

# A1000 Cycle Lane – Residents' workshops



# Content

---

- 1) Housekeeping
- 2) Welcome and Introductions
- 3) Purpose of the workshop
- 4) Barnet Transport Strategy
- 5) A1000 Cycle Lane to date
- 6) Breakout discussion 1
- 7) Breakout discussion 2
- 8) Next steps





# Hello from Steer



Working across cities, infrastructure and transport, Steer is an international consultancy helping people, places and economies thrive.



We are independent and employee-owned. Our aim is to provide clients with the insight needed to make good decisions for the benefit of their communities.



We have 20 offices across four continents, with our headquarters in Southwark, where we have over 200 consultants in our office.





# Purpose of the workshop

---

Aims of today's session:

**INFORM** you about our transport strategy and its aims

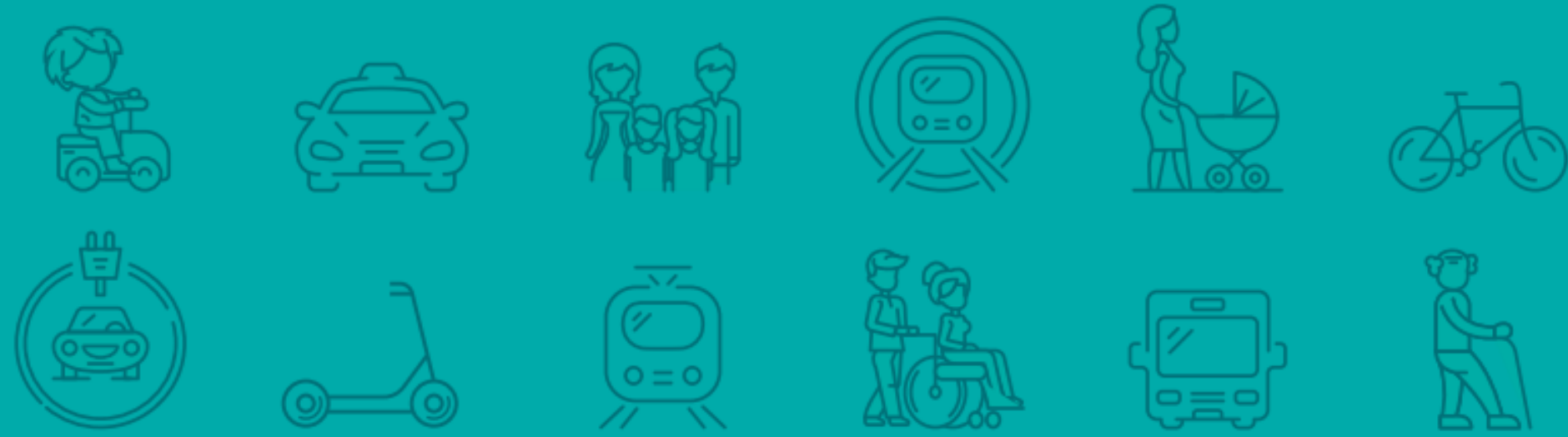
**INFORM** you about why we have developed the A1000 cycle scheme

**GATHER** your views on how the scheme could be improved and developed in the future

We will deliver **two short presentations** focussing on Barnet's Long Term Transport Strategy and the background of the A1000 cycle lane scheme.

We will have **two breakout sessions** to further explore your views on the A1000 Cycle scheme so far and what you think we could do with it in the future.

# Barnet Long Term Transport Strategy 2020 — 2041



## Barnet's Vision

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

The transport network will have enabled improvements in the way people and goods travel. It will provide strong orbital and radial links which give everyone a choice of transport modes to complete their journey regardless of age, ability or income.

# Barnet Long Term Transport Strategy



**Objective 1:** Barnet's transport network contributes to the creation of **better places** to live, work and visit, allows local businesses to thrive sustainably, and is flexible, adapting to future opportunities presented by technology and change in travel patterns.

**Objective 2:** Transport in Barnet **keeps the borough moving**, enabling people and goods to move within and through the borough efficiently using high quality orbital and radial links.

**Objective 3:** The transport **system is as accessible** as possible regardless of age, ability and income, and the negative impacts of transport are minimised.

