

## Policy CS9: Providing safe, effective and efficient travel

We will promote the delivery of appropriate transport infrastructure in order to support growth, relieve pressure on Barnet's transport network and reduce the impact of travel whilst maintaining freedom and ability to move at will.

We will ensure that new development funds infrastructure (through Community Infrastructure Levy (CIL), Section 106 and other funding mechanisms) that enables Barnet to keep the existing traffic moving and cope with new movements both by all modes of transport.

### Ensuring more efficient use of the local road network

- In order to enable traffic to flow more smoothly we will prioritise the reduction of congestion, including through encouraging trips to route according to the road hierarchy, the implementation of development related schemes that also address pinch-points, a review of traffic signals, parking management measures and more efficient freight movements
- We will continue to invest in improvements to the condition of roads and footways in the borough to ensure that the local road network operates efficiently and safely, and seek to improve co-ordination of maintenance and utility works
- We will continue to manage a parking regime which recognises that many Barnet residents will continue to own and travel by car
- We will work with TfL to review and improve the bus network
- We will continue to make travel safer and more attractive by improving street lighting, security coverage and accessibility at transport interchanges and around bus stops as well as delivering, where resources permit, targeted local safety schemes.

### Taking a comprehensive approach to tackling the school run

- We will seek to improve the effectiveness of our School Travel Plans to achieve a greater reduction in car based journeys and increase levels in walking and cycling to and from school
- We will implement complementary traffic management schemes outside schools, including preventing pupil parking

### Delivery of high quality transport systems in regeneration areas and town centres

We will ensure that development is matched to capacity and promote key transport infrastructure proposals in our town centres and regeneration areas to support Barnet's growth, in particular we will:

- **CS1 (Barnet's place shaping strategy – the Three Strands Approach), CS3 (Distribution of growth in meeting housing aspirations), and CS 6 (Promoting Barnet's town centres)**
- ensure major planning proposals incorporate Transport Assessments, Travel Plans, Delivery and Servicing Plans, mitigation measures and S106 contributions/planning conditions and that adequate capacity and high quality safe transport facilities are delivered in line with demand for schemes that have phased delivery programmes
- deliver with partners
  - high quality public transport improvements along the A5 corridor
  - bus service enhancements as part of regeneration schemes, particularly at BXC and Colindale, including a new state of the art bus station as part of the redevelopment of the Brent Cross Shopping Centre and better bus services connecting these two key areas in Barnet
  - a Rapid Transit Bus Service at BXC – a dedicated bus service system which will link the key interchanges and destinations in the growth area
- we will promote public transport provision that supports access to health services and is accessible to people with physical or sensory impairment including a new step-free rail station at BXC together with improvements to Brent Cross underground and Cricklewood train stations
- we will promote major improvements to the strategic road network, especially the A406 (North Circular Road) at Staples Corner and the A41 interchanges, and in the long term Golders Green Road and Henly's Corner
- we will promote through Town Centre Frameworks and other planned approaches town centre development opportunities and enhancement programmes to improve the public realm, public transport services, and interchange, short-trip making by walking, parking and servicing controls and accessibility improvements
- we strongly support improvements to rail services in the borough including upgrades to the Thameslink and Northern Line routes.

## Policy CS9: Providing safe, effective and efficient travel continued

### More environmentally friendly transport networks

- We will support the use of low emission vehicles including electric cars through provision of charging points in new developments
- We will encourage mixed use development that will help to reduce the distances people need to travel to access everyday goods and services
- We will require the minimisation of road based freight movements associated with the roll-out of our regeneration schemes through, for BXC, the establishment of a (preferably rail based) construction consolidation centre, and for all regeneration schemes, the use of Delivery, Servicing, and Construction Management Plans.
- Through the development management process and partnership working we will seek further efficiencies and inter-modal transfer through the implementation of the Rail Freight Facility as part of the Brent Cross Cricklewood Proposals, and the promotion of Consolidation Centres and Freight Quality Partnerships.
- Where appropriate land for transport purposes will be identified and safeguarded in the Site Allocations DPD.
- We will seek to make cycling and walking more attractive for leisure, health and short trips.

### Key References

- Annual Residents Survey, 2008
- Barnet Sustainable Community Strategy 2010 – 2020
- Barnet Transport Review, 2011
- Brent Cross, Cricklewood and West Hendon Regeneration Area Development Framework, 2005
- Colindale Area Action Plan, 2010
- Infrastructure Delivery Plan
- Local Implementation Plan, LB Barnet
- London – Luton Corridor Prospectus, North London Strategic Alliance, 2009
- London Plan, 2011
- London Travel Demand Survey (LTDS), Transport for London
- Mill Hill East Area Action Plan, 2009
- Streets for All (London) – English Heritage, 2000
- Sustainable Design and Construction SPD
- Transport and the Historic Environment, English Heritage, 2004
- Transport for London Business Plan

