

Barnet Local Plan EIP – Note on Transport Infrastructure

Reason for producing this note

On Day 6 (Thursday 6th October) at the hearing session's, consideration of Matter 6 – Transport, Communications and Infrastructure, Inspector Philpott requested the provision of a Note covering the following matters:

- a summary transport infrastructure note and table setting out: the infrastructure projects identified in the Plan and supporting documents such as the Long Term Transport Strategy (Exam 15), Barnet's Strategic Transport Assessment (EB_T_03) and the IDP (Core_Gen_19) ;
- the Plan's strategic sites and anticipated growth and any associated infrastructure dependencies; whether, when and how the infrastructure will be funded; and, if not currently funded, likely funding sources.

Background

Long Term Transport Strategy, Barnet's Strategic Transport Assessment and the IDP

The Long Term Transport Strategy was agreed in 2020. Table 5.1 on page 91 in the LTTS was incorporated into the Infrastructure Delivery Plan. (Table from page 43 onwards in the IDP). The IDP is the most sound source of information with the IDP being updated in summer 2021 in advance of submission of the CIL Charging Schedule. The LTTS manager fed information into the update of the IDP which included updating information on some of the ongoing projects. The IDP also contains some transport related infrastructure in addition to the LTTS, such as, bridge and structure maintenance and improvements, which are already projects included within the Council's capital programme. The IDP table is therefore more up to date than the LTTS. The IDP table is included in this note as table 2

The Strategic Transport Assessment (STA) had a different remit to the LTTS and IDP. The STA assessed the cumulative impact of growth and development as set out in the Local Plan, including those relating to the highway network (strategic and non-strategic) and public transport (bus and rail). The STA is a more technical study than the LTTS, setting out the results of transport modelling.

The public transport improvements required to be identified are set out at pages 14 and 15 of the STA. These have been referenced in the supporting text in the IDP but not individually referenced in the IDP Table (page 43 onwards), or in Policy TRC02 in the Local Plan. Where costs are known, these have been included in table 1 below. In most cases, however, the full cost or timing is not yet known as detailed design work has not been completed.

Strategic sites

In terms of strategic sites, the EXAM 9 - Strategic Sites Delivery Technical Paper sets out the infrastructure required in the Growth Areas and for individual sites. Following a detailed review, the only site allocations which refer to a transport infrastructure dependency and which are not referenced in the IDP are sites 27 and 28. The Technical Paper identifies a requirement to maintain underground and bus access and capacity at site 27 and site 28 in

Edgware. This is now listed in table 1 below. The site allocations which refer to a transport infrastructure dependency are also listed in table 1 below.

Consideration

It is considered that the provision of the transport infrastructure improvements set out in table 1 below entail that the development proposed by the Local Plan can be accommodated.

The improvements identified from the STA are required to address the cumulative impact of proposed development, but are relatively minor enhancements to avoid overcrowding at transport interchanges.

Larger scale improvements such as Brent Cross West Thameslink station are already funded and nearing completion.

West London Orbital is a planned improvement which will enhance capacity and accessibility to other parts of London for Barnet residents, but delivery of the growth set out in the Local Plan is not dependent upon it.

Likewise, the reconstruction of Colindale tube station has been long planned. It is an appropriate and important project to reflect the growth that has and will take place in Colindale, but as the STA sets out, ticket hall and gateline improvements would improve capacity and enable growth to be accommodated.

Conclusion

The Council committed on day 6 of the examination to review the wording and structure of policy TRC02. Modifications will be put forward in due course that include the requirements in table 1.

The next iteration of the IDP will reflect this update within the table as well as the supporting text.

