

5. LIP Proposals for MTS Priority Areas, Targets and Appendix C

INTRODUCTION

- 5.1 This Chapter of the LIP contains all of the transport-related schemes and proposals that are forecast for further development or implementation between 2005/06 and 2010/11 within Barnet. Most of the schemes and proposals are in response to the objectives of the Mayor's Transport Strategy.
- 5.2 A response to mandatory objectives could consist of either an update of where an existing programme is up to and/or what it has achieved. Alternatively, where no schemes have been undertaken in the past or are currently being undertaken, then a detailed proposal or scheme outlining how the Borough proposes to address an objective has been included.
- 5.3 A copy of all Form 1's forms the basis of Appendix A. Referencing of LIP forms is relatively simple and each scheme has a unique reference number. Form 2 (Proposal Summary Sheet) is identical to that provided in the LIP Guidance. The purpose of Form 2 is to show a summary of the Borough response to the strategies and policies in the Mayor's Transport Strategy.

Completed Scheme Forms

- 5.4 All completed Form 1's are contained within Appendix A. The summary Form 2 is included as a part of this chapter (Table 5.4).
- 5.5 LIP Proposal forms were returned putting forward a large number of options for work over the next 3 years from the 2005/06 financial year.

Borough Response

- 5.6 A detailed breakdown of the Borough response to each Mayoral objective together with proposed scheme/s is attached as Appendix A. This breakdown is based on the headings contained within the LIP Guidance document. It is a useful reference tool to identify the existing Borough actions in response to a particular aspect of the Mayor's Transport Strategy and whether a scheme is proposed.
- 5.7 An explanation for each of the columns in the table contained in Appendix A is as follows:
- Column 1 – Mayor's Transport Strategy policy reference number
 - Column 2 - Borough Response statement taken from LIP Guidance Document
 - Column 3 - Borough action and progress statement
 - Column 4 - Scheme required (y- yes/n- no)
 - Column 5 - Scheme reference number
 - Column 6 - Scheme name
 - Column 7 - Funding source/s

- Column 8 - Estimated cost
- Column 9 - Estimated timing of Scheme

LIP Proposal Summary Sheet

5.8 The LIP Proposal Summary Sheet (Table 5.3) at the end of this Chapter lists the Mayoral outcome areas and contains cross-references to the relevant schemes. The inclusion of this table is a requirement of the LIP Guidance Document. Many of the schemes relate to more than one outcome area and are identified as such. It is noted that some of the priority areas do not have schemes listed against them and the current Council response to those areas is detailed in Appendix A of the draft LIP.

Summary of Schemes

- 5.9 The following list (Table 5.1 - Summary of Schemes) is a summary of the schemes in the LIP listed under the headings provided in the LIP Guidance document.
- 5.10 The following provides an overview of some of the key schemes detailed above and within Appendix A It is listed according to headings contained within the LIP Guidance
- 5.11 The final delivery of these schemes is subject to public consultation, final committee approval and the securing of funding. Any of these steps in the implementation of a proposed scheme could alter the scheme's composition, scale or the timing of delivery.

Table 5.1 – Summary of Schemes

Development Plan/Strategy	Scheme Number	Proposal	Primary Funding Source	Cost	Timing
Strategies	1	Tree planting along transport corridors	BSP	£165k	06/07 - 08/09
	2	Creating an green environment	BSP	£50k	06/07 – 08/09
Underground		No schemes			
DLR & Tramlink		No schemes			
Rail	3	New Southgate Station	BSP	£100k	2008/09
	4	Access audit of National Rail stations	BSP	£140k	08/09 – 09/10
	5	Cricklewood Regeneration	BSP	£305k	05/06 – 08/09+

Bus	6	Bus Priority (Barnet)	BSP	£2051.2k	05/06 – 08/09+
	7	Bus Priority (LBPN)	BSP	£4877.3k	05/06 – 08/09+
	9/10	Improving bus stop accessibility inc bus stop clearway provision	BSP	£243k	05/06 – 08/09+
Streets	17	LSS – Previous years	BSP	£1976k	05/06 – 06/07
	18	LSS – 2007/08	BSP	£725k	2007/08
	19	LSS – Future years	BSP	£950k	2008/09+
	20	Practical pedestrian training	BSP	£120k	06/07 - 08/09+
	21	School gate congestion project	BSP	£150k	08/09 – 11/12
	22	School Travel Plan / SRTS	BSP	£2291k	05/06 – 08/09
	23	School Travel Plan Co-ordinator	DfES/Df T	£160k	05/06 - 08/09
	24	Town Centre audits (NLTF)	BSP	£160k	07/08 - 08/09
	25	Street lighting	PFI	£10,797k	05/06 - 08/09
	26	Waiting & Loading on A roads and busy bus routes	BSP	£1445k	05/06 – 08/09+
	28/29	Parallel Initiatives / review of congestion bottlenecks / congestion reduction	Borough/ BSP	£795k	06/07 – 08/09+
	30	Local direction signage	Revenue Support Grant	£15k	06/07 – 08/09+
	31	Streetworks co-ordination	Revenue support grant	£896k	05/06 – 08/09+
	32	Principal Road Maintenance	BSP	£4731k	05/06 – 08/09+
	33	Non-principal Road Maintenance	Net parking revenue, Revenue Support Grant, Prudential Borrowing	£8271k	05/06 – 08/09+
	34	Bridge Strengthening	BSP	£537k	05/06 – 08/09+
	35	Aerodrome Road Regeneration Scheme	ODPM/S 106/BSP	£12,130k	06/07 – 08/09

Car	36	Car Clubs	Borough	£10k	2008/09+
		Blue badge	TBC	TBC	2008/09+
Walking	37	Footway Renewal	Net parking revenue, Revenue Support Grant, S106, BSP, Prudential Borrowing	£7,781k	05/06 – 08/09+
	38	CCTV	Prudential Borrowing	£1,672k	05/06 – 07/08
	39	Local Walking Initiatives	BSP	£200k	08/09 – 09/10
	40	Healthy Walking Campaign	BSP	£40k	07/08 – 08/09+
	41	Pedestrian crossings	BSP	£156k	2008/09+
	50	Local area accessibility	BSP	£45k	2008/09+
	52	Walk to School Week	BSP	£20k	07/08 – 08/09+
	53	Walk on Wednesday	BSP	£110k	2007/08 – 2010/11
Cycling	42	LCN+	BSP	£550k	2007/08 – 09/10+
	43	Cycle Training	BSP	£184k	05/06 – 08/09
	51	Cycle Parking	BSP/Borough	£30k	08/09 – 10/11
Freight	44	NLTF FQP	BSP	£100k	05/06 – 08/09+
International Issues		No schemes			
Water		No schemes			
Taxi		No schemes			
Accessible Transport	45	Community Transport schemes	Borough/BSP	£42,855k	06/07 - 08/09

Integration	46	Travel Plan Coordinator	BSP	£190k	05/06 – 08/09+
	47	Workplace travel plans	BSP	£122.5k	05/06 – 08/09
	48	Links to North London Hospitals	Borough	£30k	2008/09
	49	Greening the fleet campaign	BSP	£60k	06/07 – 08/09
	54	Personalised travel planning	BSP	£20k	
	56	Workplace travel plan (web application)	TfL (other)	£20k	2006/07
Major Projects		No schemes			

STRATEGIES

Barnet Unitary Development Plan (UDP)

