Report

January 2023

A1000 Cycle Lane Engagement and Consultation Findings Report

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Executive Summary

Background

In November 2020, an experimental 'pop-up' cycle lane on the A1000 was opened linking North Finchley town centre and East Finchley and the scheme was modified in March 2022.

Steer was commissioned by the London Borough of Barnet to lead the public engagement and analysis of consultation responses for the A1000 cycle lane. This report presents the findings from two rounds of public engagement and consultation, firstly on the consultation for the March 2022 Experimental Traffic Management Order (ETMO) modifications to the scheme and secondly on the autumn 2022 consultation about the future of the A1000 cycle lane.

Approach to consultation

Experimental Traffic Management Order Consultation

A statutory six-month consultation covering the March 2022 amendments was held between March and September 2022. 290 people responded to a survey hosted on Engage Barnet.

Autumn 2022 workshops

A series of engagement workshops were held with residents, businesses, and local community groups. 60 people attended the workshops and provided their views on the scheme.

Autumn 2022 consultation survey on the future of the scheme

The public consultation was held online between 21st November and 21st December 2022. During this period, 747 responses were received. Analysis of the 'open' and 'closed' questions was undertaken.

Views on the A1000 cycle lane

The autumn 2022 consultation survey asked respondents the extent to which they agree with a series of statements about the A1000 cycle lane scheme:

"To what extent do you agree or disagree the following statements about the A1000 cycle lane scheme? (Please tick one option on each line)?"

The statements provided were:

- The A1000 cycle lane encourages people to cycle more.
- The A1000 cycle lane encourages people to walk more.
- The A1000 cycle lane makes it easier to complete local journeys.
- The A1000 cycle lane improves air quality.
- The A1000 cycle lane reduces speeding along the route.
- The A1000 cycle lane provides a safe route for cyclists.

A selection has been included in the bullet points below and the full responses for each statement can be found in section 3 of this report.

- Nearly two thirds (63%) of all respondents agree to some extent that the A1000 is a safe route for cyclists (this incorporates those who stated, 'strongly agree' and 'agree').

- Nearly half of respondents (43%) strongly agree that the scheme encourages people to cycle more, whilst 20% strongly disagree with this statement. Overall, 60% agree to some extent and 32% disagree to some extent.

- Nearly a third (31%) of respondents strongly disagree that the cycle lane facilitates local journeys. There was strong agreement and disagreement with the statement the A1000 cycle lane improves air quality, with 38% strongly agreeing and a quarter strongly disagreeing (25%).
- The statement that generated the most uncertainty was whether the A1000 cycle lane encouraged people to walk more, with 26% neither agreeing nor disagreeing.

Responses were broken down by the mode most used along the A1000 by the respondent. These were placed into two categories: those who walk and cycle most, and then those who use all other modes (car, motorcycle, bus, taxi).

Overall, respondents whose main mode of transport along the route is walking and cycling, agree with all the statements in greater proportions than all respondents. On the contrary, those who travel along the route via all other modes disagree with all statements in greater proportions.

- 85% of respondents who walk or cycle most along the A1000, agree that it makes it easier to complete local journeys, whereas just over half of respondents (51%) who mainly use a car, motorcycle, bus and taxi to travel along the route strongly disagree that the A1000 cycle lane makes it easier to complete local journeys.

- 61% of those who mainly walk or cycle agree that the A1000 cycle lane improves air quality, whilst only 4% strongly disagree. Whereas 39% of respondents who mainly use a car, motorcycle, bus and taxi to travel along the route strongly disagree that the A1000 cycle lane improved air quality, with only 23% strongly agreeing with this statement.

Responses are mixed when broken down by the respondent's connection to the area:

- Live, work, or have a business property on the A1000 cycle lane;
- Live, work or have a business property in a road just off the A1000 cycle lane;
- Live, work or have a business property on the A1000 but not where the cycle lane is installed; or
- Do not live, work, or have a business in any of the above roads.

There are some differences in opinion between respondents who live, work, or have a business on or just off the A1000, and those who live or work further afield:

- Nearly half (48%) of respondents who live, work, or have a business on the cycle lane itself strongly disagree that it makes local journeys easier to complete, whereas just over a quarter (26%) of respondents living or working further afield strongly disagree.
- Compared to all other respondent groups, a higher proportion (47%) of those who are not connected strongly agree that the cycle lane encourages people to cycle more and that it improves air quality.

Views on possible future enhancements to the A1000 cycle lane

Respondents were asked the extent to which they agree with a series of potential enhancements on the A1000 cycle lane:

"To what extent do you agree or disagree the following statements about the A1000 cycle lane scheme? (Please tick one option on each line)?"

- Improve the quality of the surfacing of the cycle lane and road.

- Improve the type of segregation used along the route to provide more physical separation between motor vehicles and people cycling.
- Widen the cycle lane to improve safety for people cycling.
- Provide better segregation between people cycling and motor traffic on the A406 North Circular bridge.
- Introduce early-release traffic signals for cycles.
- Introduce traffic calming measures in the wider area to reduce traffic using surrounding residential roads.
- Improve junctions to segregate people cycling from motor traffic.
- More parking for Blue Badge holders should be provided on or close to the route.
- More loading bays for shops and businesses should be provided on or close to the route.

A selection has been included in the bullet points below and the full responses for each statement can be found in section 3 of this report.

- The possible enhancements which received the highest proportions of respondents in strong agreement are related to segregation between cyclists and motor traffic. These include at junctions, along the entire route, and on the A406 North Circular Bridge, with 47%, 51% and 51% respectively in strong agreement. However, when aggregating the responses in agreement (agree and strongly agree), improving the quality of cycle lane surfacing was most popular (70%).
- Overall, respondents disagree most (42% total of disagree and strongly disagree) with the statement that the cycle lane should be widened to improve safety for people cycling, however 45% agree with this statement (agree and strongly agree).
- Just over a quarter (26%) of respondents strongly disagree with the idea of introducing traffic calming measures in the wider area to reduce traffic using surrounding residential roads, whilst 39% strongly agree to such measures.

Responses were again broken down by the mode most use along the A1000 by the respondent. These were placed into two categories: those who walk and cycle most, and then those who use all other modes (car, motorcycle, bus, taxi).

In general, respondents who walk and cycle agree with all the potential enhancements more so than respondents who use other modes (car, motorcycle, bus, and taxi). The only exception is that a total of 36% of active travel users agree with provision of loading bays for shops and businesses, compared to 50% of users of other modes (a total of strongly agree and agree).

Again, responses are mixed when broken down by the respondent's connection to the area, as stated earlier. There are some differences in opinion between respondents who live, work, or have a business on or just off the A1000, and those who live or work further afield:

- Three quarters (75%) of respondents who do not live, work, or have a business in the connecting roads, agree to some extent that surface quality of the cycle lane and road should be improved (48% strongly agree and 27% agree).
- 46% of respondents who live, work, or have a business on the A1000 cycle lane do not support further traffic calming measures in the area (strongly disagree and disagree), whereas 41% do support this to some extent (strongly agree and agree).

Retaining or removing the A1000 cycle lane

Respondents were asked to whether they wanted to retain the scheme but with amendments or for it to be removed. Respondents could select from the following:

- "I want the A1000 cycle lane to be retained but the design to be enhanced subject to further engagement";
- "I want the A1000 cycle lane to be removed"

62% of respondents stated they wanted it to be retained and amended, 33% stated they wanted it removed and 5% provided no response.

Responses were again analysed by respondent main mode. These were placed into two categories: those who walk and cycle most, and then those who use all other modes (car, motorcycle, bus, taxi). 92% of those who mainly walk and cycle wanted it retained and amended, with 4% wanting it removed. 41% of those who mainly use a car, motorcycle, bus and taxi wanted it retained and amended with 54% wanting it removed.

Again, responses are mixed when broken down by the respondent's connection to the area:

- Live, work, or have a business property on the A1000 cycle lane – 39% of these respondents wanted it retained and amended, with 52% wanting removal (56 respondents).
- Live, work or have a business property in a road just off the A1000 cycle lane – 59% of these respondents wanted it retained and amended, with 38% wanting removal (243 respondents).
- Live, work or have a business property on the A1000 but not where the cycle lane is installed – 61% of these respondents wanted it retained and amended, with 35% wanting removal (54 respondents).
- Do not live, work, or have a business in any of the above roads – 67% of these respondents wanted it retained and amended, with 28% wanting its removal (394 respondents).
- The number of respondents varies by category.

It is worth noting that whilst only 7% of respondents to the survey actually live, work or own a business on the route, over half (52%) of these respondents want the route to be removed. On the contrary, 53% of people who responded to the survey do not live, work, or own a business along the route but would like the route to be retained.

Further comments on the proposals

Respondents were also asked if they had any further comments or suggestions on how they think the A1000 cycle lane could be improved or traffic reduced in the area. Of the 747 who responded to the consultation, 328 made further comments. These responses have been analysed and are reported in section 4 of this report. The five most common comments are:

- Suggestion to remove cycle lane (6%);
- Concern about congestion caused by cycle lane (6%);
- Suggestion for better segregation of the cycle lane e.g. continuous segregation all along the route, use of grade separation (5%);
- Concern that road space reduction/speed limit generates pollution through congestion (5%); and
- Concern that cycle lane is underutilised (4%).

1 Introduction

1.1 Steer was commissioned by the London Borough of Barnet (LBB) to lead in delivering and facilitating public engagement sessions and consultation response analysis as part of the autumn 2022 consultation on the A1000 cycle lane.

1.2 This report covers the findings from the autumn 2022 consultation on the A1000 cycle lanes and incorporates analysis of responses to LBB's earlier statutory ETMO consultation on the scheme, which ran from March to September 2022. The autumn consultation included public workshops and consultation questionnaire about the future of the A1000 cycle lane scheme.

Background to the scheme

1.3 In late 2020, LBB installed an **experimental 'pop-up' cycle lane on the A1000**, running in both directions, from just south of North Finchley Town Centre to the borough boundary with Haringey. This was delivered using funding from Transport for London (TfL), as part of a city-wide response to provide alternative travel measures during the Covid-19 pandemic. Figure 1.1 below shows the history of the scheme as well as the future steps for LBB to make a formal decision on the scheme. The experimental scheme was modified in Summer 2021 to include:

- Sandringham Gardens to Summers Lan shared footway
- Summers Lane to Squires Lane additional traffic lane
- Fortis Green to Baronsmere Road removal of segregated cycle lane section
- Introduction of 20moh around East Finchley Station

Figure 1.1: A1000 cycle lane scheme timeline
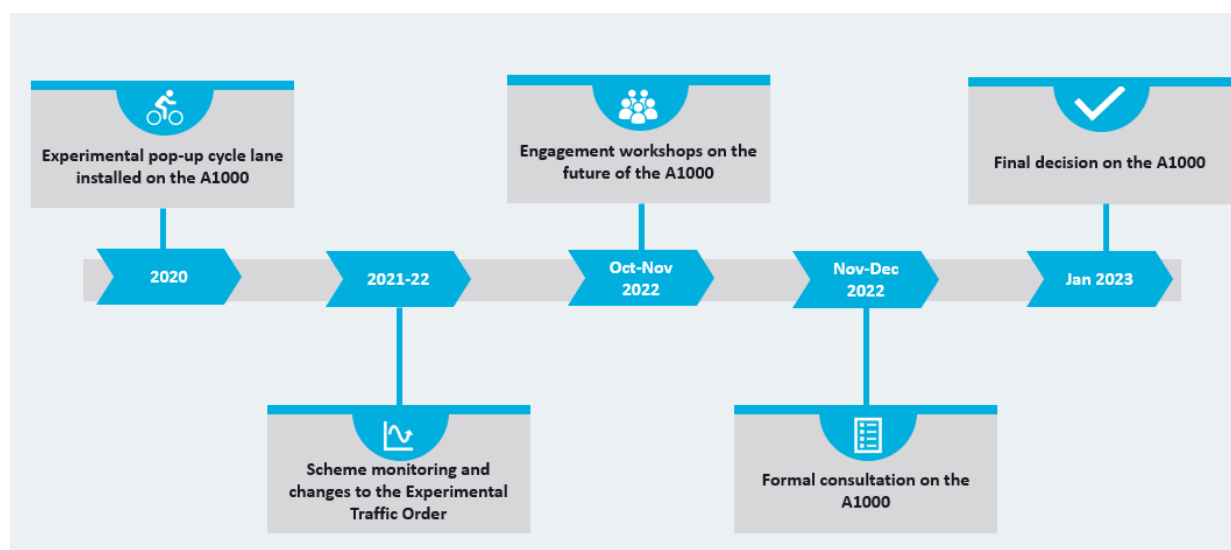
1.4   In addition to the Covid-19 response, the A1000 cycle lane in Barnet also contributed to the aims and objectives of Barnet strategies such as the **Long Term Transport Strategy** that sets out the councils plans to offer greater choices for travel and encourage more active lifestyles to help increase the health and wellbeing of Barnet's residents.

1.5   The **Long Term Transport Strategy** also links to other important agendas which LBB is working towards, for example the recent announcement of a **Climate Emergency in Barnet** and the **Air Quality Strategy Action Plan 2017-2022**.

2 Experimental Traffic Management Order Consultation

Introduction

2.1 A statutory six-month consultation covering the March 2022 amendments to the scheme was held between March and September 2022, to which 290 people responded. The consultation included one free-text question:

"Do you have any comments on the proposed changes to the A1000 cycle lane?"

2.2 Steer analysed the responses to this question by 'coding' the statements made by the respondents. This 'coding' assigns each point made by a respondent to one or more codes within a standardised code frame. This means that when multiple people raise the same point, this can be identified and categorised within the code frame. This makes it possible to quantify how many times the same or very similar point has been made by respondents.

2.3 Codes were organised by themes, for example equality, accessibility, safety, private vehicle traffic etc., and separated into comments of support, opposition, concern, or suggestions.

2.4 The top 10 codes from the Experimental Traffic Management Order (ETMO) consultation held between March and September 2022 are provided in Table 2.1 below.

2.5 A full code frame output is provided in Appendix A.

Table 2.1: 10 most common codes – ETMO consultation

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 the cycle lane has 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 about 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	Concern that the cycle is underused	33	11.4%
Cycling	Concern that proposed changes impact segregation from road traffic (inc. too narrow)	29	10.0%

3 Autumn 2022 Consultation - Public Workshops

Recruitment

3.1 In order to recruit to the engagement sessions, an online survey was promoted allowing people to register to join a workshop, a number of screening questions were asked. These included the ward they live in, if they were responding as a resident, a business or as an interest/ community group. Those registering their interest were also asked equalities questions and in what capacity they have used the A1000 and their level of support for the scheme.

3.2 136 people registered to attend a workshop. All respondents who registered for the engagement workshops were offered a place at a workshop, whether focussed for residents, businesses or interest groups.

Audience split

3.3 Three types of engagement workshops were held, these provided focussed sessions for:

- Residents:
    - Workshop 1 – Monday 31st October – Finchley Church End Library
    - Workshop 2 – Tuesday 1st November – Chipping Barnet Library
    - Workshop 3 – Thursday 3rd November – Online
    - Workshop 4 – Wednesday 9th November – Finchley Church Library
- Businesses – Monday 7th November – Online
- Interest and community group representatives – Thursday 10th November – Online

Workshop format

3.4 The format of the workshops provided attendees with a background to the Long-Term Transport Strategy and the other strategies that provide context for the A1000 cycle lane. The workshop also presented attendees with some of the monitoring data (e.g. traffic counts and air quality data) collected since the cycle lane was introduced.

3.5 Two discussion sessions within the workshops allowed attendees to discuss in groups and share their views. The first discussion focused on 'looking back' and their views on the scheme so far, and the second discussion focussed on 'looking forward' and their views on what should happen to the scheme next

Resident workshops

3.6 In total four resident workshops were held, three in person and one online for attendees who could not attend an in-person workshop.

Resident workshop 1 – Finchley Church End Library

3.7   The first resident workshop was held on Monday 31st October from 18:00-19:30 at Finchley Church End Library. Attendees invited to this workshop had all indicated that they lived locally in the registration survey. 34 people signed up, 19 attended the workshop on the day.

Resident workshop 2 – Chipping Barnet Library

3.8   The second resident workshop was held on Tuesday 1st November from 18:00-19:30 at Chipping Barnet Library. Attendees invited to this workshop has all indicated that they lived locally in the registration survey. 36 people signed up, 13 attended the workshop.

Resident workshop 3 – Online

3.9   An online 'mop up' workshop was held online. This session was not initially offered out to those who had registered but was offered to those who could not make an in-person resident's workshop. 10 people were signed up to this online session and 5 people attended the session on the day.

Resident workshop 4 –Finchley Church End Library

3.10   The fourth resident workshop was held on Wednesday 9th November from 18:00-19:30 at Finchley Church End Library. Attendees invited to this workshop had indicated that they lived locally in the registration survey. 31 people signed up, 14 attended the workshop on the day.

Businesses workshop – Online

3.11   An online business workshop was held on Monday 7th November from 18:00-19:30. Despite 14 people registering for this workshop only three joined the meeting and one had to leave part way through. There followed detailed discussion with those who joined generating depth of feedback on a range of cycling issues. It should be noted that out of the three people who attended, one identified more as a resident and two were cycle-based businesses with no physical premises along the route.

Community groups workshop – Online

3.12   An online workshop for community groups was held on Thursday 10th November from 18:00-19:30. This session was offered to those who indicated they would be representing a community or special interest group. Due to availability clashes, a handful of residents and businesses were also offered this online session. 12 people registered for this workshop and 6 joined the meeting, of which 2 were business owners. There followed detailed discussion with those who joined generating depth of feedback on a range issues.

Young persons' workshop

3.13   A young persons' workshop was planned for December 2022 during the consultation period. This session had to be cancelled due to adverse weather and was rescheduled for Monday 9th January 2023 from 18:00-19:30 at Finchley Church End Library; 13 young people attended the session. These young people were recruited by LBB and were from across all wards in Barnet.

3.14   The workshop focused on why the attendees travel the way they do around the borough and what the motivations for the way they travel were. The second part of the workshop considered the A1000 cycle lane and the principles of cycle lanes in general. The following prompt questions were used to encourage discussion.

A1000 context and discussion

- Has anyone used this cycle lane?
- What was it liked when you used it? What did you like and dislike about it?
- Do you feel safe using it compared to any other routes you've used?

Other types of cycle lane discussion

- Have you seen or used these types of cycle lanes in London?
- What do you think of the idea of people on bikes being separated from car traffic?
- Would you like to use these? What about these do you think make them better for people to use?
- Where would you like to see this sort of thing in Barnet?
- Would this change the way you travel to school and go to see your friends?

3.15   The full notes and findings from this workshop can be found in Appendix D of this report.

Workshop findings

3.16   The most common comments raised at all the workshops are set out below:

- 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. Other opposition was more generalised e.g., facilitating cycling is not something that public money should be spent on, or that new infrastructure does not create new cyclists/cycle journeys.
- Those who support the scheme had reservations about the quality of the provision, encapsulated by the comment that it's the worst of both worlds at present – not great for cycling and not great for motor traffic. A common issue was that the type and quality of provision is not seen as consistent along the route including. lack of segregation at junctions and confusion about the blue cycle patches as used on the A406 bridge.
- There were some concerns around accessibility e.g., disabled parking bays being blocked by other users or insufficient supply of access for disabled people travelling by car e.g. north of Churchfield Avenue.
- People identified how and where improvements could be made including the quality of the surfacing and materials used (segregating bollards seen as cheap and of poor quality), widening of the cycle lane particularly in segregated sections to enable street sweeping, proper segregation on the A406 bridge, introduction of early-release traffic signals for cycles.
- At the young persons' workshop, only one of the attendees was aware of the A1000 cycle lane however when discussing the design, they felt that the inconsistency of the wands on the cycle lane were confusing.
- At the young persons' workshop, the majority of the attendees agree with the principle of cycle lanes but didn't think it was a form of travel they would take up unless there was a more convenient and wider reaching network in their local area.