Table 1 Transport infrastructure improvements required to support cumulative growth as set out in the Strategic Transport Assessment

Source	Transport Mode/Project	Area of Impact / Project	Mitigation / Works to be Undertaken	Cost and Funding Source
Strategic Transport Assessment	London Underground: The analysis of the LUL network showed that the additional development trips arising from the growth associated with the Local Plan would not result in elements at stations exceeding capacity except at:	1) Colindale in terms of ticket hall and gateline provision,	The reconstruction of the tube station has long been planned and capacity enhancements will be incorporated into the design.	Cost of £44.9m. £16.4m secured through Section 106 from Colindale Gardens and other developments (TfL and Barnet funding also committed in Colindale Gardens s106) Levelling up fund bid submitted for £28.4m– outcome awaited
Strategic Transport Assessment		2) Hendon Central where the existing stairway from the passageway to the island platform would be operating at capacity and an additional two gates are required	Additional two gates	Cost and funding to be confirmed. Likely to be funded by TfL with some funding from surrounding developments under s106 if in accordance with regulation 122 tests and demonstrated in Transport Assessments. Council has already secured some s106. Crown Honda 20/3906/FUL £20k for Hendon Central improvements. Silk Park 19/4661/FUL £60k for a feasibility study.
Strategic Transport Assessment		3) High Barnet where the bridge to platforms 2/3 would be at capacity, subject to passengers movements through the station,	To be confirmed	Cost and funding to be confirmed. Likely to be funded by TfL with some funding from surrounding developments under s106 if in accordance with regulation 122 tests and demonstrated in Transport Assessments.
Strategic Transport Assessment		4) Finchley Central where the area between the gateline and the southbound stairway and the stairways to the southbound and northbound are at capacity.	To be confirmed	Cost and funding to be confirmed. Likely to be funded by TfL with some funding from surrounding developments under s106 if in accordance with regulation 122 tests and demonstrated in Transport Assessments.
Strategic Transport Assessment		Additional gates would be required at Brent Cross and potentially at High Barnet, Finchley Central and East	Additional gates at stations	Cost and funding to be confirmed. Likely to be funded by TfL with some funding from surrounding developments under s106 if in accordance with regulation 122 tests and demonstrated in Transport Assessments.

Source	Transport Mode/Project	Area of Impact / Project	Mitigation / Works to be Undertaken	Cost and Funding Source
		Finchley depending upon the split of passengers between entrances.		
Strategic Transport Assessment	Rail: The borough is served by Thameslink services out of St Pancras and Great Northern services out of Moorgate and we have assessed the impact of development trips at stations within the borough.	1) At New Barnet an additional gate would be required on each platform to enable arriving passengers to clear within two minutes.	Additional gate	Cost and funding to be confirmed. Likely to be funded by Network Rail with some funding from surrounding developments under s106 if in accordance with regulation 122 tests and demonstrated in Transport Assessments.
Strategic Transport Assessment		2) At Mill Hill Broadway the restrictive entrance from the bus station would be close to but within capacity depending upon the use of the two entrances to the station.	Widening of entrances	Cost and funding to be confirmed. Likely to be funded by Network Rail with some funding from surrounding developments under s106 if in accordance with regulation 122 tests and demonstrated in Transport Assessments.
Strategic Transport Assessment		3) At Hendon the Northbound stairway would be at capacity in the PM to clear arrivals within two minutes. In addition, the street exit and the adjacent circulation area would be over capacity.	Improvements to stairways and circulation space.	Separately to the improvements identified as required in the STA, a step free access bid has been submitted to the Control Period 7 Access for All programme (managed by Network Rail and funded by Department for Transport) and a decision is awaited. Options assessment design work has been done by TfL. Design works to improve access have also been carried out to support West London Orbital proposals. It is considered that improvements to stairways and circulation space incorporated into Step Free Access proposals. Cost to be confirmed. Although likely to be funded under Access for All programme, some funding from surrounding developments under s106 if in accordance with regulation 122 tests and demonstrated in Transport Assessments.
Strategic Transport Assessment		4) At Cricklewood station an additional gate would be required and	Additional gate and capacity enhancements to station entrance.	Cost and funding to be confirmed. Likely to be funded by Network Rail with some funding from surrounding developments under s106 if in accordance with regulation 122 tests and demonstrated in Transport Assessments.

