

APPENDIX B

Table AA Transport infrastructure improvements identified in Strategic Transport Assessment required to support cumulative growth

Transport Mode/Project	Area of Impact / Project	Mitigation / Works to be Undertaken
<p>London Underground: The analysis of the LUL network showed that the additional trips arising from the growth associated with the Local Plan would not result in stations exceeding capacity except at:</p>	1) Colindale - in terms of ticket hall and ticket gate provision	Capacity enhancements will be incorporated into the design of the reconstruction of the tube station.
	2) Hendon Central - existing stairway from the passageway to the island platform would be operating at capacity and an additional two gates are required	Additional two gates
	3) High Barnet - bridge to platforms 2/3 would be at capacity arising from passengers movements through the station	Capacity improvements to the bridge to platforms 2/3
	4) Finchley Central - the area between the ticket gates and the southbound stairway and the stairways to the southbound and northbound at capacity.	Capacity improvements to the stairways
	Additional gates would be required at Brent Cross and potentially at High Barnet, Finchley Central and East Finchley depending upon the split of passengers between entrances.	Additional gates at these stations
<p>Rail: The borough is served by Thameslink services out of St Pancras and Great Northern services out of Moorgate. An assessment of the impact of additional</p>	1) New Barnet - an additional gate would be required on each platform to enable arriving passengers to exit within two minutes.	Additional gate

Transport Mode/Project	Area of Impact / Project	Mitigation / Works to be Undertaken
trips at stations within the borough.	2) Mill Hill Broadway - the restrictive entrance from the bus station would be close to capacity depending upon the use of the two entrances to the station.	Widening of use of both station entrances
	3) Hendon - the northbound stairway would be at capacity in the PM to allow arrivals to exit within two minutes. In addition, the street exit and the adjacent circulation area would be over capacity.	Improvements to stairways and circulation space.
	4) Cricklewood - an additional gate would be required and the current station entrance would be over capacity.	Additional gate and capacity enhancements to station entrance.
Buses	Modelling indicated no particularly severe capacity issues on the bus routes in 2036.	Service enhancements will be carried out by TfL throughout the period covered by the plan up to 2036.
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.