

TfL note to the Inspector in response to National Highways position statement – July 2023

TfL officers met with Barnet Council officers on 26 July to try to address the issues raised at a late stage in the Examination process in National Highways position statement – July 2023. This note to the Inspector is designed to set out TfL's views.

In summary, TfL does not accept that the potential problems identified by National Highways at junction 2 of the M1 are related to planned growth in Barnet's Local Plan.

National Highways position statement sets out the issue as follows: '...modelling has shown that in the morning peak hour there will be more traffic wishing to leave the M1 southbound at Junction 2 than the junction layout is designed to safely accommodate'.

This indicates that the problem at Junction 2 is largely caused by vehicles travelling from north of London exiting the M1 at Junction 2. The pressure on the junction is largely generated by traffic growth originating in Hertfordshire and further north where there is very little parking restraint applied to new development. It is not related to growth within London where car free or car lite development is the norm. London boroughs such as Barnet should not have their local plans, which are designed to meet identified need for growth, be held up because of car dependent development and traffic growth originating beyond the London boundary.

The safety issues raised by National Highways relate to the current situation, taking into account background traffic growth – a point acknowledged in their position statement when they state that '[t]his would be the case either with or without the additional Local Plan growth in traffic'.

The position statement states that 'For this reason it is considered that mitigation is required through the Local Plan to ensure that the traffic impacts at the diverge following development leave the network no worse off at this location'.

There is no justification or policy support for seeking capacity enhancements at motorway junctions through Barnet Local Plan. This would be contrary to the Mayor's policies set out in the London Plan and the Department for Transport's approach which states in their publication *Decarbonising Transport* that: 'We need to move away from transport planning based on predicting future demand to provide capacity ('predict and provide') to planning that sets an outcome communities want to achieve and provides the transport solutions to deliver those outcomes (sometimes referred to as 'vision and validate').

Any mitigation that is required should take the form of demand management, increased support for active travel and public transport, and commitments to reduced levels of car parking in line with Barnet Local Plan and London Plan policies.

It is not clear from the position statement whether there are particular development sites that are causing concern and whether National Highways has any proposed solutions. At junction 2, it is



not clear whether addressing the problem would require changes to road markings or widening of the M1 itself. If the latter, there could be consequential changes to the A1 which forms part of the Transport for London Road Network (TLRN), the nearby pedestrian subway and green estate. The embankment is TfL highway, with M1 on slip next to A1 as shown in the screenshots below



If it is only line marking that is required, National Highways could make the changes when they next resurface the road network, which could plan for that over the next 20 years. If the works resulted in a need to widen the M1 and realign the A1 into the embankment, that would require TfL agreement. As stated, there is no policy support for such works and TfL would not accept the additional costs, nor the potential negative impacts on footbridges and subways.

Our view is that any issues related to management of the strategic road network within London, including those identified at junction 2 of the M1, should be addressed through demand management measures which will require coordinated action on the part of National Highways, Hertfordshire local authorities, Barnet Council and the Mayor/TfL. We would be happy to develop such measures in partnership with the relevant bodies.