Source	Transport Mode/Project	Area of Impact / Project	Mitigation / Works to be Undertaken	Cost and Funding Source
		the current station entrance would be over capacity.		
Strategic Transport Assessment	Buses	Modelling indicated no particularly severe capacity issues on the bus routes in 2036.	Service enhancements will be carried out by TfL through the life of the plan.	Contributions are secured through s106 agreements under s106 if in accordance with regulation 122 tests and demonstrated in Transport Assessments. For example a £900,000 contribution enhanced bus services was secured from Silk Park 19/4661/FUL
Strategic Transport Assessment	Road Network	There will be impacts on the road network arising from growth set out in the Local Plan.	The STA indicates that the impacts can be addressed through demand management measures. Such measures are already set out in the Long Term Transport Strategy and the IDP. This matter will be addressed in more detail with a Statement of Common Ground with Highways England.	Assume funded through TfL Local Improvement Programme and Barnet Council funding including Community Infrastructure Levy.
Local Plan: Brent Cross Growth Area	Brent Cross West Thameslink Station	The new station will connect Brent Cross with Central London in just 12 minutes as well as providing a 24-hour pedestrian link across the rail lines, opening up access to neighbourhoods in LB Brent to the west. The new station will be delivered much earlier than originally planned so that it supports the first phases of the regeneration.	Station under construction	£40 million. Funded by Department for Transport
Local Plan: Brent Cross Growth Area	West London Orbital	The West London Orbital (WLO) Line is identified in the Mayor's Transport	The planned West London Orbital route that will pass through this location with a station stop proposed at Brent Cross West, will further increase connectivity and PTAL values to support additional growth.	£430m-£610m for the whole line as at October 2021. Funding to be confirmed but assume majority funded by TfL/Department for Transport. Some funding will be sought from surrounding developments under s106 if in accordance with regulation 122 tests and demonstrated in

Source	Transport Mode/Project	Area of Impact / Project	Mitigation / Works to be Undertaken	Cost and Funding Source
		Strategy and is being led by TfL. The WLO could unlock significant new growth in the area. WLO delivery is subject to funding, with contributions expected from local development. TfL do not expect services to start before 2029.		Transport Assessments. Design of schemes adjacent to the stations will need to incorporate appropriate pedestrian linkages to stations as necessary.
Local Plan: Cricklewood Growth Area	West London Orbital	The West London Orbital (WLO) Line is identified in the Mayor's Transport Strategy and is being led by TfL. The WLO could unlock significant new growth in the area. WLO delivery is subject to funding, with contributions expected from local development. TfL do not expect services to start before 2029.	The planned West London Orbital route that will pass through this location with a station stop proposed at Cricklewood, will further increase connectivity and PTAL values to support additional growth beyond 2029.	£430m-£610m for the whole line as at October 2021. Funding to be confirmed but assume majority funded by TfL/Department for Transport. Some funding will be sought from surrounding developments under s106 if in accordance with regulation 122 tests and demonstrated in Transport Assessments. Design of schemes adjacent to the stations will need to incorporate appropriate pedestrian linkages to stations as necessary.
Local Plan: Edgware	Bus and Tube Station (sites 27 and 28)	Improvements to access and pedestrian linkages. Maintain bus and tube operations.	Discussions regarding planning application proposals are at an early stage. All parties are however committed to working together to ensure that the requirements of the site allocation will be achieved. (adopted 1st April 2022).	Costs to be confirmed. Funding may include agreeing that CIL can be paid in kind through the Infrastructure Payments Policy