3.17   The findings from the workshops supported the development of the questionnaire for the second stage of the autumn consultation, the online survey. Sentiments raised at the workshops were used as the basis for questions about people's opinion of the cycle lane to understand the extent to which these opinions were felt in the wider community. The below statements were built into the online consultation survey to further understand people's views. Respondents would be able to indicate how strongly they agree or disagree with the following statements if the scheme was to be kept and amended.

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- Improve the quality of the surfacing of the cycle lane and road.
- Improve the type of segregation used along the route to provide more physical separation between motor vehicles and people cycling.
- Widen the cycle lane to improve safety for people cycling.
- Provide better segregation between people cycling and motor traffic on the A406 North Circular bridge.
- Introduce early-release traffic signals for cycles.
- Introduce traffic calming measures in the wider area to reduce traffic using surrounding residential roads.
- Improve junctions to segregate people cycling from motor traffic.
- More parking for Blue Badge holders should be provided on or close to the route.
- More loading bays for shops and businesses should be provided on or close to the route.

4 Autumn Consultation – Online Survey

Introduction

4.1 This section reports on the analysis of the 'closed' and 'open' questions included in the survey. Closed questions have a discrete set of answers from which the survey participants were asked to select from. The closed question responses provide information on the usage of the A1000 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.

4.2 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 A1000 cycle lane and how to reduce traffic in the area.

4.3 The consultation period was between 21ˢᵗ November and 21ˢᵗ December 2022. The survey was hosted on SurveyMonkey and promoted by LBB through the council's paper newsletter distributed to 160,000 households across the borough, on the council website and on social media.

About the respondents

4.4 Overall, 747 responses were submitted to the consultation survey. This section reports on the demographic profile of respondents, their connection to the area, and travel patterns.

Protected characteristics

4.5 Barnet Council must due regard to equalities in eliminating unlawful discrimination, advancing equality of opportunity and fostering good relations between people from different groups.

4.6 The protected characteristics identified in the Equality Act 2010 are:

- Age
- Disability
- Ethnicity
- Gender reassignment
- Marriage and civil partnership
- Pregnancy and maternity
- Religion or belief
- Sex
- Sexual orientation

4.7 To assist Barnet Council with the duty under the Equality Act 2010, the survey asked respondents to provide equalities monitoring data and explained that collecting this information helps the

authority understand the needs of its different communities and that all personal information is treated in the strictest confidence and stored securely in accordance with its responsibilities under the Data Protection Act 1998.

4.8   The survey asked respondents for information about age, gender, pregnancy/maternity, if their gender is the same as assigned at birth, sexual orientation, religion, ethnicity, and marital status. These questions were not obligatory, and each had a 'prefer not to say' or 'no response' option. The full respondent profile and protected characteristics in graph form can be found in Appendix B. Table 4.1 provides a full breakdown of the equalities monitoring data collected. In summary:

- The age group which provided the most responses was 45-54 years (26.2%), followed by the 55-64 age range (21.4%) and the 35-44 range (16.6%).
- 35.3% of respondents were female and 50.1% were male,7.4% preferred not to say.
- 0.8% of respondents stated they were pregnant and 0.5% stated they were currently on maternity leave.
- Over half (66.8%) of respondents stated that their ethnicity is White British, followed by 12.6% saying that they 'Prefer not to say' and 7.9% stated they were Asian or Asian British.
- 7.8% of respondents said that they were disabled and 84.1% stated they were not disabled. Among disabled respondents, 34.9% stated they had a mobility impairment, 22.2% stated they had a reduced physical capacity and 12.7% said they had a hearing impairment. Respondents were able to select more than one impairment, so the total does not sum to 100%.
- 34.% of respondents stated they followed no religion. This followed by 19% preferring not to say, with (17.4%) stating they were Christian and 12.6% stating they were Jewish.
- Over half of respondents (61.8%) stated they were straight, or heterosexual followed by 23.6% stating they preferred not to say.
- Half of respondents (50.3%) stated they were married.

Table 4.1: Profile of respondents: protected characteristics

Age group	Number of respondents	Proportion of respondents (as a percentage of those who responded to that question)
16-17	4	0.5%
18-24	15	2.0%
25-34	57	7.6%
35-44	124	16.6%
45-54	196	26.2%
55-64	160	21.4%
65-74	82	11.0%
75+	20	2.7%
Prefer not to say	33	4.4%
No response	56	7.5%
Sex		
Female	264	35.3%

Male	374	50.1%
Prefer not to say	55	7.4%
If you prefer to use your own term	-	0%
No response	54	7.2%
Pregnancy and Maternity		
Pregnant		
Yes	6	0.8%
No	263	35.2%
Prefer not to say	43	5.8%
No response	435	58.2%
On maternity leave		
Yes	4	0.5%
No	256	34.3%
Prefer not to say	40	5.4%
No response	447	59.8%
Gender identity (same as at birth)		
Yes, it's the same	622	83.3%
No, it's different	4	0.5%
Prefer not to say	61	8.2%
No response	60	8.0%
Ethnicity		
Asian or Asian British	59	7.9%
Black or Black British	8	1.1%
Mixed/Dual Heritage	31	4.1%
White or White British	499	66.8%
Other ethnic group	-	-
Prefer not to say	94	12.6%
No response	56	7.5%
Disabled		
Yes	58	7.8%
No	628	84.1%
Prefer not to say	-	-
No response	61	8.2%
Impairment type **(Respondents could choose more than one option)**		
Hearing (such as deaf, partially deaf or hard of hearing)	8	12.7%
Vision (such as blind or fractional/partial sight. Does not include people whose vision can be corrected by glasses/contact lenses)	4	6.3%

Speech (such as impairments that can cause communication problems)	-	-
Mobility (such as wheelchair user, artificial lower limb(s), walking aids, rheumatism or arthritis)	22	34.9%
Physical co-ordination (such as manual dexterity, muscular control, cerebral palsy)	4	6.3%
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)	14	22.2%
Severe disfigurement	-	-
Learning disability (such as dyslexia)	4	6.3%
Mental illness (substantial and lasting more than a year, such as severe depression or psychosis)	7	11.1%
Prefer not to say	-	-
Other (please specify)	-	-
Religion		
Baha'i	-	-
Buddhist	4	0.5%
Christian	130	17.4%
Hindu	13	1.7%
Humanist	7	0.9%
Jain	5	0.7%
Jewish	94	12.6%
Muslim	16	2.1%
Sikh	-	-
No religion	260	34.8%
Prefer not to say	142	19%
Other religion/belief (please specify)	18	2.4%
No response	58	7.8%
Sexual Orientation		
Bisexual	18	2.4%
Gay or Lesbian	17	2.3%
Straight or heterosexual	462	61.8%
Prefer not to say	176	23.6%
No response	64	8.6%
Other sexual orientation	10	1.3%
Marital status		

Single	79	10.6%
Co-habiting	55	7.4%
Married	376	50.3%
Divorced	26	3.5%
Widowed	10	1.3%
In a same sex civil partnership	2	0.3%
Prefer not to say	138	18.5%
No response	61	8.2%

Connection to the area and travel patterns

4.9   Respondents were asked three questions about how they are connected to the area and how they travel in relation to the A1000.

4.10   Respondents were asked whether they live or work on the A1000 cycle lane. Figure 4.1 shows that just over half (53%) of respondents do not live, work, or have a business on or near the A1000 cycle lane. A total of 40% either live, work or have a business on or just off the A1000 cycle lane. Therefore, the majority of those who responded to the consultation do not have a close connection to the route, however they may use the route given it is a key north-south route in the area.

Figure 4.1: Respondents that live or work in the A1000 cycle lane (Q1)
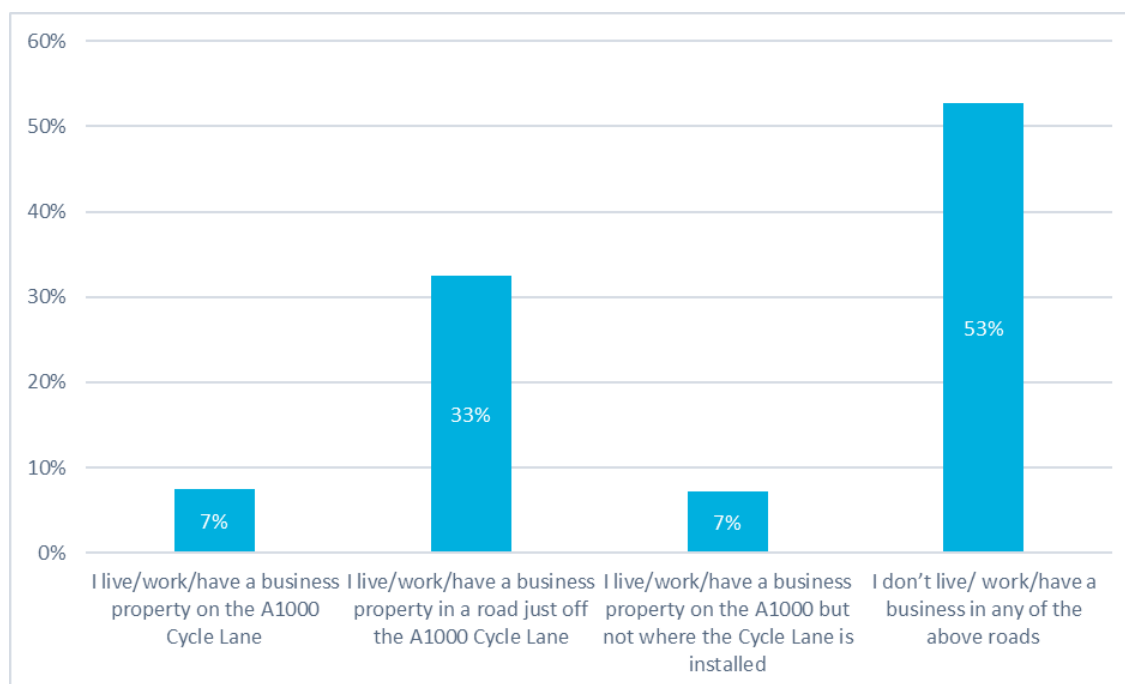
Number of respondents: 747

4.11   The survey asked respondents how they have used the A1000 over the last year, with several mode options from which respondents were able to select more than one. Figure 4.2 shows that a third of respondents have used the A1000 as a car driver or passenger. Just under a quarter (22%) have used the A1000 as a cyclist. 18% of respondents used the A1000 as a bus passenger

and the same proportion used it as a pedestrian. All respondents have used the A1000 over the last year.

Figure 4.2: How respondents have used the A1000 over the last year (Q2)
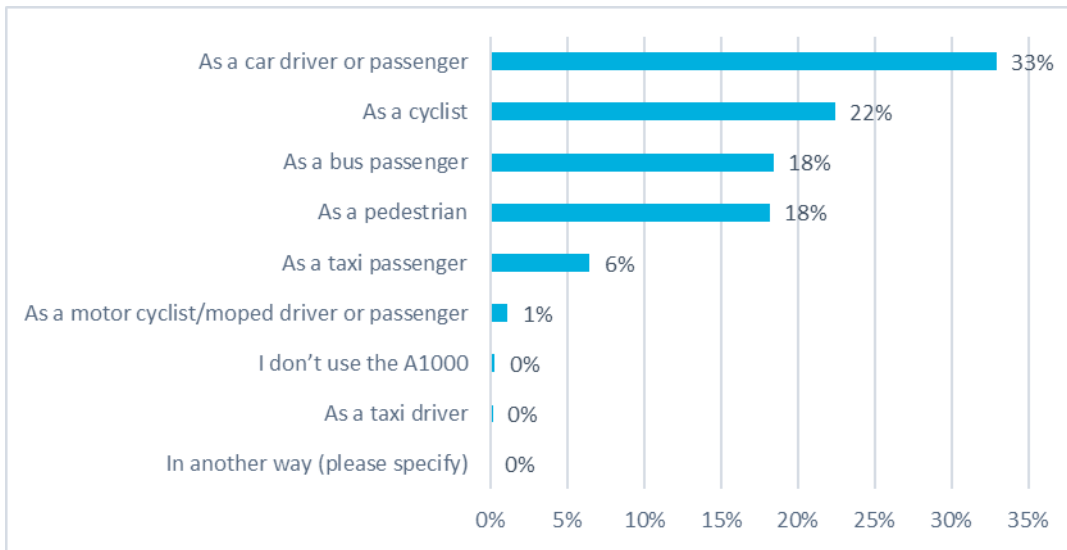
Number of respondents: 747

4.12   Respondents were asked which mode of transport they have used most frequently along the A1000 over the last year, only being able to select one option. As shown in Figure 4.3, the modes that most respondents used to travel on the A1000 were car or cycle. Half of respondents selected car as their most frequently used mode, whether as a driver or a passenger. Over a third (35%) of respondents used the A1000 as a cyclist.

Figure 4.3: Respondents' most frequently used mode of transport along the A1000 over the last year (Q3)
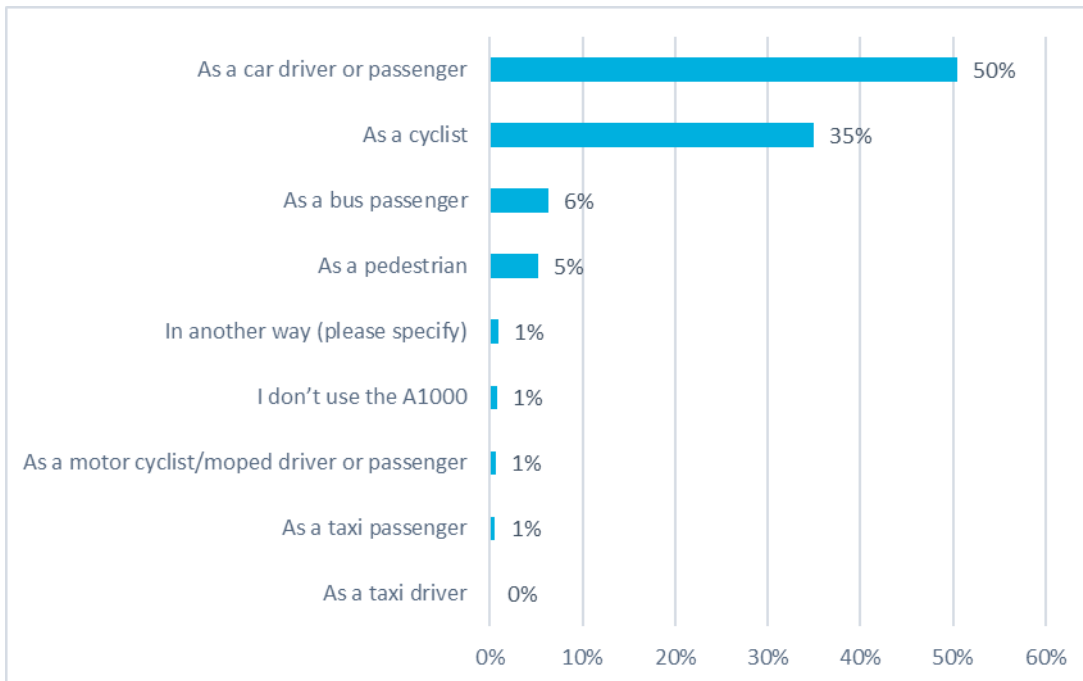
Number of respondents: 747

Respondents' views on the A1000 Cycle Lane

Views on the scheme so far

4.13 The Council has long term aims for creating an environment that will encourage active travel, improve air quality, and reduce emissions in the borough, as set out in the Barnet Long-Term Transport Strategy. In the context of this, respondents were asked to what extent they agree or disagree with a series of statements about the A1000 cycle lane scheme.

4.14 The following chart in Figure 4.4 shows that nearly two thirds (63%) of all respondents agree to some extent that the A1000 is a safe route for cyclists (this incorporates those who stated 'strongly agree' and 'agree'). Nearly half of respondents (43%) strongly agree that the scheme encourages people to cycle more, whilst 20% strongly disagree with this statement.

4.15 Nearly a third (31%) of respondents strongly disagree that the cycle lane facilitates local journeys. There was strong agreement and disagreement with the statement the A1000 cycle lane improves air quality, with 38% strongly agreeing and a quarter strongly disagreeing (25%). The statement that generated the most uncertainty was whether the A1000 cycle lane encouraged people to walk more, with 26% neither agreeing nor disagreeing.

Figure 4.4: Respondents' views on the A1000 cycle lane scheme (Q4)
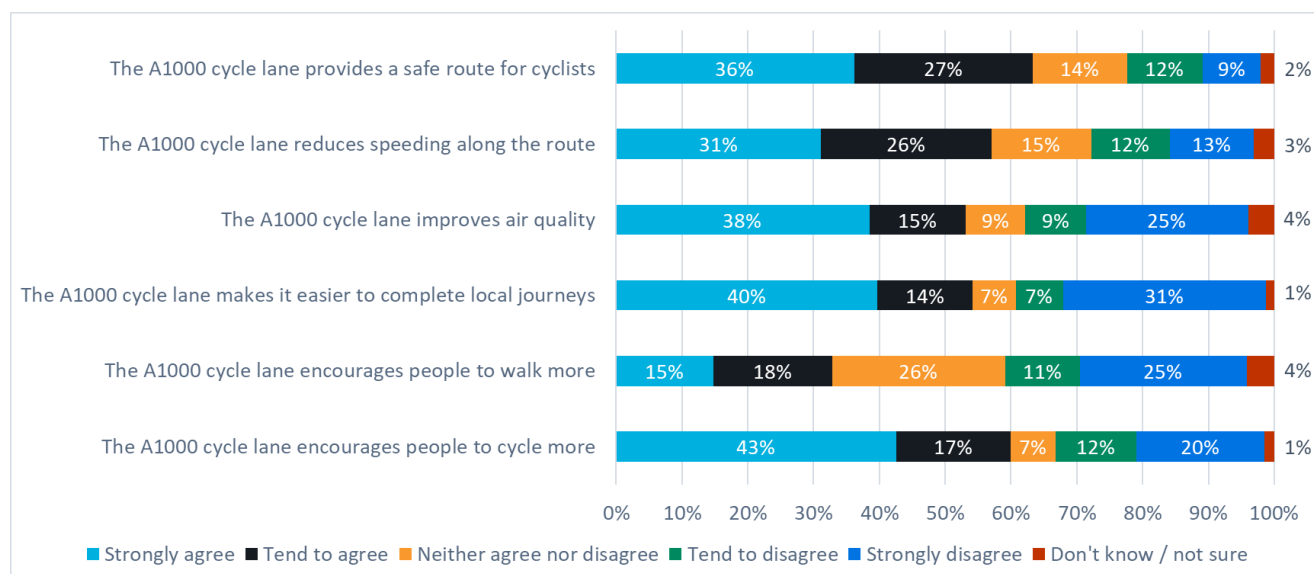
Number of respondents: 738 (N.B. "No responses" have not been included in this graph)

Respondent's views on the scheme by their connection to the area

4.16   Analysis of respondents' views broken down by their connection to the area has been undertaken and presented in Figures 4.5 to 4.8. There were four options for respondents to choose from describing their connection to the area:

- Live, work, or have a business property on the A1000 cycle lane;
- Live, work or have a business property in a road just off the A1000 cycle lane;
- Live, work or have a business property on the A1000 but not where the cycle lane is installed; or
- Do not live, work, or have a business in any of the above roads.

4.17   There were differences in opinion between respondents who live, work, or have a business on or just off the A1000, and those who live or work further afield.

4.18   Nearly half (48%) of respondents who live, work, or have a business on the cycle lane itself strongly disagree that it makes local journeys easier to complete, whereas only 26% of respondents living or working further afield strongly disagree. It should be noted that a smaller number of respondents live, work or have a business on the cycle lane compared to those living further afield (54 respondents vs 390 respectively).

4.19   Compared to all other respondent groups, Figure 4.8 shows that a notably higher proportion (47%) of those who are not connected strongly agree that the cycle lane encourages people to cycle more. This group was also more likely to agree with the statement that the cycle lane improves air quality.

