

3. Borough Policy Statement

INTRODUCTION

- 3.1 This chapter of the Local Implementation Plan describes the range of issues reflecting the context of the transport challenges facing the London Borough of Barnet. The first part of the chapter will set out the Mayor's Transport Strategy and the London Plan. The chapter will then focus attention to Barnet's role in the wider, sub-regional context within the North London Transport Forum.
- 3.2 It is recognised that it is important to put transport in the wider policy context, and thus the role of transport within the borough-wide context of the Community Plan, the Corporate Plan and the Air Quality Action Plan needs to be understood. The next section of the chapter will therefore demonstrate the consequential role that transport can play in these strategies. The remaining sections will give an overview of transport specific policies that have been developed by the London Borough of Barnet, as outlined in the Unitary Development Plan (May 2006).

MAYOR'S TRANSPORT STRATEGY

- 3.3 The Mayor of London's vision for London is to make the Capital an exemplary sustainable world city based upon a strong and diverse economic growth, social inclusivity to allow all Londoners to share in London's future success, and fundamental improvements in environmental management and the use of resources. Achieving this vision of London as an exemplary sustainable world city will make London:
- **A prosperous city:** in which all share the benefits of wealth created in London's dynamic economy;
 - **A city for people:** a liveable city of safe, attractive streets, where goods and services are within easy reach and where everyone feels safe and secure;
 - **An accessible city:** with fast, efficient and comfortable means of transport, and access to affordable homes, education and training, health, leisure and recreation;
 - **A fair city:** showing tolerance and abolishing all forms of discrimination, where neighbourhoods and communities have a say in their futures; and
 - **A green city:** making efficient use of natural resources and energy, respecting the natural world and wildlife, using to the full the varied patterns of open space, eco-friendly design and construction methods, recycling waste and creating new 'green industries'.
- 3.4 The key implications of the vision for transport are outlined below:

Making London a prosperous city by:

- Removing barriers to competitiveness, efficiency and growth;
- Providing adequate capacity for future growth and reduce congestion;
- Complementing regeneration initiatives;
- Supporting and developing the role of London's town centres;
- Complementing wider initiatives to tackle unemployment and social exclusion;
- Providing improved, local, regional, national and international access to key employment and development locations; and
- Supporting and encouraging balanced spatial growth across London.

Making London a city for people by:

- Contributing towards making new and existing neighbourhoods and residential areas more sustainable, safe, attractive and cohesive place to live; and
- Benefiting London's urban fabric, visual amenity and environment, particularly in town centres, and supporting the development of London as a cultural and leisure centre.

Making London an accessible city by:

- Improving the efficiency, effectiveness and reliability of London's transport system;
- Encouraging and enabling patterns of land use that support sustainable patterns of travel;
- Integrating transport, spatial development and economic development policies to ensure sustainable access for people and goods;
- Identifying and creating locations with good public transport access to encourage the appropriate scale, form and type of development in ways that reduce car travel; and
- Improving travel choice and quality.

Making London a fair city by:

- Providing transport links to jobs, facilities and services which meet the particular needs of people with mobility problems, women, older people, young people, children, members of black and ethnic communities and those on low incomes;
- Improving the safety and personal security of users of the transport system; and
- Ensuring that the TfL workforce reflects London's population and diversity, and pressing for greater equality of opportunity in other transport agencies.

Making London a green city by:

- Promoting transport services and patterns of movement that contribute to improvements in air quality, greenhouse gas emissions, noise and the treatment of waste;

- Ensuring that the development of the transport system contributes to the protection and enhancement of the natural environment and biodiversity; and
- Promoting the health of Londoners, including encouraging more walking and cycling.

LONDON PLAN

- 3.5 The Spatial Development Strategy for London, The London Plan, published in 2004, underlines the guiding transport objectives outlined in the Mayors Transport Strategy above. The London Plan sets out the framework for a spatial strategy with the following objectives:
- To accommodate London's growth within its boundaries without encroaching on open spaces;
 - To make London a better city for people to live in;
 - To make London a more prosperous city with strong and diverse economic growth;
 - To promote social inclusion and tackle deprivation and discrimination
 - To improve London's accessibility; and
 - To make London a more attractive, well-designed and green city.
- 3.6 The London Plan outlines the following five transport policy areas which are supported by the London Borough of Barnet:
- Closer integration of transport and spatial development;
 - Enhancing international, national and regional transport links;
 - Better public transport in London;
 - Reducing congestion and making better use of London's streets;
 - Improving freight movements and the distribution of goods and services.