**Objective 4:** Transport contributes positively to the **health of the borough**, by prioritising active travel and ensuring continued improvement in air quality.

**Objective 5:** The road network and **transport system in Barnet is safe** and residents and visitors feel safe across all transport modes.



# Barnet Strategies and priorities

## Barnet's Long Term Transport Strategy

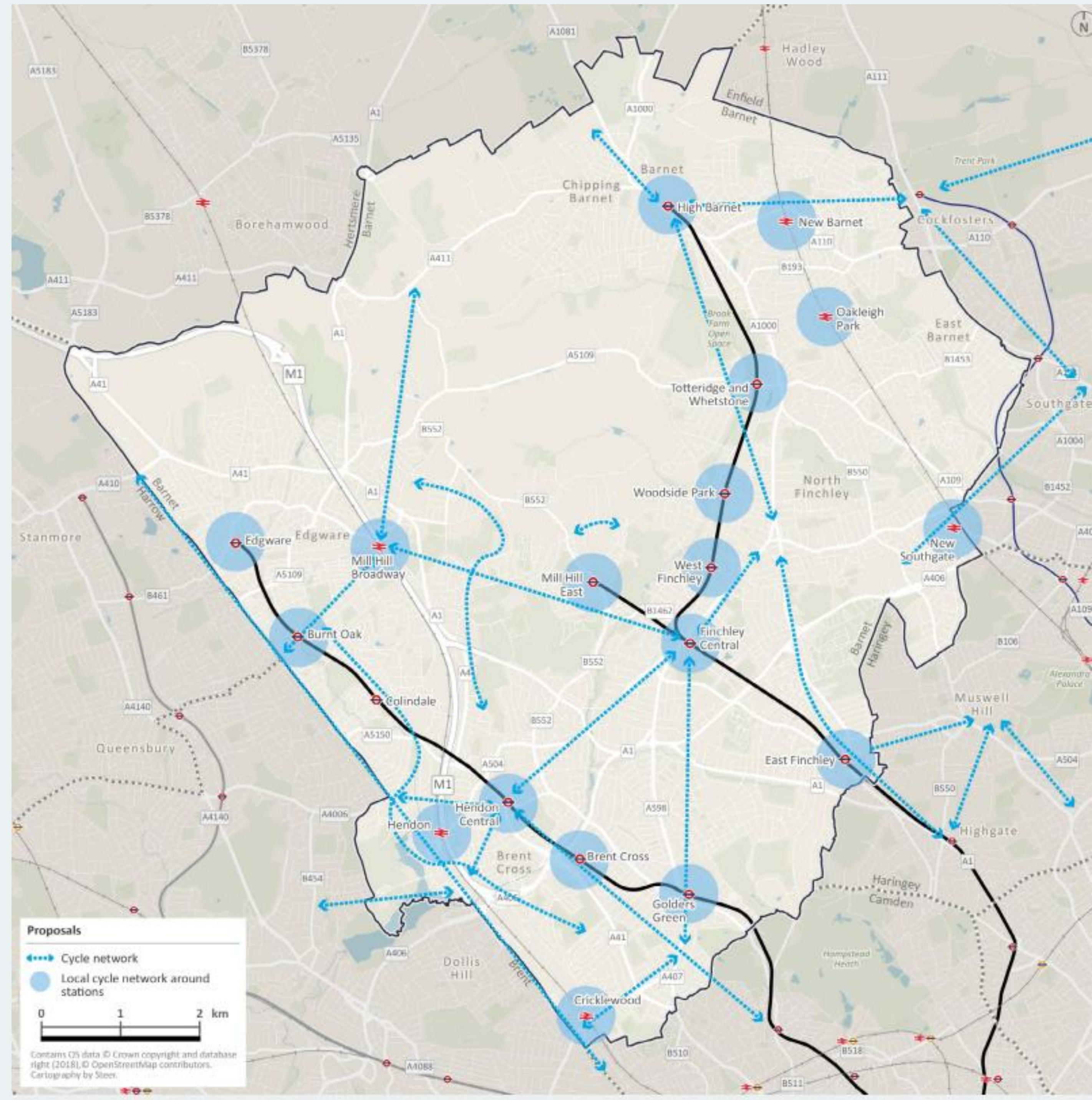
incorporates where the potential focus for delivering a cycle network across the borough should be focused.

