



## Barnet Long Term Transport Strategy 2020 to 2041

### Barnet Cycling Campaign response

#### **About Us**

Barnet Cycling Campaign is the local borough group of the London Cycling Campaign (LCC). We represent the interests of cyclists living or working in the Borough of Barnet and aim to expand the opportunities for all to cycle safely in the borough.

The group has over 300 members in Barnet of all ages and abilities, including commuter, utility, sport and leisure cyclists. We encourage more active, healthy forms of travel and help to get people out on their bikes and riding on the roads in Barnet. We campaign to make streets in Barnet healthier, safer and an improved experience for all cyclists, walkers and public transport users.

While we are a cycling organisation, all our members are also pedestrians and public transport users and we see walking, cycling and using public transport as complimentary parts of active travel. Accordingly, we are commenting on all relevant sections of the consultation.

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# 1 Introduction

Barnet Cycling Campaign has been involved as a stakeholder in the formulation of the Transport Strategy and we are pleased to see so many of the proposals we support are included.

We have covered many of these ideas in detail in our [response to the Local Implementation Plan<sup>1</sup>](#) and our recent [response to the Local Plan<sup>2</sup>](#).

Our vision for Barnet is a borough where streets are designed around people.

- A place where everyone – aged 8-80 – can cycle safely for their everyday journeys.
- A borough where walking is safer and more convenient, with thriving town centres at the hearts of the local communities.
- Where better and smarter public transport services connect our town centres and residential areas.
- Where residential neighbourhoods and school streets are spared the disruption and danger of unnecessary through traffic.
- A place where everyone can live and work without the expensive burden of owning a motor car due to the convenience and abundance of affordable alternatives including shared (e-)cycles, e-scooters, electric cars and vans; ride-sharing networks; and zero carbon taxis and private hire vehicles.

For our response to this Transport Strategy, we focus on some key areas where the draft needs strengthening.

As a footnote, we have written this response during of the national Covid-19 lockdown. In the midst of the dreadful economic and health impact, one of the few positives has been the clean air, quiet roads and peaceful streets. Many more people are out walking and cycling, especially families. This is something we hope to see again in the borough after life returns to normal.

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<sup>1</sup> LIP response Dec 2018 <https://barnetlcc.org/2018/12/21/lb-barnet-draft-transport-local-implementation-plan-3-2018-2041/>

<sup>2</sup> Local Plan (Reg 18) response Mar 2020 <https://tinyurl.com/ts69bet>

## 2 Objectives

In several places, this strategy veers away or waters down many aspects of TfL/Mayor's Transport Strategy [e.g.: parking provision]. This seriously hinders the chance this strategy could ever meet all of its stated objectives or significantly reduce car use and allow other modes to flourish. There is a lack of a clear, achievable target to reduce motor traffic volumes by 2040.

Within the UK as a whole, transport is now the largest contributor to greenhouse gas emissions and the major source of local air pollution.

The Strategy recognises this but we urge you to incorporate meaningful steps to tackle this issue. The Transport Strategy should include a commitment to reducing these as part of the main objectives and support the Mayor's target for London of net zero emissions by 2030.

The LCC Climate Safe Streets Report<sup>3</sup> is a major study by LCC and shows how what's needed can be achieved by 2030. The significant measures that can be implemented at a borough level are:

- Rapidly delivering a high-quality cycling network – meaning segregated cycling routes on main routes
- Coordinated expansion of easy access to low-carbon shared mobility services – such as e-cycle hire and car-clubs
- Expansion of coverage of Low Traffic Neighbourhoods across the entire borough, to make walking, cycling and scooting the natural choice for short journeys

Barnet's 5 objectives could be headed as:

- 1) **Better places.**
- 2) **Efficient movement.**
- 3) **Better accessibility.**
- 4) **Improved health.**
- 5) **Improved safety.**

The Strategy seeks to achieve these objectives simultaneously by (i) promoting sustainable alternatives to the private car; and (ii) changing the type of fuel used in motor vehicles. Yet, if motor vehicles simply change the type of fuel used they will continue to dominate the streets and transport will grind to a halt.

The Strategy puts Objective 2 (to 'keep the borough moving') as the primary objective but there is a strong danger this will conflict with achieving the other 4 objectives. Objective 2 can only be met alongside the other 4 objectives by having a

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<sup>3</sup> Climate Safe Streets Report: <https://lcc.org.uk/articles/climate-safe-streets-report-launch>

much greater emphasis on sustainable and shared mobility solutions and infrastructure.

Objectives 4 states: "Wherever possible, active travel should be prioritised". This caveat significantly undermines the objective: where won't it be possible? How will this be achieved?

It should also acknowledge the need to adopt Vision Zero within [Transport Assessments](#)<sup>4</sup>.