SUB-REGIONAL STRATEGIES AND POLICIES

Regional and Sub-Regional Opportunities

- 3.7 North London partnership includes the London Boroughs of Barnet, Enfield, Haringey and Waltham Forest. North London Transport Forum (NLTF), subgroup of the North London Strategic Alliance (NLSA), is the sub regional focus for transport development in North London. The partnership's work is based upon principles of partnership, sustainability and joint sector working. It has developed policy on major sub-regional transport themes and is taking practical action to secure these policy objectives. NLTF will be the instrument through which the Borough priorities and regional interests are effectively implemented.
- 3.8 The recently completed North London Transport Study aimed at producing an Action Plan for the next five to ten years. The Action Plan aims to ensure that:

- Transport activities within North London, the Upper Lee Valley and the
- Strategic Opportunity Areas are complementary;
- Projects are identified within the Upper Lee Valley and Strategic
- Opportunity Areas which should be developed in order to secure the necessary funding for the co-ordination of all the partners responsible for the delivery of projects;
- Projects reflect TfL targets which are focussing on the improvement of public transport;
- Projects need to be cost effective, sub-regional in nature and capable of having maximal input on the improvement of existing transport infrastructure and the management of the transport demand;
- Projects improve accessibility of all North Londoners, bearing in mind that 50% do not have access to a car; and
- Priorities of individual boroughs do not compromise the need for a sub regional approach to project development.

3.9 The quality of North London's infrastructure and public service underpins the ability of the sub-region to successfully accommodate growth. In common with the rest of London, a programme of massive investment in vital infrastructure and public services is needed. Rising to this challenge will require the boroughs to adopt innovative solutions and work closely with partners from across the public and private sectors. A reliable, sustainable, affordable and integrated transport system is fundamental to improving quality of life, social inclusion and the economy in North London.

3.10 The Councils, as part of the North London Strategic Alliance, support the agreed set of sub regional transport priorities included in the North London Strategy - Working Together for London. These are as follows:

- The development of an action plan for the A406 North Circular Road that addresses the need for effective orbital transport in North London.
- The support of proposals for major rail investment in North London.
- The exploration of the opportunities for developing orbital rail and light rail transit schemes.
- To make the case for the construction of a second branch of the Victoria Line serving Northumberland Park Station;
- The use of opportunities provided by major development sites to improve the sub-regions transport infrastructure;
- The development of integrated transport hubs across the sub-region.
- To work across borough boundaries to reduce traffic congestion;
- The co-ordination of parking activities in North London; and
- The identification and implementation of measures to assist freight access to the regeneration areas of North London.

3.11 In addition, the North London Transport Forum will:

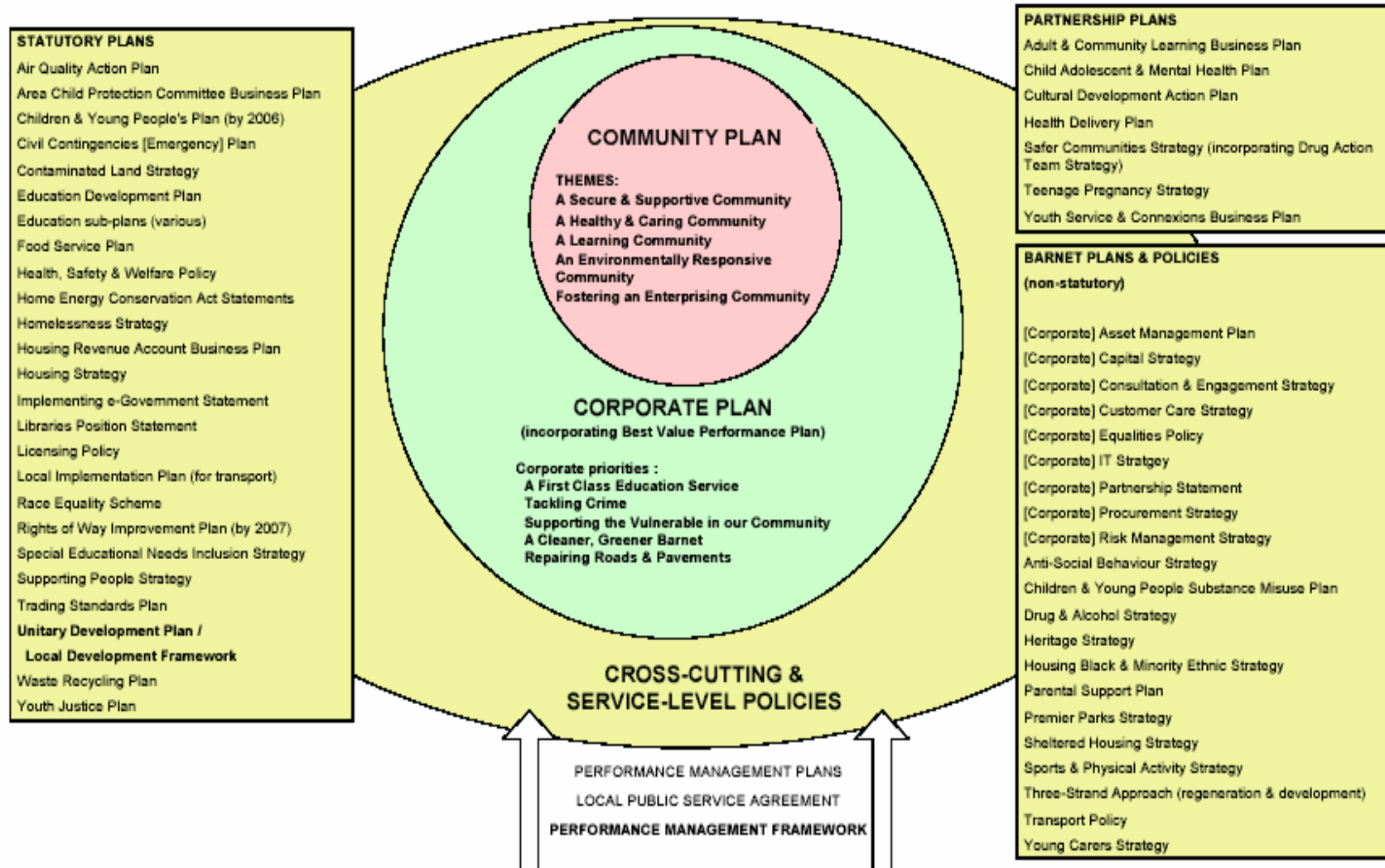
- Work in partnership to improve air quality in the sub-region. Proposals for Low Emissions Zones in North London will be progressed in line with the studies being undertaken within London.
- Explore with North London public agencies, the scope for practical improvements in service delivery and procurement with the objective of achieving greater sustainability and more efficient use of transport resources. Local authorities, educational and health organisations have a strong impact on the sub-region. Innovation and best practice applied to transport will be an important component in the effort to counteract congestion.

