Have Your Say

Long Term Transport Strategy for Barnet 2020 – 2041

Consultation Document
14/02/20 to 17/05/20

Introduction

The Long Term Transport Strategy is part of Barnet Council's wider strategy to create a prosperous, inclusive and healthy future for the borough. It sets out a vision for transport in Barnet and a roadmap for achieving this vision, supporting other council policies such as the Growth Strategy, the Joint Health and Wellbeing Strategy and the draft Local Plan. The Strategy:

- articulates the vision for transport in Barnet to 2041
- proposes possible proposals to achieve the vision
- provides an evidence base for this strategy

The timescale of 2041 has been chosen to tie in with the Mayor of London's Transport Strategy. It is far enough into the future to allow for major infrastructure changes, whilst still allowing prediction of social, economic and technological change with some degree of confidence.

Background

Barnet is a growing borough. By 2030, approximately 50,000 more people will live in Barnet, an increase of 13%. Additionally, there could be as many as 45,000 new homes, and 27,000 additional jobs, in the borough by 2030. This growth will not be evenly spread across the borough: it will largely happen by increasing the density of town centres and areas with planned transport improvements such as Brent Cross and Colindale. This impacts on transport strategy development: the denser the area, the less space that is available for private vehicles and the greater the need for good public transport and the promotion of walking and cycling.

Barnet also has high car use for an outer London borough, particularly in the north of the borough. Journey distances in Barnet do not mean that travel by car is an inevitable choice: two thirds of car journeys in the borough are under 5km and a quarter of car trips begin and end in the borough. If existing travel patterns continue and with limited road space the increased vehicle trips will lead to increased congestion on Barnet's roads, poor quality air, inactivity will still affect residents' health and collisions will on Barnet's roads will increase. In addition, with growth parts of the public transport network will also suffer. For example, crowding on the Northern Line is estimated to reach 5 people per square metre during the morning peak and buses will become increasingly congested.

The Transport Strategy aims to facilitate the growth that Barnet is anticipating and for transport to have a positive impact on health and the environment.

In this consultation document we set out:

What we want to achieve from the Long Term Transport Strategy and an overview of what is included within the full strategy.

What are we asking your views on?

We want to find out what you think about our proposed draft Long Term Transport Strategy. We will use your views to help inform the strategy and the recommendation to Environment Committee.

How to have your say

The consultation is open to everyone including: Barnet residents, businesses, visitors to Barnet, statutory bodies, interested parties, and community groups.

There are two ways in which you can give your feedback:

- complete a questionnaire online at engage.barnet.gov.uk
- complete a paper questionnaire

If you would like a paper questionnaire or a copy of the consultation in another format, please contact us:

- By email: cara.elkins@barnet.gov.uk

The consultation is open from 14/02/20 to 17/05/20 and all responses should be received by midnight on 17/05/20.

How we will use the findings?

The findings from the consultation will help us review and inform the final Long Term Transport Strategy, inform our recommendation to Environment Committee and provide insight for our behaviour change and communications plans.

A final Long Term Transport Strategy document will be put forward to the Environment Committee in the summer, who will then make a decision on the adoption of the strategy.

1. The vision statement

The strategy has been developed through an evidence led approach, involving stakeholder involvement. The evidence base was developed to consider historic trends, the current situation, and an assessment of future scenarios. This evidence base was then shared with stakeholder steering groups, including Members, Officers, transport and infrastructure stakeholders, and community groups in a series of workshops to ensure it reflected their experience of transport in the borough.

A vision was developed to articulate what transport should achieve by 2041, and how it can contribute to creating a better Barnet. By explicitly stating the desired outcomes of transport investment, proposals can be identified, prioritised and implemented according to how likely they are to realise this vision: this gives clearer direction and purpose than simply assessing whether a proposal is desirable. An agreed end goal also helps to coordinate proposals, rather than having piecemeal, potentially conflicting proposals.

'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 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.'

2. Objectives

This vision statement translates into the following five objectives. These were written with reference to our other corporate strategies, while enabling us to meet the vision statement outlined above.

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.

