below:

Theme *	Code *	No. of responses	%
General	Oppose proposed changes due to negative impacts on cycling infrastructure (inc. downgraded, step back)	81	27.9%
Cycling	Concern that proposed changes worsen the safety of cycling	70	24.1%
Private Vehicle Traffic	Concern that cycle lanes cause increased traffic congestion and pollution)	55	19.0%
Policy Context	Concern that amendments are not furthering goals within transport strategy to reduce car usage/emissions	49	16.9%
General	Support for proposed changes (non-specific)	47	16.2%
Cycling	Concern for the safety of shared-use footpaths	45	15.5%
Cycling	Support for retaining/improving cycleway	43	14.8%
General	Support for removing cycle lanes/reverting to former system	38	13.1%
Cycling	Comment that the cycle lane is underused	33	11.4%
Cycling	Concern that proposed changes impact segregation from road traffic (inc. too narrow)	29	10.0%

* Refer to Appendix B, Steer report, Section 2.2

Table 4.1: Top 10 responses by % to 2022 ETMOs Statutory Consultation

- 4.6 Whilst some of the responses clearly oppose the cycle lane and others raise concerns for other road users, there is a notable percentage of people who desire to see the Cycle Lane not only kept but the current infrastructure improved.

Wider Engagement and Consultation

- 4.7 The March 2022 Committee noted an intention to complete a broad Engagement and Consultation on the future of the Cycle Lane, both in support of national Government expectations and a local desire to understand public feeling towards the Cycle Lane. In order to ensure an independence of approach Barnet appointed Steer consultants to lead on this exercise. Steer are an experienced and recognised company in the provision of public engagement and consultation and have supported the council in similar exercises in the past. Their methodology for the Engagement and Consultation consisted of two Phases and is further explained in Section 3 of their report attached as **Appendix B**.

Phase 1 - Workshops

- 4.8 Phase 1 comprised a series of six informal 'face to face' and on-line Workshops, which took place in October and November 2022. People were invited to register for these by completing a questionnaire on Barnet's Engage Hub. This was advertised through Barnet's usual social media outlets. A total of 137 people registered, and all were invited to a Workshop. Of these, 60 people attended either in person or online. In addition to the 6no workshops that took place, a delayed Young Persons' Workshop was planned for late December to gather the views of this demography. This was again unavoidably delayed until early January.

- 4.9 A short presentation by Steer, to outline the context of the exercise, was followed by facilitated discussion on attendee's experiences of the scheme to date and views on its future. Steer's presentation is attached as **Appendix C** of this report.
- 4.10 Section 3 of Steer's report provides further detail of discussion topics on a workshop-by-workshop basis. In summary, the following for and against themes were identified:
- (i) Those who support the scheme have reservations about the quality of the infrastructure currently provided, including that the infrastructure is not seen as consistent along the route. People attending identified how and where improvements could be made.
 - (ii) Those who oppose the scheme do so on the grounds of perceived traffic congestion that has arisen both on the A1000 and redistribution to surrounding roads.

Phase 2 – On-line Formal Consultation

- 4.11 The on-line consultation was carried out via a Survey Monkey questionnaire, accessed through the Engage Hub. As with the Workshops, the survey was advertised through Barnet's usual social media outlets. Feedback from the Workshops was used to help inform the questions asked in the survey form. In particular, it was apparent from the Workshops that the option of retaining the Cycle Lane in its current form was not acceptable to the majority of those supporting its retention. In respect of this some of the changes brought in under the 2022 ETMOs were seen as retrograde and a backward step by many.
- 4.12 The consultation opened on 21 November 2022 and ran for 4 weeks until 21 December 2022. A total of 747 people responded to the consultation.
- 4.13 The consultation comprised 8no number 'closed' and 'open' survey questions. Closed questions have a discrete set of answers from which the survey participants were asked to select. The closed question responses provided information on the usage of the Cycle Lane, views on the scheme and demographics of respondents. Some of these questions were optional so not all respondents answered every question; those not answered are displayed as 'No response' in the results. There were two open questions in this survey, which are those that provided respondents with the opportunity to write an open text response with suggestions or comments on the Cycle Lane and how to reduce traffic in the area.
- 4.14 Section 4.0 of Steer's 'A1000 Cycle Lane Engagement and Consultation Findings' (**Appendix B**) provides a detailed analysis of the consultation returns. This analysis highlights feedback via a number of categories including protected characteristics, location and preferred mode of travel. The level of support for the cycle lane understandably differs, depending on these categories.
- 4.15 Notwithstanding the above, the final question of the consultation survey, Question 8 requested a response to the following:

'In terms of the future of the A1000 Cycle Lane which of the following two options do you support',

the options being set out in Table 4.2 below. The responses demonstrate a clear overall majority in support of keeping and improving the Cycle Lane:

Options	%
I want the A1000 cycle lane to be made permanent but the design to be amended.	62%
I want the A1000 cycle lane to be removed.	33%
No response to question	5%

Table 4.2: Responses to Section 8 of On-line Consultation

- 4.16 In noting this support Officers acknowledge the variations in support identified through the other survey questions. These responses will provide valuable guidance in future design optioneering and ongoing engagement with the public in improving the scheme in the future.
- 4.17 Officers also note the written comments associated with the wider engagement and consultation exercise and the 2022 ETMOs statutory consultation. In recommending the making permanent of the Cycle Lane, officers recognise the need to review and address specific issues raised. In this respect, reference is made to sections 6.3 and 6.4.

Maintenance and Monitoring

- 4.18 Notwithstanding the current interim nature of the route it represents a significant highways asset which is subject to maintenance and monitoring.

Maintenance

- 4.19 The Cycle Lane is subject to inspection and maintenance which is currently funded from the capital allocation agreed at P&R Committee on 13 December 2022.
- 4.20 Subject to Committee approval to retain the cycle lane a maintenance budget has been identified as part of the Councils MTFS budget setting exercise for 2023/24

Monitoring

- 4.21 Ongoing surveys have been carried out at periodic intervals during the last two years. These have covered at various stages cycle and motor vehicle volumes, junction queue lengths, journey times and air quality.
- 4.22 There is a considerable amount of data and high-level figures were provided at the Workshops, as summarised in **Appendix C** (Phase 1 Workshop Presentation). Cyclist volumes, across three survey points, are replicated, for ease of reference, in the table below, which now also includes October and November data:

TOTAL WEEKLY CYCLE VOLUME (EXCLUDING FOOTWAY CYCLISTS)	South of Baronsmere Road		North of Creighton Avenue		South of Granville Place	
	N/B	S/B	N/B	S/B	N/B	S/B
01. Week 08/07/20 to 14/07/20	3262	3187	2707	2923	1815	1906
02. Week 06/12/20 to 12/12/20	1754	1667	1521	1674	992	1071
03. Week 22/02/21 to 28/02/21	2525	2390	2298	2594	1719	1731
04. Week 07/06/21 to 13/06/21	3083	2979	2942	3149	2022	2023
05. Week 05/07/21 to 11/07/21	2298	2181	2268	2496	1495	1579
06. Week 15/10/21 to 21/11/21	1941	1945	1877	2089	1177	1276
07. Week 22/10/21 to 28/10/21	1869	1901	1688	1980	1053	1266
08. Week 29/10/21 to 04/11/21	1859	1772	1474	1774	902	1134
09. Week 05/11/21 to 11/11/21	2221	2201	1807	2229	1176	1365
10. Week 12/11/21 to 18/11/21	2212	2078	1988	2199	1165	1400
11. Week 19/11/21 to 25/11/21	1952	1756	1785	2140	1131	1316
12. Week 10/09/22 to 16/09/22	2365	2419	2324	2567	1495	1587
13. Week 08/10/22 to 14/10/22	2140	2191	2068	2252	1211	1412
14. Week 12/11/22 to 18/11/22	1682	1620	1653	1735	985	1049

Table 4.3: Cycle Volumes

4.23 The numbers show a general consistency of volume from just before the scheme went in, in the summer of 2020 to the end of 2022. However, as explained at the Workshops the usefulness of the data as a demand reference is limited by two factors:

- (i) There is little of no 'pre-covid' data to compare levels of motor vehicles or cyclists along the route.
- (ii) During the covid period, the impacts of lockdowns and Government advice on travel and working from home created considerable uncertainty over the figures as a base line for current and future transport demand.