STRATEGIC PLANS IN BARNET

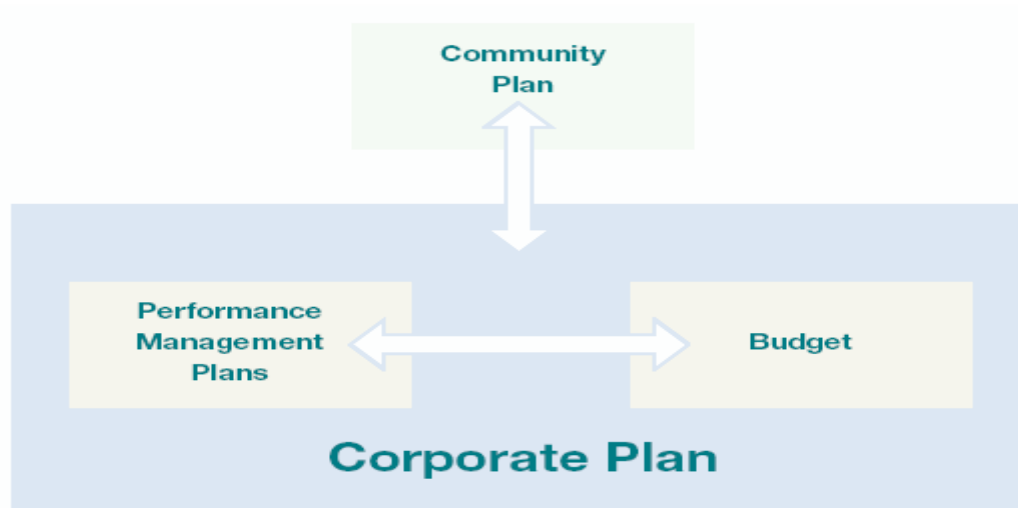
Corporate Plan

- 3.12 The Corporate Plan (2004/05 – 2007/08) is a map of how the council seeks to put the community first, through providing services that meet the needs of our residents and communities taking forward the council's key priorities;
- A First Class Education Service;
 - Tackling Crime;
 - Supporting the Vulnerable in our Community;
 - A Cleaner Greener Barnet; and
 - Repairing Roads and Pavements.

Figure 3.1 - Barnet Policy Map 2005/06



- 3.13 The Corporate Plan also meets key requirements for the Best Value Performance Plan, a statutory performance monitoring document, by including: a summary of the authority's strategic objectives and priorities for improvement; the arrangements for addressing the authority's improvement priorities and the outcomes that are expected to be achieved as a result. Service level Performance Management Plans, informed by the issues that are key to residents, present the service priorities for the coming year and look ahead to future years.



