

## 1. What is your local transport authority name? \*

London Borough of Barnet

## 2. Which geographical region are you in? \*

- North East England
- North West England
- Yorkshire and the Humber
- West Midlands
- East Midlands
- East of England
- South East England
- South West England
- London

## 3. What type of authority are you? \*

- Integrated Transport Authority/Combined Authority
- Metropolitan Borough Council
- Unitary Authority
- County Council
- Other – please specify below if you feel you do not fit into one of the categories given:

Outer London Borough

## 4. How would you classify yourself geographically? \*

- Metropolitan
- Urban Large (population over 250,000)
- Urban Other (population between 25,000 and 250,000)
- Rural (population below 25,000)

Other – please specify below if you feel you do not fit into one of the categories given:

## 5. Please provide the scheme or programme name(s) \*

The council is bringing forward three integrated workstreams to support social distancing inside the public realm. These workstreams support active travel (cycling and walking). The workstreams also include the provision more of social space at crowded locations, such as Town Centers and

Schools. The council have been identifying proposals which can be implemented in a relatively short timescale. These proposals can either be temporary while we are required to social distance and could in some cases become permanent.

The following complimentary workstreams have been established:

- Segregated Cycle Lane on the A1000
- Schools Social Distancing via the “School Streets” initiative
- Supporting Town Centres Social Distancing

## 6. Please provide a brief summary of the scheme(s) or programme. For example, locations, measures to be adopted, whether they are permanent or temporary measures, and how the scheme or programme will improve mobility, and/or assist with social distancing

### Segregated Cycle Lane on the A1000

The A1000 is a primary north-south route through LB Barnet with further links southwards into central London. Within the Borough, the road links various town centres (Chipping Barnet, North Finchley and East Finchley) and transport hubs (High Barnet, Woodside Park and East Finchley). Thus, the project will provide a dedicated cycling commuter route for local and onward travel. The scheme is designed to provide a quickly designed, easily installed temporary cycling facility. The introduction of the scheme, even on a temporary, basis will provide an excellent opportunity to assess cycle uptake in a borough where development of infrastructure is now looking to meet any latent demand.

Our engineers have made an initial assessment of the route and we believe that we can overcome identified parking space, bus stop, and junction issues by the end of July ready for implementation. In addition, our engineers have performed an initial safety assessment and have identified locations along the route where additional barriers may be required.

### Schools Social Distancing via “School Streets” Initiatives

“School Streets” will be established to facilitate the safe handover and collection of children at the start and the end of their school day with social distancing markings laid out and a safe means to congregate provided clear of and barriered off from vehicular traffic. Measures will include widening of footways, suspension of car parking, erection of safety barriers and signage as well as Traffic Regulation orders to suspend parking and restrict traffic impacts on school entrances.

Our first prioritised pilot school for this initiative will be Brookland Infant & Junior School, Hill Top, Barnet. The specific measures that will be delivered at this school are:

- Creating space within carriageway either side of Brooklands school entrance, by installing temporary barriers 1.5m in carriageway from kerb, on school keep clear markings and parking bays. ( 60m of barrier, traffic cones and mobility ramps)
- Painting 2m distancing markers within barriered carriageway space for social distancing for guardians to pick up / drop of children. Maintaining existing pathway as walking area.

- Traffic management signs informing of changes to road layout ( 6-7 tm signs)

## Supporting Town Centres & Social Distancing

This workstream comprises of proposals to support social distancing in key locations such as our seven town centres and tube stations where people density is likely to be at its highest. The Council wishes to support the local economy and provision of local services to residents and visitors by ensuring the High Streets of Barnet are successfully re-opened after the reduction in lockdown controls. It will ensure that High Streets meet the requirements of national and regional guidance to ensure social distancing is achieved in a way that prioritises safety of town centre visitors.

### Measures will include

- Reallocation of parking bays to footway
- Allocation of carriageway width to pedestrians
- Where suitable, footway buildout (temporary, removable, but with long term retention built in)
- Use of bollards, markings, advanced warning signs before high streets, parking bay suspensions (for initial closure) Experimental TMOs
- Through and Queue markings to help separate those passing along the street from locations with queues
- Reprovision of disabled badge holder and loading facilities, selected reprovision of paid parking to side streets
- Possible cycle parking areas with stands
- Potential road closures to all but bus and cycles in town centres if strong cycle uptake

Design work for Phase one of our town centre work commenced in May and we intend to deliver measures in our Core Town Centres first. These core town centres comprise of: Edgware, Chipping Barnet, Golders Green & North Finchley. Edgware Town Centre will be the first of the core town centres to be delivered and the immediate measure in Edgware will be the removal of 182m of parking spaces on Station Road between Manor Park Crescent and the roundabout with Hale Lane and the installation of barriers along the entire length.