- 5.12 Barnet was the first London borough to adopt a UDP in the initial round in 1991. The Council commenced its review of the UDP in 2000. The Revised Deposit Draft UDP was published by council in 2001. In Spring of 2004, a Public Local Inquiry was held into objections to the revised UDP. The Inspector's Report (November 2004) provides his recommendations on each objection, based on the evidence heard at the Inquiry, Government guidance and the London Plan.
- 5.13 Modifications to the UDP based on the inspector's report were approved by Council 28 June 2005. After public exhibition the Council on 8 November 2005 agreed to adopt the UDP pending any direction from the Secretary of State. Direction from the Secretary not to adopt the UDP has been received. The Secretary of State has directed the Council not to adopt the UDP until requested modifications to the affordable housing thresholds and employment related car parking standards are made. The Council has agreed to publish the necessary modifications for the statutory 6 week consultation period and if no representations are made to proceed to adoption.
- 5.14 Once adopted, the emerging policies of the review UDP will be saved for a period of three years. Until the Local Development Framework replaces all of the saved policies, the policies of the review UDP (adoption expected in spring 2006) will continue to be used by the Council, along with the Mayor's London Plan, to determine planning applications. Under the new planning system the Mayor's London Plan has development plan status.

Consultation with local voluntary and community groups

- 5.15 Barnet Council regularly undertakes Public Consultation exercises on specific issues of concern to the community or about how we manage and deliver our public services. We try to get as broad a range of views as possible. We consult with representatives from community organisations and the Barnet Civic Network. (The Network brings together organisations that represent the

full range of local communities to think through key issues for the future of the Borough).

- 5.16 We also have our own Citizen's Panel to help us gauge the opinions and comments of residents. The panel is made up of 1,000 Barnet residents, selected to be representative of the adult population of the whole borough – based on ward, age, gender, ethnicity, socio economic status, employment status, housing tenure, faith and disability. The panel helps to obtain an accurate picture of Barnet residents' views. Services use the panel to find out residents' views on various aspects of council services, their concerns about living in Barnet and their perception of the council and any other aspect that may affect residents.
- 5.17 Barnet Voluntary Services Council (BVSC) is an active member of the Local Strategic Partnership and Safer Communities Board and worked with the Council and Barnet Volunteer Bureau to develop the Voluntary and Community Sector Compact. This provides a framework for joint working between the sector and the Council and recognises the contribution the sector makes to development of local policy and delivery of services.
- 5.18 The compact includes a Code of Practice on consultation and communication with the Voluntary and Community Sector to ensure the benefits of the consultation are maximised. A Best Value Review of Working with the Voluntary and Community Sector is currently taking place.
- 5.19 Barnet has recently carried out a Best Value Review of transport which has also informed the LIP. This included consultation with the Citizens Panel and an external challenge event involving representatives from a range of voluntary and community groups including BVSC, the Federation of Residents Associations in London Borough of Barnet (FORAB), the Barnet Borough Senior Citizens Forum and Barnet Community Transport. Disability Action in the Borough of Barnet (DAbB) were unable to send a representative to the event, but have been consulted on the draft LIP.
- 5.20 A Transport User Group has recently been established in North Finchley specifically to discuss issues related to footway works in that area. Consultation with this group will help to inform future schemes and the Streetscape Design Guide that is currently being prepared.
- 5.21 Consultation with Voluntary and Community groups regarding the detailed development of schemes follows the principles laid out in the Voluntary and Community Sector Compact. Groups are consulted about issues that are relevant to their members, where they can genuinely influence the decisions made.

Air Quality

- 5.22 The whole of London Borough of Barnet was declared an Air Quality Management Area in April 2001. Barnet's Air Quality Action Plan, which takes account of the proposals relevant to borough AQAPs set out in the Mayor's Air Quality Strategy, was approved by the cabinet in January 2003. It includes the

action point to make the borough a LEZ by including the borough in a London-wide LEZ, although stated that the decision whether or not to include Barnet in a London wide LEZ will only be taken when the feasibility study and options have been fully assessed by the Council.

- 5.23 Following publication of the feasibility report Scientific Services briefed Cabinet members and Barnet's representative on the ALG Transport and Environment Committee on the findings of the Report for the TEC meeting in October 2003. At this meeting, there was support in principle for the LEZ concept, subject to a final decision by the TEC; in particular for a manual approach targeted at lorries, buses and coaches.
- 5.24 However, there were some outstanding concerns and therefore a need for more information, which is still awaited. Also concerns remain that the costs of such a scheme to the community as a whole may not be justified, given that the changes would be achieved in any event albeit over a slightly longer timeframe.

Ambient Noise

- 5.25 The opportunity in the Cricklewood regeneration area for the use of rail freight will be exploited. Barnet will continue to work closely with rail companies to minimise noise due to track and embankment maintenance work. Routing software that minimises journey length was successfully installed in 2003, and the use of SMA for road surfaces (quieter road surfacing material) will be continued.
- 5.26 In addition we will develop the following measures;
- Improve traffic flow in town centres by improved coordination of traffic lights;
 - Work to improve traffic flow in general; and
 - Ensure that council vehicles are used sensibly, are well maintained and that routes and tasks are coordinated to be as efficient as possible.

Biodiversity

- 5.27 A programme of tree planting is being developed to counteract pollution and noise and to enhance transport corridors. (Refer to Form 1 – 2 & 3). This will include;
- Provision of street trees particularly in areas that currently have few of these; and
 - Provision of areas of tree planting, particularly (where possible) in areas of poor air quality, and/or other sites near major roads to counteract pollution and/or noise.
- 5.28 The choice of trees will be crucial in the urban environment. Species will not be introduced that are an undue future maintenance burden because of their size. The rate of growth or leaf-fall is preferred. Semi-mature specimens could help with establishment in areas where vandalism is identified as a potential problem. Where areas of planting on open land are proposed native species would be preferred in most cases.

Waste

- 5.29 The Hendon Rail Transfer station currently receives much of Barnet's waste as well as waste from other North London Waste Authority constituent boroughs and others. The waste is compacted into containers and transported, by rail, to a landfill site in Buckinghamshire. The North London Waste Authority and its partner authorities recognise the environmental benefits of transferring residual waste by rail, and the potential for rail transfer of organic waste for composting, or mixed waste for energy recovery treatment. However they must also have regard to the need to divert more waste from landfill to recycling, composting and energy treatment in future in accordance with the best practicable environmental option identified for North London, and the policy of developing facilities close to the source of the waste in accordance with the Proximity Principle.
- 5.30 The seven constituent boroughs of the NLWA are moving towards a Joint Waste Development Plan (JWDPD) which will identify an appropriate mix for new waste facilities across the NLWA area. The scoping study for this work identifies that one potential option for the area could be a sustainable transport option, making intensive use of canals and railways, and also highlights the opportunities for use of sustainable transport as one of a number of considerations in assessing the options identified.
- 5.31 The Hendon Rail Transfer Station is within the Cricklewood and Brent Cross Regeneration Area. The Council's UDP includes a requirement for provision of an enhanced waste transfer station serving North London as part of this development, that will continue to permit rail transfer. The potential for rail transfer of waste for recycling is less obvious, as few re-processors currently have rail links and storing sufficient loads of different materials for recycling is likely to be expensive in North London, however the UDP proposals for Cricklewood and Brent Cross envisage that the waste transfer station will also incorporate materials recycling facilities and bulking bays, which may then permit rail transfer in future if the opportunity presents itself.