Community Plan

- 3.14 Our vision for Barnet is a place:
- where people want to live and work;
 - where first class services are offered to all its residents;
 - where successful communities are working and thriving, and as a result; and
 - where quality of life continues demonstrably to improve.
- 3.15 The '*Community Plan for Barnet (2003-2006)*' is a strategy to promote the economic, environmental and social well-being of the community. It brings together the priorities of the public, private and voluntary agencies involved in providing services in Barnet. This work is co-ordinated through the Local Strategic Partnership, a coalition of local interests which includes the London Borough of Barnet, the Police & the Primary Care Trust.
- 3.16 The partners are committed to working with communities to meet their needs. The key to successful partnership working is ensuring it makes a real difference in practice towards delivering better services for our communities. Individuals also have a key part to play in making Barnet a better place by taking personal responsibility for their actions. Through consultation, the following issues are those which matter most to Barnet's communities, and which can only be solved by working together:

- ***Secure and Supportive Community***
Even though crime figures are among the lowest in London, fear of crime and anti-social behaviour is one of the biggest issues that affects the quality of life locally, and the Police, local authority and many others are working together to create a safer Barnet. Barnet is recognised as a cohesive community and we wish to remove any barriers that prevent any section of the community from playing their full part as responsible citizens with pride in their community.
- ***A Healthy and Caring Community***
Good health is the greatest gift of all and the Council and Health Service partners are committed to high quality and responsive services that meet patients' needs, and to addressing all the factors that cause ill-health. We also need to ensure that vulnerable people have access to the care that they need. Individuals also need to take responsibility for leading healthier lifestyles.
- ***A Learning Community***
Learning throughout life opens opportunities for employment and personal development, and we are committed to providing quality learning opportunities, from pre-school through to school through to adult learning, as well as working with young people to ensure all their needs are met.
- ***An Environmentally Responsive Community***
Barnet's environment is one of the most attractive in London and we need to ensure that it is protected and kept clean for future generations, and that housing is available for all in well-balanced communities.
- ***Fostering an Enterprising Community***
Economic prosperity is essential to a successful community and there is much that can be done to assist business to flourish through ensuring that transport in the Borough, learning facilities and the physical infrastructure meets their needs.

Air Quality Action Plan

- 3.17 The Air Quality Action Plan is the culmination of work since 1997 to investigate the Borough's main air quality problems and identify solutions. It has an important role in delivering air quality improvements under the Council's Local Air Quality Strategy. Most of the Action Plan measures are aimed at reducing levels of pollution from vehicle exhausts' emissions. This is essential because air quality research commissioned by the Borough has predicted that levels of Nitrogen Dioxide and fine particles produced by vehicle engines will result in widespread failures of Government air quality targets.

- 3.18 These findings led to the whole Borough being declared as an Air Quality Management Area in April 2001 due to predicted levels of Nitrogen Dioxide and fine particles. Additional research indicates that this designation remains correct. The Action Plan measures developed by the Borough have been carefully assessed and subject to a 3-month public consultation period, launched in June 2002. This was the fourth main public consultation on the Borough's air quality work held since 1999.
- 3.19 Many organisations and individuals have been involved in the consultation process. The comments received have helped to shape this final report. Comments from government have resulted in a more detailed treatment of cost effectiveness. The Mayor of London has requested that a number of additional action points are included to reflect his London Air Quality Strategy and it has been possible to accommodate many of these.
- 3.20 Delivering the action points will involve a combination of new and existing measures. Whether it is feasible to implement measures such as vehicle emissions testing and The London Borough of Barnet Air Quality Action Plan a London-wide Low Emission Zone will depend on current London-wide projects.
- 3.21 The assessment of local air quality will remain ongoing. Government is presently consulting on ways in which the process can be simplified and information from local air quality monitoring used more effectively. Under the proposals public consultation on air quality work would remain a requirement. The Borough will continue to work to engage and inform stakeholders on local air quality and build sustainable partnerships for its improvement.

CRIME AND DISORDER AND DRUGS STRATEGY

- 3.22 The Crime and Disorder and Drugs Strategy for Barnet 2005-2008 was adopted in April 2005. This document sets out targets for the borough to reduce levels of crime within the borough and increase the proportion of residents who feel safe. This is addressed through four broad themes that focus on particular components of crime and disorder. There are no individual programmes or direct reference to programmes that address location specific problems. This document is designed to provide a broad strategy for addressing crime and disorder in the borough and can be used to support parallel bids for specific programmes that address crime near, around and on public transport and the transport system. A key topic area within the strategy is crimes against people, since these crimes often occur around transport interchanges and town centres (Barnet Crime and Disorder Audit 2004) any activities that address this topic are likely to focus on these areas of Barnet.