Table 2 Extract from 2021 Infrastructure Delivery Plan

Infrastructure type	Infrastructure sub type	Detail	Infrastructure to be delivered	Locality	Ward	Cost	Funded	Funding in place	Funding to be secured	Phasing (Local Plan Timeframes)	Link to Local Plan Policy	Comment * These are contingent on bids for funding being successful in full.
Transport												
Transport	Carriage and Footway	Resurfacing – Approx. £1 million per year. Total of £15 million for 15 years	Resurfacing of borough wide	Borough Wide	Borough Wide	£ 15,000,000	Yes		£ 15,000,000	Full Plan Period	CS9 & DM17 TRC01 & TRC02	Possible Funding Sources identified (Barnet Capital Funding, S106 and S278, TFL principle road maintenance funding.)
Transport	Carriage and Footway	Network Recovery Programme - £6m per year for 15 years	Programme of improvements borough wide	Borough Wide	Borough Wide	£ 90,000,000	Part - £18m in place for next 3 years	£18,000,000	£ 72,000,000	full Plan Period		
Transport	Carriage and Footway	Footway – Approx. £2 million per year. Total of £30m.	Footway repairs and resurfacing	Borough Wide	Borough Wide	£ 30,000,000	Yes		£ 30,000,000	Full Plan Period	CS9 & DM17 TRC01 & TRC03	Possible Funding Sources identified (Barnet Capital Funding, S106 and S278, TFL principle road maintenance funding.)
Transport	Public Rights of Way	Developing and implementing a Public Rights of Way improvement plan	Public Rights of Way Improvement plan	Borough Wide	Borough Wide	£ 750,000	No		£ 750,000			
Transport	Cycling and walking improvements	Colindale roundabout	Changes to the roundabout	Colindale	Colindale	£ 5,000,000	Yes	£5,000,000	£ -		CS9 & DM17 TRC01 & TRC04	Covered by S106, depending on Colindale Avenue Scheme self-funded via Colindale Gardens.

Infrastructure type	Infrastructure sub type	Detail	Infrastructure to be delivered	Locality	Ward	Cost	Funded	Funding in place	Funding to be secured	Phasing (Local Plan Timeframes)	Link to Local Plan Policy	Comment * These are contingent on bids for funding being successful in full.
Transport	Cycling and walking improvements	Delivery of strategic Cycle Routes	Delivery of cycle routes particularly around town centres	Borough Wide	Borough Wide	£ 35,000,000	Part	£1,000,000	£ 34,000,000	Third 5 years	CS9 & DM17 TRC01 & TRC05	Approx. £1m funding identified
Transport	Cycling and walking improvements	Brent Cross Area Wide Walking and Cycling strategy for Brent Cross Regen Area and surrounds, together with wayfinding strategy		Brent Cross	West Hendon/ Golders Green	unknown	Yes		£ -	First and Second 5 years	CS9 & DM17 TRC01 & TRC06	Funded by Brent Cross developers
Transport	Cycling and walking improvements	Public Realm		Borough Wide	Borough Wide	£ 10,000,000	Yes		£ 10,000,000		CS5, CS9, DM01 & DM17 CDH03, TRC01 & TRC02	Possible funding sources identified*
Transport	Public Transport	4 West London Orbital Stations		Hendon, Crickwood, Brent Cross	Hendon, Crickwood, Brent Cross	£ 80,000,000	Yes	£70,000,000	£ 10,000,000	Full Plan Period	CS9 & DM17 TRC01 & TRC02	Possible funding sources e.g. HIF identified*
Transport	Public Transport	Bus Improvements including (Light Rapid Transit) and service enhancements		Borough Wide	Borough Wide	£ 25,000,000	No		£ 25,000,000	Full Plan Period	CS9 & DM17 TRC01 & TRC02	

Infrastructure type	Infrastructure sub type	Detail	Infrastructure to be delivered	Locality	Ward	Cost	Funded	Funding in place	Funding to be secured	Phasing (Local Plan Timeframes)	Link to Local Plan Policy	Comment * These are contingent on bids for funding being successful in full.
Transport	Public Transport	Healthier Routes to schools	Schemes around schools across the borough which help to priorities active travel	Borough Wide	Borough Wide	£ 2,000,000	No		£ 2,000,000	First 5 years	CS9 & DM17 TRC01	£5,000-£150,000 per school.
Transport	Public Transport	Low Traffic Neighbourhoods	Supporting safety, air pollution and active travel by creating low traffic neighbourhoods	Borough Wide	Borough Wide	£ 2,000,000	No		£ 2,000,000	Full Plan Period	CS9, CS13, DM04 DM17 CDH03, ECC02, TRC01	Cost dependent on scheme.
Transport	Public Transport	Signage and wayfinding	Designing and implementing of signs	Borough Wide	Borough Wide	£ 750,000	No		£ 750,000	First 5 years	CS9 & DM17 CDH03	Cost dependent on feasibility study and design
Transport	Public Transport	Active Route - the Barnet Loop	Barnet Loop	Borough Wide	Borough Wide	£ 1,000,000	No		£ 1,000,000	First 5 years	CS9 & DM17 TRC01 & TRC02	Cost dependent on feasibility study and design
Transport	Public Transport	Investing to improve footway Network	Improvement of footways across the whole borough	Borough Wide	Borough Wide	£ 67,500,000	No		£ 67,500,000	Full Plan Period	CS9 & DM17 TRC01 & TRC02	This is noted as 4.5m per year in the LTTS.
Transport	Public Transport	Cycle Parking	Cycle Parking at gateways, offices, schools, town centres and new residential areas	Borough Wide	Borough Wide	£ 1,000,000	No		£ 1,000,000	First and second 5 years	CS9 & DM17 TRC01, TRC02 & TRC03	Approx. 100,000 per year for 10 years, we do get funding from TfL for this - however with Covid this funding has been affected therefore classed as unfunded
Transport	Public Transport	Cycle Network	Implementation of cycle routes (LTTS)	Borough Wide	Borough Wide	£ 1,000,000	No		£ 1,000,000	Full Plan Period	CS9 & DM17 TRC01 & TRC02	Approx. £250,000 per km. Cost dependent on feasibility study and design.

