

Barnet Local Plan EIP – Note on TRC02 (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 provision of a Note covering the following matters related to policy TRC02 (Transport Infrastructure) and proposing any resulting modifications:

1. Providing an update on the National Highways SoCG and the Council's view on how it wants to proceed, in the event that transport modelling is not agreed.
2. Explaining transport infrastructure contingencies and identifying infrastructure dependencies relating to growth. Drawing together funding sources and funding gaps with the Long-Term Transport Strategy and Strategic Transport Assessment.
3. Explaining and providing a narrative on the identification of and approach to projects in TRC02, the distinction between the (a) and (b) projects and whether there is any higher status for projects in (a), the rationale for the split, and whether any modifications are necessary.
4. Clarify that TRC02(a)(viii) is not part of the list of infrastructure projects and is intended to be a final para to TRC02a. Consider references to the Infrastructure Delivery Plan (IDP) and how updates to the IDP, which will not be tested through examination, might be addressed.
5. Clarify TRC02(v) in relation to safeguarding for Oakleigh Road South and Crossrail 2, and updates to the policy map.

Background

Following submission of the Barnet Local Plan in November 2021 the Council in June 2022 produced a table of proposed modifications (EXAM 4). This document was produced after consideration of the Reg 19 soundness representations received, together with subsequent discussions with parties on the drafting of Statements of Common Ground. EXAM 4 includes proposed modifications to policies and supporting text pertaining to retail and other main town centre uses. These proposed modifications were considered during the examination hearing session where Matter 4 was discussed. However, in the light of that discussion and the requests made by Inspector Philpott for further clarification, explanation and justification of the matters detailed in this note, the Council now proposes a series of additional further modifications as set out below.

The following format has been used in this Note to denote further proposed modifications to the submission version of plan as revised by the proposed modifications listed in EXAM 4.

~~Strikethrough text~~ to indicate text proposed for removal.

Underlined text to indicate additional text.

Considerations

Following the hearing session the Council has reflected on the wording of Policy TRC02 and the issues raised at the hearing session. A response to the matters raised in relation to policy TRC02 is set out below, with proposed modifications :

1. Providing an update on the National Highways SoCG and the Council's view on how it wants to proceed, in the event that transport modelling is not agreed.

The Council has continued to engage with National Highways with regards to transport modelling.

National Highways have requested details of the trip rates used in the Strategic Transport Assessment and details of the traffic modelling specifically relating to the M1 Slip at Junction 1

The Council expects to supply this data by the end of November. This will help National Highways to gauge impacts on M1 Junction 1 southbound.

On the basis that National Highways are satisfied with the evidence the Council will seek to resolve through sign-off of the SoCG. If National Highways are not satisfied, they will be required to clearly set out their reasons and propose how the Council can resolve them.

Subject to how reasonable their reasons are the Council will seek to progress the SoCG.

With regards to other matters:

- National Highways have requested that they be consulted on all residential developments of 50 units or more. The Council defines large scale development as 200 units or more, or a site of 4 Hectares or more. The Council has requested National Highways to provide evidence on this threshold of 50 units or more within other London borough local plans.
- National Highways Main Modifications – The Council refers to MM182, MM185, MM252, MM260 and MM262. These proposed modifications made in response to National Highways representations at Reg 19 have been questioned by Inspectors at the EIP. The Council therefore has requested National Highways to provide justification for retaining these MMs. The Council would welcome evidence of this wording being present within other London borough local plans.

2. Explaining transport infrastructure contingencies and identifying infrastructure dependencies relating to growth. Drawing together funding sources and funding gaps with the Long-Term Transport Strategy and Strategic Transport Assessment.

The Council refers to EXAM 23. The document provides 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, what are the likely funding sources.

3. Explaining and providing a narrative on the identification of and approach to projects in TRC02, the distinction between the (a) and (b) projects and whether

there is any higher status for projects in (a), the rationale for the split, and whether any modifications are necessary.

The items listed under TRC02a) are specific large-scale interventions that are required in the Growth Areas or significant transport infrastructure projects in their own right and relate closely to policies GSS09 and GSS11.

The items listed under TRC02b) are more general improvements borough wide that have been identified as being required in the Long-Term Transport Strategy.

The Council considers that an additional bullet c) should be added to refer to the capacity improvements at underground and rail stations identified as required in the Strategic Transport Assessment (pages xiv to xvi) to support cumulative impacts of growth.

New paras 11.11.6A and 11.11.8A are also proposed as further clarification.

Para 11.11.6A explains rationale for TRC02(a), (b) and (c) projects.

Para 11.11.8A sets out the role of the Strategic Transport Assessment in identifying public transport improvements to support the level of growth in the Local Plan.

The proposed modifications to TRC02 and addition of para 11.11.6A are set out below.