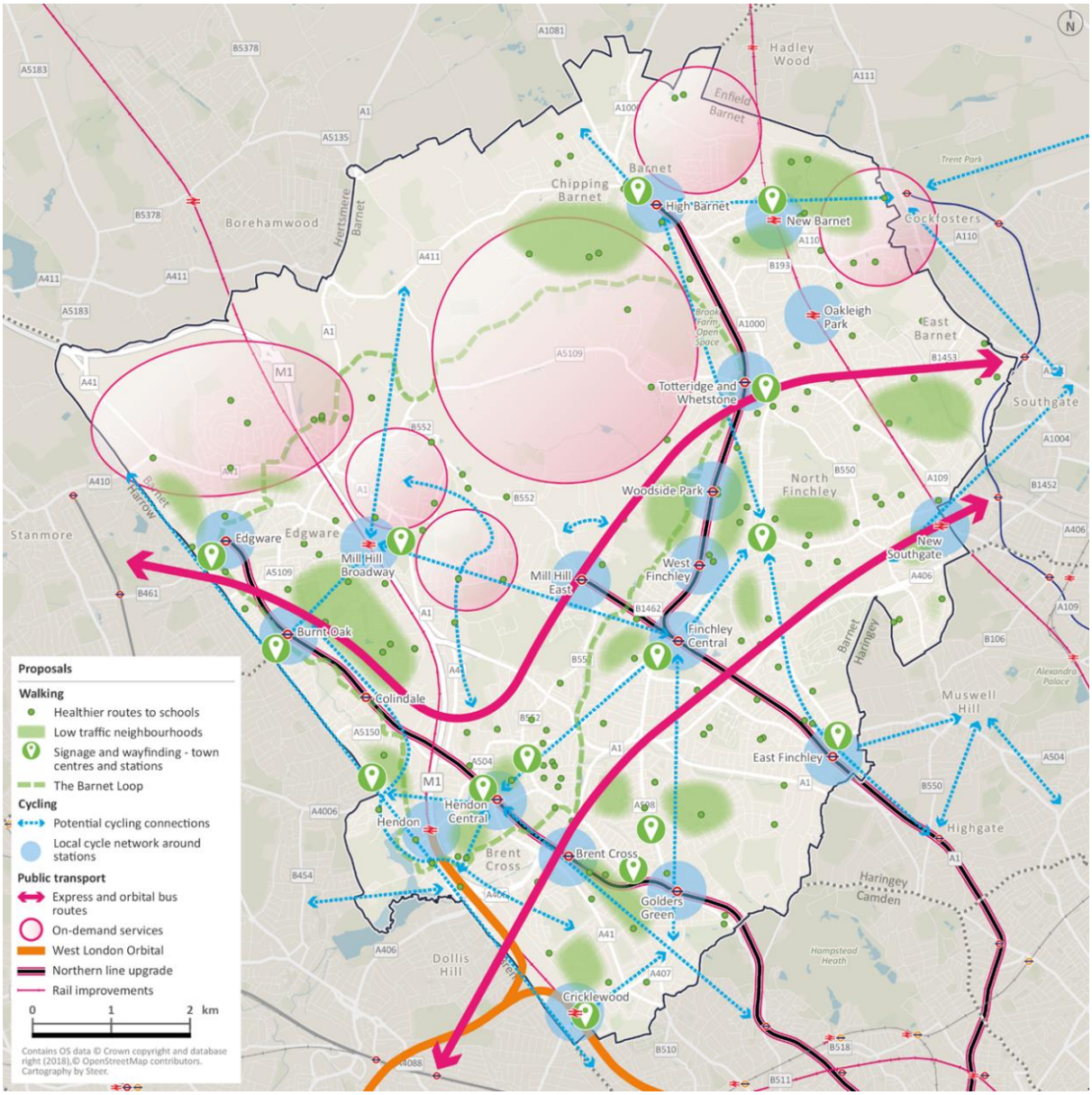
Objective 4:
Transport contributes positively to the health of the borough, by prioritising active travel and ensuring continued improvement in air quality.

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

What is required
To achieve these objectives two clear pathways are available. First, residents should be given a real choice of active, sustainable and efficient modes of travel. Second, car and other vehicle trips must be increasingly powered by more sustainable fuels.