Figure 4.5: View of respondents who live, work, or have a business property on the A1000 cycle lane
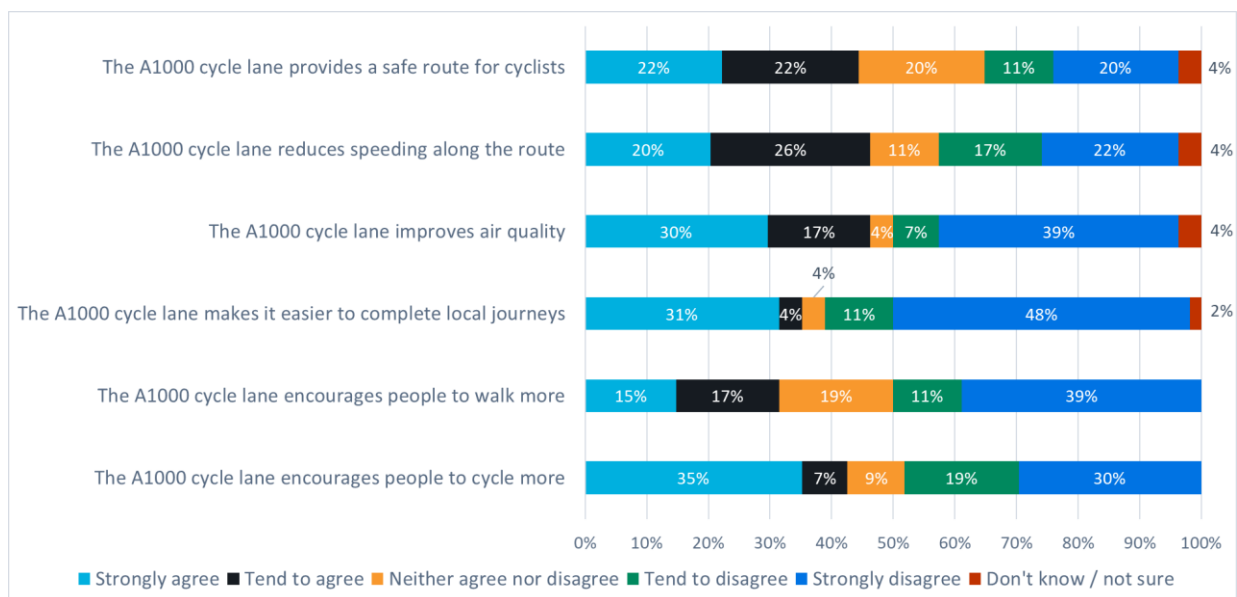
Number of respondents: 54 (N.B. "No responses" have not been included in this graph)

Figure 4.6: Views of respondents who live, work or have a business property in a road just off the A1000 cycle lane
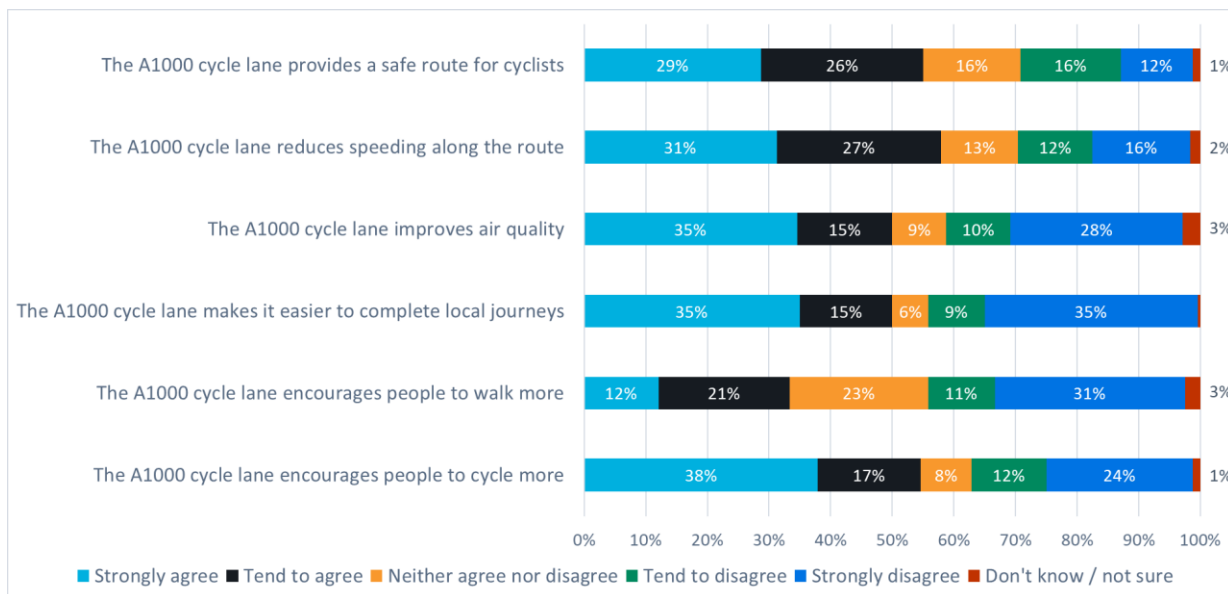
Number of respondents: 240 (N.B. "No responses" have not been included in this graph)

Figure 4.7: Views of respondents who live, work or have a business property on the A1000 but not where the cycle lane is installed
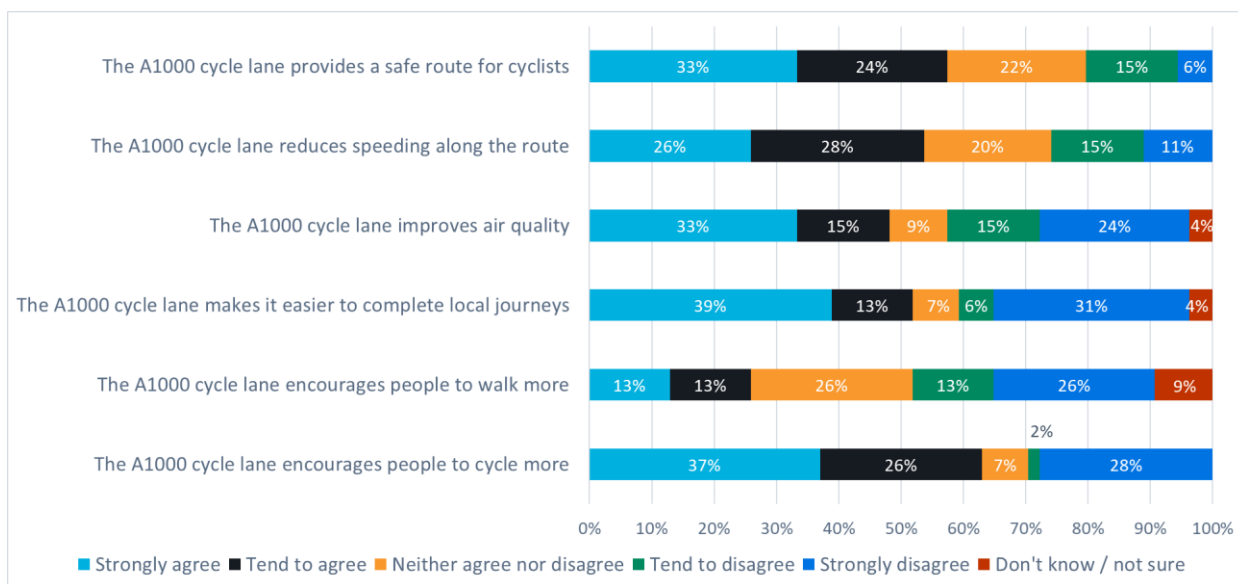
Number of respondents: 54 (N.B. "No responses" have not been included in this graph)

Figure 4.8: Views of respondents who do not live, work, or have a business in any of the connected roads
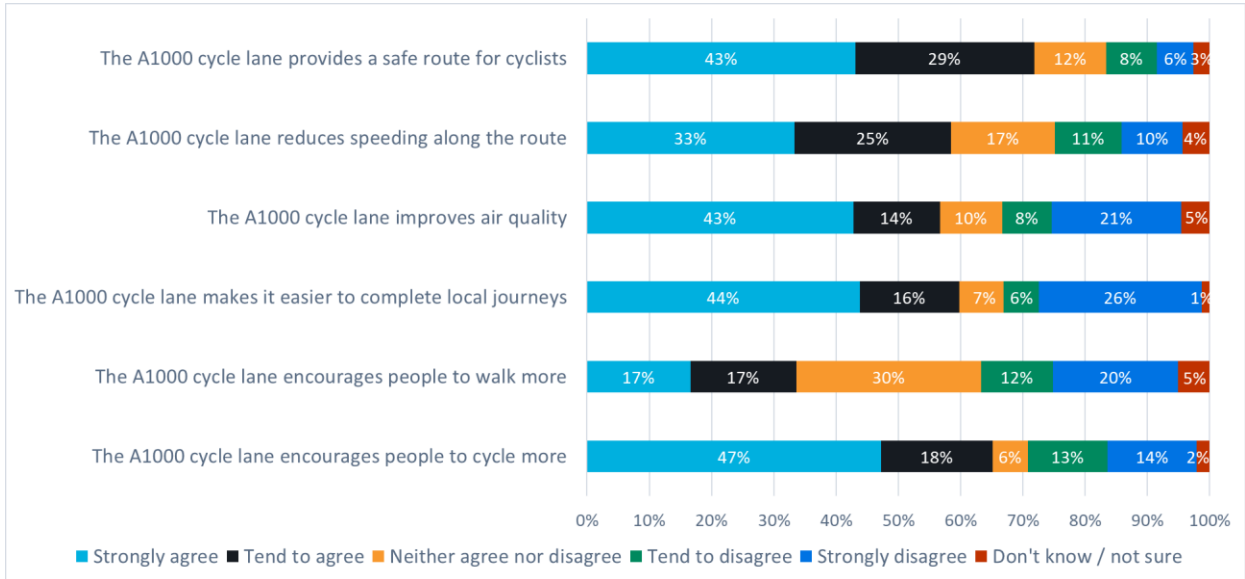
Number of respondents: 390 (N.B. "No responses" have not been included in this graph)

Respondent's views on the scheme by their main mode of travel along the cycle lane

4.20   The views of respondents have been analysed by the mode of transport they use most often to travel along the A1000. For the purposes of analysis, respondents have been categorised as either users of active travel or users of all other modes (car, motorcycle, bus, and taxi). Figure 4.9 presents the views of those who walk or cycle (active travel), and Figure 4.10 presents the views of those who use all other modes.

Figure 4.9: Views of respondents who walk or cycle as their main mode of transport on the A1000
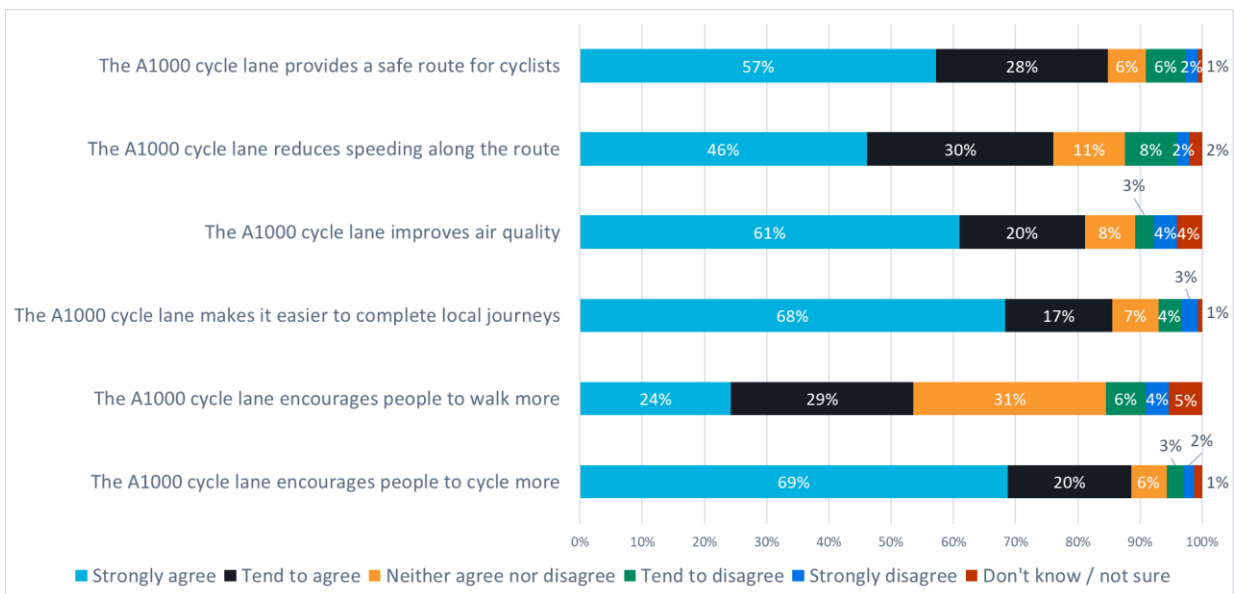
Number of respondents: 297 (N.B. "No responses" have not been included in this graph)

Figure 4.10: Views of respondents who use modes other than walking and cycling as their main mode on the A1000

The A1000 cycle lane provides a safe route for cyclists — 21% | 27% | 20% | 15% | 14% | 3%

The A1000 cycle lane reduces speeding along the route — 21% | 23% | 17% | 14% | 20% | 4%

The A1000 cycle lane improves air quality — 23% | 11% | 10% | 14% | 39% | 4%

The A1000 cycle lane makes it easier to complete local journeys — 20% | 12% | 6% | 10% | 51% | 2%

The A1000 cycle lane encourages people to walk more — 8% | 10% | 23% | 15% | 40% | 3%

The A1000 cycle lane encourages people to cycle more — 24% | 16% | 8% | 19% | 32% | 2%

■ Strongly agree ■ Tend to agree ■ Neither agree nor disagree ■ Tend to disagree ■ Strongly disagree ■ Don't know / not sure

Number of respondents: 435 (N.B. "No responses" have not been included in this graph)

4.21 Overall, respondents whose main mode of transport along the route is walking and cycling, agree with all the statements in greater proportions than all respondents. On the contrary, those who travel along the route via all other modes disagree with all statements in greater proportions.

4.22 85% of respondents who walk or cycle most along the A1000, agree that it provides a safe route for cyclists, with the same proportion also agreeing that it makes it easier to complete local journeys. In this group of respondents, nearly half (46%) strongly agree that the scheme reduces speeding along the route, which could be a contributing factor to the high proportion that believe it is a safe route. 61% of those who mainly walk or cycle agree that the A1000 cycle lane improves air quality, whilst only 4% strongly disagree.

4.23 Just over half of respondents (51%) who mainly use a car, motorcycle, bus and taxi to travel along the route strongly disagree that the A1000 cycle lane makes it easier to complete local journeys. 18% of this group of respondents agree to some extent that the A1000 cycle lane encourages walking, with a higher proportion, 40% agreeing that it encourages cycling. 39% of respondents in this group strongly disagree that the A1000 cycle lane improves air quality, with only 23% strongly agreeing with this statement.

4.24 There were only six respondents who said that they do not use the A1000.

Views on statements about potential enhancements to the cycle lane

4.25 From the Phase 1 engagement workshops, most participants were supportive of the A1000 cycle lane remaining in principle but felt that it needs to be enhanced. A survey question was developed based on this emerging theme to establish respondents' views on possible enhancements to the cycle lane if it was to remain. The full list of statements developed can be found in paragraph 3.17 of this report.

4.26 Respondents were asked to what extent they agree or disagree with a series of statements on potential enhancements to the cycle lane. Figure 4.11 shows that the possible enhancements which received the highest proportions of respondents in strong agreement are related to

segregation between cyclists and motor traffic. These include at junctions, along the entire route, and on the A406 North Circular Bridge, with 47%, 51% and 51% respectively in strong agreement.

4.27   Overall, respondents disagree most (42% total of disagree and strongly disagree) with the statement that the cycle lane should be widened to improve safety for people cycling, however 45% agree with this statement (agree and strongly agree). Just over a quarter (26%) of respondents strongly disagree with the idea of introducing traffic calming measures in the wider area to reduce traffic using surrounding residential roads, whilst 39% strongly agree to such measures.

4.28   The two statements on providing more Blue Badge parking spaces and loading bays on the route received a similar spread of views. Respondents are overall more in agreement than disagreement, although over a third neither agree nor disagree (37% and 35% respectively).

Figure 4.11: Respondents' views on possible enhancements (Q5)
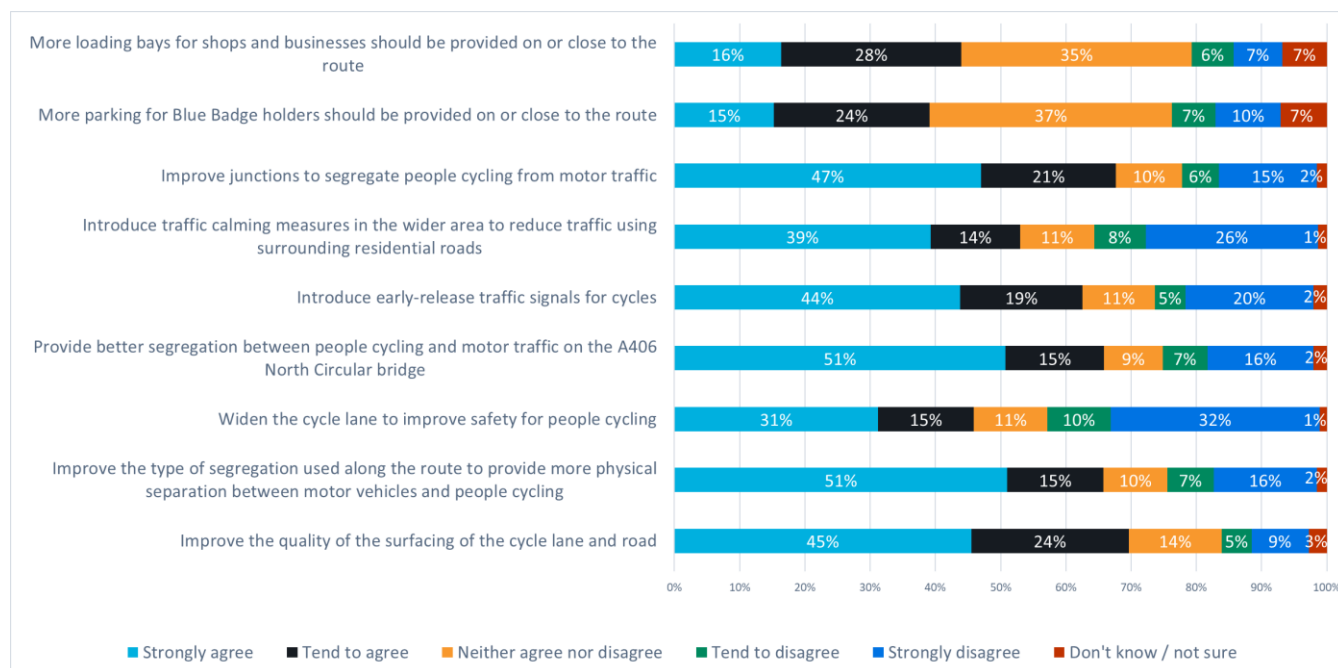
Number of respondents: 721 (NB "No responses" have not been included in this graph)

Respondent's views on the potential scheme enhancements by their connection to the area

4.29   Analysis of respondents' views on enhancements broken down by their connection to the area has been undertaken and presented in Figures 4.12 to 4.15.

4.30   As might be expected, respondents who live, work, or have a business on the cycle lane are most in favour of more loading bays (27% strongly agree), compared to other respondents. This group also appears to be less supportive of better segregation and introduction of early-release traffic signals for cyclists compared to those who live further afield.