UNDERGROUND

- 5.32 Refer to the Crime and Disorder Strategy and Barnet's actions working towards Safer Travel at night in Chapter 3.

DLR AND TRAMLINK

- 5.33 DLR and Tramlink is not applicable to Barnet.

RAIL

Crime & Disorder

- 5.34 The crime & disorder strategy 2005 - 2008 has recently been updated and approved by Cabinet (see chapter 3 for more detail).

Safer Travel at Night

- 5.35 Barnet's website is currently undergoing significant redesign. Clear and easy to find links will be established on our new website to promote TfL's Safer Travel at Night initiatives, including the underground's women's campaign, text home and Taxi One Number campaigns. Barnet will also assist in distributing information leaflets throughout Council offices and public buildings.
- 5.36 From 14 January 2005 NightCab, a late night marshalled taxi service, had offered a safe environment and transportation for people travelling from Edgware Bus Station to surrounding areas. The six month trial marshalled and operated by taxi firm Computer Cab plc, provided shared licensed taxis for passengers on their final stretch home. A service controller met passengers and allocate taxis. Women only taxis were available if required and CCTV in operation in the waiting area. The cost to a passenger was a standard £5.00 and the service was available to addresses within postal areas NW7, HA7 and HA8. Unfortunately, the trial was not extended as Computer Cab found that the exercise was costly and patronage was not high enough to sustain the service. Council will review the results of this trial and investigate whether lessons learnt from this trial could help to develop a feasible NightCab service in the borough.
- 5.37 Currently all Thameslink stations within the Borough meet the Secure Stations criteria. Barnet will work with the WAGN franchise to assist in bring all WAGN stations within the Borough up to the secure station standard. New Southgate will be the first station where works will be undertaken to improve security (See Form 1-3)

Accessibility

- 5.38 There are only two tube stations and one train station within Barnet that currently have step free access. These are Woodside Park and West Finchley on the High Barnet branch of the Northern Line and the southbound platform at Hendon on the Thameslink line. Council will investigate whether these stations are appropriately served by ground floor buses and whether ample disabled parking is provided.
- 5.39 Four additional tube stations have been identified to undergo works to provide step free access to the platforms. The borough will encourage schemes that establish a core network of accessible National Rail stations including those within the borough. Some of these stations are in need of a major refurbishment and that opportunity for investment should be used to procure facilities for full accessibility at the same time. Council will work with TfL to provide appropriate disabled parking and other near station improvements as TfL's station improvement program is implemented.
- 5.40 A partnership with LB of Enfield will see the Installation of CCTV and improved lighting on the roads and footpaths in the area surrounding New Southgate rail station (WAGN). The work crosses the boundary between Barnet and Enfield and a co-ordinated approach is required to prevent problems being displaced from one side of the boundary to the other.

- 5.41 An audit of walking and cycling routes within approximately 800m of New Barnet, Oakleigh Park, New Southgate Stations (WAGN stations) and Mill Hill (Thameslink) will help to identify barriers to walking and cycling to stations, (refer to Form 1-4). Where simple low cost solutions are readily apparent these improvements will be implemented including signing or lighting improvements, localised footway improvements including provision of dropped kerbs where appropriate. A programme will also be developed of higher cost measures that may be required. If such measures are required and the audits highlights the need for more comprehensive schemes further work will be coordinated in the form of a Station Access - Area Based Scheme.
- 5.42 Accessibility to Cricklewood and Hendon stations will be improved as part of ongoing regeneration in these areas. (See Chapter 3 and Form 1 – 5 for more detail).

BUS

Bus Priority Enforcement

- 5.43 The Council is committed to effective enforcement of bus priority and works closely with other LBPN agencies (refer to Form 1 – 6, 7 and 8).
- 5.44 All bus routes are on our Priority 1 gritting routes which are pre-treated before ice or snow is expected. Outlined below is the priority criteria for gritting on bus routes during periods of cold weather.
- **Priority 1 - Principal Roads, Class 1 District Roads which are used as main commuter routes and Bus Routes.**
 - Carriageways on these highways are pre-treated with grit (rock salt) when ice or frost may form. Gritting is normally carried out at night, starting when the evening traffic peak is over. In times of snow, Priority 1 routes will be gritted first and until these routes are found to be safe and running, treatment of Priority 2 routes will not commence.
 - **Priority 2 - Carriageways and footways in the vicinity of Shopping Centres, Railway Stations, Hospitals, Public Buildings and Schools. Cul-de-sacs with steep gradients.**
 - The highest risk footways, as detailed in paragraph 4.1 (b) below, will be pre-treated when severe frost or snow is forecast. Other footways and carriageways will be treated only in times of snow.
 - **Priority 3 - Remaining carriageways and an appropriate side of footways.**
 - Priority 3 roads are only treated in times of heavy snow and then only when Priorities 1 and 2 have been completed.
 - In order to optimise the efficiency of the available fleet of gritting vehicles, the gritting of carriageways in Priorities 2 and 3 may be combined in times of snow.

Standing / garage facilities

- 5.45 Without prejudice to its duties as a Local Planning Authority and other legislative requirements, the Council will assist London Buses/bus operators to procure garage space as far as reasonably practicable. The Council would welcome suggestions of suitable locations for new bus garages from TfL and is aware that a gap exists in provision in the eastern/central areas of the borough.
- 5.46 The Council will work with London Buses to procure bus stands at agreed locations in the borough to facilitate reliable and efficient bus operation, including requirements resulting from better usage of the bus network and regeneration schemes. The provision of on-street stand space will be subject to approval by TfL's Network Assurance team in relation to the Strategic Road Network, and similar consideration of the needs all road users in relation to other borough roads.

Bus Priority (Streetscape)

- 5.47 The Council recognises the important role buses have in the movement of people around the borough, particularly in areas subject to regeneration. The Council will assist in ensuring that buses are protected against unnecessary congestion so far as is practicable using traffic management measures agreed with TfL through the LBPN process. Priority measures used will be appropriate to individual sites and in relation to the Strategic Road Network, will be subject to approval by TfL's Network Assurance team. Similar consideration of the needs of all road users will apply to all other borough roads, and where appropriate, a multi-modal corridor approach will be considered.
- 5.48 The Council is setting out a programme of local clearway protection of all bus stops on main roads and busy bus routes. Hours of operation for clearways will reflect bus operating hours and local conditions.
- 5.49 The programme will be integrated with the bus stop accessibility programme as the provision of a clearway marking is usually essential to achieve full accessibility (refer to Form 1 - 9).
- 5.50 Many stops in the borough already have clearway markings (an initial assessment suggests around 200 out of approximately 700 stops) although these need to be reviewed to ensure they are enforceable. Implementation of new clearways will be prioritised according to volume of passengers and buses and local conditions. In relation to the Strategic Road Network, the approval of TfL's Network Assurance team will be sought, and similar consideration of the needs of all road users will be taken into account in all other locations.
- 5.51 The council considers the introduction or extension of a clearway to be a significant change to the waiting and loading restrictions and as such, should be subject to similar consultation to that undertaken for general waiting and loading restrictions.

- 5.52 In locations where the conflicting needs of frontagers and buses cannot be resolved, consideration will be given to the relocation of the bus stop in agreement with London Buses in accordance with established procedures.