3. An overview of the Transport Strategy

In summary, the Transport Strategy covers our approach to all modes of travel in the borough, including walking, cycling, public transport (bus, tube and rail), car, and freight and logistics, as well as some wider behaviour change proposals. The following sections provide an overview of the proposals recommended for achieving the transport vision and objectives detailed above. These are only high-level proposals, and further work, such as data collected and detailed design will be required before they can be implemented. Moreover, not all proposals are intended to be introduced immediately; this strategy takes a long-term view to 2041, when travel patterns are likely to be vastly different from what they are today. The image below provides an overview of some of the key proposals, each proposal will be explained in more detail in the following section. Further detail on each of the proposals can be found in the Draft Long Term Transport Strategy.



3.1 Walking

Walking should be the natural mode for short journeys in Barnet, enabled by an attractive public realm, increased safety and air quality improvements, as well as clear and legible signage and wayfinding and well maintained footways.

Walking in Barnet will focus on three types of trips: trips to school; shopping and leisure trips to town centres; and trips to transport hubs.

Trips to school will be targeted because air quality issues are particularly acute around some of Barnet's schools and there is potential to embed sustainable travel patterns in residents at a young age.

Shopping and leisure trips are also a key focus: over half of all potentially walkable trips are for shopping and leisure purposes. Hence, proposals should focus on improving the pedestrian environment of Barnet's town centres.

Commuting patterns in Barnet tend not to offer much whole journey potential for walking; however, the stage from home to station does. Areas around Barnet's transport hubs will therefore be targeted with measures designed to increase walking. With this in mind, we are proposing the following schemes:

W1: Healthier routes to school

Healthier routes to schools will prioritise walking routes around schools. By addressing three issues, school children can take advantage of all the benefits of an active commute. Over 92% of primary school children who live in Barnet attend schools within the borough, which increases the likelihood of the students living within a walkable or cyclable distance. The key barriers to walking to school to remove are:

Figure 1 - Hackney Play Streets

- congestion - a third of vehicles on Barnet's roads in the morning are used for the school run
- air quality - TfL data shows that twelve schools in Barnet breached legal air quality limits
- fear of collisions - removing vehicles from school gates reduces the risk of children being involved in collisions.

One method of achieving healthier routes to schools is School Streets. School Streets projects involve closing residential streets adjacent to the schools to through-traffic during pick-up and drop-off times, which results in improved road safety around the schools and improved air quality. Residents needing to access their properties via affected streets can apply for exemption permits. Residential streets without schools on them can also be closed temporarily under existing council powers, to enable children to play on the streets where they live. Local parents and

other residents can apply and act as marshals, allowing residents to drive in at walking pace and redirecting other traffic. This can increase the sense of community and encourage children to play in the streets where they live. The council is exploring if either or both of these methods would be appropriate.

W2: Low traffic neighbourhoods

Too much traffic is reported as a barrier to walking by one in five Londoners. Restricting road access to specific types of vehicle at certain times of day can remove this barrier, improve road safety and increase active travel mode shares. Restricting road access in this way can build a series of Low Traffic Neighbourhoods.

Restrictions can be enforced either by physical infrastructure (bollards, raised kerbs, plants) or by automatic number plate recognition (ANPR) technology, often introduced in combination with a one-way street system.

Moveable barriers such as lockable bollards are particularly effective and are adaptable to changes in traffic flow and access requirements. These can be placed on entrances to residential roads, allowing residents, emergency vehicles and registered delivery vehicles access, but blocking rat-running by forcing other traffic onto arterial roads.

Figure 2 - Example of modal filtering in Waltham Forest

This proposal could work in conjunction with Proposal PT5: Gateways and Proposal W3: Signage and Wayfinding, to ensure a holistic approach and creation of spaces which prioritise pedestrian movement. This has the side-effect of improving the cycle environment.

W3: Signage and wayfinding

Signage and wayfinding can encourage walking by:

- highlighting routes that avoid traffic
- displaying journey time information
- advertising points of interest, such as green spaces.

Figure 3 - Legible London map

Highlighting walkable routes away from roads with traffic and displaying information on journey times can reveal aspects of the borough that people otherwise may not know about, or not know how close they are to walk. Furthermore, the installation of maps creates the opportunity to build in accessibility features, including information in braille and/or drinking fountains.

W4: Active route – The Barnet Loop

The council has already established active trails, The Mayor of Barnet's Golden Kilometre initiative and Healthy Heritage walks, encouraging people to walk, run and cycle for leisure. This not only creates a pleasant borough, it also supports the Joint Health and Wellbeing Strategy by providing routes for exercise.