- 3.23 The Overall theme of the strategy is one of reassurance and communication. Barnet has a Safer Communities team who coordinate joint working and liaison with the police and others on crime, disorder and drug related topics. Barnet coordinates with the police monthly RAID (Review and Improvement Department) where partners including Barnet Primary care and council representatives attend. It is through this forum that TfL and the GLA are invited to participate in ongoing review of the strategy. Highways and Design will become more involved in this group to ensure transport related issues are raised and holistically addressed in the future.
- 3.24 There are four targets set out in the Strategy that works and programmes in the local implementation plan can help to achieve. Namely;
- Reduce robbery by 15.3% over the next three years
 - Reduce wounding and assaults by 7.9% over the next three years
 - Reducing the number of repeat victims of domestic violence, racial/faith related crime and homophobic crime by 10% over the next three years
 - Reduce vehicle crime by 19.5% over the next three years
- 3.25 The following points are examples of where on or around transport Barnet is taking action which will help to meet the strategies targets:
- The Police are currently trialling the use of tri signs in raising awareness and deterring motor vehicle theft in identified priority streets.
 - To reduce the fear of crime Alcohol Free Zones have been put in place around stations and in town centres. Barnet has three locations, North Finchley, Hendon and Finchley Church End.
 - Existing CCTV coverage (high definition) includes areas around the following station:
 - Edgware
 - Burnt Oak
 - Cricklewood (National rail)
 - Hendon (National rail)
 - Hendon central
 - Golders Green
 - High Barnet
 - Provide capital funding for CCTV improvements in two town centres for each of the next two financial years. The 05/06 funding covers Mill Hill and Finchley Central, while the 06/07 funding covers Whetstone and East Finchley.
 - The Council has a zero tolerance policy on graffiti and in 2004/05 spent £250,000 on cleaning graffiti. Priority is given to 13 of the Borough's town centres, often incorporating transport interchanges.

These areas are checked daily Monday to Friday and any graffiti spotted – even if it is not on council property – is tackled immediately. Any reported graffiti facing the borough's 'A' roads is removed within the week, while racist and offensive graffiti is tackled within 24 hours.

LAND-USE PLANNING POLICY

Unitary Development Plan (UDP)

3.26 On 18 May 2006 the London borough of Barnet adopted a new Unitary Development Plan (UDP). Along with the London Plan the adopted plan will form the statutory development plan for the area of Barnet. These development plans form the basis for decisions on land use planning affecting the area. Chapter 7 'Movement' details the Council's approach to transport.