## Barnet Joint Health and Wellbeing Strategy

outlines the commitment to improving the health and wellbeing of all who live, work and study in Barnet.

## Fit & Active Barnet Framework

is demonstrating a vision to 'create a more active and healthy borough' with active travel being a key component to achieve this.



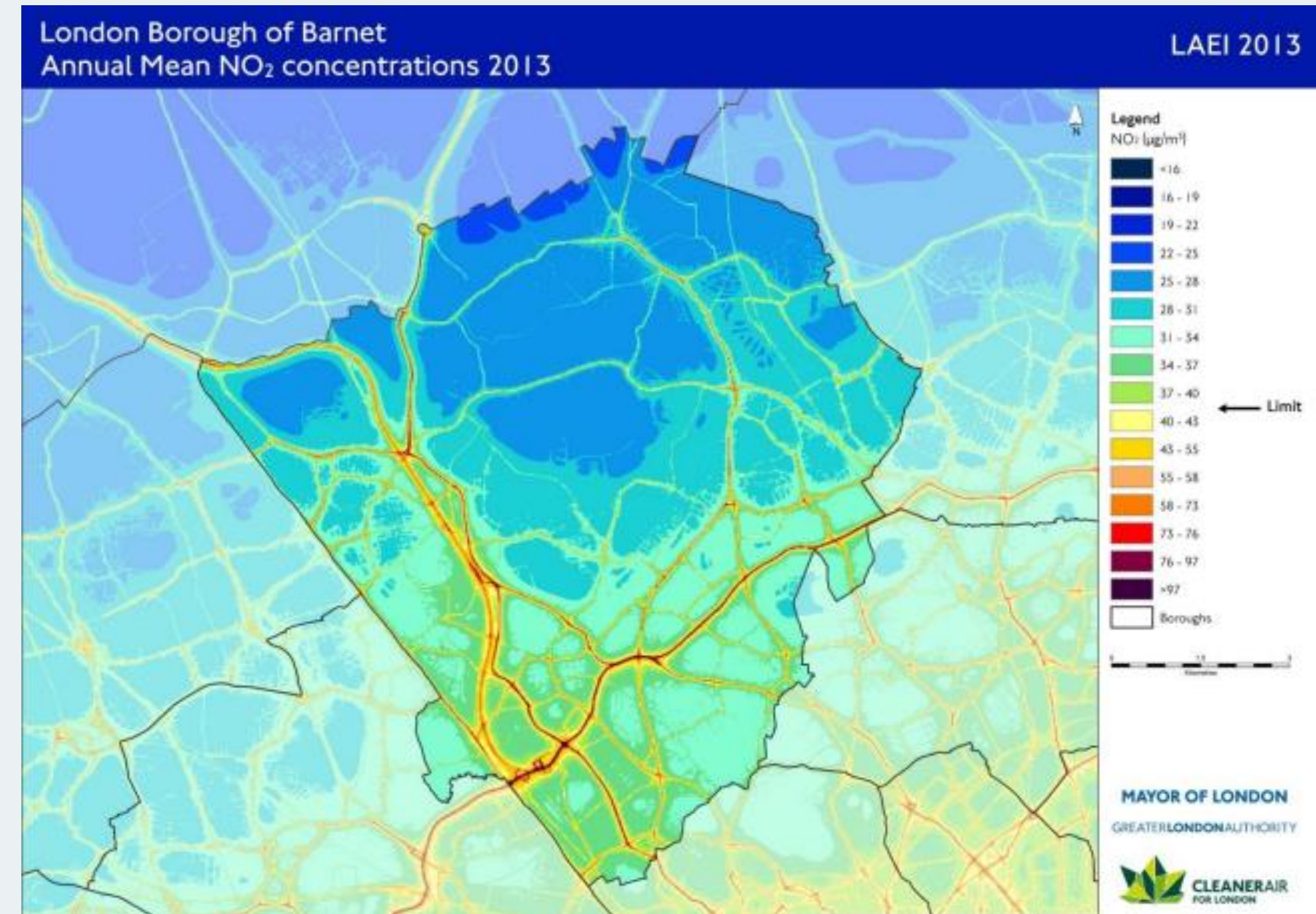


## Cycling and health

According to the Sport England, Active Lives Dataset:

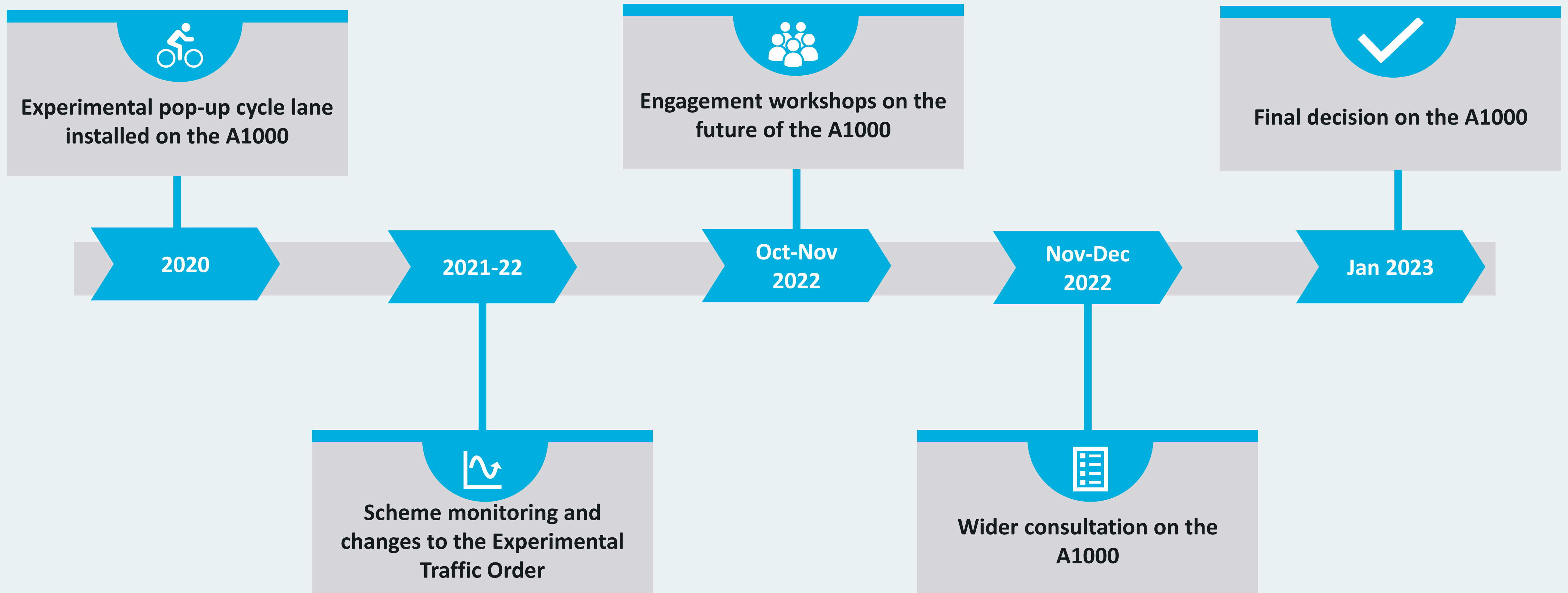
- 62.6% of Barnet's adult population (16+) are active for at least 150 mins per week.
- 43.5% of Barnet's children and young people (5-16 years) are active for an average of 60 minutes per day.
- In the last year 11% of adults (16+) cycle for leisure and 9.9% cycled for travel.