The existing Dollis Valley Greenwalk will be extended by the creation of additional routes through the borough's greenspaces and the Silk Stream Valley Greenwalk, creating a 17-mile loop around the borough for recreational walking, running and cycling. The Barnet Loop also has the ability to provide links to town centres, leisure facilities and transport hubs in the borough.

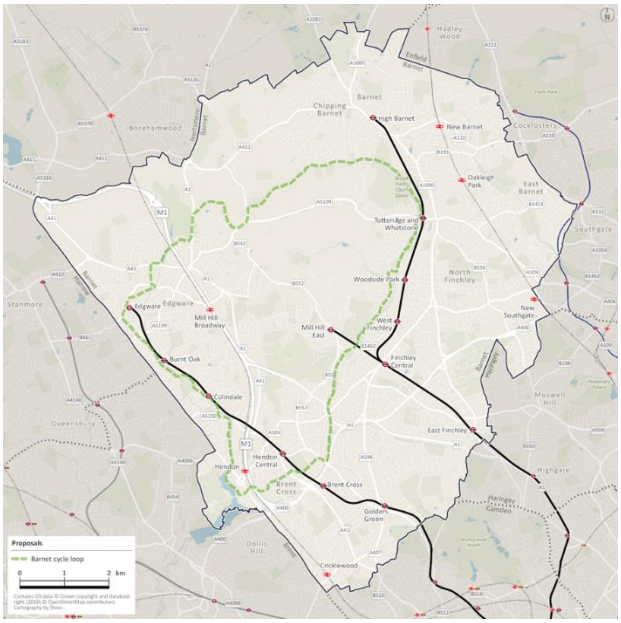


Figure 4 - Proposed Barnet Loop route

A pleasant recreational walking, running and cycling environment would also encourage active travel to destinations such as schools and shops by providing an environment where people can build confidence on foot, cycles and scooters away from roads.

W5: Investing to improve the footway network

Uneven and damaged footways can create barriers to walking, particularly for those who may be unsteady on their feet such as the elderly, those with mobility difficulties and sight impairments and who may use equipment to support their mobility such as walking aids, wheelchairs or those who are caring for children and my use pushchairs.

Improving footways can make walking more pleasurable and reduce fears of tripping/falling. Whilst the works take place action is also taken to tidy up associated infrastructure and generally reduce street clutter. The proposed programme aims to stop the requirement for short term repairs that provide poor value for money and often undermine the structural integrity of the asset.

3.2 Cycling

Safe infrastructure and plentiful cycle parking will make cycling in Barnet pleasant and convenient. Routes should link town centres and transport hubs, as well as providing access to Barnet's leisure facilities and greenways.

The strategy aims to encourage cycling by ensuring developments include cycle parking and shower and changing facilities; providing appropriate cycle routes and opportunities for people to cycle to or from another mode of transportation (bus, train, tube); and increasing residents' access to bicycles, particularly e-bikes. To complement these measures, cycle training and cycle events will be used to enable people of all ages and abilities to enjoy cycling. With this in mind, we are proposing the following schemes:

C1: Cycle parking

The lack of safe cycle parking stops people cycling: a third of victims of bike theft have stopped cycling and more than 50% of Londoners regard lack of cycle parking provision as a main obstacle to cycling.

Cycle parking should be provided at transport gateways, offices, schools and town centres in line with TfL's Cycle Parking Implementation Plan. Residential areas should also be addressed; particularly in areas of dense new development such as Colindale and Brent Cross.

Figure 5 - Example of bike hangar on Somerton Road, near Cricklewood

Standards for cycle parking provision in new development are set out in the London Plan; the quality is determined by the London Cycle Design Standards. Types of cycle parking include:

- bike hangars – enclosed and lockable hangars are suitable for residential areas and can typically accommodate 6 bicycles, replacing one car space. Residents can rent a space in a cycle hanger for an ongoing cost to the resident which is currently £72 per year
- Sheffield stands – open stands that offer two cycle parking spaces are suitable for town centres. Typically placed on the side of a pavement or along building frontage, these are useful for short term parking
- two-tier racks offer high capacity parking cycle parking, suitable for transport hubs and places with limited space.