3.27 - 3.28 Not Used

Local Development Framework

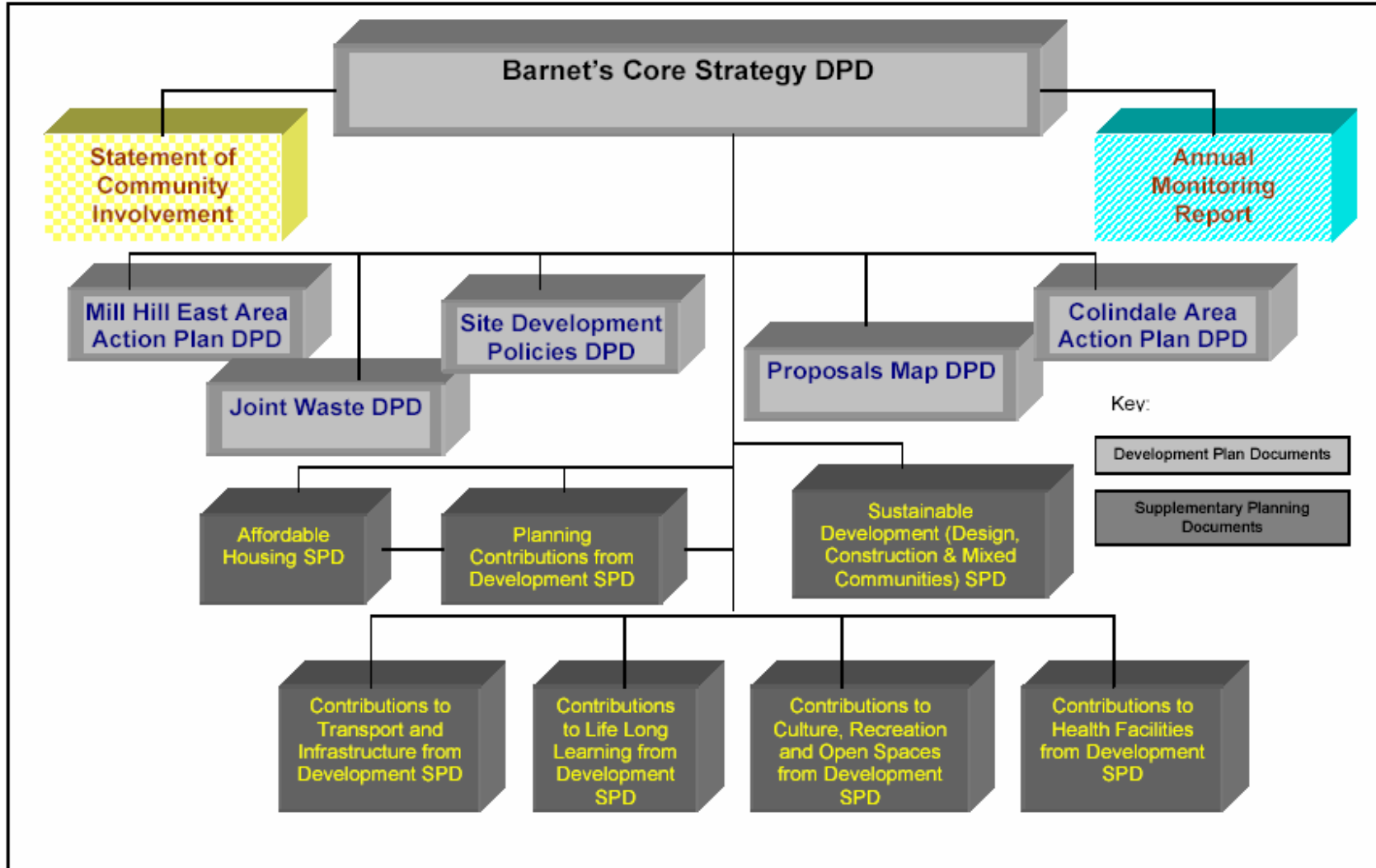
3.29 The Planning & Compulsory Purchase Act 2004 reforms the development plan system replacing the Unitary Development Plan (UDP) with the Local Development Framework (LDF). Part 2 of the Act requires the submission of a Local Development Scheme (LDS) setting out the three year project plan for each LDF document the Council will produce for Barnet.

3.30 The main elements of the new planning framework are: -

- The adoption of a spatial planning approach to ensure the most efficient use of land by balancing competing local demands. This spatial approach is not just concerned with the physical aspects of locations but also with economic, social and environmental matters
- A planning system which facilitates the creation, up-dating and replacement of planning documents so as to ensure the planning system is constantly up-to-date
- The statutory development plan will be the starting point in the consideration of planning applications for the development or use of land

3.31 Barnet Council is committed to preparing a LDF (refer to Figure 3.2) which reflects the up-to-date national, regional and local context, the development potential of the Borough and realises the local community's aspirations for the area.

Figure 3.2 – Barnet’s Local Development Framework



Regeneration

- 3.32 Council has adopted a 'three strand approach' to planning for development within the Borough, one of protection, enhancement and growth. Planning policy will support growth in designated regeneration areas. Chapter 1 of the LIP identified the locations and size of possible future regeneration projects. Enhancements to the transport system will be sort through these regeneration projects. Transport projects will play a key role in the regeneration of three key sites; Colindale Area, Mill Hill Triangle (Inglis Barracks) and the Cricklewood, Brent Cross and West Hendon Regeneration Area
- 3.33 The council is currently committed to the preparation of a spatial development framework for Colindale. This framework will cover the three key development sites of Grahame Park estate, Colindale Hospital and RAF East Camp. Significant design work has already been completed for the Grahame Park estate and council is working towards securing funding through a section 106 agreement for improvements to the Colindale Underground Station, pedestrian environment, existing public space and to local public transport. Similar agreements will be sort with the developers of the other sites in this area. The development of these sites is currently restricted by Aerodrome Road; Council is seeking to address this capacity constraint (see Form 1-24).
- 3.34 Colindale has been identified as part of phase two of the Mayor's programme for 100 public spaces. The council will continue to work with the regeneration partners in the area to ensure that enhancements are made to the public realm and walking environment. To move this project forward Levitt-Bernstein Landscape Architects were appointed by council and Choices for Grahame Park to develop an overall open space strategy and work on the detail design.
- 3.35 The largest regeneration area in the borough is to the south and covers Cricklewood, Brent Cross, and West Hendon. A spatial development framework already exists for the area. This framework incorporates a transport vision that includes improvements to the pedestrian and cycling environment, new and improved public transport and better integration between modes. The pedestrian strategy for the area is based around the Brent River Walkway and new High Street, which will act as a pedestrian spine linking public transport with new urban squares and residential areas.
- 3.36 The aim of these works is to improve the pedestrian environment making trips on foot within the site more attractive. Better integration between public transport and the new town centre will be developed. A key component in the delivery of better integration is the proposed Rapid Transit System. Other proposed works that will improve public transport and provide a better integration public transport system include; an improved Brent Cross Bus Station, the replacement of Templehof Bridge over the A406 to better accommodate all modes of transport, an additional national rail station and a new link to the A5 from the site via the new rail station.