Infrastructure type	Infrastructure sub type	Detail	Infrastructure to be delivered	Locality	Ward	Cost	Funded	Funding in place	Funding to be secured	Phasing (Local Plan Timeframes)	Link to Local Plan Policy	Comment * These are contingent on bids for funding being successful in full.
Transport	Public Transport	Cycle Provision	Cycle hire proposals (LTTS)	Borough Wide	Borough Wide	£ 1,000,000	No		£ 1,000,000	First 5 years	CS9 & DM17 TRC01 & TRC02	Cost dependent on feasibility study, design, contract / procurement
Transport	Public Transport	Express and Orbital bus routes	Express and Orbital bus routes	Borough Wide	Borough Wide	£ 40,000,000	No		£ 40,000,000	Full Plan Period	CS9 & DM17 TRC01 & TRC02	Cost dependent on feasibility study, design, management etc. We will work with TfL on providing this project and funding
Transport	Public Transport	Improving existing Bus Network	Improving existing Bus Network	Borough Wide	Borough Wide	£ 5,000,000	No		£ 5,000,000	First 5 years	CS9 & DM17 TRC01 & TRC02	Approx. £1-£5m. We will work with TfL on providing this project and funding
Transport	Public Transport	Improve existing rail and underground services	Improve existing rail and underground services	Borough Wide	Borough Wide	???	No		£ -	First and second 5 years	CS9 & DM17 TRC01 & TRC02	Cost dependent on feasibility study, design, management etc. We will work with TfL on providing this project and securing funding
Transport	Public Transport	Gateways	Gateways	Borough Wide	Borough Wide	???	No		£ -	First and second 5 years	CS9 & DM17 TRC01 & TRC02	Cost dependent on feasibility study, design, management etc.
Transport	Public Transport	Electric Vehicle Charging provision - Authority owned and operated	Electric Vehicle Chrging provision	Borough Wide	Borough Wide	£ 5,000,000	Partially, Assumed Grant funding of 75% will continue	£3,750,000	£ 1,250,000	First 5 years	CS9 & DM17 TRC02 & TRC03	Possible funding sources identified*