C2: Cycle network

A cycle network could encourage people to cycle who are intimidated by fast flowing traffic and competition with cars. Fear of collisions is currently a barrier to cycling for 46% of Londoners; removing this barrier should increase the cycling mode share. Designated cycle routes reduce the number of collisions by 50%; protected cycle lanes by 90%.

This cycle network should accommodate personal mobility needs and accessible cycles, boosting social equality by providing disabled people with greater choice of ways to travel. Cycle routes need to be direct, allowing for connections between residences and town centres as well as transport hubs.

For leisure cycling, a Barnet loop could be created. This would convert the Dollis Valley Greenwalk into a loop, by linking the existing start and end points at Moat Mount Open Space and Windsor Open Space via West Hendon and Edgware.

C3: Cycle provision

While the cost of cycling is significantly lower than the cost of owning a car, some people can be discouraged by the upfront cost. Cycle hire proposals provide access to bicycles without large upfront costs or responsibility for maintenance.

Such proposals are becoming increasingly popular and are now available across London. Traditional docked hire proposals, such as TfL's Santander Cycles, are less suitable for Barnet's development density as they are less flexible.

Figure 6 - The Barnet Council Beryl Bike scheme

C4: Cycle training

People often feel unsafe when cycling. This perception of danger is one of the biggest barriers to more people cycling. As well as improving the Cycle Network, the council would also extend its training schemes to equip people with the necessary skills to navigate traffic with confidence.

The Council already run training schemes for all types of cyclists. Training is provided free-of- charge for anyone who lives, works or studies in Barnet for people of all skill levels: there are basic, urban, advanced and family courses. These will be expanded as more people are encouraged to shift to active travel.

3.3 Public transport

Public transport will be the preferred mode for medium and long distance journeys in Barnet and across the borough boundary into other boroughs and counties such as Hertfordshire. Journeys will be pleasant, quick, reliable and convenient whether travelling into central London or across the borough.

Although Barnet benefits from good radial routes into Central London on Thameslink services and the Northern Line, these will come under increasing pressure as the population of the borough increases. The council will lobby both operators for upgrades to these services to cope with increased demand, as well as Great Northern to improve their frequencies.

Improving orbital connections across the borough and into neighbouring areas is vital so that residents have a choice of ways to travel. Orbital travel refers to travel across the borough (east to west, or vice versa).

The radial connections need to be upgraded to cope with increased demand. The council will need to collaborate with Public Transport providers to ensure these upgrades are carried out. Radial travel refers to a route linking Central London with Barnet. With this in mind, we are proposing the following schemes:

PT1: Express and orbital bus routes

Orbital journeys in Barnet by public transport are currently very difficult: although bus routes exist, they are often caught in congestion, reducing reliability and increasing journey times.

An efficient orbital service would not only join key destinations, but also provide resilience for radial routes. This would involve close collaboration with neighbouring boroughs of Enfield and Brent.

A bus rapid transit could be a cost-effective option: rail is likely to be more expensive. A bus rapid transit differs from a normal bus service because it is segregated from traffic; such a service would replace other bus routes serving the same destinations.

Routes would also need to be determined by a future feasibility study, which would detail likely impacts on the local area. Initial ideas include routes along disused rail corridors such as Finchley to Finsbury Park, along either Ballard’s Lane or the A406 as the highest priority corridor and routes further north.

PT2: Improve the existing bus network

Buses are a vital and growing part of Barnet’s transport network: passenger numbers on routes passing through Barnet have increased by 9% since 2010. However, passengers wait approximately 20% longer than intended on high-frequency routes and travelling within the borough by car is typically two to four times faster than taking the bus.

Other proposals within this strategy document will contribute to increasing average bus speeds by reducing congestion, particularly through encouraging more trips to

be undertaken by walking, cycling and public transport. The council can also contribute to improving bus services in the borough through a series of prioritisation measures.

One method of prioritising buses over other forms of travel is bus lanes. Another form is smart SCOOT systems, which prioritise buses at traffic lights.

Perceptions that buses are unsafe are also a barrier to use: this is particularly prevalent at night, when buses are often the only form of public transport available.

PT3: Improve the existing rail and underground services

Rail and Underground services are vital for Barnet residents wanting to access London: the ten areas that employ the most numbers of Barnet residents outside the borough are all served by stations on the Northern Line. The Northern Line will come under increasing pressure as the population of Barnet increases.