Bus Priority (Traffic Enforcement)

- 5.53 The Council will ensure that its road proposals and programmes will include appropriate bus priority measures that are agreed within the LBPB programme and approved for funding by TfL(BPT) to protect buses on 'A' roads and busy bus routes. This includes the current LBPB programme and scoping work for studies in the 2005-12 cycle which is being progressed by TfL and LBPB.
- 5.54 The Council will ensure that all road proposals and programmes will take bus services into account and will include measures to mitigate any significant adverse impacts on buses on major bus corridors. All relevant schemes on the Strategic Road Network will be subject to approval by TfL's Network Assurance team and similar consideration of the needs of all road users will be taken into account on all other borough roads., (refer to Form 1 – 6 & 7).

Accessible Bus Stops

- 5.55 The Council has set out a programme to make, where practicable, all bus stops fully accessible. With limited funding available, the bus stop accessibility programme will be prioritised according to volume of passenger movements and other local factors - for example stops near hospitals or other facilities with higher than usual volumes of passengers who would benefit from accessibility measures.
- 5.56 In order to deliver this programme in a cost effective and targeted manner, the council considers the first step to be an audit of conditions and requirements at all stops in the borough (refer to Form 1 – 10). This has been discussed with TfL and funding bids have been included within the borough's BSP submission. An initial assessment suggests that around half of bus stops are accessible in so far as kerb heights etc would permit wheelchair users to board accessible buses, but they may not be accessible in a wider sense.

STREETS

Powered two wheelers

- 5.57 There are no areas of high demand for powered two-wheelers(P2W) in Barnet. There are a small number of motorcycle parking areas in the borough, the general position is that solo motorcycles may park free of charge in the Council's permit parking places and pay and display spaces (refer to Chapter 7). Barnet contributes to the British Motorcycle Federatons website publicising P2W parking in the borough.

Signage

- 5.58 There are regular meetings with TfL and bus operators to discuss enforcement and maintenance issues and no significant problems have been

identified. Recently ordered new signage for the A5 corridor to ensure compliance with the standards required by the DfT.

Road Safety

- 5.59 The Road Safety Plan is detailed in Chapter 6. A programme of Local Safety Schemes is identified each year (refer to Form 1 – 11 to 19). The School Travel Plan Strategy is detailed in Chapter 8, (refer to Form 1 – 20, 21, 22, and 23).

Town Centres

- 5.60 The historical development pattern of Barnet has created many small town centres with no one dominate centre. The London Plan identifies twelve district centres and one major centre (Edgware) within Barnet, making Barnet the most populous borough in term of town centres.
- 5.61 At the end of the 1990's Barnet embarked on a program of streetscape improvements in a number of the town centres. This project had a budget of roughly £800,000. This budge primarily covered improvements to street furniture, removal/replacement of guard rails, additional plant beds, some entry treatments and pedestrian refuses. However, since the budget per town centre was relatively small only minor improvements were made to each town centre.
- 5.62 The council is currently preparing an urban design guide for the borough. This will include design guidance for town centres' streetscapes.
- 5.63 The borough supports the North London Transport Forum proposal for audits in the regions' metropolitan and major centres (Form 1- 24). The completion of such an audit in Edgware will assist Barnet to prepare future area based scheme in this town centre and is crucial to Barnet's town centres program.
- 5.64 In 2005/2006 £1m of prudential borrowing is being spent on footway maintenance mainly targeted at pavements in Town Centres with North Finchley Town Centre being identified as the first Town Centre for major repairs at an estimated cost of £500k (Form 1 - 37). In order to maximise the improvement to the street scene, necessary action will be taken to tidy up any associated infrastructure and eliminate street clutter generally. The detail design work considered the following issues:
- the immediate surrounds and compatibility of design
 - drop kerbs and ramps at crossing and junctions
 - ease to reinstate pavement if disturbed
 - remove barriers that restrict use by visually and mobility impaired users (including making bus stops accessible)
 - tidy up any associated infrastructure and eliminate unnecessary street clutter
- 5.65 The works at North Finchley provide an example of how planned footway and carriageway maintenance will be coordinated and how the community will be consulted on future projects. The works were coordinated with the resurfacing of Ballards Lane as well as with other planned works and activities such as

block cleansing and local shop delivery schedules. Meetings were held with representatives of the police, London buses, TfL, Arts Depot, local traders and residents association, Barnet borough sight impaired group, contractors and other interested parties. Regular reports were circulated to cabinet members, senior management, residents and traders.

- 5.66 There are a number of other work programs that will take place in town centres, these included carriageway resurfacing (Form 1 – 32, 33), directional signs (Form 1 - 30), various local safety schemes, CCTV (Form 1 - 38) as well as work associated with the lighting PFI, (Form 1 – 25). Table 5.2. provides a summary of information on planned and completed works within town centres. The publication of this information is the first step towards better coordination of these works both internally and with TfL projects. Burnt Oak, Colindale, Golders Green and Whetstone are the four town centres with the most planned works in the next 3 financial years. Barnet will work with TfL, through improved two way communication, to move towards a more integrated area based approach to these works. Barnet will also consult with TfL when these works involve the strategic road network and throughout the development of our corridor approach.
- 5.67 Where town centres fall within major regeneration areas the any works in the town centre will be coincide with the regeneration project. Development will happen in these areas over a number of years and different contribution will be sort from each planning approval through a section 106. These works and the design of these works will be coordinated by special regeneration team within Highways and Design.

Table 5.2. Town Centres, phasing of environmental street improvements

Town Centre	Planned maintenance	LSS	Planned Station improv.	CCTV	Station Parking review	Regen. area	Previous works (97/98)
Brent Street	05/06 Carriageway						No
Burnt Oak	06/07 - NRF	06/07		Exists			Yes – S
Chipping Barnet	06/07 Footway		2010	Exists	Proposed		Yes – M
Church end, Finchley (central)	07/08 - NRF		2007	05/06			Yes – S
Colindale	07/08 - NRF at Tube	05/06	2007	Exists		Major	No
Cricklewood	06/07 - NRF			Exists		Major	No
East Finchley	05/06 Footway			06/07			Yes – VS
Edgware			2010	Exists			Yes – VS
Golders Green	06/07 - NRF	06/07				Minor	Yes – S
Hendon Central			2007	Exists			
Mill Hill			Thames-Link	05/06	Proposed		Yes – S
New Barnet			WAGN		Proposed		Yes – VS

North Finchley	Current project	06/07		Exists		Minor	No
Whetstone	07/08 - NRF		2007	06/07	Proposed		No
Temple Fortune	redesign & resurfaced						Yes - S

Previous works size – VS = very small under 60K, S = Small 60K to 100K, M = Medium over 100K

NRF – Neighbourhood Renewal fund, funding source OPDM, bid document has been submitted

Phase – 1= pre2008, phase 2 2009 – 2011, rg= with regeneration, C = current, D = complete.

Traffic Growth

- 5.68 The traffic restraint target included in the LIP is for growth to be kept below 6%. Traffic growth is expected to be approximately linear assuming population growth does not outstrip projections.