## 7. What will be the total cost of the scheme or programme (including VAT)? (Note an estimate can be provided if the cost is unknown) \*

Segregated Cycle Lane on the A1000:

Circa £51,000 will allow us to complete around 1.5km of initial installation of a temporary functional route. (Please note that we intend to extend the route to a length of circa 10km if additional funding becomes available).

### Schools Social Distancing via “School Streets” Initiatives

Circa £15,000 for a single initial prioritised pilot school site at Brookland Infant and Junior School. We will look to add more school sites as more funding becomes available.

Supporting Town Centres & Social Distancing

Circa £34,000 for seven town centre locations. We will look to further develop and enhance measures as additional funding becomes available.

This question requires an answer

## 8. What will be the capital cost of the scheme (including VAT)? (Note an estimate can be provided if the cost is unknown)

Segregated Cycle Lane on the A1000

Circa £40,000

**Schools Social Distancing via “School Streets” Initiatives**

Circa £1000

Supporting Town Centres & Social Distancing

Circa £ £33,400

This question requires an answer

## 9. What will be the revenue cost of the scheme (including VAT)? (Note an estimate can be provided if the cost is unknown) \*

Segregated Cycle Lane on the A1000

Circa £11,000

**Schools Social Distancing via “School Streets” Initiatives**

Circa £14,000

Supporting Town Centres & Social Distancing

Circa £ 600

This question requires an answer

**10. This expenditure is not intended to be used for any consultancy spend.**

**Are you intending to use consultants? \***

- Yes
- No

If yes please provide details

This question requires an answer

**11. Is your authority developing a Local Cycling and Walking Infrastructure Plan (LCWIP)? \***

- Yes
- No

**12. Is the proposed scheme located on or within the cycling/walking network plan? \***

- Yes
- No

**Please provide the scheme or programme name(s) \***

Not applicable: Please see section 24 for additional information

**13. Has the proposed scheme been identified in the prioritised list of schemes in your LCWIP? (note: this is not a compulsory requirement for applications) \***

Not applicable: Please see section 24 for additional information

**14. What measures will be adopted? Please select all that apply.**

Please note that for all measures, appropriate access for freight deliveries, bus routes, taxis and disabled people needs to be appropriately considered. \*

Highlighted areas are the measures we intend to take forward

- Point closures
- Segregated cycleway (permanent)
- Segregated cycleway (temporary)
- New permanent footway
- New temporary footway
- Widening existing footway
- Restriction or reduction of parking availability, (e.g. closing bays or complemented by increasing fees)
- Park and cycle/stride/scooter facilities
- Bus corridor
- Cycle counters and/or other active travel data management diagnostics
- Other (please specify):

**15. If applicable, what is the route length of the scheme (s)? Note an estimate can be provided if the distance is not yet known**

Segregated Cycle Lane on the A1000

Initial cycleway length will be circa 1.5km. There is then potential to extend the cycle route to 10km, subject to additional funding.

#### **Schools Social Distancing via “School Streets” Initiatives**

One priority school will be initially selected for the school streets initiative from this funding (circa 20 others may be progressed via alternative funding streams)

#### **Supporting Town Centres & Social Distancing**

Seven Town Centres will initially be taken forward. We will look to further develop and enhance measures as additional funding becomes available.

This question requires an answer

**16. When are the works expected to be completed? \***

Segregated Cycle Lane on the A1000

We expect installation of this initial section to commence circa 27th June and take approximately 4 weeks.

**Schools Social Distancing via “School Streets” Initiatives**

We expect measures to be progressed from 15<sup>th</sup> June and take circa 2 weeks

Supporting Town Centres & Social Distancing

We expect installation of this initial section to commence circa 27th June and take approximately 3 weeks.

This question requires an answer

**17. When is the scheme(s) expected to be open to the public? \***

Segregated Cycle Lane on the A1000

Circa 24th July 2020

**Schools Social Distancing via “School Streets” Initiatives**

Circa 29<sup>th</sup> June

Supporting Town Centres & Social Distancing

Circa 24<sup>th</sup> July

This question requires an answer

**18. Will Traffic Regulation Orders be required? \***

- Yes
- No

This question requires an answer

**19. Please confirm you have read the statutory guidance for local authorities**

**(<https://www.gov.uk/government/publications/reallocating-road-space-in-response-to-covid-19-statutory-guidance-for-local-authorities>) and have consulted with bus operators, hauliers and local groups representing disabled people as appropriate. \***

- Yes
- No

This question requires an answer

## 20. Have you considered how the scheme(s) or programme will be evaluated and will you ensure that appropriate monitoring measures will be put in place?