There are two ways to relieve this pressure: increase the capacity of the line; and reduce demand on the line. Increasing the capacity of the Northern Line is dependent on Transport for London and London Underground. The council will lobby to prioritise investment in the line, to increase frequencies and relieve congestion at Camden Town, where issues are caused by people changing branch.

The increase in people working from home will help to reduce demand on the line: this has already had an appreciable impact on Fridays.

The other key way to reduce demand on the Northern Line is to provide a similar service on Thameslink and Great Northern services: these rail lines also serve large areas of the borough and central London. Opening the new Thameslink station at Brent Cross West should help; other possibilities include a new Great Northern station at North London Business Park, to address the area between Oakleigh Park and New Southgate which is currently underserved.

The council has recently written to the Department for Transport encouraging the transfer of responsibility for Great Northern services to Transport for London.

PT4: On-demand services

Some areas of Barnet are not densely populated enough to support rail links or frequent fixed bus links: not enough people would use the services to sustain high frequencies, and low frequency services are unattractive because they may not run at the time residents want or where they need to go. However, these areas should not be left without transport provision.

Figure 7 - ArrivaClick On-Demand bus in New Lubbesthorpe

On-demand bus services operate flexibly in response to local demand – they can adapt their routes and timings depending on the destinations of the passengers.

They typically allow passengers to book a ride via an app, website or through a telephone call, providing easy and quick access to the service. Where possible, On-Demand services stop in close proximity to the desired origin and destination of the passenger and provide a direct link between them, making DRT an inclusive choice for disabled people.

PT5: Gateways

Public transport hubs such as tube and rail stations can be transformed into “gateways”, improving the public realm and interchange between active and public transport.

Each Gateway proposal should develop a comprehensive plan to integrate walking, cycling and public transport in line with the Healthy Streets programme, creating pleasant, informative, useful gateways to the public transport network by decluttering, providing information and facilities such as rest areas and cycle parking. These proposals should increase active travel mode shares to public transport.

3.4 Car

Vehicles will run on cleaner fuels to reduce emissions and roads will be designed with safety as a paramount consideration. Congestion will be relieved by increased active and public transport modes as vehicles are mainly used for occasional or necessary journeys and with shared ownership models being more convenient and cost-effective for users.

The strategy will focus on limiting the negative impacts through:

- safer road design and education about other road users
- facilitating shared ownership models
- facilitating the development of infrastructure which allows electric vehicles to be the default choice.

The transport implications of Barnet's projected population growth, and associated road congestion will require many changes to transport infrastructure and behavioural changes including reduced car usage. With this in mind, we are proposing the following schemes:

C1: Car Clubs

Car clubs are pay-as-you-drive systems providing access to cars to registered Members, who can book cars from a variety of locations using websites, mobile apps or over the phone. There are two models: round-trip, where users return the car to a specified car club space once they have finished using it; and flexible or "floating", where users can park the car in any legal parking space within a defined area once finished. Currently there are approximately twenty car club cars available to Barnet's residents. The council, in cooperation with private companies, can increase the number of car clubs available to residents.

Car clubs provide benefits for both users and society more generally. For the individual, they are cheaper and more convenient than private car ownership.

C2: Electric vehicle charging provision

Figure 8 - Cllr Dean Cohen pictured with one of our Lamp Column Charge Points

Electric vehicles are approximately three times more efficient than petrol cars and produce no tailpipe emissions. Although currently making up just 1.8% of all new vehicle registrations in the UK, electric vehicles are increasingly popular, and sales are likely to continue to grow as new technology is unveiled.

This strategy can encourage the accelerated take up of these vehicles by helping to remove barriers. Charging electric vehicles is the most significant factor preventing consumers buying an electric vehicle, followed by distance travelled in one charge. While improving technology will increase range, a network of chargers will be needed. The council is already supporting the introduction of electric

vehicle charging points across the borough and working with developers to ensure the installation of charging points in new developments. These policies will be expanded, as well as private homeowners supported to install charging points in private driveways.

C3: Road safety improvements

Improving road safety is critical in Barnet: approximately 100 people are killed or seriously injured on Barnet's roads every year, almost two every week. Although this is lower per kilometre driven than other boroughs and 20% of these KSIs occur on TfL's or Highways England's roads, there is much that The Council can do to help improve the safety of all people in Barnet.