- 3.37 The Council has resolved to grant an outline planning permission on the West Hendon site in the north of the area. This outline approval incorporates the widening of The Broadway removing the need for the current gyratory. In combination with the widening of the pavement on Herbert Road these works will improve pedestrian access to the nearby Hendon Station. A new public square will also be created off The Broadway that will provide an additional functional social space.
- 3.38 The planning for Mill Hill Triangle is the least progressed of the three major regeneration sites within the borough. A consultant has been engaged to draft a spatial development framework for the area. This consultancy will look broadly at transport issues, which need to be resolved to facilitate the development of this site and to mitigate the impact of any development on the local transport network.
- 3.39 The details of the final schemes and the traffic management works associated with these regeneration projects will only be determined once detailed planning application are lodged. This is when a full range of options will be investigated, programmed and funded.

TRANSPORT SPECIFIC POLICIES AND PRINCIPLES

- 3.39a In May 2006 the London Borough of Barnet adopted a new Unitary Development Plan (UDP). Chapter 7 'Movement' sets out the following objectives: (i) To reduce the need to travel and reduce the reliance on the motor car; (ii) To promote the use of sustainable alternative travel modes; (iii) To protect people and businesses from the negative effects of traffic and parking; (iv) To ensure the provision of a safe and efficient transport system with access for all; (v) To comply with the statutory and legal obligations of the council. These objectives are supported through four key strategic policies that will contribute towards a safe, efficient and sustainable transport system:
- Policy GLoc – Reducing Need to Travel. The council will encourage development in locations which will reduce the need for travel, promote the use of public transport and other non-car modes of transport, and reduce the number and journey length of those trips which are made by car.
 - Policy GRoadNet – Road Network. The council will seek to ensure that roads within the borough are used appropriately according to their status in the defined road hierarchy.
 - Policy GParking – Parking. The council will apply standards and policies to regulate parking in the borough, in order to restrain the growth of car use and minimise the inconvenience and danger caused by indiscriminate parking.
 - Policy GNonCar – Sustainable Transport. The council will encourage the use of more sustainable modes of travel such as public transport, cycling or walking.
- 3.40 With significant growth in population and jobs in the borough during the period covered by this LIP, the Council is aware that pressure on roads in

the borough will increase as indicated in paragraph 4G.61 of the MTS. Although paragraph 4H.2 of the MTS states that in outer London cars are unquestionably the main means of transport, through the use of land use planning and improved public transport facilities, the Council believes that public transport use by the borough's residents will remain high.

- 3.41 However, as set out in our response to LIP target 5, the Council anticipates that traffic growth in the borough can be kept within the 6% maximum target for outer North London with the application of travel demand management measures.
- 3.42 Since many of the borough's roads are already suffering from considerable congestion, especially during the peak hours, the Council is concerned that congestion in the borough is likely to increase. In order to counter this, we have already embarked on a programme of congestion reduction measures which mirrors TfL's own pinch point programme.
- 3.43 Barnet's unique pattern of small and medium-sized town centres, many of which are located on strategic roads, creates unusual travel patterns and poses particular challenges in managing the road network. Most of the town centres have very limited off-street parking and rely on on-street parking to help shops and other businesses remain viable, but these town centres also suffer from some of the worst congestion.
- 3.44 Paragraph 4A.19 of the MTS identifies buses as the principal public transport mode in outer London with the need for priority measures to improve bus services and tackle traffic congestion. Whilst low-level priority measures such as bus stop clearways can help, proposal 4F.6 of the MTS identifies the need for the reallocation of streetspace to protect buses against congestion.
- 3.45 In Barnet, as elsewhere throughout Outer London, a number of 'A' roads and busy bus routes are suited to the provision of streetscape reallocation..
- 3.46 The Council's approach is outlined in the paper appended as appendix 1 of the LIP addendum entitled 'Barnet's Approach to Network Management and Freeflow.
- 3.47 The length of GLA Roads and motorway in the borough is amongst the highest in London and the near parallel A41/A1/M1 routes in the western side of the borough all form a key links into North London from Hertfordshire and the M25. The A406 North Circular Road is the only main orbital route existing between the M25 and the inner ring road. The GLA Roads and M1 in the borough carry very high volumes of traffic and major bottlenecks occur at the at-grade junctions on these routes.
- 3.48 Evidence has shown that congestion on these routes has led to traffic using the borough road network as an alternative, which is contributing to the congestion referred to above. The Department for Transport and TfL have

identified the need for improvements to the North Circular Road which would reduce pressure on the borough road network.