4.24 Nevertheless, as traffic patterns start to adjust to the 'new normal' this data can be used as part of an ongoing design process in order to assess the impacts of potential designs on junction queues, journey times and changes in routes taken by motorists.

- 4.25 Importantly, traffic data should be seen as a tool for optioneering design solutions to Council strategies, not simply as an indication of current demand for infrastructure. We can see from the traffic data, but more importantly from feedback that there is a demand for cycling infrastructure in the borough. The acknowledgement of this desire for sustainable transport is evidenced in existing approved strategies such as Health and Wellbeing, as well as the Council's Long Term Transport and Sustainability Strategies.
- 4.26 This growing demand for suitable cycling infrastructure to sustain and encourage cycling is also evidenced by 2021 census data on mode of travel to work that was issued at the end of 2022 and shown in the table below. Whilst the increase in cycling volume is small it is one of the few modes (excluding working from home) that has increased:

Mode	2021 (% of population 16+ in work))	2011 (%)	Change
Work mainly at home	42.8	7.4	+35.4%
Underground	11.1	26.2	-15.1%
Train	2.5	5.9	-3.4%
Bus	8.1	11.9	-3.8%
Taxi	0.5	0.4	+0.1%
Motorcycle	0.6	1.1	-0.5%
Drive in car/van	25.1	36.5	-11.4%
Passenger in car/van	1.7	2.4	-0.7%
Bicycle	1.2	0.2	+1%
Walking	5	6.2	-1.2
Other	1.3	0.8	+0.5

Table 4.4: Changes in Mode of Travel to Work

- 4.27 Graphically, this data in the area of the Cycle Lane and to the south of the borough is shown below, with the darker blues showing the higher percentages of those cycling to work:

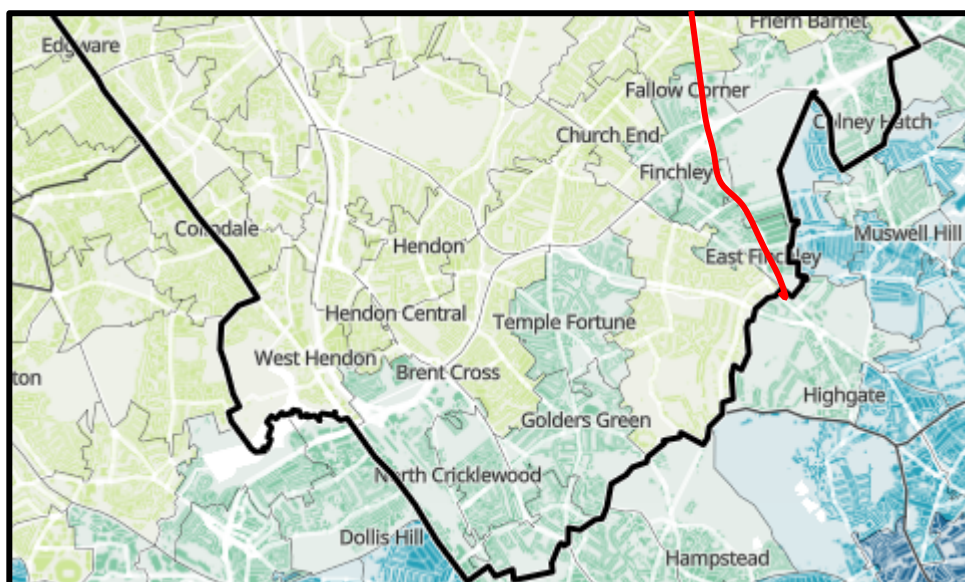


Figure 4.1: Percentage of People Cycling to Work

5. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

Retention of the Current Cycle Lane “As Is” Without Future Improvements

- 5.1 This would entail making the 2022 ETMOs permanent without any further improvements as outlined in section 3.2. However, whilst the current infrastructure was acceptable for the purposes of an interim ‘pop up’ scheme it falls short of current standards and guidelines for a permanent cycle lane.
- 5.2 As outlined in Section 4.10 of this report, the Workshops saw those wanting to see a permanent infrastructure raise concern over the current design. The desire is to see improvements to the layout, for example reflecting schemes in place in other parts of London and nationally.
- 5.3 As a result of the feedback from the Phase 1 Engagement, retention of the Cycle Lane, currently “As Is” was not carried forward to the Phase 2 Consultation as the workshop feedback demonstrably did not support this option. In addition, it is not considered a viable engineering solution. Retention “As Is”, would still require ongoing maintenance and alterations to the design to mitigate specific issues arising from the nature of the temporary design. Such design changes may also necessitate new traffic management orders.
- 5.4 Retention in its current format does not provide infrastructure that will encourage people to take up cycling and support LB Barnet Health and Wellbeing strategies and the Councils adopted Long Term Transport Strategy.

Removal of the Cycle Lane “In Totality” and Not Making the 2022 ETMOs Permanent

- 5.5 Not making the 2022 ETMOs permanent would result in the Cycle Lane having to be removed in September 2023. Question no8 of the online consultation indicated that 33% of those responding wanted the cycle lane removed. From Officers perspective the removal of the Cycle Lane is not felt to be a viable option for the following reasons:

- (i) Removal of the Cycle Lane will offer no incentive to prospective cyclists. This will undermine Barnet's commitment to health and wellbeing strategies and potentially impact future funding of health and wellbeing initiatives.
- (ii) The provision of a cycle lane is in line with the Council's adopted Long Term Transport Strategy (LTTS). Removal will undermine perception of LBB's commitment to the LTTS.
- (iii) Removal of the Cycle Lane would not support the Mayor of London's Transport Strategy and Cycling Strategy 2018. This strategy includes an ambition that by 2041, 80% of trips in London to be made on foot, by bicycle or using public transport.

In addition, removal of the scheme will incur decommissioning costs, as well as the potential impact on longer term relationships with TfL.

6. POST DECISION DEVELOPMENT

6.1 The development programme for a scheme of the nature of the A1000 Cycle Lane is generally across 2 to 3 years. Progression is dependent on initial planning and data gathering, liaison with Third Parties (including TfL and developers) and design and engagement. The current general economic situation provides constraints on this process. Development of a delivery programme will be undertaken by Officers between January and March and will include discussion with funding sources, such as TfL. Set out below are a series of provisional stages.

Stage 1 - Experimental Traffic Management Orders (ETMOs)

6.2 Immediately following confirmation of the recommendations of this Committee the 2022 ETMOs will be made permanent. Copies of these are attached as **Appendix D.1 to D.4**. This does not entail any acceptance of the infrastructure as it currently stands, nor does it ignore comments and suggestions made in the statutory ETMO response. It merely establishes the principle of the permanence of the cycle lane and allows an avenue for providing feedback to the public on the statutory and wider consultations, just undertaken and allowing for further improvements. In addition, a small number of requested loading and parking changes will be subject to new permanent TMOs to ensure their continuity.

Stage 2 - Advance Measures

6.3 The engagement and consultation exercise highlighted several areas where the temporary nature of the infrastructure, by necessity, fell short of current cycling standards or otherwise presented difficulties to road users.

6.4 Over the course of the next 6 months Officers will review these areas with the intention of prioritising 'quick win' improvements. Such interventions are likely to be dependent upon current engineering viability and available budget. Value for money will also need to be considered, reflecting the possibility for further modification of these early interventions when the design of the infrastructure as a whole is looked at in the longer term.

Stage 3 – Design and Engagement for the Final Scheme

6.5 Whilst the Stage 2 advance measures will address some of the current interim nature of the design they will not, in themselves, provide a scheme that reflects current cycling

infrastructure design standards and expectations. The current interim design is adequate for the present but it is recognised that further improvements must be made to ensure long term benefits. The programme for this will be dependent in part on funding opportunities. It will also be dependent on TfL programming support. The signalised junctions along the route will form key elements of the scheme. The signal elements are owned and operated by TfL, requiring programmed liaison and resource from them to design, approve and implement changes. Similarly, the structure over the A406 is owned and maintained by TfL and changes to this will also require their liaison and resource input.