Parking and Enforcement

- 5.69 The Parking and Enforcement Plan is detailed in Chapter 7.
- 5.70 The programme to review waiting and loading restrictions on 'A' roads and busy bus routes has been formulated to ensure that all A roads and Busy Bus routes have had their waiting and loading restrictions reviewed by 2010, (refer Form 1 – 26). The review proposed only covers those roads where other works which incorporate waiting and loading restrictions are not already proposed, this including the review of Controlled Parking Zones. Therefore this programme is very dependent on the progress of other works programmes and will need to be modified or expanded depending on changes in any of the works programmes identified.
- 5.71 A feasibility study for the implementation of a (cashless) discount parking system for vehicles running on alternative fuels will be undertaken by the NLTF (refer to Form 1 – 27). This research would examine the options open to North London and recommend a costed programme for alternative fuel parking initiative.
- 5.72 North London wishes to offer those travelling within north London using alternative fuel vehicles discounted parking as an incentive for people to convert and a reward for those who already have. This is also an opportunity for North London to examine the benefits of the cashless parking systems now available. There are a number of options available for the cashless system:
- Radio Frequency Identification transponder card (currently in use in Hammersmith and Fullham)
 - Smartcard technology with a chip which stores and manages the electronic value left on the card
 - Text messaging (as trialled in Hull).

Parallel Initiatives

- 5.73 A number of the borough's strategic roads, other A roads and busy bus routes have numerous conflicting demands as they fulfil multiple purposes. The same road may be a transport route for a wide range of modes, a shopping street, a business area and a residential area, and at some points it will fulfil many of these functions simultaneously, (refer to Form 1 – 28).

- 5.74 These roads are likely to have multiple proposals made in the next few years, aimed at meeting different transport objectives. In order to ensure that these are managed in such a way that synergies can result, and manage the inevitable conflicts between the different demands we propose that a series of corridor studies are undertaken. These studies will take account of the different demands and constraints on the routes and the different proposals that are currently identified (and others that are identified as a result of the study) can be developed in the light of this, and any measures implemented in the most cost effective way.
- 5.75 As identified in chapter 3 the Motorway and GLA road corridors incorporating the M1, A1 and A41 and the A406 have a major impact on the borough and these should ideally be studied first. However changes to these routes are unlikely to occur in the short term and it is not feasible to delay proposals for the other roads.
- 5.76 It is therefore intended to carry out multi-modal corridor studies on routes in Barnet with a view to co-ordinating scheme proposals taking account of route demands and constraints, and managing conflicts between different demands as set out in Form 1 – 28/29-revised

LTCC

- 5.77 The Council currently produce weekly programme of the Councils work on the public highway. Further details on Council's approach to streetwork co-ordination are included in Form 1-31.

Congestion Bottlenecks

- 5.78 To carry out a study to determine the locations where congestion plays a key role in restricting traffic movements (refer to Form 1 – 29). This will help to formulate and prioritise a programme which targets locations with that aim of reducing congestion and delays to all road users. Works could include signal timing reviews, junction redesigns or removal of physical restrictions that impede traffic flow. The identified locations will be checked against those that have a high personal injury accident record to ensure that any improvements will be complementary and non-conflicting.

Local Directional Signage

- 5.79 Through the Council's programme of town centre enhancement schemes we have already adopted good practice in reducing the street clutter and intrusion caused by signs. In addition we have used "diamond grade" sign face materials, where legally possible, to maximise night-time visibility without incurring the expense and running costs of illumination, (refer to Form 1 – 30) .
- 5.80 Our first priority will be ensuring signing continuity from the recently re-signed primary route network to the local destinations. We will also;
- (a) Standardise signing on major routes.;
 - (b) Ensure consistency with signing on primary network; and
 - (c) Add / improve signing to indicate most appropriate route.

Highways Asset Management Plan

- 5.81 Barnet will implement the below programme which will ensure that council meets the timetable defined by the Department for Transport for Traffic Management Act Implementation.
- 5.82 The Department for Transport has release *Guidance Document for Highway Infrastructure Asset Valuation* but has indicates that the publication of the other Codes of Practice surrounding co-ordination of works on the roads will be delayed. In addition, permitting will come into force Spring 2007
- 5.83 Highways Asset Management System Programme
1. Tender documents issued – 28 November 2005
 2. Tender award for HAMS – 23 December 2005
 3. Post tender negation – 27 January 2006
 4. Development of links with SAP – 24 February 2006
 5. Implementation of HAMS and migration from Symology – 10 March 2006
 6. Implementation of SAP links – 31 March 2006
 7. Implementation of new co-ordination and inspections practice – Autumn 2006
 8. Implementation of Permitting – Summer 2007
- 5.84 Additionally, there will be information feeds for TfL LondonWorks at a date to be agreed; at this point it is envisaged that this will be included in the HAMS implementation.
- 5.85 Tender timescales are designed around award prior to Christmas 2005, allowing 3 clear months to develop and test links to SAP, to implement the new system and train staff as appropriate. Development, testing and implementation of the links with SAP are scheduled to be included with the SAP phase 2 implementation, due April 2006.
- 5.86 Detailed Year 1 implementation
- Regional Working Groups - Continue to attend and provide feedback at quarterly LOTAG 2 meetings.
 - Align Systems - SAP Works Order Management Module has been implemented from the 1/8/05, and is operational. To compliment this Highways Asset Data Management will be contained in a data HAMS system. (See programme)
 - Identify Asset Groups etc - Main areas outlined in SAP, the remainder will be developed alongside the implementation of HAMS
 - Compile Data, unit rates, models - The collecting point for all this will be in the HAM System – see timetable below. The processes for collecting the data will be uploading data we already have, data cleansing, specific surveys for specific areas, and agreeing that some will gradually come together with a combination of all of the above, and current inspections.
 - Trial the Asset Valuation - Asset valuation will be undertaken within SAP, and the system has been designed to act as the vehicle for holding all balance sheet details. Data from HAMS will be constantly uploaded into SAP (which provides the procurement and finance functions), and from this construction and asset data will be updated to inform asset condition and value.

Road Maintenance

- 5.87 Repairing road and pavements features as one of Council's five corporate priorities. A Principal Road Maintenance Programme is developed annually, refer to Form 1 – 32 and 33.

Bridge Strengthening

- 5.88 Assessment and strengthening to comply with the Government's directive that all bridges found to be incapable of carrying the 40 tonne assessment loading safely, should be strengthened or reconstructed unless other permanent measures could be put in place, (refer to Form 1 – 34).

Aerodrome Road

- 5.89 The proposal is to widen the bridges over Aerodrome road, providing increased headroom and better facilities for non-motorised modes. This section of road currently operates at a reduced capacity and could provide a good link between the two regeneration areas. The height restriction of the two railways bridges currently restricts bus services to this area of the borough, it should also be noted that the carriageway currently provides no cycle facilities and the pedestrian facilities are limited to a narrow path on one side of the road. With the introduction of thousands of dwelling units the capacity will be restrained and will not provide any public transport options for these new residents contrary to the Mayor's objective of providing accessible public transport options, (refer to Form 1 – 35).

CAR

Park and Ride

- 5.90 The location of the London Borough of Barnet on the outer northern boundary of Greater London fits within the Mayor's Transport Strategy as a location where a park-and-ride scheme could be considered. The M1, midlands mainline corridor provides a high order link into London from northern areas and could be suitable for a major park-and-ride site. A site along this corridor could provide a linkage between the motorway network and high frequency public transport.
- 5.91 If a site was to be developed along this corridor it could also provide an interchange with regional bus services that currently stop at Golders Green. Developing a park-and-ride site along this corridor would either require the major redevelopment of an existing station or the development of a new train station along this corridor. The preferred location for a new station for park-and-ride purposes would be at the existing Scratchwood Services where a direct connection with the M1 could be created. Any assessment of a park-and-ride along this corridor must consider the whole corridor and from where motorists would be attracted from.