To achieve the Mayor of London's Vision Zero, both the number and severity of collisions must be reduced. The best way to reduce severity of a collision is to limit the speed at which the collision takes place. Lower speed can also improve traffic flow and reducing particulate emissions.

There are two methods to limit speed: imposing a limit and penalising those who break it, and introducing speed limiting design features such as chicanes, street narrowing or speed cushions.

C4: Workplace parking levy

A workplace parking levy (WPL) is a tool that can be introduced by a local authority, which charges businesses per parking space provided for employees. The money raised through a workplace parking levy has to be reinvested to achieve the aims of the transport strategy.

Car travel is the most common method of going to work in Barnet (42%), including for short distance trips. 40% of journeys to work that are shorter than 2 kilometres are currently made by car; of all journeys to work that are driven, 30% are under 5km. These figures show there is potential for change.

Consequences of workplace parking levies include the reduction of available parking spaces and the encouragement of car-pooling spaces. Using differential pricing for vehicle types, a WPL can be used to encourage a shift to cleaner vehicles.

C5: Better management of parking

Better management of on-street car parking is an effective way to encourage people to use healthier and more sustainable modes of transport. This is in recognition that kerbside space is a limited resource, and that on-street car parking has an opportunity cost.

Controlled Parking Zones (CPZs), areas where cars can only be parked in designated bays when displaying a valid permit, can be used to improve air quality: by charging electric vehicles less or exempting them from permit charges people are encouraged to swap more polluting vehicles for electric vehicles. The council has

Figure 9 - A Controlled Parking Zone (CPZ) in operation

been doing this since 2015. A similar approach can be taken with pay-and-display public parking. Funds obtained through the issue of permits have to be used to contribute towards improving transport infrastructure.

C6: Road user charging

Road user charging proposals require payment by certain types of vehicles for using certain parts of the road network. These charges can vary according to type of vehicle, time of day and day of week, as well as distance travelled. They can be used to reduce road trips at congested times, reduce rat running and improve air quality. By charging non-resident vehicles for deviating from arterial routes, rat running could be reduced.

At the moment there are multiple road user charging proposals in London such as the Congestion Charge and the Ultra Low Emission Zone. The Ultra Low Emission Zone will extend to all areas of Barnet south of the A406 in 2021 for all vehicles, and for buses, coaches and lorries London-wide in 2020. The Council will monitor the impact carefully, particularly on areas just outside the zone.

Proposals to introduce pay-per-mile charging in London have recently been discussed: such a proposal would replace Vehicle Tax and existing road user charging, the objective of those proposing the scheme is to simplify the system and make it easier to understand and administer. The Council will monitor the progress of such proposals.

3.5 Freight and logistics

Freight will flow efficiently through the borough, enabling the goods and services that the borough and city require to reach their destinations. Negative impacts such as air pollution and collisions will be reduced through journey efficiencies in densely populated areas, fuel changes and road safety improvements, while congestion could be reduced through consolidation.

The council have already started time-banded waste collection, with specific areas given specific times for bin collections. This enables optimised routes and timings. However, these waste vehicles form a small part of freight and logistics vehicles, which account for 20% of all traffic in the borough; this is expected to grow significantly.

More stringent regulation of fuel types and better road design will also mitigate freight's adverse impacts. Because they are heavier, freight and logistics vehicles are often more polluting and more dangerous in collisions than private vehicles. Rail freight reduces congestion, is safer and often more environmentally friendly than road freight. However, it is inflexible. Although the Council will continue to explore rail freight options for major sites as it has done at Brent Cross, rail lines are expected to become increasingly busy.

The key objectives for freight in Barnet are to improve journey times and reliability, minimise environmental impacts and ensure the safety of all road users.

F1: Alternative Fuels for Freight

The number of light goods vehicles on Barnet's roads is likely to increase. These vehicles benefit Barnet residents through providing the goods and services they require. The composition of the fleet is already changing since the introduction of EURO VI standards, with new vehicles polluting far less than previously.

Electric vans can already offer mileage of up to 80 miles (small vans) or 100 miles (large vans). This is likely to increase as technology improves. Most UK vans drive fewer than 60 miles per day, meaning a conversion of the fleet should eventually be possible.

In combination with other proposals in this Strategy, The Council can help fleet operators to convert to electric vans by installing more rapid charging points and ensuring they are available to commercial vehicles, as well as working with TfL to ensure charging points are available on their roads in the borough.