4.31   Three quarters (75%) of respondents who do not live, work, or have a business in the connecting roads, agree to some extent that surface quality of the cycle lane and road should be improved (48% strongly agree and 27% agree).

4.32   46% of respondents who live, work, or have a business on the A1000 cycle lane do not support further traffic calming measures in the area (strongly disagree and disagree), whereas 41% do support this to some extent (strongly agree and agree). Those who live, work or have a business just off the A1000 cycle lane are more in favour of this suggestion with 52% supporting further traffic calming measure to some extent (strongly agree and agree). Respondents who do not live, work, or have a business on the A1000 cycle lane agree with this enhancement the most (55% total or strongly agree and agree).

Figure 4.12: Views on possible enhancements of respondents who live, work, or have a business property on the A1000 cycle lane
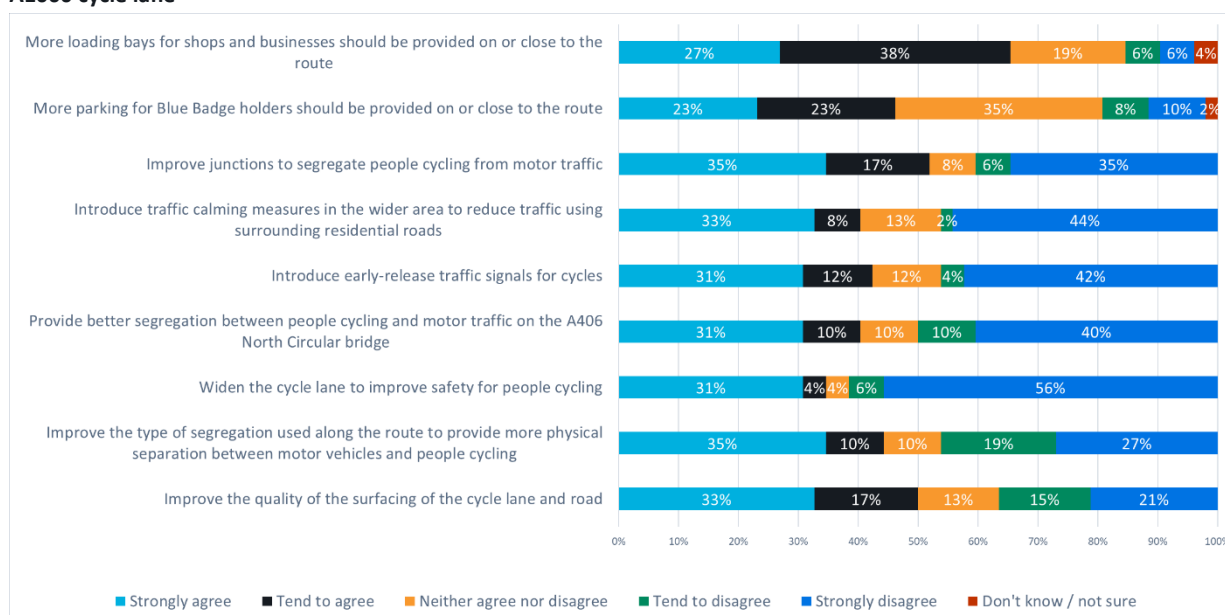
Number of respondents: 52 (NB "No responses" have not been included in this graph)

Figure 4.13: Views on possible enhancements of respondents who live, work or have a business property in a road just off the A1000 cycle lane
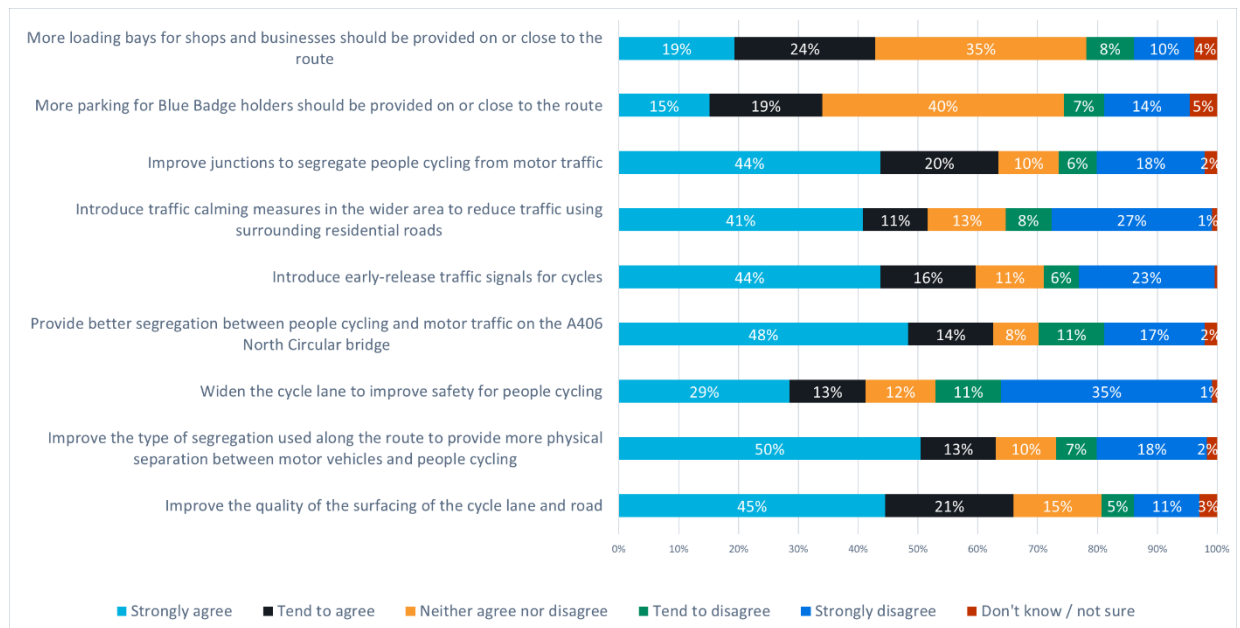
Number of respondents: 238 (NB "No responses" have not been included in this graph)

Figure 4.14: View on possible enhancements of respondents who live, work or have a business property on the A1000 but not where the cycle lane is installed

Number of respondents: 53 (NB "No responses" have not been included in this graph)

Figure 4.15: Views on possible enhancements of respondents who don't live, work or have a business in any of the connected roads

Number of respondents: 378 (NB "No responses" have not been included in this graph)

*Respondent's views on potential scheme enhancements by their main mode of travel along the cycle lane*

4.33 Comparison of the views of respondents by the mode of transport they use has been undertaken. As above, for the purposes of analysis, respondents have been categorised as either those who mostly walk and cycle or users of all other modes (car, motorcycle, bus, and taxi). Figure 4.16 presents the views of those who walk or cycle, and Figure 4.17 presents the views of those who user all other modes.

4.34 In general, respondents who walk and cycle agree with all the potential enhancements more so than respondents who use other modes (car, motorcycle, bus, and taxi). The only exception is that a total of 36% of active travel users agree with provision of loading bays for shops and businesses, compared to 50% of users of other modes (a total of strongly agree and agree).

4.35 The enhancement with the biggest difference in opinion is widening the cycle lane to improve safety for cyclists. A total of 62% of users of other modes do not agree that the cycle lane should be widened, compared to a total of just 12% of pedestrians and cyclists (disagree and strongly disagree). Traffic calming measures are also not a popular enhancement amongst users of other modes (car, motorcycle, bus, and taxi), with 42% strongly disagreeing with its potential introduction, compared to only 4% of those who walk and cycle strongly disagreeing with this potential enhancement.

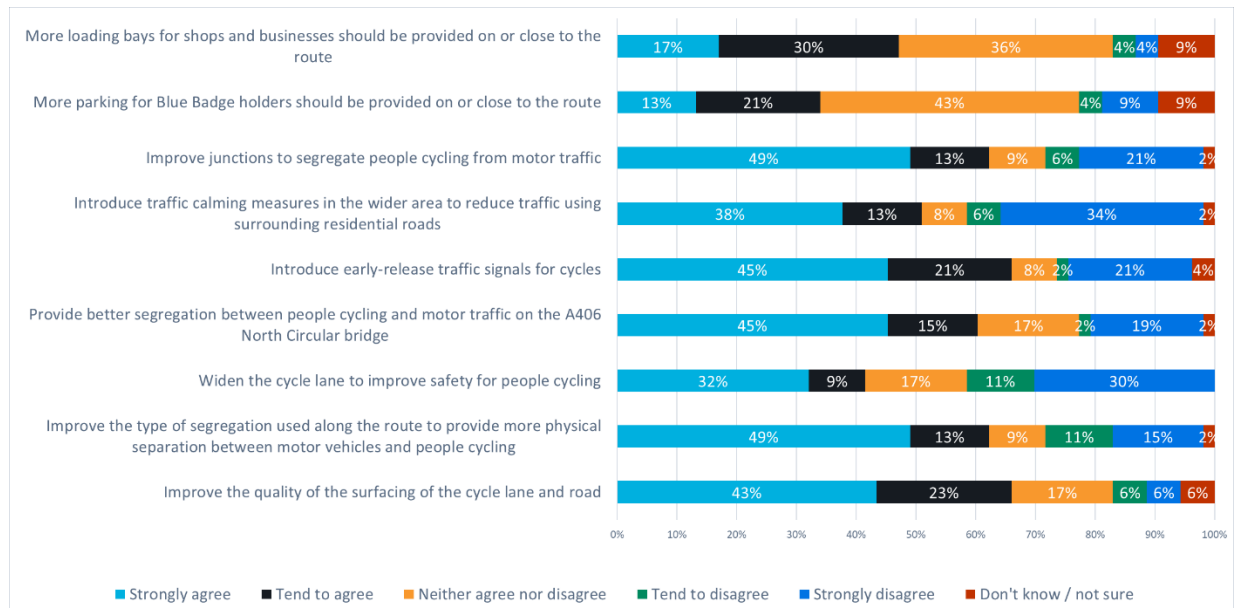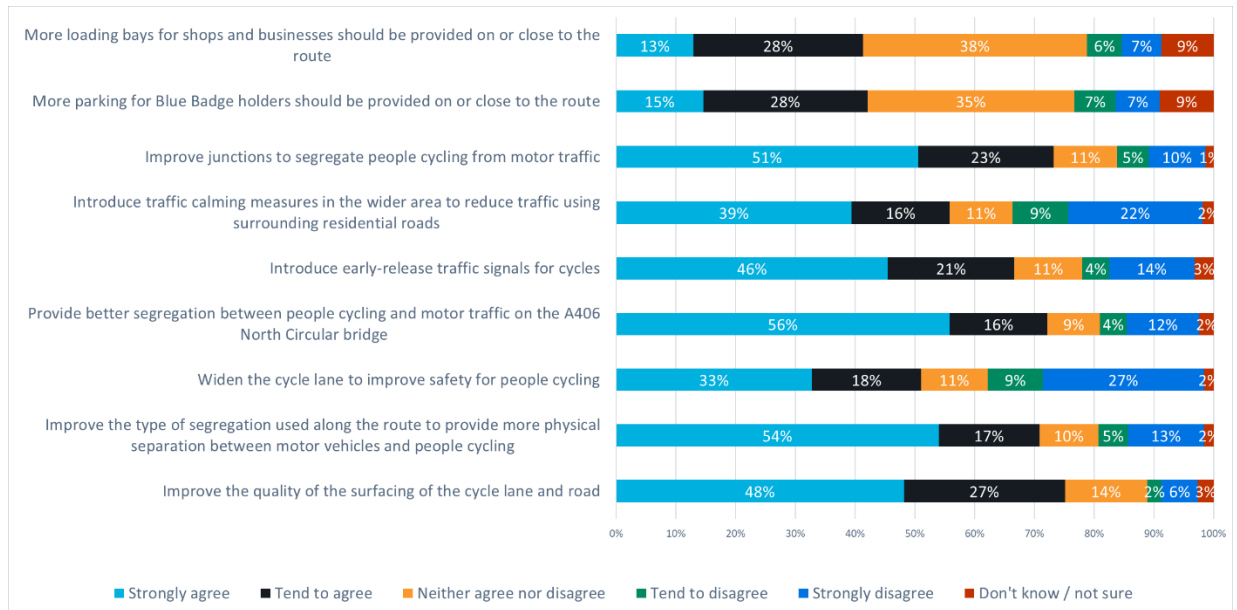**Figure 4.16: Views on possible enhancement of respondents who walk or cycle as their main mode**
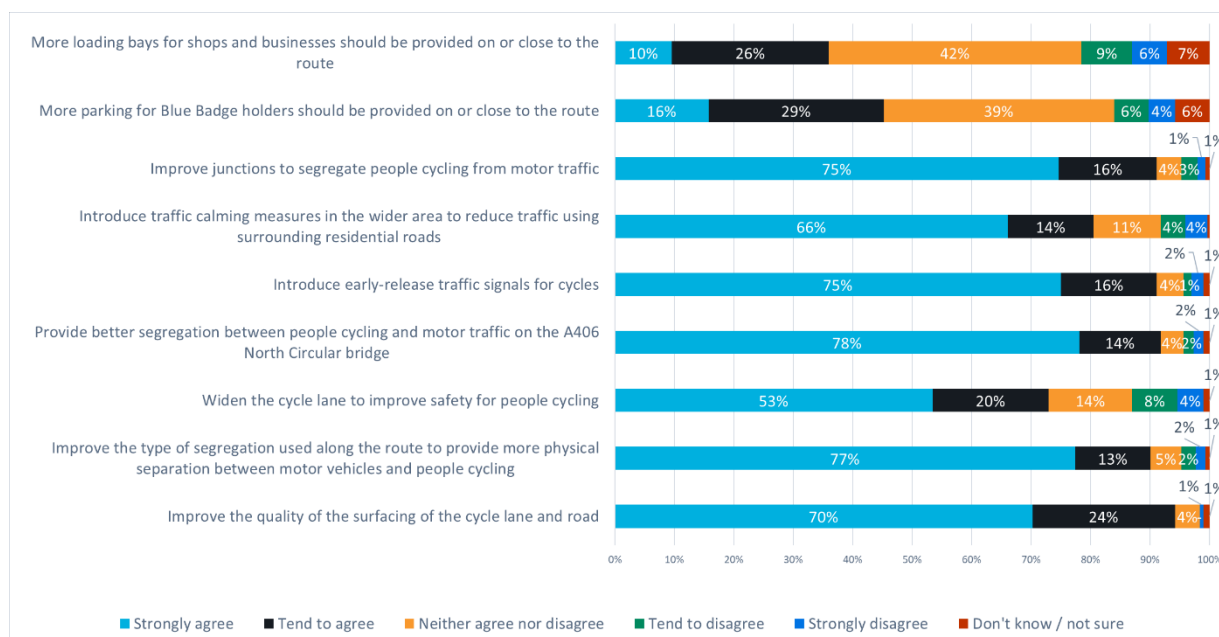
Number of respondents: 292 (NB "No responses" have not been included in this graph)

Figure 4.17: Views on possible enhancement of respondents who use modes other than walking and cycling
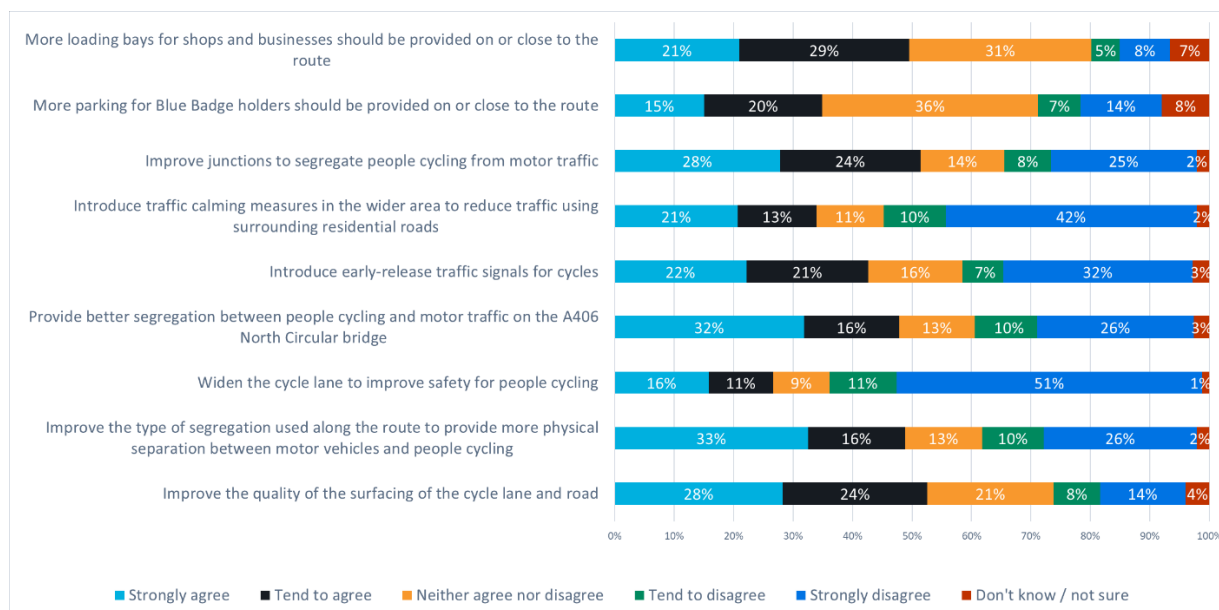
Number of respondents: 424 (NB "No responses" have not been included in this graph)

Analysis of free-text responses about the potential enhancements

4.36   Free text, open question analysis involves 'coding' the statements made by the respondents. This 'coding' assigns each point made by a respondent to one or more codes within a standardised code frame. This means that when multiple people raise the same point, this can be identified and categorised within the code frame. This makes it possible to quantify how many times the same or very similar point has been made by respondents.

4.37   Codes were organised by theme, for example equality, accessibility, safety, private vehicle traffic etc., and separated into comments of support, opposition, concern, or suggestions.

4.38   Respondents were given the opportunity to provide a free-text response to explain why they disagree with the statements about the potential enhancements to the cycle lane. The responses have been coded into themes to understand the most common reasons stated by respondents; 231 people responded to this question, whilst 516 people provided no response.

4.39   The top 10 most common codes are presented in Table 4.2 and a full code frame is provided in Appendix C.

4.40   The most common code was concern that the cycle lane has caused an increase in congestion with 92 people stating this (12% of all respondents to the survey), followed by 71 people stating that the cycle lane is underutilised (10% of all respondents to the survey).

Table 4.2: Top 10 codes in the open text question (Q6)

Theme	Code	Number	Percentage
Private Vehicle Traffic	Concern that cycle lane has caused increased congestion	92	12%
Cycling	Concern that cycle lane is underutilised	71	10%
Pollution	Concern that increased traffic congestion causes increased pollution	56	7%
Improvement C: Widening	Opposition to increasing the width of cycle lanes due to traffic impact	31	4%
Improvement I: Loading Bays	Suggestion that cycle lane should be prioritised and not disrupted by loading bays	23	3%
Improvement F: Traffic Calming	Opposition to traffic calming measures on local roads	18	2%
General	Concern that improvements prioritise cyclists over other road users	14	2%
General	Suggest the cycle lanes should be removed	12	2%
Safety	Concern that lack of continuous cycle infrastructure creates safety issues	11	1%
Cycling	Concern cyclists ignore highway code (inc. traffic lights/signals)	11	1%

4.41   Respondents were also asked if they had any further comments or suggestions on how they think the A1000 cycle lane could be improved or traffic reduced in the area. The responses were also coded for this free text question. 331 people responded to this question, 419 people provided no response.

4.42   The top 10 codes are presented in Table 4.3 and a full code frame is provided in Appendix C

4.43   The most common suggestion was to remove the cycle lane with 46 people stating this – 6% of all respondents to the survey. The second most common response to this question was concern about congestion caused by the cycle lane, with again 46 people stating this – 6% of all respondents to the survey.

