

Barnet High Street

19 June 2018

<https://engage.barnet.gov.uk/High-Street-Barnet-improvements-statutory>

About the London Cycling Campaign

London Cycling Campaign (LCC) is a charity with more than 20,000 supporters of whom over 11,000 are fully paid-up members. We speak up on behalf of everyone who cycles or wants to cycle in Greater London; and we speak up for a greener, healthier, happier and better-connected capital.

This response was developed with input from LCC's borough groups and is in support of the response from the local group Barnet Cycling Campaign.

General comments:

This scheme is opposed as currently proposed. While the scheme offers some welcome improvements for pedestrians, conditions for cycling will remain extremely hostile and the scheme will not help increase the cycling share of trips in the borough from the current 1% to towards the council's target of 4.3% of trips by 2026. Moreover, the proposed street design will lock out any possibility of protected cycle tracks or other suitable improvements for cycling and walking, potentially for decades to come.

Specific points about the scheme:

- On-street motor vehicle parking within the scheme is provided for just 13 vehicles. The High Street has good provision of motor vehicle parking nearby with 400 spaces in the NCP at "The Spires" shopping centre and a further c100 spaces in car parks off St Albans Road. Removing this parking, and a slight reduction in the additional pavement, would free up adequate space for protected cycling tracks on the High Street. Delivery bays could be placed on side streets and/or deliveries could easily be retimed to outside peak hours and enabled to not interfere with cycling and walking amenity.
- If separate space for cycling is not provided, a consistent lane width of 3.25m should be maintained through the scheme. Any loading bays and parking should be inset into pavement with carriageway kept at a constant width. And the proposed short sections of wider road around bus stops and parking should be eliminated as they will encourage dangerous passing of people on bikes. Note the London Cycling Design Standards considers any road width between 3.25 and 4m as a "critical issue".
- Union Street and Salisbury Road entrances are described as having a "shared space" treatment. Far more should be done on these streets to improve matters for those walking, cycling and residing around the High Street. More speed control measures (such as full-width sinusoidal speed humps as a minimum) are required along the length of these roads; parking should be consolidated along them to one side; and carriage width should be reduced to 3.25m or less, with extra space given to pavements. Their entrance to the High Street should then be designed for slow and calm driver interactions with tight turning geometry, narrow entry or exit widths and pedestrians given clear priority over these side roads with "continuous", "blended" or "Copenhagen" crossing treatments, where the pavement runs directly across the mouth of the side street. The scheme should also be

slightly extended and a similar approach applied to Moxon Street.

- The entire High Street, and surrounds, should be 20mph and physical designs should ensure drivers comply with that speed, without requiring police enforcement resources.

General points about cycling schemes:

- LCC requires schemes to be designed to accommodate growth in cycling. Providing space for cycling is a more efficient use of road space than providing space for driving private motor vehicles, particularly for journeys of 5km or less. In terms of providing maximum efficiency for space and energy use, walking, cycling, then public transport are key.
- As demonstrated by the success of recent Cycle Superhighways and mini-Holland projects etc., people cycle when they feel safe. For cycling to become mainstream, a network of high-quality, direct routes separate from high volumes and/or speeds of motor vehicle traffic is required to/from all key destinations and residential areas in an area. Schemes should be planned, designed and implemented to maximise potential to increase journeys – with links to nearby amenities, residential centres, transport hubs considered from the outset.
- Spending money on cycling infrastructure has been shown to dramatically boost health outcomes in an area. Spending on cycling schemes outranks all other transport mode for return on investment according to a DfT study. Schemes which promote cycling meet TfL's "Healthy Streets" checklist. A healthy street is one where people choose to cycle.
- All schemes should be designed to enable people of all ages and abilities to cycle, including disabled people.
- LCC wants, as a condition of funding, all highway development designed to London Cycling Design Standards (LCDS), with a Cycling Level of Service (CLOS) rating of 70 or above, with all "critical issues" eliminated.