Review of parking provision

- 5.92 The Parking and Enforcement Plan for Barnet recognises that the many national rail and tube station within the borough attract commuter parking. The majority of off-street parking around stations is operated on behalf of Transport for London (TfL), while Barnet council controls on-street parking through CPzs. Barnet supports TfL's program 4H Pr2 of reviewing the current provision of parking near stations and consult with TfL National Rail and operating companies during the review of CPZs near stations.
- 5.93 A quick evaluation of those tube and national rail stations within the borough that are in zone 5 or are the 'first' station in zone 4 has been conducted to identify suitable stations where a review of current car parking could be undertaken with the intention of increase the number of car parking spaces. This quick analysis was based on a number of criteria and is presented in Table 5.3. It is suggested that the four stations which should be considered first in any review of parking are Mill Hill Broadway, High Barnet, Totteridge and Whetstone and New Barnet.

Table 5.3. Assessment of Stations

Station Name	Rail line	Step free access	Outer suburb location	Low annual patronage	Limited bus	Good connection with SRN	Existing parking
Mill Hill Broadway	Thames-link		Yes		Yes	Yes	52
Edgware		2010	Yes				-
Burnt Oak			Yes				200 +/-
High Barnet		2010	Yes		Yes	Yes	200
New Barnet	WAGN		Yes			Yes	90 +/-
Oakleigh Park	WAGN		Yes		Yes		-
Totte. & Whetstone			Yes	Yes	Yes		87
Mill Hill East				Yes	Yes		45

Car Sharing

- 5.94 The North London transport website (www.northlondontransport.org) was the first of six sub-regional websites that between them cover the whole of the Greater London area. It provides regionally specific transport information and acts as a portal to more general information about transport options and services in London such as online timetables, routing information and the TfL Journey Planner. The North London Transport Forum started a Travel Planning project for Small and Medium sized Enterprises (SME's) in North London. One of the key activities was the use of the Internet to develop a car-sharing scheme for North London, as it is becoming widely available in companies as well as in peoples' homes. Therefore, it was decided that this

readily available medium provided easy access into companies as well as to private individuals, giving them the information they required to adopt travel solutions. NorthLondonTransport.Org was established as a one-stop shop for all commuters and journey makers in the North London Area.

- 5.95 The web-site provides a whole range of travel related information that can help commuters save money, companies reduce costs and benefit the environment. The site is experiencing about 4000 hits per day. Day by day this site is attracting more users and providers of local transport and travel information for www.NorthLondonTransport.org to host. A key objective of the site is to provide users with free access to a database of people willing to share their journeys with other members of the Car Sharing scheme. Users can search the database for other users whose registered journeys match their own, or enter their own journey and be contacted by the system when a match becomes available. Following the initial success of the site, funding has now been allocated for its further development and promotion.

WALKING

Walking Schemes

- 5.96 A rolling programmes of planned footway renewal works are formulated annually. Form 1- 37 provides more detail on how the annual program is formed.

CCTV

- 5.97 Council is currently in the middle of a three year program of installing CCTV cameras throughout the Borough. By the time that this program has been completed the majority of town centres will be covered as well as a number of other crime hotspots. In 2004/2005 twenty six cameras were installed. Between Twenty and twenty four cameras will be installed in 2005/2006 and presently 15 new cameras are planned for installation in 2006/2007, (refer to Form 1 – 38).

Walking Plan

- 5.98 The Council will promote walking routes on boroughs website. Currently leaflets and information is available on Barnet's Millennium Walk, Woodridge nature trail, Oak Hill Woods trail, Dollis Valley Greenwalk, and the London LOOP, (www.barnet.gov.uk/environment_transport/park_count_open/walks_trails.php3).
- 5.99 Barnet's Health and Sports Development Team currently run a program called Walk for Life. This program offers ongoing support to lead community based walks. Refer to Form 1 – 3=9 and 40 for other walking initiatives.

Strategic Routes

- 5.100 The Strategic Walks Project has the responsibility of implementing 6 strategic walks throughout London. Two of these Strategic Walks cross the Borough of Barnet, the London LOOP runs from Scratch Wood through the green belt to Cockfosters, and the Capital Ring cuts across the south of the Borough would connects four of Barnet's Premier Parks. These strategic walking routes will be protected through the Local Development Framework (LDF).

- 5.101 The London Borough of Barnet will review the signage along these walks and will allow the placement of additional signs where a review shows there is a need. The borough will continue to maintain these walking routes, to their current standard.

Pedestrian phasing at traffic signals

- 5.102 A feasibility study will be carried out (subject to funding) to examine signal timings at junctions the establish whether a pedestrian phase could be introduced, (refer to Form 41). The scope of these works would allow the borough to consider the impact on traffic movements a pedestrian phase may have, and what improvements could be made (either physical or timing based) to pedestrian movements.
- 5.103 The review and re-design of signalled controlled junctions for pedestrian prioritisation will be coordinated with the introduction of bus priority at appropriate locations on A roads and busy bus routes as outlined in Form 1-4. The review of pedestrian prioritisation at other intersections not covered by the bus priority study will ensure through detailed modelling of these intersection that the bus priority target will not be adversely affected.

Access improvements

- 5.104 The Citizens Panel will be used to consult on local pedestrian priorities.

CYCLING

London Cycling Action Plan

- 5.105 Barnet has a significant number of cycle routes through parks and along green corridors. In particular, extensive routes along the Dollis Valley, along Waterfall Walk and through Oak Hill Park* which are scheduled to form part of the LCN+ network.
- 5.106 Additional signed routes exist through the following parks:
- Silkstream Park,
 - Colindale Park,
 - Hendon Park*,
 - Sunny Hill Park*,
 - Clitterhouse Park,
 - Bethune Park,
 - Glebe Land open space,
 - grounds of Barnet's Copthall Sports Centre
- 5.107 Currently, where paths are through "premier parks" (marked with * above), maintenance would occur through the premier parks investment program. The popular London Cycle guides are now used in TfL's route planning software, and free paper copies are available. Significant additional information is also provided on TfL's website. Links to this information are to be provided on the Council's remodelled web-site.

5.108 An internet questionnaire survey is being undertaken among members of Barnet Cyclists to fill in the gap in knowledge created by the apparently low number of cyclists amongst Barnet's Citizens Panel. This seeks a range of views from cyclists regarding their needs and preferences.

5.109 The Mayor's Charity Sponsored Cycle Ride is an annual event organised by the Council in conjunction with Barnet Cyclists. Alternative routes are offered through Barnet and Hertfordshire, with an off-road route in the Dollis Valley available for children and families not wishing to cycle on roads.

LCN / LCN+

5.110 The intention is that studies for LCN+ routes should be incorporated into the proposed corridor studies under the Parallel Initiatives programme (revised form 1 - 28/29) where appropriate. Where the proposed route does not follow a major road a stand alone study will be carried out. In most cases it is envisaged that some implementation work based on the outcome of the corridor study will commence in the same financial year as the study takes place. However exact timing of the implementation of any cycling measures will depend on the results of the study and co-ordination with other elements of work identified. The proposals for each LCN+ link are set out in form 1 – 42-revised;

Traffic Management

5.111 The Council has not previously looked at accidents based on user type, but carries out cluster site analysis to identify locations where there is a cluster of personal injury accidents.