The Evidence Base should be extended such that all town centres, neighbourhoods and streets are assessed across the borough using the Healthy Streets approach and Vision Zero (as for [Transport Assessments](#) on large developments). This will show where and what change and investment is needed.

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<sup>4</sup> TfL Transport Assessments <https://tfl.gov.uk/info-for/urban-planning-and-construction/transport-assessment-guide/transport-assessments>

### 3 What is required

The opening remarks of this section are a concern as they focus on the benefits of cars and speak of “some reduction” rather than a significant modal shift to sustainable modes for travel and commercial distribution. Later in the document, it mentions 340,000 daily journeys by car that could be cycled – perhaps that could be part of the objectives?

To achieve a meaningful change in behaviour the borough must actively enable residents to walk and cycle, and work with TFL to make public transport more comfortable, convenient and safer than private cars whilst inhibiting their use.

Objective 2 – this is a statement, not an objective. The text describes how low-occupancy private car use [which is the majority of private car use], is inefficient but why is there no actual objective mentioned around reducing them?

Objective 5 – Mentions Vision Zero without explicitly committing to achieving it.

## 4 Walking

### **W1 Healthier routes to school**

We would support “school streets” in residential areas. School streets were first introduced to the UK in Scotland in 2015. Since then many London Boroughs have introduced them, including neighbouring Enfield, Haringey, Camden and Islington.

### **W2 Low Traffic Neighbourhoods**

We strongly believe that every residential area should be able to benefit from a LTN to enable people to walk and cycle safely.

The strategy document targets delivering ONE exemplar by 2025 and then monitor and expand by 2041. Is this ambitious enough? There are several exemplars across London [the document cites Waltham Forest]. Closer to home, there is the long established exemplar LTN in Finchley N3 (Windermere Ave, Mountfield Rd). Therefore, the Council can proceed directly to the ‘monitor and expand’ stage, currently scheduled to start in 2025.

A stronger commitment would be to deploy at least one LTN in every ward in the borough by 2025, and commit to at least 75% of all residents living in a LTN before 2041.

LTNs are essential to allow cycles to replace cars for short journeys and to allow cyclists to get from home onto strategic cycle routes. We recommend that councillors and planners visit existing “Mini Holland” schemes so they can see what can be achieved and Barnet Cycling Campaign is happy to facilitate such a visit.

Care must be taken with barriers – locations must be chosen where their advantages outweigh their disadvantages. But if the locations are well chosen and the scheme works, other neighbourhoods will “want one too”.

### **W4 – Active Route – The Barnet Loop**

Joint walking / cycling routes can often be contentious if badly designed. All interested parties will need to work together on the creation of the Barnet Loop, including improvements to the Dollis Valley Greenwalk to enable joint use by cyclists and walkers that enhances the wildlife corridor in support the Council’s Health & Wellbeing Strategy.

We will insist that Barnet Council consult with us in their decision making and design to high standards which will inevitably involve many site visits. In achieving the aims of this strategy it must be recognised that walking, running and cycling can inhibit each other – but a well-designed route will benefit all.

## **W5 - Investing in the Footway Network**

We support the strategy to invest in the footway network. The strategy document cites that 66% would walk more if routes improved to give greater priority to people walking, we suggest the following specific interventions.

Footways should be cleared of parked vehicles across the borough by enforcing the ban on pavement parking in both residential and shopping areas. Any allowed pavement parking zones should leave adequate width for disabled pedestrians and pushchairs.

Pedestrian priority at road crossings should be increased by reducing waiting times at signalled crossings, replacement of staggered crossings with direct crossings, adding pedestrian phases to junctions where there are no pedestrian signals [e.g.: Granville Road/High Road], and by installing more Zebra crossings throughout the borough.

Incorporating continuous footways across side roads should be standard in new roads and road maintenance. These significantly improve the pedestrian experience and streetscape whilst improving accessibility for wheelchairs and pushchairs.

## 5 Cycling

We support the strategy's emphasis on encouraging cycling in Barnet including cycle parking, changing facilities and the use of cycles to access public transport.

The current low take-up of cycling is associated with a hostile road environment exacerbated by a serious lack of infrastructure. For those people who have been put off cycling due to the typography, the rapid increased take-up of e-bikes should mitigate any apparent disadvantage.

### **C1 Cycle Parking**

We would support the introduction of bike hangers in areas where most homes do not have space for bike storage. This would be particularly suitable in areas of high rise and high density housing such as the new developments in Colindale. A bike hanger stores 6 bikes and takes up half a car parking space.

The charge for Hangers in Barnet is £72.pa. This is very high and should be in line with other boroughs, (In Enfield, it is £12/pa, in Waltham Forest, £20/pa). It should never be more expensive for a household to have cycle storage than a car parking permit (£15 for an electric car).