Cycling as mode of transport is a good way to increase physical activity





# A1000 Cycle Lane Scheme

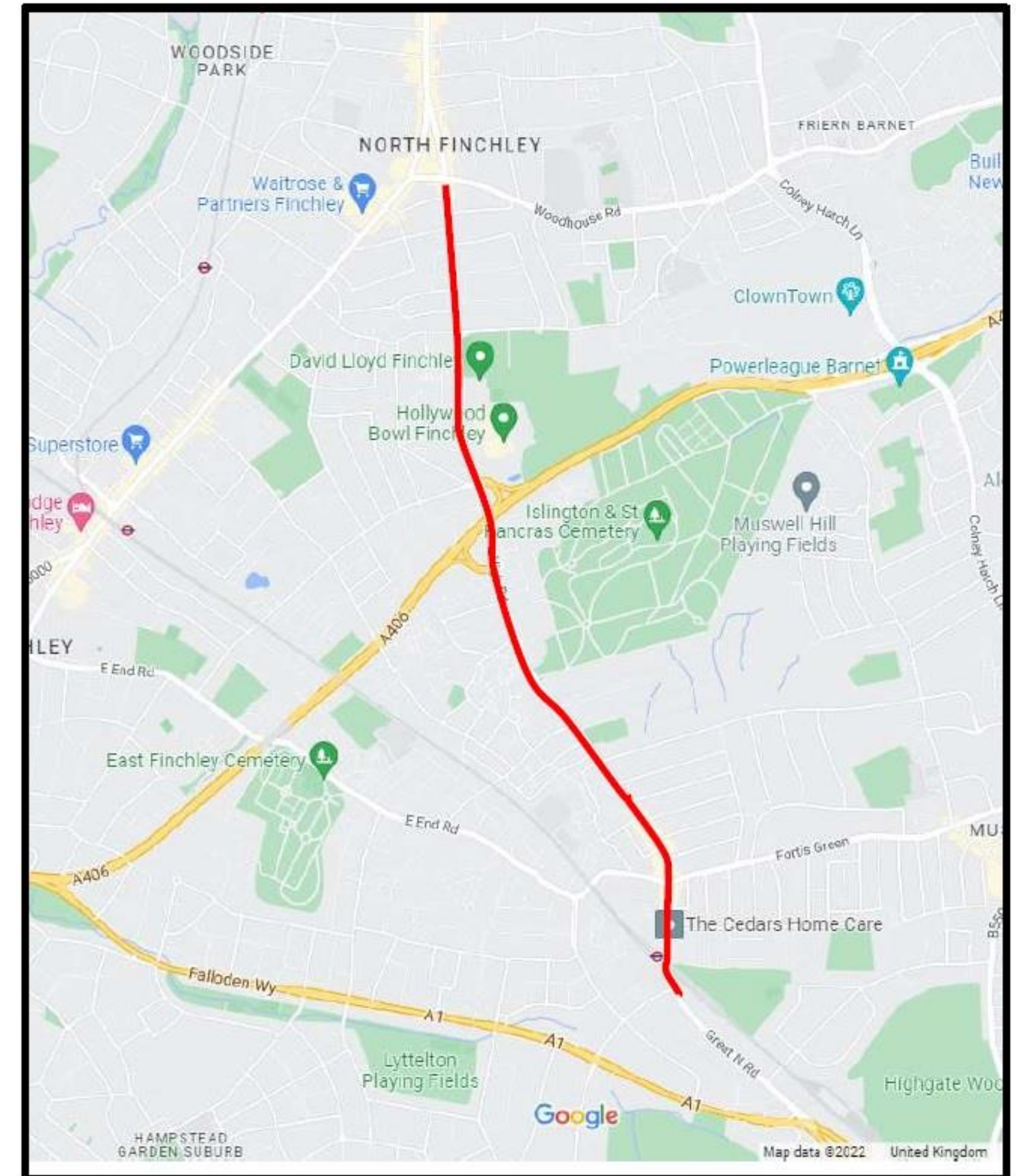




# A1000 Cycle Lane Scheme

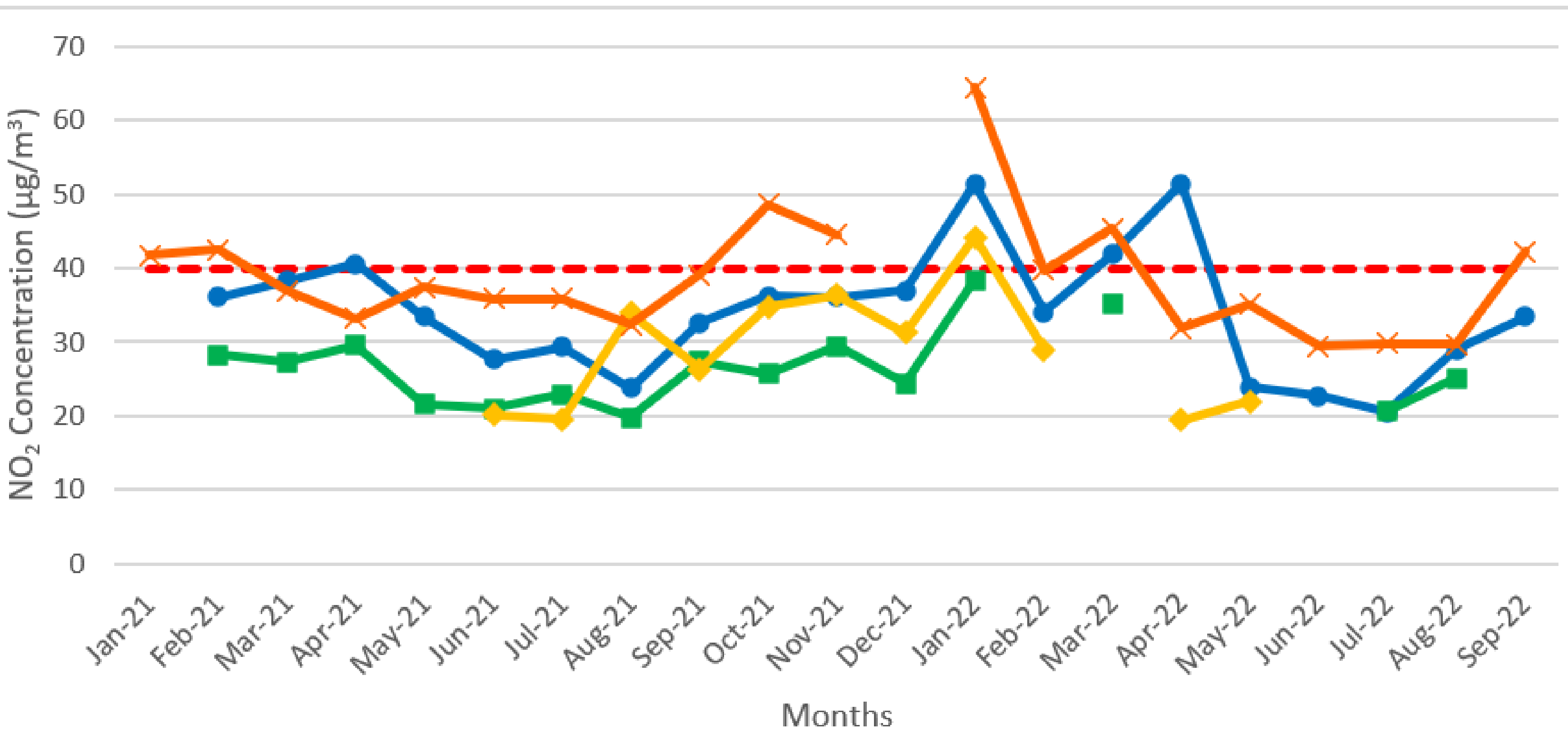
- The A1000 Cycle lane was installed in late 2020 as an experimental ‘pop-up’ cycle lane, running in both directions, from North Finchley Town Centre to the borough boundary with Haringey.
- This was a Government and Transport for London (TfL) funded response to help provide alternative travel measures for Local Authorities during the Covid-19 impacts on public transport.
- The A1000 was identified by Barnet as the preferred route to take forward.

## A1000 CYCLE LANE ROUTE: TALLY HO CORNER, NORTH FINCHLEY TO LB HARINGEY BORDER, EAST FINCHLEY





# A1000 Cycle Lane – monitoring and key findings – Air Quality



## Collection Station Locations

- - - - - Air Quality Objective
- Diploma Court, north of Diploma Avenue
- Granville Place, north of Finchley Leisure Centre
- Martin Primary School, south of Chandos Road
- Tally Ho Corner, north of scheme extents

- Air Quality monitoring and data collection is carried out according to the requirements of DEFRA’s LAQMTG(22) (Local Air Quality Management Technical Guidance, August 2022)
- This graph shows the raw data, without bias adjustment. The bias adjustment factor for 2021 is 0.83. The 2022 bias adjustment factor has not yet been released; this is likely to be 0.8.
- Exceptions in January and April 2022 are likely due to recorded high pressure weather conditions impacting dispersal of pollution.