5.112 Twenty Three (23) sites in the borough appear to be significant cycle accident locations. Owing to relatively low numbers of accidents in the borough some of these sites have fewer than 1 cycle accident per year on average. However a significant proportion of cycle accidents in the borough are occurring on a few main routes. Fifteen (15) of the sites occur on the following 4 main routes, the A1000, A110, A598 or A5. It would be more appropriate to address these sites through the proposed corridor studies and in conjunction with implementation of the LCN+ than through isolated remedial safety works. Two others sites are at junctions on the A406 (TLRN). One at the junction with the A41 (also TLRN) and one at the junction with the A502.

5.113 The remaining locations are:

- A407 Cricklewood Lane (A5-Claremont Road)
- A411 Wood Street
- A1003 j/w Summers La
- Sussex Ring (Westbury Road-Chanctonbury Way)**
- A504 Gravel Hill
- Grahame Park Estate

** Sussex Ring is also on an LCN+ route, but as an isolated location may also be suitable for a local solution.

- 5.114 As mentioned above, the numbers involved for many of these are quite low, and in some cases the apparent existence of a small cluster may simply be the result of chance. Nonetheless, it is proposed that the 6 sites above be reviewed along with the next batch of identified personal injury cluster sites, to better determine whether a genuine cluster exists that has not already been addressed and, if so, to establish whether an appropriate traffic management solution can be identified. These can then be prioritised against other sites in the usual way.

Cycle Audits

- 5.115 Specific measures including all works carried out on the highway where justified and substantiated through detailed accident history as part of T.M. policy. The Council carries out safety audits on all major schemes; these will take into account the needs of the cyclists. All schemes seek to accommodate the demands placed by the different travel modes.

Additional cycle access

- 5.116 Where new access or turning restrictions for general traffic are being considered, exemptions for cyclists will be considered as a matter of course. At other locations, in collaboration with Barnet Cyclists, locations which prevent access will be identified so potential solutions can be developed. No specific locations have been identified at this time.

Advanced stop lines

- 5.117 Barnet recognises the benefit of increased levels of cycling in reducing traffic congestion. There is potential to encourage the cycling mode and reduce congestion through the use of advanced stop lines and ASLs to support the cycling target in Chapter 9 and further measures of this kind are likely to be needed to adequately address this target taking into account the advice of DfT Traffic Advisory Leaflet 'Advanced Stop Lines for Cyclists'.

- 5.118-5.120 Not used

Access and parking

- 5.121 The Council will continue to support the implementation of Cycle Parking Programme for schools. This will include the provision of cycle training to support this scheme which will be included as part of the School Travel Plan. (Refer to Chapter 8).
- 5.122 An audit is to be undertaken to identify existing cycle parking provision across the borough and the need for an increase in provision. This will permit the locations of existing stands to be plotted on the corporate GIS system, which is also available to the public through the Council's website, permitting subsequent incorporation of locations in printed maps as appropriate.
- 5.123 Locations where additional provision is needed will be identified from research with Barnet Cyclists, identification of locations where 'fly-parking' currently occurs, identifying locations where existing stands are frequently at or near capacity and identifying public buildings, community facilities and shopping

areas where minimal provision should ideally be made even if no current significant demand is evident.

5.124 Proposed programme:

- 2006/07 - Audit of existing cycle parking locations and any significant areas of 'fly-parking' (utilising local knowledge of eg Highway inspectors). Plot locations on GIS. Identify with Barnet cyclists any known areas of concern re: under-provision.
- 2007/08 - Determine other areas where provision should ideally be made. Identify locations where provision might be met through regeneration or S106 agreements, LCN+ and through other schemes. Develop rolling programme for installation of stands at other locations that cannot be addressed through S106/LCN+/other streetscape schemes, commencing with sites identified with Barnet cyclists (estimate - 10 Sheffield stands £2000).
- 2008/9-2010/11 - Continue provision through s106/LCN+/other streetscape schemes supplemented by rolling programme of 10 stands/year, (BSP).

5.125 Cycle parking at Schools - The Council will continue to support the implementation of the Cycle Parking Programme for schools. This will include the provision of cycle training to support this scheme which will be included as part of each school's School Travel Plan. (Refer to Chapter 8).

5.126 Cycle parking in new developments - Minimum cycle parking standards for the new developments at Cricklewood/ Brent Cross are included in the UDP. At other new developments developers are expected to provide convenient, safe and secure facilities although specific levels are not stated. Houses will usually have general purpose space that can be secured that can be used for cycle parking.

5.127 Cycle parking at stations - Most national rail and LT stations in the borough have provision for cycle parking. In some cases this is provided on station property: in other cases on the public highway adjacent to the entrance. Cycle parking is also available near the Finchley and Golders Green bus stations. At some locations parking is provided on only one side of stations that are accessible from both sides. At most locations cycle parking is provided in uncovered Sheffield stands.

5.128 New Southgate national rail station and Mill Hill East and Finchley Central LT stations have no cycle parking provision, although there seems to be no obvious physical barrier to provision.

5.129 Information available regarding the provision of cycle parking is mixed. The national rail website provides information on all the national rail stations (although the train operating companies vary on the information they provide). The information on the LT tube map and that provided in the cycling section on LTs website is not entirely accurate. The information about individual stations provided via the Tube Guru facility on TfL's website does not include cycle parking provision.

5.130 Proposed actions:

- provide cycle parking (London Underground property or on-street) at Mill Hill East (through improvements linked to Mill Hill East Regeneration area).
- Encourage London Underground to make provision for cycle parking at Finchley Central, either within the car park or on LU land in front of station.
- Work with TfL to ensure provision of cycle parking is accurately reflected on the tube map and their website, and incorporate with other cycle parking information on borough GIS.
- Take opportunities provided through redevelopment of regeneration areas, to provide enhanced cycle parking provision at appropriate stations.
- Investigate options for provision of cycle parking at New Southgate station in conjunction with proposed improvements at New Southgate station.
- Consider improved cycle parking as appropriate in conjunction with accessibility audits for stations.

Cycle Training

5.131 Cycle training is offered annually to all year 6 pupils in the borough – some 3,500 children. Of these about 10% currently take up the training. Following a successful pilot, further targeted training on routes to school is now also being offered to all year 7 and 8 pupils, providing an opportunity for pupils who have not been trained at primary school to receive training and increase skills among those who were trained in year 6.

5.132 Adult cyclists are provided with guidance and advice and directed to appropriate resources, cycling groups or private training provision as best meets their individual needs. Links are also being set up on Barnet Council's website to cycling groups and companies providing this service, (refer to Form 43).

FREIGHT

5.133 The whole of London Borough of Barnet was declared an Air Quality Management Area in April 2001. Barnet's Air Quality Action Plan, which takes account of the proposals relevant to borough AQAPs set out in the Mayor's Air Quality Strategy, was approved by the cabinet in January 2003. It includes the action point to make the borough a LEZ by including the borough in a London-wide LEZ, although stated that the decision whether or not to include Barnet in a London wide LEZ will only be taken when the feasibility study and options have been fully assessed by the Council. The Borough is awaiting instructions from the Mayor/GLA as to how to progress.

5.134 The Hendon Rail Transfer station currently receives much of Barnet's waste as well as waste from other North London Waste Authority constituent boroughs and others including the West London Waste Authority. The waste is compacted into containers and transported, by rail, to a landfill site in Buckinghamshire. The UDP contains policies to safeguard, in particular, railway lands at Cricklewood and encourage their use for movement of bulk

freight, and the opportunity for access by rail would be one factor considered in siting of waste management facilities.