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Table 4.3: Top 10 codes in the open text question (Q7)

Theme	Code	Number	Percentage
General Suggestion	Suggestion to remove cycle lane	46	6%
Private Vehicle Traffic	Concern about congestion caused by cycle lane	46	6%
General Suggestion	Suggestion for better segregation of the cycle lane e.g. continuous segregation all along the route, use of grade separation	41	5%
Pollution	Concern that road space reduction/speed limit generates pollution through congestion	35	5%
Cycling	Concern that cycle lane is underutilised	33	4%
General Suggestion	Suggestion for better maintenance of cycle lane (surface, cleaning etc)	32	4%
General Suggestion	Suggestion to extend the cycle lane northwards along the A1000	25	3%
General Suggestion	Suggestion for more walking and cycling infrastructure across the borough	23	3%
General Suggestion	Suggestion for LTN 1/20 cycling design guidance to be followed	20	3%
General Suggestion	Suggestion for additional/ amendments to road infrastructure (phased traffic lights, bus-stop bypass, roundabouts etc)	19	3%

The future of the A1000 cycle lane

4.44   The final question in the survey was asked to determine respondents' overall support for the scheme, to help inform the Council's decision on whether to retain and amend or remove the A1000 cycle lane.

4.45   Two options were posed for respondents to choose from in this question; either to retain the A1000 cycle lane with design amendments, or to remove it entirely.

4.46   Figure 4.18 shows that nearly two thirds (62%) of respondents would like the A1000 cycle lane to be retained with design enhancements following further engagement. A third of respondents want the cycle lane to be removed.

Figure 4.18: Respondents' overall support for the scheme (Q8)
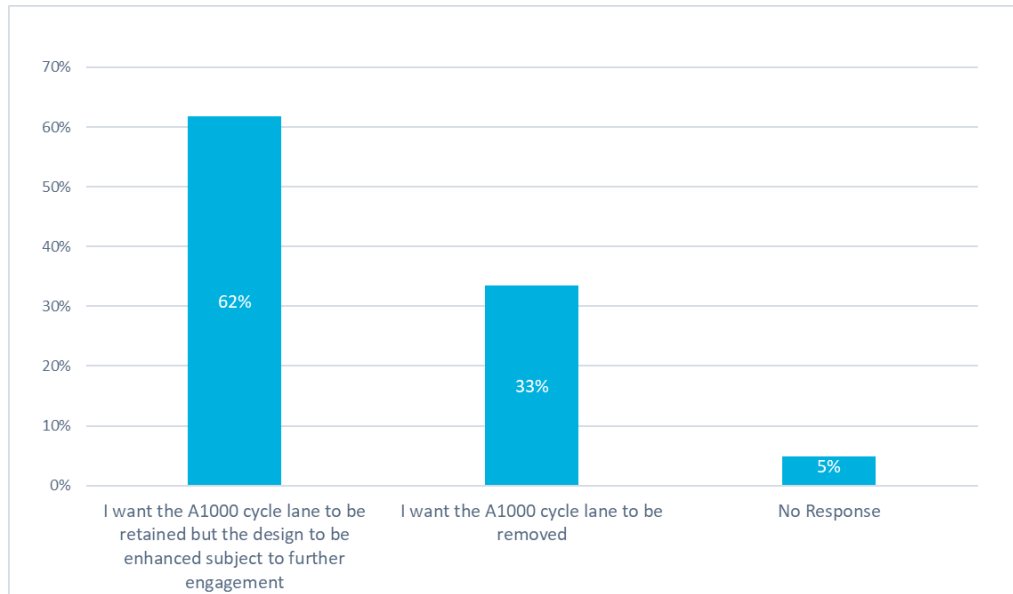
Number of respondents: 747

4.47   Analysing this by respondent connection to the area, those who live, work or have a business property on the A1000 cycle lane have the highest proportion (52%) opting for its removal.

4.48   In comparison, the cycle lane is more favoured by those who do not live, work, or have a business property directly on the cycle lane. 59% of respondents who are connected just off the A1000 cycle lane would like to see it retained and amended, as well as 61% who are on the A1000 but not where the cycle lane is located. Just over two thirds (67%) of those who do not live, work or have a business in any of the connected roads would like to see the A1000 cycle lane retained and amended. It is important to note the number of respondents per category varies.

Figure 4.19: Respondents' support for the scheme by connection to the area
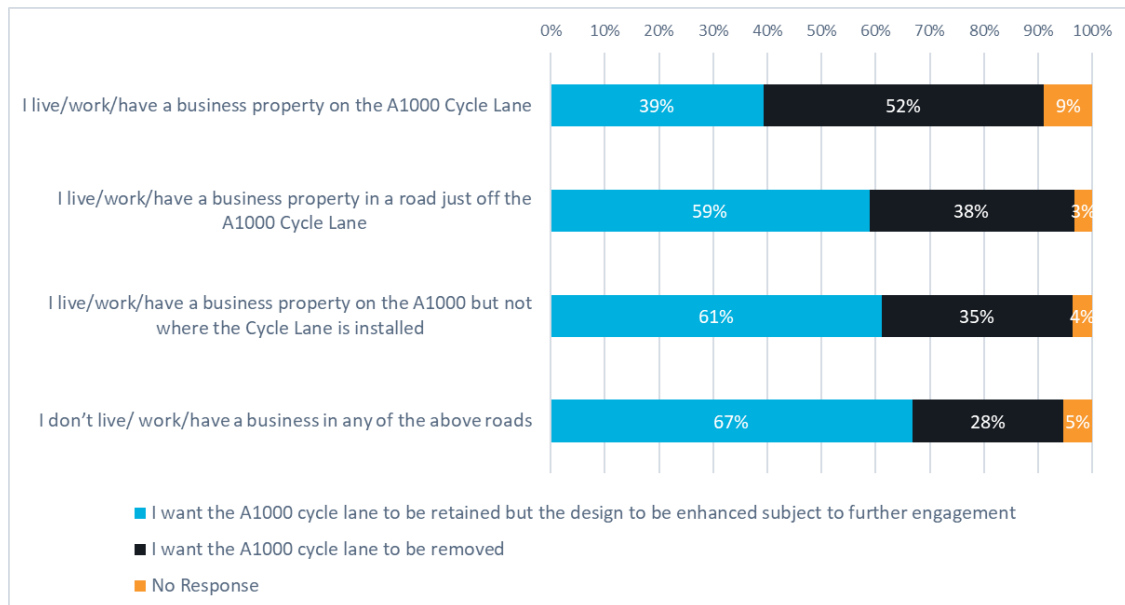
Number of respondents: 'I live/work/have a business property on the A1000 cycle lane' (56); 'I live/work/have a business property in a road just off the A1000 cycle lane' (243); 'I live/work/have a business property on the A1000

but not where the cycle lane is installed' (54); and 'I don't live/ work/have a business in any of the above roads' (394).

4.49   Figure 4.20 shows a notable difference in opinion between those who use active travel modes and those who do not. Nearly all respondents (92%) who selected walking or cycling as their most used mode of transport, want the A1000 cycle lane to be retained and amended. However, of the respondents who use other modes to travel along the A1000 (car, motorcycle, bus, taxi), 41% want it to be retained and amended and over half (54%) want it to be removed.

Figure 4.20: Respondents' support for the scheme broken down by main mode of transport used on the A1000
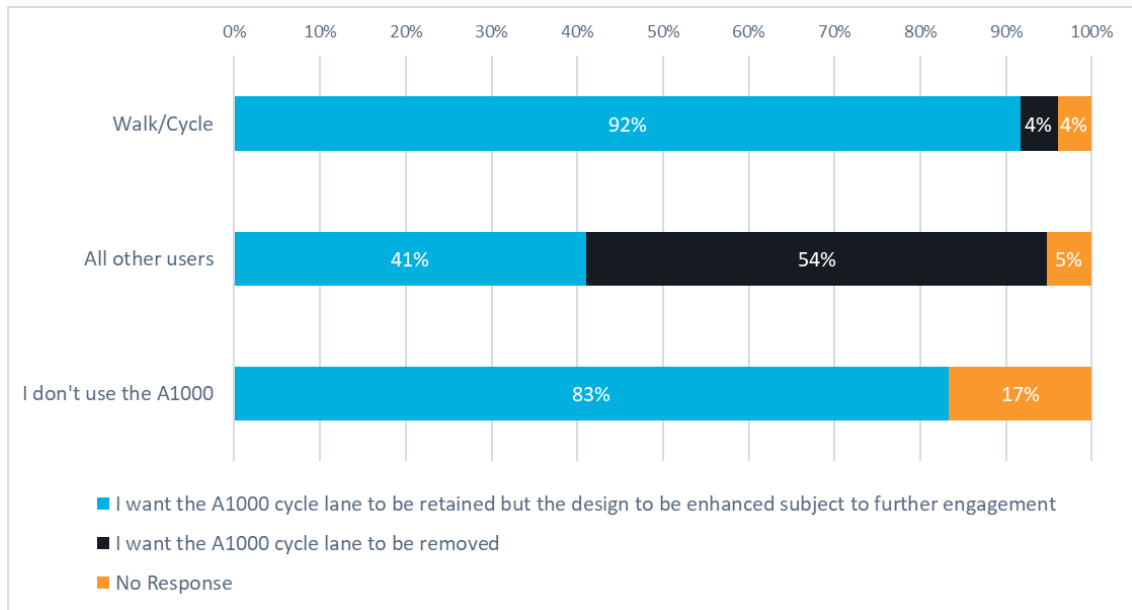
Number of respondents: 'Walk/Cycle' (300); 'All other users' (441); and 'I don't use the A1000' (6).

Protected characteristics analysis on key autumn consultation questions

4.50   Barnet Council asked respondents to provide equalities monitoring data. Collecting this information helps the authority to understand the needs of its different communities. This analysis is undertaken across the nine protected characteristics identified in the Equalities Act 2010:

- Age
- Gender
- Pregnancy and maternity
- Gender reassignment
- Ethnicity
- Disability
- Religion
- Sexuality
- Marital status

4.51   A full analysis of the distribution of respondents across the nine protected characteristics is provided in Table 4.1 of this report and graphs are provided in Appendix B.

4.52   As requested by Barnet Council, responses to questions asking for opinions about the A1000 cycle lane Scheme have been cross tabulated with protected characteristics:

- Question 4: To what extent do you agree or disagree the following statements about the A1000 cycle lane scheme? (Please tick one option on each line)
- Question 5: If the A1000 cycle lane was to remain to what extent do you agree or disagree with the following enhancements the engagement has identified? (Please tick one option on each line)
- Question 8: In terms of the future of the A1000 cycle lane which of the following two options do you support? (Please tick one option only)

Question 4: To what extent do you agree or disagree the following statements about the A1000 cycle lane scheme? (Please tick one option on each line).

4.53   This section details the differences in opinion among responses to question 4 by protected characteristics with the major differences compared to the average highlighted below. It should be noted that respondents did not have to answer the equalities monitoring questions and some respondents opted out of doing so. For certain protected characteristics, there are small numbers of respondents within the categories (e.g., within the different religions on the survey) and comparisons with the average should not be considered significant in a statistical sense.

4.54   Respondents could choose "Strongly Agree", "Tend to Agree", "Neither Agree or Disagree", "Tend to Disagree", "Strongly Disagree" or "Don't know/ not sure" on the following statements.

- The A1000 cycle lane encourages people to cycle more.
- The A1000 cycle lane encourages people to walk more.
- The A1000 cycle lane makes it easier to complete local journeys.
- The A1000 cycle lane improves air quality.
- The A1000 cycle lane reduces speeding along the route.
- The A1000 cycle lane provides a safe route for cyclists.

Age

4.55   There are various observations that can be discovered when analysing protected characteristics and their views on the above statements about the A1000 cycle lane Scheme. Below indicates the highlight in each statement compared to the average of all respondents.

4.56   A higher than average percentage of those aged 65-74 years agree with the statement, "The A1000 cycle lane encourages people to cycle more".

- 66% of respondents 65 - 74 years strongly agree or agree on the statement compared to 60% of all respondents (there were 82 respondents aged 65-74).

4.57   A higher than average percentage of those aged 75+ disagree on the statement "The A1000 cycle lane makes it easier to complete local journeys".

- 55% of respondents 75+ years strongly disagree or disagree that the A1000 improves their ability to make local journeys compared to 38% of all respondents who disagree.

4.58   A higher than average percentage of those aged 75+ agree that "The A1000 cycle lane reduces speeding along the route".

- 70% strongly agree or agree on the above statement compared to 57% of all respondents.

4.59   There are no major differences in opinions amongst age groups regarding the statement "The A1000 cycle lane provides a safe route for cyclists".

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Gender

4.60   A higher percentage of male respondents tend to agree on the above statements than females. The greatest difference in agreement between male and female responses is to the statement "The A1000 cycle lane provides a safe route for cyclists":

- 73% of males agree that "The A1000 cycle lane provides a safe route for cyclists" compared to 60% average and 47% of female respondents. (374 respondents were male and 264 respondents were female.)

Pregnancy and maternity

4.61   Six respondents stated that they were pregnant, there were no differences in responses among this group from the average.

4.62   Four respondents stated that they were on maternity leave; these respondents were more likely to agree on all of the above statements than the average across other respondents.

- 75% of these respondents strongly agree on the statements which is significantly higher than the average for all statements.

Gender reassignment

4.63   Four respondents stated that their gender was different to that assigned to them at birth, there were no differences in responses among this group from the average.

Ethnicity

4.64   499 respondents stated that they were white or white British, there were no differences from average observed in this group.

4.65   8 respondents stated that they were black or black British, there were no differences from average observed in this group.

4.66   59 respondents stated that they were Asian or Asian British, there were no differences from average observed in this group.

4.67   31 respondents stated that they were Mixed or Dual heritage, there were no differences from average observed in this group.

4.68   <u>Disability</u>

4.69   58 respondents stated that they were disabled. A higher than average percentage of these respondents disagree on the statements below:

- 54% of these respondents disagree that "The A1000 cycle lane makes it easier to complete local journeys" compared to 38% of all respondents that disagree with the statement
- 51% of these respondents disagree that "The A1000 cycle lane improves air quality" compared to 34% of all respondents that disagree with the statement.

<u>Religion</u>

4.70   689 of 747 respondents answered the question about religion.

4.71   Four respondents stated they were Buddhist, there were no differences from average observed in this group.

4.72   130 respondents stated they were Christian, there were no differences from average observed in this group.

4.73   13 respondents stated they were Hindu, there were no differences from average observed in this group.

4.74   7 respondents stated they were Humanist, there were no differences from average observed in this group

4.75   Five respondents stated they were Jain, a higher percentage of these respondents agree about the following statement than all respondents in the survey.

- 60% of respondents agree that "The A1000 encourages more people to walk" compared to 33% of all respondents.

4.76   94 respondents stated they were Jewish, there were no differences from average observed in this group.

4.77   16 respondents stated they were Muslim, there were no differences from average observed in this group.

4.78   260 respondents stated they had no religion, there was a higher percentage of these respondents that agree or strongly agree with the following statements than the average.

- 76% of respondents agree or strongly agree that "The A1000 provides a safe route for cyclists" compared to 63% of all respondents that agree with this statement.
- 73% of respondents agree or strongly agree that "The A1000 reduces speeding along the route" compared to 57% of all respondents that agree with this statement.
- 71% of respondents agree that "The A1000 makes it easier to complete local journeys" compared to 54% of all respondents that agree with this statement.

Sexuality

4.79   462 respondents stated they were straight or heterosexual, there were no differences from average observed in this group.

4.80   18 respondents stated they were bisexual, a higher percentage of this group agree or strongly agree on the following statement in comparison to the percentage of all respondents.

- 77% of respondents agree or strongly agree that "The A1000 provides a safe route for cyclists" compared to 63% of all respondents.

4.81   17 respondents stated they were Gay or Lesbian, a higher percentage of this group agree or strongly agree on the following statement in comparison to the percentage of all respondents.

- 76% of respondents agree or strongly agree that "The A1000 reduces speeding along the route" compared to 57% of all respondents.

Marital Status

4.82   376 respondents stated they were married, there were no differences from average observed in this group.

4.83   79 respondents stated they were single, a higher percentage of this group agree or strongly agree that "The A1000 encourages people to cycle more".

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- 75% of respondents agree or strongly agree with this statement compared to 60% of all respondents.

4.84 26 respondents stated they were divorced, there were no differences from average observed in this group.

4.85 55 respondents stated they were cohabiting, there were no differences from average observed in this group.

4.86 Two respondents stated they were in a same sex civil partnership, as there are only 2 responses there is not enough evidence to compare these results against the average.

4.87 10 respondents stated they were widowed, there were no differences from average observed in this group

Question 5: If the A1000 cycle lane was to remain to what extent do you agree or disagree with the following enhancements the engagement has identified? (Please tick one option on each line).

4.88 This section details the differences in opinion from the consultation survey for question 5 by protected characteristics with the major differences in the trend highlighted below.

4.89 It should be noted that respondents did not have to answer the equalities monitoring questions and some respondents opted out of doing so. For certain protected characteristics, there are small numbers of respondents within the categories (e.g., within the different religions on the survey) and comparisons with the average should not be considered significant in a statistical sense.

4.90 Respondents could choose "Strongly Agree", "Tend to Agree", "Neither Agree or Disagree", "Tend to Disagree", "Strongly Disagree" or "Don't know/ not sure" on the following enhancements the engagement has identified.

- Improve the quality of the surfacing of the cycle lane and road
- Improve the type of segregation used along the route to provide more physical separation between motor vehicles and people cycling
- Widen the cycle lane to improve safety for people cycling
- Provide better segregation between people cycling and motor traffic on the A406 North Circular bridge
- Introduce early-release traffic signals for cycles
- Introduce traffic calming measures in the wider area to reduce traffic using surrounding residential roads
- Improve junctions to segregate people cycling from motor traffic
- More parking for Blue Badge holders should be provided on or close to the route
- More loading bays for shops and businesses should be provided on or close to the route

Age

4.91 In general, the majority of views regarding the enhancements to the A1000 remain the same across all age groups on comparison to the average. However, there are a few observations that can be discovered when analysing protected characteristics and their views on the above statements about the A1000 cycle lane scheme.

steer

4.92   A higher than average of those aged 25-34 years agree or strongly agree with the following enhancement, "Improve junctions to segregate people cycling from motor traffic".

- 79% of respondents 25-34 years strongly agree or agree on the statement compared to 58% of all respondents (there were 57 respondents aged 65-74).

4.93   A higher than average of those aged 55-64 agree or strongly agree with the following enhancement, "Improve the quality of the surfacing of the cycle land and road".

- 77% of respondents 55-64 years strongly agree or agree on this statement compared to 69% of all respondents (there were 160 respondents aged 55-64).

4.94   A higher than average of those aged 45-54 years disagree on the enhancement, "More loading bays for shops and business on or close to the route".

- 46% of respondents disagree with the statement compared to 39% of all respondents who disagree (there were 196 respondents aged 45-54 years).

4.95   A higher than average of those aged 75+ agree on the enhancement to "Improve the type of segregation used along the route to provide more physical separation between motor vehicles and people cycling" compared to the average.

- 75% of respondents strongly agree or agree on the above statement compared to 68% of all respondents (there were 20 respondents aged 75+).

Gender

4.96   There is no difference between male or female responses from the average across all statements within this question.

4.97   The majority of male respondents follow the same average of all respondents across all statements apart from one enhancement. A higher percentage than average of males agree or strongly agree on the enhancement to "Improve junctions to segregate people cycling from motor traffic" than the overall average.

- 76% of males either strongly agree or agree on this statement compared to 68% of all respondents (374 respondents were male and 264 respondents were female).

Pregnancy and maternity

4.98   Six respondents stated that they were pregnant, a higher percentage than average agree on the following enhancement, "More loading bays for shops and business being provided on or close to the route".

- 50% of these respondents agree or strongly agree with this statement compared to 42% of all respondents.

4.99   Four respondents stated that they were on maternity leave, there were no differences from the average observed in this group.

Gender reassignment

4.100   Four respondents stated that their gender was different to that assigned to them at birth, there were no differences in responses among this group from the average.