# A1000 Cycle Lane – Cycling volumes (excluding footway cyclists)

Location 1: south of Baronsmere Road

Location 2: north of Creighton Avenue

Location 3: south of Granville Place

DAILY AVERAGE CYCLE VOLUME (EXCLUDING FOOTWAY CYCLISTS)	LOCATION 1		LOCATION 2		LOCATION 3	
	N/B	S/B	N/B	S/B	N/B	S/B
01. Week 08/07/20 to 14/07/20	466	455	387	418	259	272
02. Week 06/12/20 to 12/12/20	251	238	217	239	142	153
03. Week 22/02/21 to 28/02/21	361	341	328	371	246	247
04. Week 07/06/21 to 13/06/21	440	426	420	450	289	289
05. Week 05/07/21 to 11/07/21	328	312	324	357	214	226
06. Week 15/10/21 to 21/11/21	277	278	268	298	168	182
07. Week 22/10/21 to 28/10/21	267	272	241	283	150	181
08. Week 29/10/21 to 04/11/21	266	253	211	253	129	162
09. Week 05/11/21 to 11/11/21	317	314	258	318	168	195
10. Week 12/11/21 to 18/11/21	316	297	284	314	166	200
11. Week 19/11/21 to 25/11/21	279	251	255	306	162	188
12. Week 10/09/22 to 16/09/22	338	346	332	367	214	227

TOTAL WEEKLY CYCLE VOLUME (EXCLUDING FOOTWAY CYCLISTS)	LOCATION 1		LOCATION 2		LOCATION 3	
	N/B	S/B	N/B	S/B	N/B	S/B
01. Week 08/07/20 to 14/07/20	3262	3187	2707	2923	1815	1906
02. Week 06/12/20 to 12/12/20	1754	1667	1521	1674	992	1071
03. Week 22/02/21 to 28/02/21	2525	2390	2298	2594	1719	1731
04. Week 07/06/21 to 13/06/21	3083	2979	2942	3149	2022	2023
05. Week 05/07/21 to 11/07/21	2298	2181	2268	2496	1495	1579
06. Week 15/10/21 to 21/11/21	1941	1945	1877	2089	1177	1276
07. Week 22/10/21 to 28/10/21	1869	1901	1688	1980	1053	1266
08. Week 29/10/21 to 04/11/21	1859	1772	1474	1774	902	1134
09. Week 05/11/21 to 11/11/21	2221	2201	1807	2229	1176	1365
10. Week 12/11/21 to 18/11/21	2212	2078	1988	2199	1165	1400
11. Week 19/11/21 to 25/11/21	1952	1756	1785	2140	1131	1316
12. Week 10/09/22 to 16/09/22	2365	2419	2324	2567	1495	1587



# A1000 Cycle Lane – Motor vehicle journey times

NORTHBOUND		JUNE 2019	JUNE 2021	SEPTEMBER 2022
		TOM TOM DATA	MANUAL	MANUAL
PERIOD	TIME RANGE	Journey Time (minutes)	Journey Time (minutes)	Journey Time (minutes)
		Average (min/max)	Average (min/max)	Average (min/max)
<b>AM Peak</b>	07:00 - 10:00	16	10	8
<b>Inter-peak</b>	12:00 - 14:00	17	11	9
<b>PM Peak</b>	14:30 - 18:00	19	13	12

SOUTHBOUND		JUNE 2019	JUNE 2021	SEPTEMBER 2022
		TOM TOM DATA	MANUAL	MANUAL
PERIOD	TIME RANGE	Journey Time (minutes)	Journey Time (minutes)	Journey Time (minutes)
		Average (min/max)	Average (min/max)	Average (min/max)
<b>AM Peak</b>	07:00 - 10:00	22	13	10
<b>Inter-peak</b>	12:00 - 14:00	16	9	9
<b>PM Peak</b>	14:30 - 18:00	18	11	9

Note:

1. 'Tom tom' data taken from mobile phone data and includes all types of vehicles
2. Manual data derived from a number of car journeys between the survey points
3. The fastest and slowest journey times in each survey have been taken to establish the min/max average

Survey points are between Barnet/Haringey boundary and A1000 junction with Kingsway



## Breakout sessions – how they will be run

---

We will have **20 minutes** to have two separate discussions in our groups and then **2 minutes** per group to feed back the key items to the room.