Infrastructure type	Infrastructure sub type	Detail	Infrastructure to be delivered	Locality	Ward	Cost	Funded	Funding in place	Funding to be secured	Phasing (Local Plan Timeframes)	Link to Local Plan Policy	Comment * These are contingent on bids for funding being successful in full.
Transport	Public Transport	Road Safety Improvements	Road Safety Improvements	Borough Wide	Borough Wide	£ 20,000,000	No		£ 20,000,000	Full Plan Period	CS9 & DM17 TRC01 & TRC02	Cost dependent on number of locations, feasibility study, design, management etc.
Transport	Public Transport	Education, training and publicity - Road, travel and personal safety	Education, training and publicity - Road, travel and personal safety	Borough Wide	Borough Wide	£ 1,500,000	No		£ 1,500,000	Full Plan Period	CS9 & DM17 TRC01	£100,000 per year, Capital Programme Funding & others
Transport	Public Transport	Travel Plan	Travel Plan	Borough Wide	Borough Wide	£ 6,000,000	No		£ 6,000,000	Full Plan Period	CS9 & DM17 TRC01	£400,000 per year
Transport	Public Transport	New Tube Station at Colindale	New tube station to increase capacity	Colindale	Colindale	£ 15,208,000	yes	£15,208,000	£ -	First 5 years	CS9 & DM17 TRC01 & TRC02	Funding secured through Colindale Gardens s106, council and TfL contribution
Transport	Public Transport	Cricklewood Step Free	Step free access at Cricklewood - Feasibility £50k? TBC _ Karen Mercer to confirm									
Transport	Future Technology	Electric Vehicle Charging points across the Borough - Concession contracts	Electric Vehicle Charging Points of various speeds	Borough Wide	Borough Wide	£ 5,000,000	Partially, Assumed Grant funding of 75% will continue	£,3750,000	£ 1,250,000	First 5 years	CS9 & DM17 TRC02 & TRC03	Possible funding sources identified*

Infrastructure type	Infrastructure sub type	Detail	Infrastructure to be delivered	Locality	Ward	Cost	Funded	Funding in place	Funding to be secured	Phasing (Local Plan Timeframes)	Link to Local Plan Policy	Comment * These are contingent on bids for funding being successful in full.
Transport	Bridge & Structure	Cyclical maintenance		Borough Wide	Borough Wide	£ 1,500,000	Yes		£ 1,500,000	Full Plan Period	CS9 & DM17 TRC01	Capital programme funding & others
Transport	Bridge & Structure	Major improvements -		Borough Wide	Borough Wide	£ 5,000,000	Yes		£ 5,000,000	First 5 years	CS9 & DM17 TRC01 & TRC02	Capital programme funding & others
Transport	Bridge & Structure	Stabilisation of Carriageway	Stabilisation of Carriageway	Borough Wide	Borough Wide	£ 3,000,000			£ 3,000,000	Full Plan Period		
Transport	Bridge & Structure	Osidge Lane – Bridge Strengthening	Strengthening of Osidge Lane	Osidge	East Barnet	£ 350,000	Yes		£ 350,000	First 5 years	CS9 & DM17 TRC01 & TRC02	Capital programme funding & others
Transport	Bridge & Structure	Sanders Lane East - demolish or strengthening	Sanders Lane East bridge strengthening or removal	Mill Hill East	Mill Hill	£ 500,000	Yes		£ 500,000	First 5 years	CS9 & DM17 TRC01 & TRC02	Capital programme funding & others
Transport	Bridge & Structure	Barnet Hill embankment	Improvements to Barnet Hill embankment	High Barnet	High Barnet	£ 5,000,000			£ 5,000,000	First 5 years		
Transport	Bridge & Structure	Deansbrook Road	Improvements to Deansbrook Road	Burnt Oak	Burnt Oak	£ 300,000			£ 300,000	First 5 years		
Transport	Street Lighting	Replacement Programme from 2032.	Replacement Programme from 2032.	Borough Wide	Borough Wide	£ 8,000,000	Replacement Programme from 2032 £2m p/a		£ 8,000,000	Third 5 years	CDH03 & CHW04	Replacement Programme from 2032 £2m p/a