Although proper Sheffield racks are preferable, we would also suggest the use of cycle hoops on lampposts, traffic signs, bollards etc. where there is limited pavement space. Or building fixed cycle parking on the kerbside as build-outs.

Mains sockets should be provided for charging eBikes at cycle hubs.

### **C2 Cycle network**

All cycle routes should comply with London Cycle Design Standards (LCDS) and TfL's Quality Criteria for Cycleways<sup>5</sup>. Priority should be given to TfL's Strategic Cycling Analysis for choosing routes as that will attract funding.

For the strategic routes in the cycle network to be used widely, they must be placed on main roads as segregated tracks, rather than using back streets and parks.

We produced a map of [potential cycle routes](#)<sup>6</sup> based on feedback from our members and the TFL Analysis. We invite you to review this and we look forward to collaborating with the borough on the implementation of the cycle network.

There is an immediate need to fix dangerous junctions and improve road safety. We support the use of Advanced Stop Lines (ASLs) and early release stages for cyclists at junctions.

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<sup>5</sup> <http://content.tfl.gov.uk/cycle-route-quality-criteria-technical-note-v1.pdf>

<sup>6</sup> <https://www.google.com/maps/d/viewer?ll=51.62300271836421%2C-0.17655321219848474&z=12&mid=1aiv76KY-ILLz2-lzhpig5R2FD9g>

We would condemn the use of left hand filters that force cycle riders to move right across a line of traffic to go straight on<sup>7</sup>. The roads in these example locations are both wide enough to accommodate segregated cycle routes.

We would support a Barnet Loop for leisure walking and cycling. We would recommend that all of the Dollis Brook route should be open for cycling and walking (see also W4 above).

We support the reference in the document to accessible cycling and the realisation that cycling paths are beneficial to disabled cyclists. Considering Barnet's ageing population, we believe safe cycle paths, e-bikes and tricycles are essential for preserving the mobility and independence of anyone who finds walking difficult. (It is an unfortunate gap in UK legislation that mobility scooters are not allowed to use cycle paths. In other countries, like the Netherlands, they are a common sight on the streets).

We urge close cooperation with all neighbouring councils in planning cycle routes. For example, a route between Borehamwood and Barnet Hospital via Rowley Lane is proposed in Package 22 of the South Central Hertfordshire Growth and Transport Plan<sup>8</sup>.

#### **C4 Cycle training**

Barnet has had a good record on cycle training for many years and we hope this will continue. We would anticipate that, with the new housing developments in the west of the borough, there will be an increasing demand for training for adults.

Many children receive Bikeability training, but don't cycle to school, due mainly to safety concerns. But one point we would raise is that suitable school uniforms should be included in school travel plans. A blazer and collar and tie and long trousers are not ideal cycle clothing, particularly in the summer. There are schools in London where there is a much more suitable uniform (polo shirt, sweatshirt and black trousers, shorts or skirt). This is much more suitable for cycling and the level of cycle use is high as a result.

We would like to see some follow up surveys to record those pupils who have continued to cycle on the borough road network.

On the subject of funding, the policy of allocating more money to cycle training than the cycle network itself should be reviewed. Training is important for many demographics and should be funded, but the funding for infrastructure to remove the danger and perceived danger should be paramount.

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<sup>7</sup> For Example: Southbound Junction of A1000 Great North Road and Lyonsdown Road. Northbound junction of Hendon Lane/Finchley Road.

<sup>8</sup> <https://www.hertfordshire.gov.uk/about-the-council/consultations/transport-and-highways/south-central-growth-and-transport-plan.aspx>

## 6 Public Transport

### **PT1 Express and orbital bus routes**

We agree that there is a need for much better orbital bus routes. We would support the proposed West London Orbital Railway.

### **PT2 Improving the existing bus network**

We would support all measures to improve bus speeds (e.g. bus lanes, smart SCOOT systems). Where bus lanes are not possible, kerbside parking may need to be restricted to allow free passage of buses.

We would recommend that all bus stops should have indicators that display the arrival time of the next bus / buses.

### **PT3 Improve the existing rail and Underground services**

We agree that the main radial routes (Northern Line, Thameslink, and Great Northern) will come under increasing pressure as the population of the borough increases and would support lobbying by Barnet for upgrades to these services. We supported the early construction of Brent Cross West and would support a new station at the North London Business Park. Naturally, these stations should be clearly accessible to cycling.

We would support the transfer of Great Northern services to TfL.

### **PT4 On-demand services**

We would support trials of on-demand bus services.

## 7 Car

### **R1 Car Clubs**

We welcome car clubs as they can reduce the number of parked cars cluttering the streets and make people think about the cost of each trip they make.