Ethnicity

4.101   499 respondents stated that they were white or white British, there were no differences from the average observed in this group.

4.102   Eight respondents stated that they were black or black British, there were no differences from the average observed in this group.

4.103   59 respondents stated that they were Asian or Asian British, there were no differences from the average observed in this group.

4.104   31 respondents stated that they were Mixed or Dual heritage, there were no differences from the average observed in this group.

Disability

4.105   58 respondents stated that they were disabled. A higher than average percentage of these respondents agree or strongly agree on the statements below:

- 53% of these respondents agree or strongly agree that "more parking for Blue Badge holders should be provided on or close to the route" than 39% of all respondents that agree or strongly agree with this enhancement.
- 55% of these respondents agree or strongly agree that "more loading bays for shops and businesses should be provided on or close to the route" than 44% of all respondents that agree or strongly agree with this enhancement.

Religion

4.106   689 of 747 respondents answered the question about religion.

4.107   Four respondents stated they were Buddhist, there were no differences from the average observed in this group.

4.108   130 respondents stated they were Christian, there were no differences from the average observed in this group.

4.109   13 respondents stated they were Hindu, a higher than average percentage disagree on the following enhancement, "More parking for Blue Badge holders should be provided on or close to the route".

- 61% of respondents disagree compared to 44% of all respondents who disagree.

4.110   Seven respondents stated they were Humanist, there were no differences from the average observed in this group

4.111   Five respondents stated they were Jain, there were no differences from the average observed in this group.

4.112   94 respondents stated they were Jewish, there were no differences from the average observed in this group.

4.113   16 respondents stated they were Muslim, there were no differences from the average observed in this group.

4.114   260 respondents stated they had no religion, there was a higher percentage of these respondents that agree or strongly agree with the following statements than the average.

- 80% of respondents agree or strongly agree on the enhancement to "Provide better segregation between people cycling and motor traffic on the A406 North Circular bridge" compared to 66% of all respondents.
- 73% of respondents agree or strongly agree that "The A1000 reduces speeding along the route" compared to 57% of all respondents that agree or strongly agree with this statement.
- 82% of respondents agree or strongly agree on the enhancement to "Improve the quality of the surfacing of the cycle lane and road" compared to 67% of all respondents.

Sexuality

4.115   462 respondents stated they were straight or heterosexual, there were no differences from average observed in this group regarding the enhancements for the A1000.

4.116   18 respondents stated they were bisexual, a higher percentage of this group agree or strongly agree on the following statement in comparison to the percentage of all respondents.

- 89% of respondents agree or strongly agree on the enhancement to "Improve the quality of the surfacing of the cycle lane and road" compared to 69% of all respondents that agree or strongly agree with this enhancement.

4.117   17 respondents stated they were Gay or Lesbian, there were no differences from the average observed in this group regarding the several enhancements for the A1000.

Marital Status

4.118   376 respondents stated they were married, there were no differences from average observed in this group.

4.119   79 respondents stated they were single, a higher than average percentage of this group agree or strongly agree on the enhancement to "Provide better segregation between people cycling and motor traffic on the A406 North Circular bridge"

- 83% of these respondents agree or strongly agree with this enhancement compared to 66% of all respondents.

4.120   26 respondents stated they were divorced, there were no differences from average observed in this group.

4.121   55 respondents stated they were cohabiting, there were no differences from the average observed in this group.

4.122   10 respondents stated they were widowed, a higher than average percentage agree or strongly agree with the following enhancement that "More loading bays for shops and businesses should be provided on or close to the route".

- 70% of these respondents agree or strongly agree with the enhancement that compared to 44% of all respondents.

Question 8: In terms of the future of the A1000 cycle lane which of the following two options do you support? (Please tick one option only)

4.123   This section details the differences in opinion from the consultation survey for question 8 by protected characteristics with the major differences in the trend highlighted below.

4.124   Within the whole survey, 62% voted the option "I want the A1000 cycle lane to be retained but the design to be enhanced subject to further engagement", 33% voted the option "I want the A1000 cycle lane to be removed" and 5% offered no response.

4.125   It should be noted that respondents did not have to answer the equalities monitoring questions and some respondents opted out of doing so. For certain protected characteristics, there are small numbers of respondents within the categories (e.g., within the different religions on the survey) and comparisons with the average should not be considered significant in a statistical sense.

4.126   Respondents could choose whether they wanted the A1000 cycle lane to be retained but the design to be enhanced subject to further engagement or if they wanted the A1000 cycle lane to be removed entirely.

Age

4.127   Across all age groups a higher proportion felt that the A1000 cycle lane should be retained with the design to be enhanced subject to further engagement compared to the proportion who felt the cycle lane should be removed. Support for retaining the cycle lane with enhancements was highest among the 55-64 and 35-44 age groups and lowest at 52% among the 65-74 age group.

- 70% of respondents aged 55-64 and 69% of respondents aged 35-44 agree or strongly agree that the A1000 cycle lane should be retained compared to 62% of the overall respondents (160 respondents were aged 55-64 and 124 respondents were aged 35-44).

Gender

4.128   Males were more likely than females to support keeping the cycle lane with enhancements.

- 77% of the male respondents felt the cycle lane should be retained compared to, 55% of female respondents (and an average of 62% across all respondents).

4.129   It should be noted there were fewer female respondents, 264 respondents were female, and 374 respondents were male.

Pregnancy and maternity

4.130   Six respondents stated that they were pregnant, there were no differences from average observed in this group.

4.131   Four respondents stated that they were on maternity leave, there were no differences from average observed in this group.

Gender reassignment

4.132   Four respondents stated that their gender was different to that assigned to them at birth, therefore, there were no differences in responses among this group from the average.

Ethnicity

4.133   499 respondents stated that they were white or white British, there were no differences from average observed in this group.

4.134   Eight respondents stated that they were black or black British, there were no differences from average observed in this group.

4.135   59 respondents stated that they were Asian or Asian British, there were no differences from average observed in this group.

4.136   31 respondents stated that they were Mixed or Dual heritage, there were no differences from the average observed in this group.

Disability

4.137   58 respondents stated that they were disabled. Slightly more than half of these respondents felt the cycle lane should be retained rather than removed.

•   53% felt the cycle lane should be retained, compared to 62% of all respondents.

4.138   Although slightly more than half of disabled respondents felt the cycle lane should be retained, a higher than average proportion felt the cycle lane should be removed.

•   47% supported the removal of the A1000 compared to 33% of all respondents.

Religion

1.1   689 of 747 respondents answered the question about religion.

4.139   4 respondents stated they were Buddhist; these respondents were more likely than the average to support retaining the cycle lane.

•   75% of Buddhist respondents felt the cycle lane should be retained compared to 62% of all respondents.

4.140   130 respondents stated they were Christian, there were no differences from the average observed in this group.

4.141   13 respondents stated they were Hindu; these respondents were less likely than the average to support retaining the cycle lane.

•   54% of Hindu respondents felt the cycle lane should be retained compared to 62% of all respondents.

4.142   7 respondents stated they were Humanist, there were no differences from the average observed in this group.

4.143   5 respondents stated they were Jain, there was no differences from the average observed in this group.

4.144   94 respondents stated they were Jewish, there were no differences from the average observed in this group.

4.145   16 respondents stated they were Muslim, there was an even split between support for retaining the cycle lane and removing it.

4.146   260 respondents stated they had no religion, were more likely than average to support retaining the cycle lane.

•   82% of respondents who had no religion felt the cycle lane should be retained compared to 62% of all respondents.

Sexuality

4.147   462 respondents stated they were straight or heterosexual, there were no differences from the average observed in this group.

4.148   18 respondents stated they were bisexual, this group felt slightly more positive about the proposals.

- 83% felt the cycle lane should be retained compared to 62% of all respondents.

4.149   17 respondents stated they were Gay or Lesbian, this group felt more strongly about the retaining the A1000

- 71% felt the cycle lane should be retained compared to 62% of all respondents.

Marital Status

4.150   376 respondents stated they were married, there were no differences from the average observed in this group.

4.151   79 respondents stated they were single; this group was more likely than average to support retaining the cycle lane.

- 78% felt the cycle lane should be retained compared to 62% of all respondents.

4.152   26 respondents stated they were divorced; this group was less likely than average to support retaining the cycle lane.

- 54% of respondents supported the retainment of the A1000 compared to 62%,

4.153   55 respondents stated they were cohabiting; this group was more likely than average to support retaining the cycle lane.

- 82% felt the cycle lane should be retained compared to 62% of all respondents.

4.154   Two respondents stated they were in a same sex civil partnership. Both supported retaining the cycle lane.

4.155   10 respondents stated they were widowed, there were no differences from the average observed in this group.

Appendix A – ETMO full code frame output

Figure 0.1: Experimental Traffic Order consultation full code frame output

| 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 (inc. increased traffic 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	47	16.2%
Cycling	Concern for the safety of shared footpaths	45	15.5%
Cycling	Support for retaining/improving cycleway	43	14.8%
General	Support for removing cycle lanes/revert to former system	38	13.1%
Cycling	Comment that cycleways are/were underused	33	11.4%
Cycling	Concern that proposed changes impact segregation from road traffic (inc. too narrow)	29	10.0%
Amendment E: Finchley Station 20MPH	Support for extension of the 20mph speed limit	27	9.3%
Amendment C: Flyover	Concern that amendment reduces safety for cyclists	20	6.9%
Cycling	Concern about inconsistency in the type and quality of infrastructure in the cycle lane	18	6.2%
Private Vehicle Traffic	Concern that reinstatement of parking is not necessary (inc. unsafe)	18	6.2%
Cycling	Concern regarding quality of surfaces for cycling	16	5.5%
Cycling	Comments suggesting cyclists will continue to use the road due to amendments not being suitable	15	5.2%

Amendment A: Sandringham to Summers	Concern regarding safety of pedestrian and cycle shared footways	15	5.2%
Cycling	Concern amendments don't encourage cycling (inc. importance of encouraging cycling)	13	4.5%
Private Vehicle Traffic	Support for amendments due to mitigating congestion	12	4.1%
Other	No response	10	3.4%
Consultation	Concern that the consultation hasn't listened to cyclists (inc. anti-cyclist)	10	3.4%
Amendment B: Summers to Squires	Concern that cycle lanes are too narrow	10	3.4%
Equalities	Concern about impact on protected characteristic groups (inc. lack of EqIA)	9	3.1%
Cycling	Support for shared-use footpaths	9	3.1%
Amendment B: Summers to Squires	Suggest improving junction with the leisure park to improve safety	9	3.1%
Amendment D: Fortis Green to Baronsmere	Concern that amendment reduces safety for cyclists	9	3.1%
Amendment D: Fortis Green to Baronsmere	Concern that introduction of parking is not necessary	8	2.8%
Amendment E: Finchley Station 20MPH	Opposition to 20mph extension	8	2.8%
Safety	Concern that amendments worsen safety for multiple road-users	7	2.4%
Pollution	Concern that amendments will worsen pollution and/or increase emissions	7	2.4%
Other	Response unclear	6	2.1%
Private Vehicle Traffic	Support for reinstatement of parking	6	2.1%
Amendment A: Sandringham to Summers	Support for amendment to cycleway between Sandringham Gardens and Summers Lane	6	2.1%
Amendment B: Summers to Squires	Concern about cyclists clashing with traffic in this section	6	2.1%
General Suggestion	Suggestion to extend cycle lanes across wider area	6	2.1%
General Suggestion	Specific concern outside of amendments	6	2.1%
General	Oppose whole scheme due to cumulative impact of other measures on motorists e.g. ULEZ	5	1.7%
Policy Context	Concern that scheme is a waste of public money	5	1.7%
Amendment A: Sandringham to Summers	Concern that amendment reduces safety/worsens experience for cyclists	5	1.7%

Amendment B: Summers to Squires	Suggestion using shared cycle/footways and reverting to two lanes of traffic	5	1.7%
Amendment C: Flyover	Concern that there is not currently enough space for the cycle lane at this section	5	1.7%
Cycling	Concern that cycling infrastructure creates an eyesore	4	1.4%
Amendment A: Sandringham to Summers	Suggest implementing a segregated cycleway instead of amendment	4	1.4%
Amendment B: Summers to Squires	Support for amendment to cycleway between Summers Lane and Squires Lane	4	1.4%
Amendment B: Summers to Squires	Concern regarding safety of pedestrian and cycle shared footways	4	1.4%
Amendment E: Finchley Station 20mph	Suggest that 20mph needs additional enforcement	4	1.4%
Consultation	Concern council are not listening to residents	3	1.0%
Private Vehicle Traffic	Suggestion to limit/reduce cycleways to improve traffic flow	3	1.0%
Bus Service	Concern about potential conflict between cyclists and buses	3	1.0%
Amendment A: Sandringham to Summers	Concern that parking risks cyclist safety	3	1.0%
Amendment C: Flyover	Concern around traffic at this location	3	1.0%
Amendment C: Flyover	Concern at signage causing confusion	3	1.0%
Amendment D: Fortis Green to Baronsmere	Suggestion to remove cycle lane at this section	3	1.0%
Consultation	Concern that consultation hasn't listened to motorists (inc. anti-motorist)	2	0.7%
Cycling	Concern that road markings are unclear	2	0.7%
Private Vehicle Traffic	Support for reverting to two lanes of traffic	2	0.7%
Private Vehicle Traffic	Concern traffic is no better than before amendments	2	0.7%
Amendment A: Sandringham to Summers	Support for double yellow lines in this section	2	0.7%
Amendment B: Summers to Squires	Suggestion to remove cycle lane at this section	2	0.7%
Amendment B: Summers to Squires	Suggest introducing a pedestrian crossing at junction of Summers Lane	2	0.7%
Amendment B: Summers to Squires	Concern that cycle lane still contributes to high traffic in this section	2	0.7%
Amendment C: Flyover	Support for amendment to cycleway on the Flyover	2	0.7%
Amendment C: Flyover	Suggestion to revert to two lanes of traffic in both direction	2	0.7%

Amendment D: Fortis Green to Baronsmere	Support for amendment to cycleway between Fortis Green and Baronsmere Road	2	0.7%
Amendment D: Fortis Green to Baronsmere	Concern amendments have not addressed level of congestion	2	0.7%
Amendment E: Finchley Station 20MPH	Suggest altering width of cycle lane to relieve congestion	2	0.7%
General Suggestion	Suggestion to remove physical segregation of cycle lanes (wands/posts)	2	0.7%
Other	Duplicate Response	1	0.3%
Consultation	Concern that scheme took advantage of covid traffic levels to the detriment of vehicle traffic	1	0.3%
Consultation	Comments that no more consultation is needed	1	0.3%
General	Support for new solution (neither support original or amended)	1	0.3%
Private Vehicle Traffic	Opposition to pay and display parking	1	0.3%
Private Vehicle Traffic	Concern the scheme has ignored motorcyclists	1	0.3%
Amendment A: Sandringham to Summers	Suggestion to revert to unrestricted parking	1	0.3%
Amendment B: Summers to Squires	Suggestion cycle lane has increased issues at leisure park junction	1	0.3%
Amendment C: Flyover	Suggest ensuring there is no parking on this section	1	0.3%
Amendment C: Flyover	Concern that this section doesn't work for cyclists or motorists	1	0.3%
Amendment D: Fortis Green to Baronsmere	Suggestion amendment will increase congestion	1	0.3%
Amendment D: Fortis Green to Baronsmere	Suggest moving cyclists to shared footpath where wide enough	1	0.3%
General Suggestion	Suggest to further monitor traffic levels	1	0.3%
General Suggestion	Suggestion cyclists should be kept away from main roads	1	0.3%
General Suggestion	Suggestion cyclists should be insured	1	0.3%
General Suggestion	Suggestion cycle lanes have hours of operation to allow for better traffic flow	1	0.3%
General Suggestion	Suggestion to introduce expensive parking charges	1	0.3%
General Suggestion	Support for raising cycle lanes to improve segregation	1	0.3%
Specific Suggestion	Suggestion to reinstate dropped kerbs at Baronsmere Road Junction for pedestrian crossing	1	0.3%

Appendix B – Protected Characteristics Analysis

Figure 0.1: Age group (Q11)
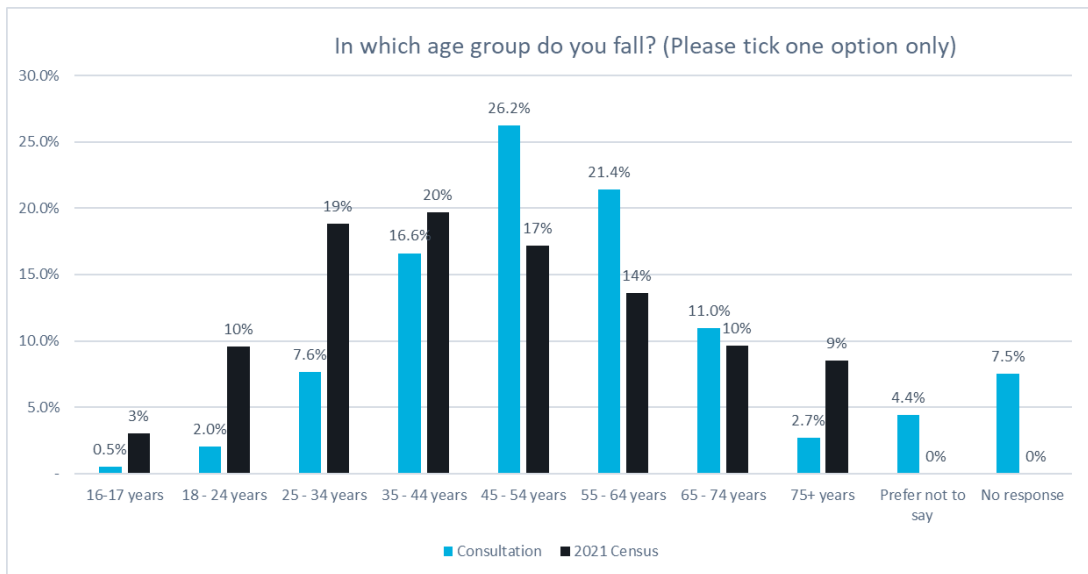
Number of respondents: 747 for consultation, 389,344 for 2021 Census

Figure 0.2: Gender (Q12)
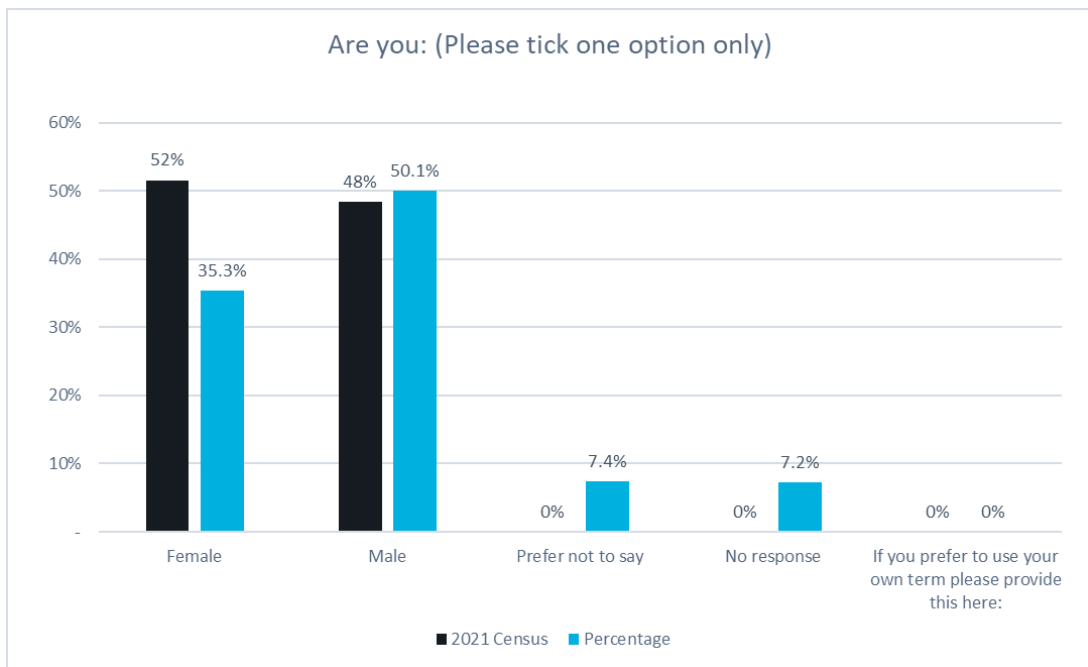
Number of respondents: 747 for consultation, 389,344 for 2021 Census