5.135 Freight quality partnership seeks to identify a practical course of action to move freight as efficiently as possible, without worsening local congestion. Measures investigated in North London to date seek to address the ongoing problems faces by the local community stakeholders, such as operators, local authority, private sector etc. and includes making better use of rail and waterways for freight.

5.136 Building on the success of the Brimsdown Freight Quality Partnership, a similar approach will be used in other areas of concern in North London. In particular, there are freight and delivery problems in several town centres, such as Wood Green, Edgware, Enfield, Green Lane and High Barnet (of which Edgware and High Barnet fall within the London Borough of Barnet). FQPs reinforce the development of North London's economy and town centres, (refer to Form 1 – 44).

INTERNATIONAL

5.137 No schemes are proposed in relation to International activities.

WATER

5.138 No schemes are proposed in relation to Water.

TAXI

Taxicard

5.139 Taxicard is a method of providing subsidised door-to-door transport for people who have serious mobility impairment and difficulty in using public transport. Taxicard holders make journeys in licensed London taxis and the subsidy applies directly to each trip. Taxicard can be used anytime, 24 hours a day, 365 days of the year, subject to taxi availability.

5.140 Taxicard is funded by TfL and administered by ALG. The service has been available to eligible Barnet residents since 2004. Eligibility criterias adopted are as per set out by the Association of London Government (ALG). The LBB currently allows for up to 72 trips per annum at the following subsidy rate

a) £10.30 between 6am-8pm Mon-Fri

b) £11.30 between 8pm-10pm Mon-Fri, 6am-10pm Sat-Sun

c) £12.80 between 10pm-6am Mon-Sun

ACCESSIBLE TRANSPORT

- 5.141 One of the objectives of the "Community Plan for Barnet 2003-2006" is to ensure that barriers to opportunity for disabled people are tackled. The objective intends to (a) deliver programme of advice, training and awareness raising to address issues that prevent services from being fully accessible to all disabled people (b) ensure all buildings comply with the Disability Discrimination Act (DDA) for accessibility.

Shopmobility

- 5.142 Barnet Council and Brent Cross shopping centre run a 'Shopmobility' service which offers easier access for people with mobility problems. The service may be extended to other shopping centres in the future. A feasibility study will be undertaken and is expected to be implemented if deemed appropriate by 2010/11.

Additional services at Brent Cross include;

1. FREE hire of wheelchairs and powered scooters ;
2. Disabled parking spaces in every car park, with easy access to the Centre ;
3. Lifts access all shopping malls within Brent Cross;
4. DDA talking signs; and
5. Hearing loop at Information Desk and Reception.

Door to door transport

- 5.143 There Barnet does not currently provide door to door services within the borough but provides support, to Barnet Community Transport in the form of accommodation and use of facilities at Mill Hill Depot, (refer to Form 1 – 45).

- 5.144 The Council will review the findings of the TfL review of door-to-door services in developing its proposals for door-to-door transport services for disabled people. This will include how door to door transport services will integrate PHV's into appropriate service delivery mechanisms. There are a number of schemes which make transport in Barnet either more accessible or affordable. Listed below are details of some of the schemes for older adults and people with disabilities, and also some of the organisations which can provide advice including;

1. Freedom Passes (formerly travel passes/bus passes)
2. Travel Voucher Scheme;
3. Barnet Community Transport
4. British Red Cross Transport and Escort Service;
5. North London Dial-a-Ride;
6. Good Neighbour Schemes;
7. Friend in Need Community Centre

Local Mobility Consultation

- 5.145 The "Improving Access Action Team" brings together key local disability organisations and is the most suitable existing organisation to contribute to Transport for London's (TfL) overall strategic framework for door-to-door services, including dispensing information about community transport services available to qualifying Barnet residents.

Blue Badge Scheme

- 5.146 The Blue Badge Scheme enables Barnet Council to issue car badges which provide exemption from certain parking regulations. People may be eligible for a badge if they are registered blind or have a permanent disability, which affects their walking and travel as a driver or a passenger.

INTEGRATION

Journey Planner

- 5.147 The North London transport website (www.northlondontransport.org) provides regionally specific transport information and acts as a portal to more general information about transport options and services in London such as online timetables, routing information and the TfL Journey Planner.

Travel Plans and Travel Awareness

- 5.148 North London has been allocated two of the Travel Plan Co-ordinators being funded within sub regions by TfL. One is based in Islington and covers Haringey, Islington and Camden, whilst the other is based in Enfield and cover Barnet, Enfield and Haringey. Once the Travel Plan is in place (currently job is being advertised) a full programme of works will be developed, (refer to Form 1 – 46, 47, 48, 49).

Community Safety Partnership

- 5.149 Barnet has a Safer Communities Team whom coordinate the distribution of information and liaisons with the police and others on crime, disorder and drug related topics. Barnet coordinates with the police monthly RAID (Review and Improve Department) where partners including Barnet Primary care and council representatives attend.

MAJOR PROJECTS

- 5.150 No schemes are proposed at this time in relation to major projects.

Table 5.4 - Form 2

LIP PROPOSAL SUMMARY SHEET					
CATEGORIES AS PER MATRIX (APPENDIX C)	PROPOSALS, POLICIES & TARGETS				REFERENCE NUMBERS OF FORM 1
	Priority Area	Proposal	Policy	Target	
Strategies			3.Po5		3, 4, 6, 7, 24, 37
			3.Po6		
			3.Po7		47
			3.Po8		
			3.Po9		35
	V	3.Pr1		10, 11	
	VI	3.Pr2		7, 12	1, 2, 49
	VI	3.Pr4		7, 12	1, 2, 49
	VI	3.Pr5		7, 12	1, 2

	VI	3.Pr6		7, 12	
		3.Pr7			20, 21, 22, 23, 40, 46, 47, 48
Underground		4C.Pr12			25, 38
DLR & Tramlink		4D.Pr3		10, 11	
		4D.Pr4			
		4D.Pr5			
	V	4D.Pr6		10, 11	
		4D.Pr7			
Rail		4E.Pr7			
		4E.Pr8			
	V	4E.Pr9		10, 11	3, 25, 38
		4E.Pr10			
	V	4E.Pr13		10, 11	3, 4, 5
		4E.Pr14			
			4E.Po3		
Bus	II	4F.Pr2		3, 4	6, 7
	II	4F.Pr3		3, 4	
	II	4F.Pr6		3, 4	6, 7
	II	4F.Pr7		3, 4	9
	III	4F.Pr8		3, 4	6, 7, 26
	V	4F.Pr11		10, 11	9/10
	IV	4F.Pr21		7, 9	
Streets	IV	4G.Pr1		7, 9	
	III		4G.Po2		
		4G.Pr2			
		4G.Pr3			
	II	4G.Pr4		3, 4	
	I	4G.Pr7		1, 2	18, 19, 20, 21, 22
	I	4G.Pr9		1, 2	22, 23
	VI	4G.Pr10		7, 12	
	VI	4G.Pr11		7, 12	24, 25, 30, 37, 38
	III	4G.Pr12		5, 6, 7, 8	21, 22, 23, 36, 39, 40, 46, 47, 48, 52, 53, 54, 55, 56
	III	4G.Pr14		5, 6, 7, 8	
			4G.Po5		
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denotes priority area