### **R2 Electric Vehicle Parking Provision**

We are cautious on the widespread adoption of EVs which do nothing to ease congestion or improve road safety. Also, they are no better for the environment when you consider that 75% of a vehicle's pollution comes from brake and tyre wear, the embedded carbon in a new EV and the production/disposal of the batteries.

At a local level, electric charging points should not be installed at the expense of pedestrians by taking away pavement space or by causing trip hazards, nor at the expense of cyclists by taking away road space for cycle tracks. Often where charging points are incorporated into lampposts the cables obstruct the pavement and make crossing the road more difficult (as in the photo in the consultation document of Cllr Cohen).

Therefore, charging points should be prioritised in off-street car parks. If this is not possible, they should be installed on the carriageway in well-designed build outs using existing parking space. These should not hinder the development of cycle routes.

### **R3 Road Safety Improvements**

We support 20 mph zones on non-arterial roads, with the necessary changes to road design to make 20mph 'self-enforcing' such as chicanes, narrowing and speed cushions, provided they do not endanger cyclists by encouraging close passing. All residential streets, within and without LTNs, and all Town Centre shopping streets, should be 20mph zones by default.

Allowing parking on alternate sides along the length of a road within 'sheltered parking' zones that create lateral displacement is also a useful safety measure<sup>9</sup>.

As mentioned in the Walking Section, better pedestrian priority will deliver improved Road Safety. This means more crossings and continuous footways on side streets. These help restore priority to pedestrians as they force vehicles to slow down/stop at junctions, keep them clear of parked vehicles, and improve sight-lines.

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<sup>9</sup> LTN 01/07 [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/329454/ltn-1-07\\_Traffic-calming.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/329454/ltn-1-07_Traffic-calming.pdf)

#### **R4 Workplace Parking Levy**

We support the concept of a WPL as a means to reduce car usage and providing funds to support active travel.

#### **R5 Parking Management**

We would welcome better management of kerbside space and improved parking management provided that this is done as part of a long term strategy to reduce car dependency. We welcome LB Barnet's sponsorship of the Centre for London report [Reclaim the Kerb](#)<sup>10</sup> and urge the council to adopt all 6 recommendations.

#### **R6 Road user charging**

We would welcome trials in the borough of Road Pricing technology.

We welcome the extension of the Ultra-Low Emission Zone (ULEZ) up to the North Circular Road in 2021 and look forward to its extension to the whole of London in the long run.

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<sup>10</sup> <https://www.centreforlondon.org/publication/parking-kerbside-management/>

## 8 Freight and logistics

### **F2 Consolidation**

Cargo bikes and e-cargo bikes can perform a valuable role for last mile deliveries from consolidation centres and should be encouraged and subsidised. They are particularly useful for deliveries and collections in LTNs and where parking is a problem.

[Subsidies<sup>11</sup>](#) may be available and cycle infrastructure needs to enable and facilitate their use. Barnet's location makes it suitable for a large consolidation hub for north London.

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<sup>11</sup> Green last mile delivery bikes <https://www.gov.uk/government/news/funding-boost-for-green-last-mile-delivery-bikes>

## 9 Behaviour change

We appreciate the emphasis on changing behaviour through education and publicity. Leadership and setting examples is also important.

### **BC1: Overarching programme and specific activities**

We would encourage the Council to look at a mobility credits scheme<sup>12</sup> that allows people to ditch their cars in favour of public transport, taxis, bike share or a car club.

### **BC2: Education, training and publicity**

Barnet Cyclists conduct easy group cycle rides suitable for novice cyclists and are happy to receive referrals giving people the opportunity to gain and develop the skills and confidence to be able to cycle.

Awareness needs to be raised of pollution from illegally idling engines. Barnet needs to join 32 other London boroughs in the [idling action](#) project<sup>13</sup>.

Other factors that can influence behavioural change include awareness that pollution inside a vehicle is greater than outside; the effects on global warming and the health risks due to inactivity and pollution.

### **BC3: Travel Planning**

Helping children with personal travel planning and travel planning for new developments are both important. We would like this extended to all residents and businesses, by providing specific advice and assistance on personal travel planning to adult residents and employees.

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Please acknowledge receipt of this response. We hope that we can continue to participate as stakeholders in the implementation of the strategy. Our contact details are below.

Charles Harvey

[campaigns@barnetlcc.org](mailto:campaigns@barnetlcc.org)

Barnet Cycling Campaign

17 Apr 2020

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<sup>12</sup> 'Mobility Credits' scheme <https://www.thebusinessdesk.com/westmidlands/news/2038429-1m-project-to-get-drivers-to-give-up-their-cars-to-be-trialled-in-coventry>

<sup>13</sup> Idling Action Project: <https://idlingaction.london/>