- 6.6 A comprehensive programme will be put together with the objective of delivering a permanent, continuous, direct, cohesive piece of cycling infrastructure, to current design standards and guidelines.
- 6.7 The design will look at provision for all transport modes and look to accommodate the needs and expectations of all road users. This will include, for example, upgrades to the signal crossings to improve pedestrian facilities, where necessary, such as at the Granville Road/Summers Lane junction. The process will include engagement and consultation with stakeholders, as necessary.
- 6.8 The design will also reflect the Cycle Lane's role in paving a way to improved modal travel choice in strategic terms. In the wider strategic aspiration for cycle links into adjacent boroughs and beyond those into central London. But, also in more local strategic terms in improving modal choice for linking Town Centres and other destination places within the Borough.

7. IMPLICATIONS OF DECISION

7.1 Corporate Priorities and Performance

- 7.1.1 The Council's Corporate Plan – The Barnet Plan 2021-25, looks to ensure that roads and pavements can be used for safe, reliable travel in the long term.
- 7.1.2 The Cycle Lane will contribute towards Barnet's sustainability strategy.
- 7.1.3 The Cycle Lane will introduce changes along the A1000 that will contribute to the area's local character and the resident's quality of life.
- 7.1.4 The Cycle lane will also contribute to the Council's Health and Wellbeing Strategy by making Barnet a great place to live and enable the residents to keep well and independent.

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

7.2.1 Finance & Value for Money

Expenditure to Date –

- 7.2.1.1 Funding for the scheme has been through a mix of TfL Social Distancing funding and Council Capital Borrowing as follows:

A1000 Cycle Lane	Govt Direct Funding	Govt (via TfL Funding)	LB Barnet Capital
Initial installation	£ 51,000	£ 263,800	
Review and mitigation measures		£ 208,975	
Engagement & Consultation			£ 55,000
Maintenance			£ 145,000
Totals	£ 51,000	£ 472,775	£ 200,000

Table 7.1 – Expenditure to Date

On Going Maintenance

- 7.2.1.2 As of January the above funding has been expended. An additional revenue pressure bid of £160,000 has been included as part the Councils MTFS budget setting exercise for the 2023/24 financial year in order to cover ongoing maintenance.

Advance Measures

- 7.2.1.3 An assessment of design and construction costs associated with these measures will be undertaken prior to summer 2022 and subject to approval it is intended to finance these measures through a capital bid to Policy and Resources Committee for implementation in the 2023/2024 financial year.

Design and Engagement for the Final Scheme

- 7.2.1.4 Over the course of the 2023/2024 financial year preliminary studies and review of the measures necessary to provide a final scheme to current Standards will be undertaken. These studies will include a detailed assessment of the associated programme and costs.
- 7.2.1.5 The costs associated with implementation of a final scheme are currently unfunded and will be subject to negotiation with TfL, together with identification of potential third party including s106 funding and associated capital bids through the Policy and resources Committee and will be the subject of future reports to this committee.

7.2.2 Procurement

A number of options exist for procurement of design and construction, or both. Final decisions on these are dependent on funding and funding sources, prioritisation of scheme elements and the developing re-organisation of internal Barnet resources.

7.2.3 Staffing

As with Section 7.2.2, consideration will be given to whether the design is carried out internally, or by a combination of internal staff and Third-Party companies procured through appropriate processes.

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 Legal and Constitutional References

7.3.1 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. The current scheme will not detrimentally impact on existing vehicular traffic flow, whilst noting TfL strategic direction in respect of sustainable transport objectives on roads, including that in the scheme. The introduction of the scheme will help promote walking initiatives. Authorities are required to make arrangements as they consider appropriate for planning and carrying out the action to be taken in performing the duty.