Yes.

### Segregated Cycle Lane on the A1000

Monitoring of usage, most likely through temporary CCTV surveys, will commence prior to installation and continue periodically, throughout the rest of the year. This will address all modes of transport, but cycle numbers will specifically be assessed along the entire route, as that route extends. We hope to compare ongoing increases in numbers against advertising of the route and the introduction of other soft initiatives, such as existing cycle training and possibly pop up cycle maintenance and advice hubs. This data will be used to inform and support follow on initiatives.

### Schools Social Distancing **via “School Streets” Initiative**

Monitoring at Brookland Infant & Junior School will take place via site inspections, traffic counts, and gathering of qualitative information, and asking the school and parents how they consider the measures work in practice via discussion with the school travel team .

### Supporting Town Centres & Social Distancing

Monitoring will take place via site inspections, traffic counts, and gathering of qualitative information and engagement with Elected Ward Members, businesses, partners (such as TfL) and resident groups. We will also be employing temporary wardens to assist with social distancing in the high street. This will enable us to monitor the emerging position of our various high streets and make adjustments as necessary.

## 5. SECTION D: DECLARATION

I confirm I have read and understood all the details in the accompanying letter sent 27 May 2020, including the terms and conditions.

I confirm that the Senior Responsible Officer and the Section 31 Officer (or equivalent with delegated authority) have also read and understood the letter.

I declare that the information given is, to the best of my knowledge, correct.

I confirm that the authority will have all the necessary statutory powers in place to ensure the planned timescales in the application can be realised.



I declare that the scheme cost estimates quoted in this bid are accurate to the best of my knowledge and that the authority:

- has allocated sufficient budget to deliver this scheme on the basis of its proposed funding contribution;
- accepts responsibility for meeting any costs over and above the DfT contribution requested, including potential cost overruns and the underwriting of any funding contributions expected from third parties; accepts responsibility for meeting any ongoing revenue and capital requirements in relation to the scheme;
- accepts that no further increase in DfT funding will be considered beyond the maximum contribution requested and that no DfT funding will be provided;
- confirms that the authority has the necessary governance/assurance arrangements in place.

I also understand DfT may request further details as to the schemes and costs therein. There was an error on your page. Please correct any required fields and submit again. [Go to the first error.](#)

This question requires an answer

## 21. Reporting Officer details \*

Name [REDACTED] \*

Telephone number: [REDACTED] \*

Email address: [REDACTED] @barnet.gov.uk \*

Postal address: London Borough of Barnet, 2 Bristol Avenue, Colindale, NW9 4EW\*

This question requires an answer

## 22. Senior Responsible Officer details \*

Name [Jamie Cooke, Assistant Director Transport and Highways](#)\*

Telephone number : [020 8359 2275](#) \*

Email address [Jamie.cooke@barnet.gov.uk](mailto:Jamie.cooke@barnet.gov.uk) \*

This question requires an answer

## 23. Section 31 Officer (or equivalent with delegated authority) details \*

Name [Geoff Mee, Executive Director for Environment](#)\*

Telephone number [0208 356 3521](#) \*

Email address [geoff.mee@barnet.gov.uk](mailto:geoff.mee@barnet.gov.uk) \*

## 24. Please add further details or clarification

Please note in relation to question 11 that while Barnet does not have a formal [Local Walking & Cycling Infrastructure Plan](#), our draft Long-Term Transport Strategy includes proposals and actions to develop a cycle network focusing on corridors of high demand such as those identified by Transport for London, as well as local trips around town centers and stations. The final version of the Long Term Transport Strategy will be presented to Environment Committee in September 2020. The highest priority connections based on TfL analysis includes routes broadly following the A1000, which the cycling proposal serves directly. These high priority connections are also identified in [Barnet's Local Implementation Plan of the London Mayor's Transport Strategy](#), although not previously identified for delivery in the short term.

Please also note that the proposals outlined aimed to provide fully workable initiatives that can be delivered within the current £100,000 funding envelope. All three of the initiatives have been designed in such a way that they can be scaled up as additional funding becomes available and it is the **authority's intention to develop each of the** initiatives further.