Infrastructure type	Infrastructure sub type	Detail	Infrastructure to be delivered	Locality	Ward	Cost	Funded	Funding in place	Funding to be secured	Phasing (Local Plan Timeframes)	Link to Local Plan Policy	Comment * These are contingent on bids for funding being successful in full.
Transport	Transport Strategy	Costed projects approximation	Highways maintenance of 700km of carriageway, 14000km of footway, 30,000 gullies, 74 structures (bridges, culverts etc.). Street lighting and illuminated sign conversion project, footway improvement programme.	Borough Wide	Borough Wide	£ 160,950,000	No	£50,365,000	£ 110,585,000	Full Plan Period	CS9 & DM17 TRC01, TRC02, TRC03	NRP Capital NRP funding £50.365 million over 5 years.
Transport	Controlled Parking Zones	Controlled Parking Zones	Controlled Parking Zones	Borough Wide	TBC	£ 3,316,750	Part (Capital Bid of 500000)	£500,000	£ 2,816,750	First 5 Years		This is an initial programme due to go through stakeholder engagement and each scheme to then be consulted on in accordance with statutory process
Transport	Car Parks	Resurfacing /Drainage works at car parks	Improved Car Parks	Borough Wide	TBC	£ 550,000	No		£ 550,000	Full Plan O		
Brent Cross												
Strategic Site Infrastructure at Brent Cross	Critical Infrastructure for Brent Cross	Further analysis to be undertaken to confirm which elements are additional to what will already be provided under existing planning permission and how much still needs to be secured through any future planning application or bids for external funding	Critical Infrastructure for Brent Cross	Brent Cross	West Hendon/ Golders Green	£ 70,000,000			£ 70,000,000			
Strategic Site Infrastructure at Brent Cross	Public Transport	Step Free Access Studies		Brent Cross	West Hendon/ Golders Green	£ 120,000	Secured through current s106		£ 120,000		CS2 GSS02 & GSS03	

Infrastructure type	Infrastructure sub type	Detail	Infrastructure to be delivered	Locality	Ward	Cost	Funded	Funding in place	Funding to be secured	Phasing (Local Plan Timeframes)	Link to Local Plan Policy	Comment * These are contingent on bids for funding being successful in full.
Strategic Site Infrastructure at Brent Cross	Public Transport	A406 Surfacing or Noise Mitigation		Brent cross	West Hendon/ Golders Green	£ 1,000,000	Secured through current s107		£ 1,000,000		CS2 GSS02 & GSS03	
Strategic Site Infrastructure at Brent Cross	Public Transport	Brent Cross Tube Station Step Free Access		Brent Cross	West Hendon/ Golders Green	£ 6,000,000	Secured through current s106		£ 6,000,000		CS2 GSS02 & GSS03	Delivery Phase Payment Triggered by 1BN
Strategic Site Infrastructure at Brent Cross	Bridge & Structure	"• New Bridge Structure B1 (Replacement A406 Tempelhof Bridge)		Brent Cross	West Hendon/ Golders Green		Secured through current s106		£ -		CS2 GSS02 & GSS03	Delivery Phase 1AN (Infra2)
Strategic Site Infrastructure at Brent Cross	Bridge & Structure	• Tempelhof Avenue		Brent Cross	West Hendon/ Golders Green		Secured through current s106		£ -		CS2 GSS02 & GSS03	Delivery Phase 1AN (Infra2)
Strategic Site Infrastructure at Brent Cross	Bridge & Structure	• Link Road"		Brent Cross	West Hendon/ Golders Green		Secured through current s106		£ -		CS2 GSS02 & GSS03	Delivery Phase 1AN (Infra2)
Strategic Site Infrastructure at Brent Cross	Junction Improvements	A406 Brent Cross Ingress/Egress Junction Improvements		Brent Cross	West Hendon/ Golders Green		Secured through current s106		£ -		CS2 GSS02 & GSS03	Delivery Phase 1AN (Infra2)
Strategic Site Infrastructure at Brent Cross	Cycling and walking improvements	Brent Cross Pedestrian Underpass Works		Brent Cross	West Hendon/ Golders Green		Secured through current s106		£ -		CS2 GSS02 & GSS03	Delivery Phase 1AN (Infra2)

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Strategic Site Infrastructure at Brent Cross	Bridge & Structure	Living Bridge (including Brent Cross Main Sq and High Street North)		Brent Cross	West Hendon/ Golders Green		Secured through current s106		£ -		CS2 GSS02 & GSS03	Delivery Phase 1AN (Infra2)
Strategic Site Infrastructure at Brent Cross	Cycling and walking improvements	School Green Corridor		Brent Cross	West Hendon/ Golders Green		Secured through current s106		£ -		CS2 GSS02 & GSS03	
Strategic Site Infrastructure at Brent Cross	Cycling and walking improvements	Bridge Structure B4 (Pedestrian Bridge over A406)		Brent Cross	West Hendon/ Golders Green		Secured through current s106		£ -		CS2 GSS02 & GSS03	Delivery Phase 6