F2: Consolidation

Consolidation naturally occurs within freight businesses to enable more efficient distribution and can reduce congestion and emissions in built up areas.

Urban consolidation centres combine multiple freight operators into one facility. Multiple suppliers drop goods at the centre, which are then delivered in mixed loads on vehicles whose routes are optimised. Barnet's location on London's boundary, on the edge of the Ultra Low Emission Zone and at the intersection of major freight

routes means it is well located for an urban consolidation centre. The Council will work with TfL and the freight industry to identify opportunities.

Micro-consolidation is similar to an urban consolidation centre but on a smaller scale. For a small area such as a town centre, goods can be delivered and transferred to last mile solutions. This removes goods vehicles from the town centre. The Council could encourage initiatives of this nature in its town centres,

Through the planning process, The Council can mandate that major construction proposals operate construction consolidation centres. These have been shown to improve build times and reduce waste, losses and damages.

3.6 Behaviour change

Supporting a change in behaviour will help to support long term changes in the way that people travel. Educating and informing people is key to empowering people to make changes to the way they travel.

There are a number of factors that influence behaviour and so often a package of measures is required to enable effective behaviour change. In addition, activities undertaken and supported by a variety of stakeholders are often most successful and enable a larger audience to be engaged.

As each proposal within this strategy is considered and progressed, a plan for behaviour change, including target groups, location and stakeholders who will support the change will be key to the successful rollout of each proposal.

Some example behaviour change campaigns are noted within this section, however specific behaviour change programmes/activities will need to be considered for each proposal.

BC1: Overarching behaviour change programme and specific behaviour Change activities for each proposal

In order for the proposals in the sections above to be as effective as possible in changing transport behaviours in the borough, an overarching short and long term comprehensive behaviour change programme will need to be in place. In addition, each proposal will need a specific behaviour change programme / set of activities which will contribute to the overarching programme.

All behaviour change programmes should consist of:

- consistent marketing/branding
- general and targeted messages
- community engagement
- research, innovation, monitoring, evaluation, review.

BC2: Education, training and publicity – road, travel and personal safety

In order for people to be able to make transport choices they not only need to be aware of the travel choices and impacts but need to have the skills and confidence to be able to choose from all possible options. Therefore, an extensive education, training and publicity programme for road, travel and personal safety looking at real and perceived issues is essential. This will include general and targeted initiatives.

BC3: Travel planning

Through travel plan programmes, the promotion of safer and more sustainable travel can reach a far broader audience and have a more effective influence on transport behaviour and choices. For example, educational travel plans empower children and young people to not only change their own behaviour now and in the future, but also to influence their families and local communities.

Figure 10 - TfL Cycling Training

Young people are a crucial target for modal shift/behavioural change campaigns, as attitudes to travel are more easily formed at an early age, increasing future active travel both by embedding active travel habits at a young age and encouraging parents to alter their habits. Encouraging children to go to school by walking, cycling or scooting instead of going by car could save over 2 million tonnes of CO2 emissions in the UK, in addition to saving an average of £400 per family. The two contribute to a stronger economy and reduced costs, owing to improved public health.

In combination with Proposal W1: Healthier routes to schools and Proposal W2: Low traffic neighbourhoods, the Council will ensure all school children receive training on active travel possibilities around their schools.

Additionally, requiring development travel plans as part of the planning process ensures the implementation of, not only the hard measures such as new transport links, but also soft measures such as cycle maintenance sessions and resident welcome packs incorporating initiatives for first occupiers.

Further information including a copy of the draft Long Term Transport Strategy and a copy of the Evidence Base can be found in the January 2020 Environment Committee report.

4. Implementation of Long Term Transport Strategy

A decision will be made by Environment Committee in the summer as to whether we adopt the strategy. If the strategy is adopted the council will conduct feasibility studies to consider the impact and viability of all the schemes; this will then inform our Delivery Plan.

This strategy is designed to look forward until 2041. There are many uncertainties in that time frame: the maturation and adoption rates of new technologies, the emergence of new technologies that do not yet exist and shifting governmental and public priorities are all factors that cannot be determined now. Therefore, a key part of the successful implementation of this strategy is a continuous process of monitoring, review, and learning.

For more information:

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