Figure 0.3: Pregnancy/maternity leave (Q13)
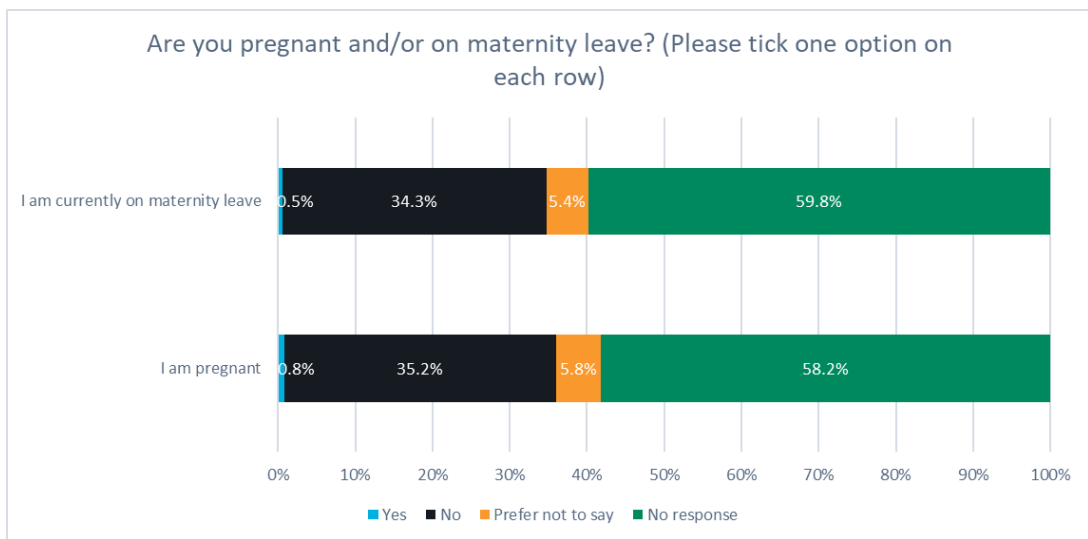
Number of respondents: 747

Figure 0.4: Gender identity at birth (Q14)
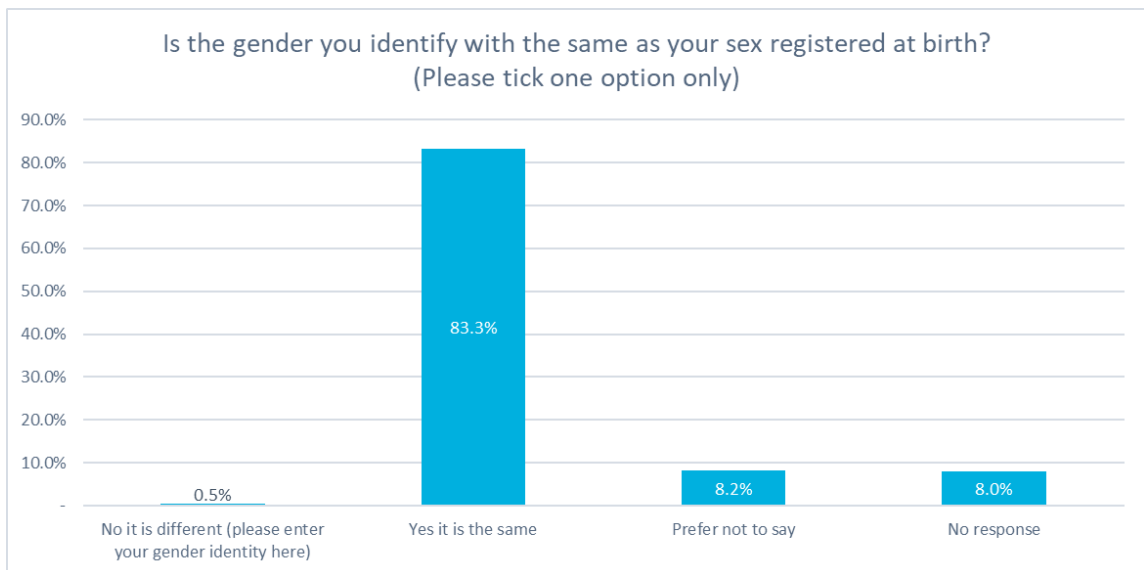
Number of respondents: 747

Figure 0.5: Ethnic group (Q15)
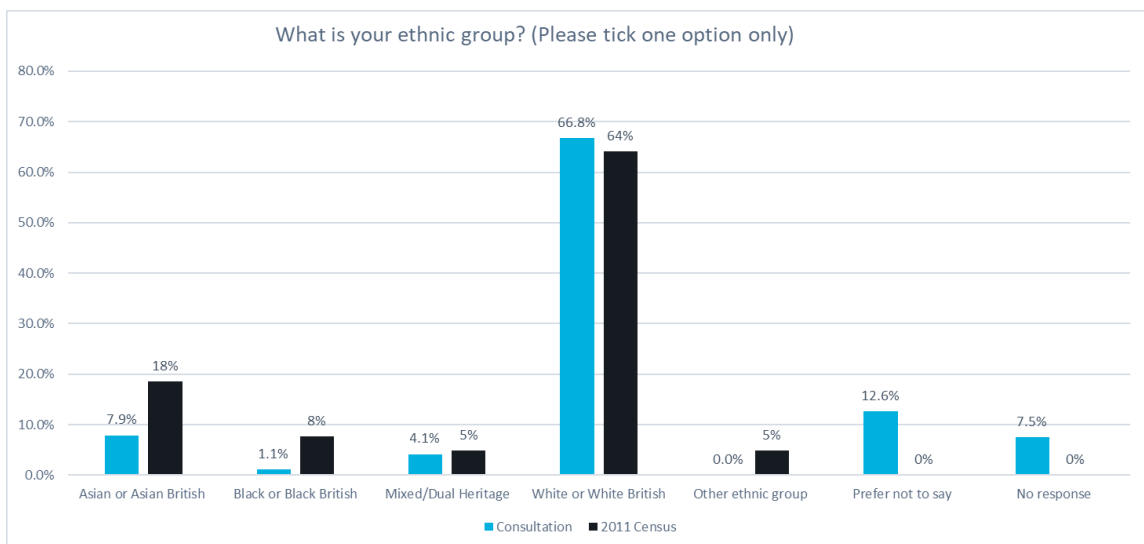
Number of respondents: 747 for consultation, 356,386 for 2011 Census

Figure 0.6: Disability (Q16)
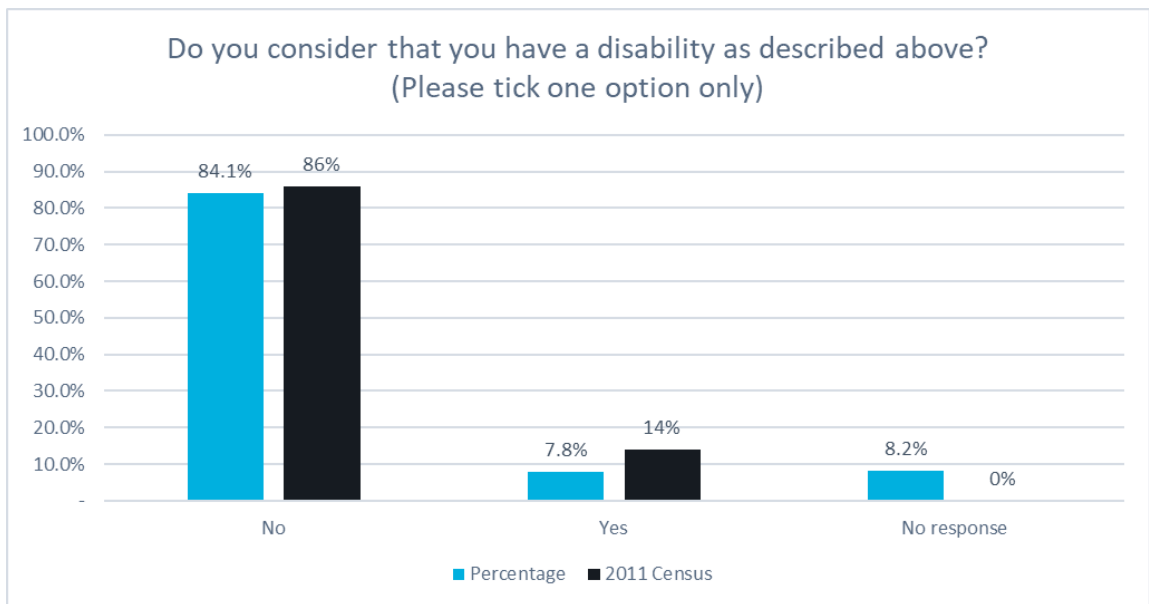
Number of respondents: 747 for consultation, 356,386 for 2011 Census

Figure 0.7: Disability description (Q17)
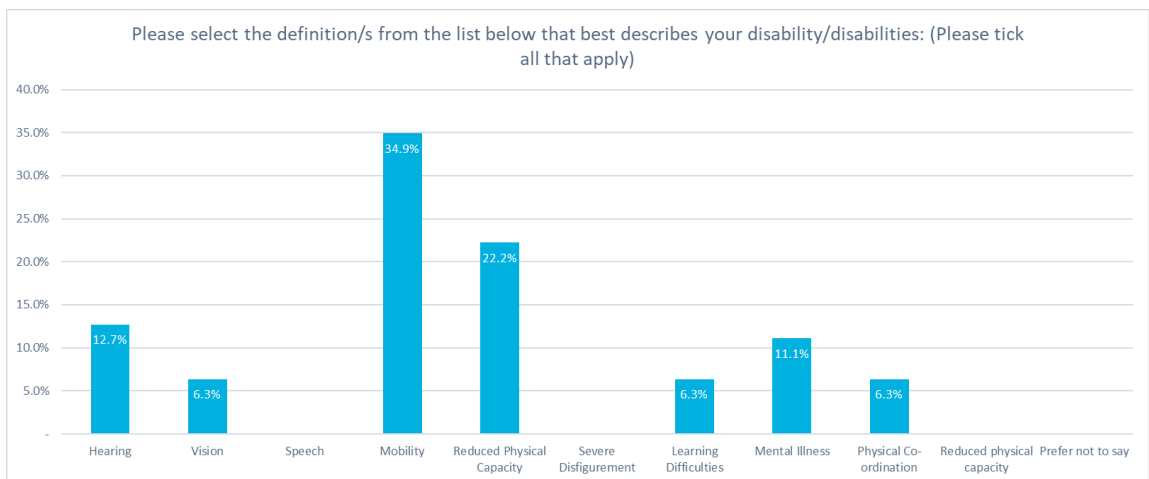
Number of respondents: 63

Figure 0.8: Religion (Q18)

What is your religion or belief? (Please tick one option only)
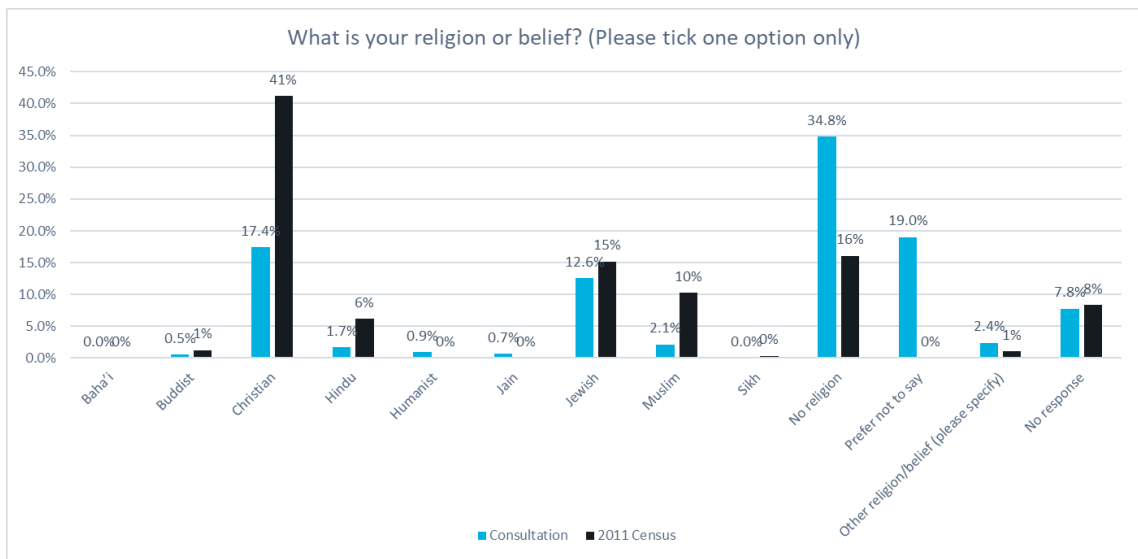
Number of respondents: 747 for consultation, 356,386 for 2011 Census

Figure 0.9: Sexual orientation (Q19)

What is your sexual orientation? (Please tick one option only)
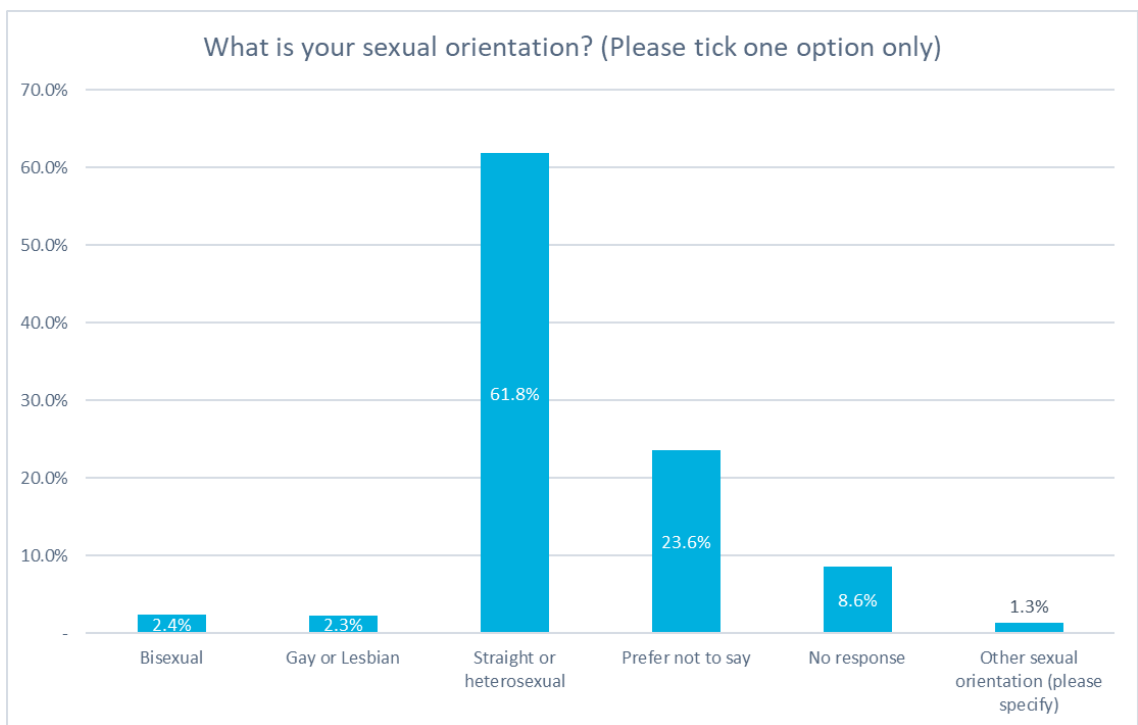
Number of respondents: 747

Figure 0.10: Marital status (Q20)

What is your marital status? (Please tick one option only)
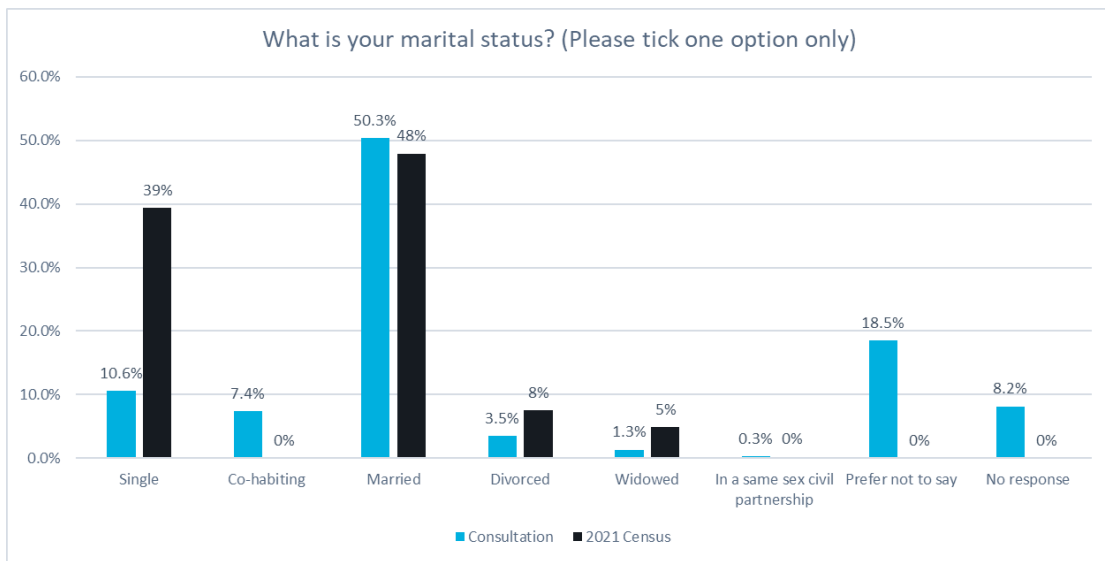
Number of respondents: 747 for consultation, 301,784 for 2021 Census

Appendix C – Autumn 2022 Consultation Code Frames

Table 0.1: Wider consultation Q6 full code frame output

Theme	Code	No. of responses	%
Other	No response	516	69%
Private Vehicle Traffic	Concern that cycle lane has caused increased congestion	92	12%
Cycling	Concern that cycle lane is underutilised	71	10%
Pollution	Concern that increased traffic congestion causes increased pollution	56	7%
Improvement C: Widening	Opposition to increasing the width of cycle lanes due to traffic impact	31	4%
Improvement I: Loading Bays	Suggestion that cycle lane should be prioritised and not disrupted by loading bays	23	3%
Improvement F: Traffic Calming	Opposition to traffic calming measures on local roads	18	2%
General	Concern that improvements prioritise cyclists over other road users	14	2%
General	Suggest the cycle lanes should be removed	12	2%
Safety	Concern that lack of continuous cycle infrastructure creates safety issues	11	1%
Cycling	Concern cyclists ignore highway code (inc. traffic lights/signals)	11	1%
Safety	Concern that parking on streets makes cycle lane unsafe	10	1%
General	Concern that the cycle lane has been a waste of money	9	1%
Pollution	Concern that improvements will cause increased pollution	9	1%
Cycling	Concern that cyclists avoid using the cycle lane and use the road anyway	8	1%
Local Business	Concern that cycle lane has a negative impact on local businesses e.g. people now less likely to drive to visit local shops	8	1%
Improvement E: Early Release Traffic Signals	Concern early release traffic signals will decrease safety for all road users (e.g. increasing confusion and collisions)	8	1%