We have a facilitator in each group to help note your thoughts, keep the discussion on track, and answer any queries.





# Breakout session 1 – looking back

---



## Key questions to think about:

- 1) What do you think of the A1000 Cycle Lane?
- 2) What has worked well? What has not worked so well?
- 3) What do you like or dislike about the A1000 Cycle Lane?
- 4) How do you think the A1000 helps to improve transport in the borough?
- 5) In what ways does the A1000 align with our aims in the Barnet Long Term Transport Strategy?



## Breakout session 1 feedback

---

Feedback from each table on the key items discussed. Please keep this to 2 minutes per table.





## Breakout session 2 – looking forward

---

### Key questions to think about:

- 1) How can we make the A1000 more attractive for people to use?
- 2) If the scheme was to remain, how can it be improved?
- 3) How has the cycle lane impacted your commute, work or routine?



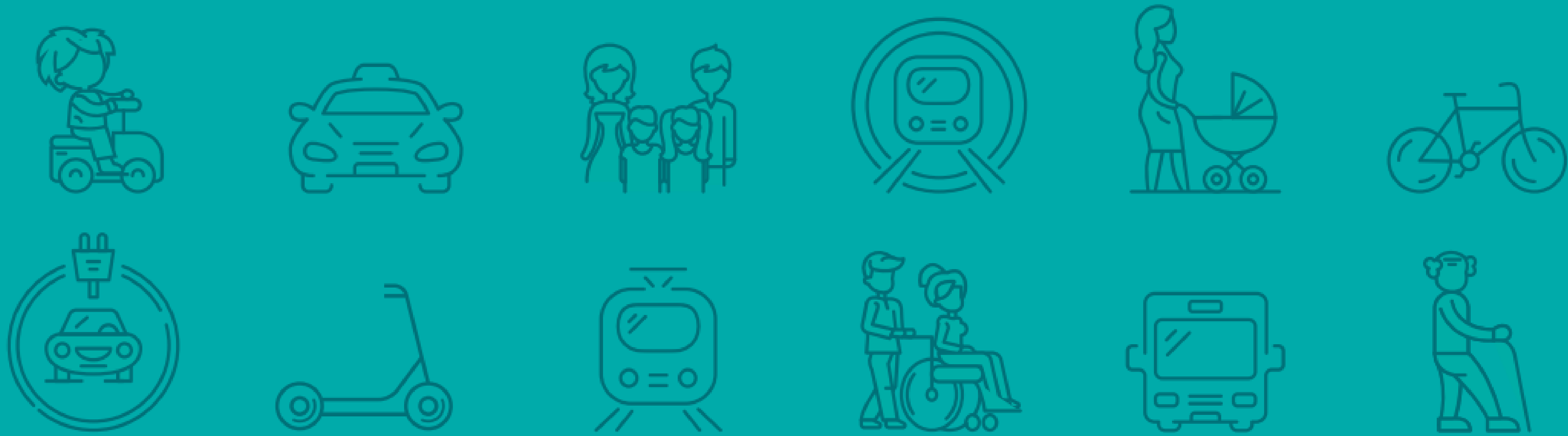


## Breakout session 2 feedback

---

Feedback from each table on the key items discussed. Please keep this to 2 minutes per table.





### Phase 1 - engagement

Workshops late-October to early-November 2022



### Phase 2 - consultation

To be held from 18 November to 18 December  
Keep an eye out on Engage Barnet



### Phase 3 – formal decision

January 2023 - Environment and Climate Change Committee. Feedback on Engage Barnet by February 2023

<https://engage.barnet.gov.uk/a1000-cycle-route-engagement-consultation>



# Thank you

---

<https://engage.barnet.gov.uk/a1000-cycle-route-engagement-consultation>

**DISCLAIMER:** This work may only be used within the context and scope of work for which Steer was commissioned and may not be relied upon in part or whole by any third party or be used for any other purpose. Any person choosing to use any part of this work without the express and written permission of Steer shall be deemed to confirm their agreement to indemnify Steer for all loss or damage resulting therefrom.

**steer**