- 3.49 In preparing this LIP, the Council has assumed that significant improvements to the A406 will be implemented in the near future, but not during the period where detailed proposals are required to be included. If the improvements to the A406 lead to a significant reduction in traffic on the borough roads for which streetspace reallocation may be feasible, further proposals will be introduced through the BSP process.

SUMMARY OF BARNET'S POLICY SUPPORT FOR THE MAYOR'S CROSS CUTTING THEMES

Promoting safety, and perceptions of safety, for all travel modes

- 3.50 Promoting safety, and perceptions of safety, for all travel modes is a directly supported in both Barnet's Community and Corporate Plans. The Community Plan highlighted a secure and supportive community as a key priority. This in turn has been fed into the Corporate Plan where "Increasing residents' safety and perception of safety" is a priority with highways and Design being a led service. The Council's Crime and Disorder Strategy plus the Road Safety Plan and School Travel Plan contain actions that will ensure Barnet Council addresses this cross cutting theme.

Encouraging of the greater use of sustainable means for travel

- 3.51 The Corporate Plan identifies transport as an emerging key issue. It recognises that the current reliance on the private car is not sustainable and that there is a need for a sustainable way forward. "Succeeding in getting and keeping the borough moving will require investment in and use of all forms of transport infrastructure both locally and at key points outside the borough, together with a complementary change in personal behaviours to maximise opportunities offered by new technology, flexible working and to exercise greater choice of alternatives to the private car." (Barnet's Corporate Plan, page 33) To keep the borough moving and encourage greater choice of sustainable means of transport the LIP policy sets out to improve access to public transport for all, improve the walking environment through improved surface quality, and supports the North London Transport Forum as a strategic partner in delivering soft measures to facilitate modal shift.

A balanced approach to road-space allocation

- 3.52 Barnet's "Freeflow approach" (see para 3.46) demands a balanced approach to the allocation of road space. It in no way precludes the reallocation of road space to certain modes, but recognises that the multiplicity of demands on that space, particularly given the conflicting demands inherent in the large number of town centres situated on main roads in Barnet, is such that allocations may in some cases be made to accommodate on-road overspill parking of cars although this impedes the

objective of improving expeditious flow and movement capacity. In other cases, capacity freed up by planned or innovative approaches to reduce the problem of overspill parking, will be reallocated to sustainable modes to improve their expeditious flow and, outside of any operational hours make additional roadspace available for the flow of general traffic. In other cases, any capacity freed up from parking management may be allocated to general traffic without specific priority to sustainable modes. Use of all these approaches as and where appropriate, aims to provide an overall balanced approach to roadspace allocation and management which adequately encourages sustainable modes and fulfils the Council's five corporate movement objectives..

- 3.53 Barnet's preferred approach is to review roads as a whole rather than focussing on a single mode, considering the needs of all users in the process. The aim is to strike a balance between competing priorities that supports the vitality and viability of our town centres and the need for distribution of goods and people. This local implementation plan sets out proposals to facilitate this through a series of corridor studies, that will incorporate investigation of appropriate measures for LCN+ routes and bus priority proposals.

Requirements for sustainable development

- 3.54 London Borough of Barnet Air Quality Action Plan is summarised in chapter 3. This document recognises that "the borough's main air pollution problem [is]: the exhaust emissions from motor vehicles." This plan outlines numerous actions to address this issue the appropriate actions are included in the LIP.

- 3.55 Barnet's UDP seeks to concentrate development within the opportunity areas and areas for intensification and seeks to link development growth to transport infrastructure enhancements thereby contributing to sustainable development. Regeneration opportunities will facilitate improved integration between transport infrastructure and land use facilitating high use of sustainable modes. The UDP also seeks to maintain and enhance the green belt thereby reducing less sustainable low density development.

Promoting equality and inclusion

- 3.56 Barnet is the 20th most ethnically diverse area in England, its population reflecting the diversity found across many parts of outer London. The borough has the highest proportion of Jewish residents (14.6%) and Chinese residents (2%) of any local authority in England and Wales.

- 3.57 Barnet Council is proud of its diverse and multicultural population. It has a clear vision and commitment to ensure equality of access and opportunities for everyone, set out in Putting the Community First: Barnet's Equalities Policy. In 2003-04 the Council was awarded Beacon Council status for Community Cohesion.

- 3.58 Many of the LIP proposals support equality and inclusion of target groups. More information on the affects of Barnet's proposed schemes on equality and inclusion can be found in Chapter 4 the Equalities Impact Assessment (EQIA).