7.3.2 The Council as the Highway Authority has the necessary legal powers to make Experimental Traffic Management Orders under Section 9 of the Road Traffic Regulation Act 1984 in accordance with the procedure set out in The Local Authorities' Traffic Orders (Procedure) England and Wales) Regulations 1996 and thereafter to make it permanent in accordance with the 1996 Regulations.

7.3.3 The Barnet Constitution (Article 7) states that the Environment & Climate Change Committee's responsibilities are:

(1) for all borough-wide or cross-area matters relating to the local environment including:

Air Quality, Cycling, Walking and Healthy Streets, Biodiversity, Transport and Public Transport
 Grounds Maintenance, Highways, On-Street and Off-Street Parking, Road Safety, Lighting, Street Cleaning, Environmental Crime (including littering, fly-tipping fly-posting, and graffiti), The Council's Fleet, Waste and Recycling, Waterways, Parks and Open Spaces (including allotments and trees), Cemeteries, Crematoria and Mortuary, Trading Standards and Environmental Health (except Environmental Health functions relating to housing and fire safety).

(2) the council's response to the climate emergency including:

- Setting and overseeing implementation of carbon reduction targets, both in relation to the council as an organisation and Barnet as a place
- Developing strategies to meet those carbon reduction targets
- Developing strategies for the mitigation of the impacts of climate change, both on the council as an organisation and Barnet as a place
- Implementing the elements of those strategies that relate to functions listed in (1) above.

(3) To submit to the Policy and Resources Committee proposals relating to the Committee's budget (including fees and charges) for the following year in accordance with the budget timetable.

(4) To make recommendations to Policy and Resources Committee on issues relating to the budget for the Committee, including virements or underspends and overspends on the budget. No decisions which result in amendments to the agreed budget may be made by the Committee unless and until the amendment has been agreed by Policy and Resources Committee.

(5) To receive reports on relevant revenue and capital expenditure, contracts, performance information and risk on the services under the remit of the Committee.

7.4 Insight

7.4.1 This section does not apply to this report.

7.5 Social Value

7.5.1 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.

7.5.2 The scheme supports Barnet's Joint Health and Wellbeing Strategy that outlines the commitment to improving the health and wellbeing of all who live, work and study in Barnet. This includes a focus on physical exercise.

7.5.3 The Fit and Active Barnet Framework demonstrates a vision to 'create a more active and healthy borough' with active travel being a key component to achieve this.

7.6 Risk Management

7.6.1 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.

7.6.2 The scheme will support the development of healthy transport modes within the borough.

7.7 Equalities and Diversity

7.7.1 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.

7.7.2 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.

7.7.3 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.

7.7.4 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.

7.7.5 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.

7.7.6 An interim Equality Impact Assessment (EqIA) has been previously presented at Committee. This has been updated further to reflect comments made at the Engagement and Consultation Workshops, where they impact on or reflect the concerns of people with protected characteristics. The EqIA will continue to be updated as scheme options are considered and progressed during the design process. The updated interim EqIA is attached as **Appendix E**.

7.8 Corporate Parenting

7.8.1 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.

7.9 Consultation and Engagement

7.9.1 The need for, and commitment to, ongoing engagement and consultation as development of the scheme takes place is summarised in Section 4 of this report.

7.9.2 Stakeholder engagement and consultation will continue, should the scheme be approved to develop in line with the recommendations of this report.

7.10 ENVIRONMENTAL IMPACT

7.10.1 There are no direct environmental implications from noting the recommendations. Implementing the recommendations in the report will lead to a neutral or positive impact on the Council's carbon and ecology targets.

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)

8.4 Environment Committee Report 8 March 2022.

<https://barnet.moderngov.co.uk/documents/s70863/Social%20Distancing%20Committee%20Report%20-%2008.03.22%20-%20Final.pdf>

Appendix A – Active travel schemes supported by Government funding, Department for Transport, July 2021.

Appendix B – A1000 Cycle Lane Engagement and Consultation Findings (Steer January 2023)

Appendix C – Phase 1 Workshop presentation (Steer Powerpoint Presentation)

Appendix D.1 to D.4 – 2022 ETMOs

Appendix E – Equalities Impact Assessment