- 4. Clarify that TRC02(a)(viii) is not part of the list of infrastructure projects and is intended to be a final para to TRC02a. Consider references to the Infrastructure Delivery Plan (IDP) and how updates to the IDP, which will not be tested through examination, might be addressed.**

The Council confirms that TRC02(a) (viii) was intended as a final paragraph to TRC02a. It was not intended to be part of the list of projects.

The Council considers that a new section TRC02(d) is merited. This will make reference to the IDP and explain how the Council will have regard to the document when assessing planning applications and securing section 106 contributions as necessary.

This proposed modification to TRC02 is set out below.

- 5. Clarify TRC02(v) in relation to safeguarding for Oakleigh Road South and Crossrail 2, and updates to the policy map.**

Further clarification has been added to TRC02(v) with regards to the safeguarding for Crossrail 2 and associated work sites and now refers to the Local Plan Policies Map.

This proposed modification to TRC02 is set out below.

Policy TRC02 – Transport Infrastructure – Proposed Modifications

The Council will promote delivery of new transport infrastructure to support the travel needs of a growing population. It will provide a range of alternative travel modes and facilitate growth as set out at Policy GSS09 and Policy GSS11.

a) The Council will in particular support the delivery of key new transport infrastructure in the Growth Areas and significant transport infrastructure projects, including (but not restricted to):

- i. A new rail station at Brent Cross West and transport interchange;
- ii. A replacement bus station at Brent Cross Shopping Centre;
- iii. A new underground station and enhanced public transport interchange at Colindale;
- iv. A new passenger rail line - the West London Orbital Line together with upgrades to existing stations (Cricklewood and Hendon and new station at Brent Cross West) on the line;
- v. Crossrail 2 at New Southgate, including safeguarding for the railway and for worksites at Oakleigh Road South as shown on the Local Plan Policies Map;
- vi. New bus stopping and standing arrangements in North Finchley to allow for redevelopment of the bus station for commercial uses;
- vii Interchange improvements at Edgware

viii Feasibility of other public transport improvement projects will be explored as appropriate, including the protection and enhancement of existing public transport operational facilities and where necessary for the provision of new facilities.

b) The Council has an adopted Long Term Transport Strategy (2020-2041) which identifies additional borough wide improvements necessary to support growth. It will work with National Highways England, TFL, Network Rail and others to deliver schemes and borough wide improvements identified within the BLLTS document

In particular the Council will:

- i. ~~The Council will seek to~~ work with TFL and others to increase rail capacity in Barnet and to improve all London Underground, Thameslink and Great Northern Rail stations in Barnet, especially where these have potential to deliver Step Free access for passengers;
- ii. ~~To~~ work with TfL and neighbouring boroughs to review and improve the bus network and overall public transport provision, including seeking to develop proposals to improve orbital transport provision within the Borough;
- iii ~~To~~ deliver and promote infrastructure for electric or other ultra-low emission vehicles; and
- iv Work with TFL to identify and protect land for enhancing rail capacity, including for the stabling of trains and sidings.
- v Identify and deliver projects that enhance the pedestrian and cycling network in Barnet, such as the Barnet Loop

c) The Council will work with TfL and Network Rail to bring forward capacity improvements, identified as required in the Strategic Transport Assessment, to support cumulative impacts of growth at underground and rail stations, as well as improvements to buses and the road network;

d) Proposed and required transport infrastructure improvements will be included in the Infrastructure Delivery Plan which is a living document which the Council uses to monitor the infrastructure required to support growth and inform expenditure of Community Infrastructure Levy, s106 and other funding. The Council will have regard to the IDP when assessing planning applications and securing section 106 contributions as necessary.

Policy TRC02 – Transport Infrastructure – Proposed Modifications to Supporting Text (para 11.11.6A)

Policy TRC02 sets out a range of transport infrastructure that the Council has identified as required to support growth. Policy TRC02a) sets out the specific large-scale interventions that are required in the Growth Areas or are significant transport infrastructure projects in their own right and relate closely to policies GSS09 and GSS11. The items listed under TRC02b) are

more general improvements borough wide that have been identified as being required in the Long-Term Transport Strategy. Items under TRC02c) are capacity improvements at underground and rail stations identified as required in the Strategic Transport Assessment to support cumulative impacts of growth The Council will work with its partners to bring forward the improvements. It is likely that the items in TRC02b will be brought forward incrementally over time and will be led by the Council. Items in TRC02a are significant transport infrastructure projects that will require significant external funding. The Council will use its powers and influence to support and bring forward these projects but their realisation will depend to a large extent on other bodies including national government.

Policy TRC02 – Transport Infrastructure – Proposed Modifications to Supporting Text (para 11.11.8A)

The Local Plan is supported by a Strategic Transport Assessment (STA). 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). Public transport improvements identified within the STA (pages 14 and 15) will inform updates to the Infrastructure Delivery Plan.

Conclusion

The Council invites the Inspectors to consider and recommend that the Council makes the additional further modifications set out in this paper recognising that those considered to be Main Modifications will need to be formally consulted upon following the examination hearing sessions.