Improvement H: Blue Badge Parking	Suggestion that any additional Blue Badge bays should not disrupt cycle lane	8	1%
Improvement I: Loading Bays	Concern there are sufficient loading bays already for businesses	8	1%
Safety	Concern that cycle lane decreases safety for all road users (e.g. congested traffic, changes in the type of cycle lane provision along the route, sections where cycles merge into motor traffic)	7	1%
Improvement I: Loading Bays	Concern loading bays are taking space for all road users	7	1%
Wider Comments	Concern that people in the local area will not switch from using private vehicles to cycling	7	1%
Equalities	Concern that journeys by cycling are not available to all	6	1%
Private Vehicle Traffic	Concern that cycle lane is confusing for drivers and cyclists (e.g. changes in type of provision along the route, signage hard to understand, priorities near the cinema unclear)	6	1%
General Suggestion	Suggestion to remove bollards/poles/wands	6	1%
Policy Context	Concern that cycle lane is not encouraging people to change their behaviour	5	1%
Accessibility	Concern that cycle lane has impacted access for emergency vehicles	5	1%
Cycling	Concern that cycling infrastructure isn't maintained/causes hazard (inc. eyesore, dirty, rubbish)	5	1%
Bus	Concern that cycle lane has increased bus journey times	5	1%
Improvement B: Segregation	Opposition to increased physical segregation	5	1%
Improvement C: Widening	Concern widening will decrease safety for cyclists	5	1%
Improvement E: Early Release Traffic Signals	Concern early release traffic signals will cause increased traffic/congestion	5	1%
Other	Response contains elements that are unclear	4	1%
Policy Context	Concern new amendments will not encourage more people to cycle	4	1%
Safety	Concern that cycle lane has decreased safety for pedestrians specifically (inc. crossing the road)	4	1%
Private Vehicle Traffic	Concern cycle lane has caused 'rat runs' on surrounding roads	4	1%
General Suggestion	Suggestion that cycle routes should not be on main roads like the A1000	4	1%
Improvement H: Blue Badge Parking	Concern Blue Badge bays are taking space for all road users	4	1%

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Improvement I: Loading Bays	Suggestion that businesses should be encouraged to use alternative delivery methods (e.g. e-cargo bikes)	4	1%
Safety	Concern that pot holes in the cycle lane and near the kerb force people cycling to swerve into the motor traffic	3	0%
Parking	Concern that more parking is not required because there is already enough space for parking	3	0%
Cycling	Concern that cycle lane is underutilised in poor weather	3	0%
Cycling	Concern at the lack of space in cycle lane to avoid potential obstructions	3	0%
Cycling	Concern that parts of the road network in the area aren't wide enough for cycle lanes	3	0%
General Suggestion	Suggestion to improve segregation of cycle lane to better protect cyclists including at junctions	3	0%
Specific Suggestion	Suggestion to reduce conflicting movements between road users e.g. at the junction for the cinema/leisure park	3	0%
Improvement B: Segregation	Support for better segregation	3	0%
Improvement I: Loading Bays	Concern that loading bays will be misused (e.g. for general parking not just for loading)	3	0%
Consultation	Concern that the question this responds to is poorly written	2	0%
General	Concern for impacts upon residents (general)	2	0%
Policy Context	Suggestion that cycling should be encouraged	2	0%
Equalities	Concern about access to local roads for people with mobility impairments	2	0%
Equalities	Concern that cycling isn't viable for older people	2	0%
Equalities	Concern that cycling isn't viable for those with young families	2	0%
Private Vehicle Traffic	Concern that cycle lanes haven't reduced speed of traffic	2	0%
Bus	Concern that bus lane is underutilised e.g. Fortis Green/East End Road junction where buses use the right turn lane instead	2	0%
General Suggestion	Suggestion that loading is limited / restricted to certain times of the day	2	0%
General Suggestion	Suggestion there should be no further renewal of the cycle lane and that it should remain how it is	2	0%
General Suggestion	Suggestion that solution needs to be found that balancers cyclists' and drivers' needs	2	0%

Specific Suggestion	Suggestion to revert to two lanes of traffic and move cyclists onto shared footpath	2		0%	
Improvement G: Improving Junctions	Opposition to improving Junctions	2		0%	
Improvement H: Blue Badge Parking	Suggestion that Blue Badge holders should not be treated differently to others	2		0%	
Consultation	Concern that the question is unclear	1		0%	
Policy Context	Suggestion that car journeys are not needed due to the area having good public transport	1		0%	
Parking	Concern that cycle lane has removed all parking opportunities on the road	1		0%	
Parking	Opposition to all parking apart from Blue Badge parking		1		0%
Cycling	Concern cycle lane is unattractive no matter what improvements are made		1		0%
Cycling	Opposition to shared pedestrian/cycle footpaths		1		0%
Private Vehicle Traffic	Concern that there is too much space taken by HGVs		1		0%
Private Vehicle Traffic	Comments that there is already sufficient provision for motorists		1		0%
Private Vehicle Traffic	Concern that measures haven't addressed aggressive driving styles		1		0%
General Suggestion	Suggestion to discourage people from driving to local shops		1		0%
General Suggestion	Suggestion that public transport system needs improving before cycling infrastructure		1		0%
General Suggestion	Suggestion there needs to be a continuous cycle lane		1		0%
General Suggestion	Suggestion to improve road/pavements near drains		1		0%
General Suggestion	Suggestion to extend cycle lane with decreased level of segregation		1		0%
General Suggestion	Suggestion to have more free parking for local people		1		0%
Specific Suggestion	Suggestion to suspend cycle lane during the day to assist businesses on High Road (near Granville Road)		1		0%
Specific Suggestion	Suggestion for a 20 mph speed limit		1		0%
Specific Suggestion	Suggestion to have a crossing for schoolchildren on Long Lane		1		0%
Improvement A: Road Surface	Support for improving road surface		1		0%
Improvement B: Segregation	Concern that segregation will decrease safety for Cyclists		1		0%
Improvement C: Widening	Concern widening will decrease safety for motorcyclists		1		0%

Improvement D: Segregation on North Circular Bridge	Concern that better segregation will increase traffic/ congestion	1	0%
Improvement D: Segregation on North Circular Bridge	Concern that changing lanes is unsafe at this section	1	0%
Improvement D: Segregation on North Circular Bridge	Suggestion to use blue paint to segregate this section	1	0%
Improvement H: Blue Badge Parking	Support for increased Blue Badge parking	1	0%
Improvement C: Widening	Concern widening will decrease safety for motorcyclists	1	0%
Improvement D: Segregation on North Circular Bridge	Concern that better segregation will increase traffic/ congestion	1	0%
Improvement D: Segregation on North Circular Bridge	Concern that changing lanes is unsafe at this section	1	0%
Improvement D: Segregation on North Circular Bridge	Suggestion to use blue paint to segregate this section	1	0%
Improvement H: Blue Badge Parking	Support for increased Blue Badge parking	1	0%

Table 0.2: Wider consultation Q7 full code frame output

Theme	Code	No. of responses	%
Other	No response	419	56%
General Suggestion	Suggestion to remove cycle lane	46	6%
Private Vehicle Traffic	Concern regarding congestion caused by cycle lane	46	6%
General Suggestion	Suggestion for better segregation of the cycle lane e.g. continuous segregation all along the route, use of grade separation	41	5%
Pollution	Concern that road space reduction/speed limit generates pollution through congestion	35	5%
Cycling	Concern that cycle lane is underutilised	33	4%
General Suggestion	Suggestion for better maintenance of cycle lane (surface, cleaning etc)	32	4%
General Suggestion	Suggestion to extend the cycle lane northwards along the A1000	25	3%
General Suggestion	Suggestion for more walking and cycling infrastructure across the borough	23	3%

General Suggestion	Suggestion for LTN 1/20 cycling design guidance to be followed	20	3%
General Suggestion	Suggestion for additional/ amendments to road infrastructure (phased traffic lights, bus-stop bypass, roundabouts etc)	19	3%
Safety	Concern that current cycle lane is unsafe due to a lack of continuous segregation along the route	19	3%
General Suggestion	Suggestion to improve cycle lane connections to other cycle routes/infrastructure	11	1%
General Suggestion	Suggestion for better enforcement against motor vehicles parking in the cycle lane	11	1%
Other	Comment Out of Scope of A1000 cycle lane	11	1%
Safety	Concern that current cycle lane is unsafe - due to road surface quality	10	1%
Accessibility	Concern that congestion caused by cycle lane affects access to hospitals, deliveries	8	1%
General	Concern that scheme is expensive/ a waste of money	8	1%
General Suggestion	Suggestion to extend the A1000 cycle lane (general)	8	1%
General Suggestion	Suggestion for a 20mph speed limit	8	1%
Safety	Concern about specific junction - Leisure Way	8	1%
General Suggestion	Suggestion for safer junctions/side roads for cyclists (general)	7	1%
General Suggestion	Suggestion for better enforcement against anti-social driving	7	1%
General Suggestion	Suggestion for improved incentives/alternatives to discourage motor vehicle usage (e.g. improved public transport, electric vehicle provisions)	7	1%
Private Vehicle Traffic	Concern about anti-social/dangerous driving	7	1%
Safety	Concern that current cycle lane is unsafe - due to lane being too narrow	7	1%
Accessibility	Concern about cycle lane impact on small businesses/commuters	6	1%
Cycling	Concern that current cycle lane design discourages some people from cycling e.g. because segregation not continuous,	6	1%
Cycling	Concern about anti-social cycling behaviour	6	1%
General Suggestion	Suggestion to improve junction for cyclists/ pedestrians - Leisure Way	6	1%
General Suggestion	Suggestion to widen cycle lane	6	1%
General Suggestion	Suggestion to remove the wands or make them more visible	6	1%
Private Vehicle Traffic	Concern that A1000 cycle lane leads to road rage	6	1%

Safety	Concern that current cycle lane is unsafe (general)	6	1%
Safety	Concern that current cycle lane is unsafe due to lack of visibility of bollards	6	1%
Cycling	Concern that road prioritises cyclists over other road users	5	1%
General	Support the scheme	5	1%
General	Support for active travel/modal shift (general)	5	1%
General Suggestion	Suggestion to extend the cycle lane southwards	5	1%
General Suggestion	Suggestion to add east-west cycle lanes	5	1%
General Suggestion	Suggestion to improve junction for cyclists/ pedestrians - Summers Lane/Granville Avenue	5	1%
General Suggestion	Suggestion to remove/reduce car parking from A1000	5	1%
General Suggestion	Suggestion to provide a bus lane only, that can be shared between cycles and buses	5	1%
Other	Comment unclear	5	1%
Private Vehicle Traffic	Concern about parked cars blocking the cycle lane and buse lane	5	1%
Equalities	Concern that cycling is not a feasible mode of transport for everyone	4	1%
General Suggestion	Suggestion for education/ outreach related to encouraging active travel	4	1%
General Suggestion	Suggestion for better enforcement against anti-social cycling/scooter behaviour	4	1%
Other	Comment references another question	4	1%
Policy	Suggestion that cycling provision needs to be improved to encourage modal shift to bike	4	1%
General	Concern that data collected during pandemic does not reflect non-pandemic road usage	3	0%
General Suggestion	Suggestion for strategic borough wide approach to reduce traffic/ carbon emissions	3	0%
General Suggestion	Suggestion for borough to introduce low traffic neighbourhoods	3	0%
General Suggestion	Suggestion for modal filters on roads running parallel to A1000	3	0%
General Suggestion	Suggestion to improve cycle lane (non-specific)	3	0%
General Suggestion	Suggestion to re-instate sections of the cycle lane e.g. across the A406	3	0%
General Suggestion	Suggestion to re-instate two lanes for vehicles	3	0%

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General Suggestion	Suggestion to create cycle routes on minor roads instead	3	0%
General Suggestion	Suggestion to remove a specific section of the cycle lane e.g. Summers Lane, Leisure Way junction	3	0%
General Suggestion	Suggestion to have more bicycles available for hire	3	0%
Pedestrian	Suggestion for improved pedestrian crossings	3	0%
Safety	Concern that cycle lane reduces safety for pedestrians e.g. difficult to cross the road through queuing motor vehicles, cycle lane obstructs pedestrians when crossing	3	0%
Safety	Concern about insufficient road markings and signage for drivers e.g. around bus stop at Hertford Road stop	3	0%
Safety	Concern about specific junction - A1000 southbound, A406 eastbound	3	0%
Bus	Concern that cycle lane has increased bus journey times	2	0%
General	Concern that scheme is not well thought out/ implemented at unsuitable location	2	0%
General Suggestion	Suggestion for cycle lane to connect to schools	2	0%
General Suggestion	Suggestion to permit other vehicles to use bus lanes e.g. motorcycles	2	0%
General Suggestion	Suggestion to turn unused pavement into cycle lanes	2	0%
General Suggestion	Suggestion for better cycle parking along the route	2	0%
Private Vehicle Traffic	Concern that cycle lane causes traffic - between Bishops Avenue and High Road.	2	0%
Private Vehicle Traffic	Concern that discouraging driving along A1000 displaces traffic elsewhere	2	0%
Safety	Concern about specific junction - Tally Ho Corner	2	0%
Cycling	Concern that the segregation makes it difficult for cycles to merge with motor traffic when passing buses at bus stops	1	0%
Equalities	Concern that congestion caused by cycle lane impacts disabled vehicle users	1	0%
General Suggestion	Suggestion to improve junction for cyclists/ pedestrians - Bishops Avenue	1	0%
General Suggestion	Suggestion for cycle exemptions on one way streets	1	0%
General Suggestion	Suggestion for better lighting along cycle lane	1	0%

General Suggestion	Suggestion to remove pedestrian refuges near the library and to replace with zebra or signalised crossing	1	0%
General Suggestion	Suggestion to consult with local cycle groups	1	0%
General Suggestion	Suggestion for landscaping enhancements	1	0%
General Suggestion	Suggestion for cyclists to follow pedestrian traffic signal at junctions	1	0%
General Suggestion	Suggestion to limit through-traffic on Long Lane	1	0%
General Suggestion	Suggestion to improve signage of the cycle lane	1	0%
General Suggestion	Suggestion for contra-flow segregated cycle lane along A1000 to enable parking and loading on one side of the road	1	0%
General Suggestion	Suggestion for a shared use cycle lane (with pedestrians) on the footway	1	0%
Other	Response contains personal data (replaced with XX)	1	0%
Pedestrian	Concern that cycle lane confuses pedestrians (non-specific)	1	0%
Pollution	Support for traffic reduction to improve air quality	1	0%
Private Vehicle Traffic	Concern that reducing traffic in surrounding areas will increase traffic along A1000	1	0%
Safety	Concern that cycle lane reduces safety for motorcyclists	1	0%
Safety	Comment that cycle lane has improved safety	1	0%
Cycling	Concern that cycle lane is too wide	1	0%
Other	Clarification required	1	0%
Private Vehicle Traffic	Concern that population growth has resulted in more motor traffic	1	0%
Private Vehicle Traffic	Comment that it is not possible to reduce traffic	1	0%

Appendix D – Young Persons' Workshop Notes

A young person's engagement session was held on 9th January 2023 from 18:00-19:30 at Finchley Church End Library; 13 young people attended the session. The young people were recruited by LBB from across the borough.

The workshop focused on why the attendees travel the way they do around the borough and what the motivations for the way they travel were. The second part of the workshop focussed on the A1000 cycle lane and the principles of cycle lanes in general. The following prompt questions were used to encourage discussion.

A1000 context and discussion

- Has anyone used this cycle lane?
- What was it liked when you used it? What did you like and dislike about it?
- Do you feel safe using it compared to any other routes you've used?

Other types of cycle lane discussion

- Have you seen or used these types of cycle lanes in London?
- What do you think of the idea of people on bikes being separated from car traffic?
- Would you like to use these? What about these do you think make them better for people to use?
- Where would you like to see this sort of thing in Barnet?
- Would this change the way you travel to school and go to see your friends?

The feedback from the attendees is set out below in table 1.

Table 4: Feedback captured from the round table discussions

Theme	Comment
Table 1	
Experiences of cycling	- Overall, no one on the table cycled to school or to see their friends. - A couple of attendees mentioned that they did meet their friends in the park to cycle, but would not feel comfortable or safe cycling on the roads. - One attendee stated that they'd potentially like to cycle to/from seeing friends after school, but didn't like the idea of committing to the journey home due to feeling tired.
Use of the A1000	- No one on the table had ever travelled down the A1000, by bike or by any other method of transport. - There was a vague awareness of where the A1000 was, mostly due to the Hollywood Bowl in Finchley, but not sufficient knowledge to be able to discuss in any detail. - Broad agreement that the principle of the cycle lane was a good idea.

Cycle parking	• It was noted throughout, by at least two attendees, that cycle parking at school and at home was a barrier to cycling. • A lot of concern over cycle theft, particularly from school, despite there being places to lock up bikes. • Noted that it was inconvenient to have to drag a bike from the back garden, through the house and then out onto the roads just to use it, not as simple as hopping on and then going.
Cycle hire	• A point made by one attendee was that the cycle hire that is available in central London does not reach Barnet, and that it would be helpful to children to have this in the borough so they can use it for one-off journeys, without having to commit to taking it back as you do with your own bicycle. • One attendee noted that the cycle hire bikes in central London are also no use to them at their age, as they are too big to properly use. If a scheme was brought to Barnet, they would like to see smaller bikes so that they can use them and cycle with their parents.
Cycle lanes	• Overall, the young people thought that cycle lanes were a good idea. • General agreement that it would help them feel more safe and secure when cycling. • Strong agreement across the table that wider cycle lanes were better as they could cycle alongside their friends, and social cycling was the main benefit
Cycle ownership	• Everyone on the table owned a bicycle, however they were rarely used. • Only used for leisure cycling with friends, never for going to school. • Common theme that they saw cycling as a social activity, and had zero interest in doing it alone, it was all about being able to ride and speak with their friends.
Parental views	• When questioned on their parents' views on them cycling in Barnet, the consensus was that they were fairly happy with them doing it, as long as they used quiet roads and took care (though note that only one attendee said they cycled on the roads, and that was very limited).
Table 2	
Experiences of cycling	• Some on the table raised that not all children in primary school get to do Bikeability training and that only five out of each class do it and there isn't a chance to do it at secondary school. They felt that this meant that young people don't have the skills and the confidence take up cycling as young people. • Most on the table said they wouldn't cycle to school or to see friends as it's not safe and they get too tired. • The table all agreed that cycle lanes seem to be on main roads but there aren't any in their local area or for local journeys and so it doesn't cater for them. They suggested that a whole network would need to be in place so that they could cycle for the journeys they'd want to do. • One suggested that bike lights shouldn't be so bright as they blind the drivers. • Most suggested that convenience was one of the determinants in how they travel but nothing about cycling was convenient to them, they had nowhere to store bikes, it took longer, more effort, the weather made it tricky and they had to take lots of things to school with them.
Use of the A1000	• Most were unaware of the A1000 cycle lane scheme.

	• One attendee knew of the A1000 cycle lane scheme but had not cycled down it, they questioned why the wands were only in some places and not others and suggested it should be consistent. • Some suggested that the wands on the A1000 didn't provide that much protection and they needed to be closer together.
Cycle parking	• Some on the table thought that there aren't enough bike storage options, both at home, at school and in local high streets. All felt that theft of bikes was a deterrent.
Cycle hire	• The table thought cycle hire was a good idea and that this addressed issues where people don't own bikes or have places to keep them in their homes
Cycle lanes	• The table felt that cycle lanes made the idea of cycling a bit better but still thought of it as scary. • The table felt that they were a good idea and made it more efficient for drivers also, so that drivers don't have to sit behind cyclists who take up the carriageway. • More open routes which can be used by skateboards and scooters would help getting young people travelling in different ways • One suggested that people who walk on the cycle lane make it dangerous and could there be fines to enforce this.
Cycle ownership	• Four out of six on the table owned bikes, but those that did largely cycled for leisure and in the park. • Most on the table liked to travel with their friends on the bus or train if they could and they felt that cycling didn't allow for them to socialise with friends when they travel

Control Information

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