



# North Finchley – High Level Transport Review

Final Report

January 2018

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# High Level Transport Review Summary

# High Level Transport Review Summary

## The Draft North Finchley SPD

The draft North Finchley Supplementary Planning Document (SPD) sets out the Council's vision and framework for this important district centre in Barnet. Once adopted, it will provide specific guidance on interpreting and implementing Barnet's Local Plan policies.

New development within the boundary of this SPD should be in accordance to the vision, strategy and development principles contained within. The SPD's Delivery Strategy states that a coordinated and comprehensive approach is needed and points to those key areas for action.

## Delivering Draft SPD Objectives

Of these, transport plays a key role, and the SPD contains a number of transport principals and proposals, most notably the conversion of the Tally Ho gyratory to two-way operation and a re-planning of bus services, taking advantage of the flexibility offered by a two-way High Road between the Tally Ho and Kingsway.

Clearly, the two-way conversion is a significant undertaking, but along with other benefits across the town centre, and in line with the draft SPD's objectives, will enable the transformation of the public realm of Ballards Lane between the Tally Ho and Kingsway, providing:

- High quality public realm
- Much improved conditions for shoppers and business
- Convivial social space
- Street greening and seating
- Rationalised parking and deliveries
- A shared street benefitting walking and cycling, and
- A new town centre gateway.

## Testing the Concept

Bold strokes are needed to achieve transformative change in North Finchley and the concept proposals within the draft SPD aim to deliver that scale of change. A full technical study for such a specific scheme proposal for planned implementation, would involve comprehensive data collection, detailed highway operation modelling and extensive technical stakeholder discussion. However, such work may take several years and would require the full support of TfL. The concept testing work describes the reasons and rationale for the SPD taking the concept scheme forward and presents the findings of the initial work undertaken during draft SPD preparation along with the further examination undertaken since November 2017.

***Clearly there is so much to do in taking these proposals further, though the early stage work has already commenced in partnership with Transport for London. Transport is not a means to its own end and should be provided to support clear objectives; this is the essential rationale for the principals and proposals presented within the draft SPD and described further here.***



North Finchley Town Centre Framework

Draft Supplementary Planning Document

OCTOBER 2017



Roadspace reallocation proposal, Ballards Lane and High Road (see Section 7)

# High Level Transport Review Summary

## High Level Transport Review

This report reviews the existing situation and goes on to explore how the proposed movement proposals would affect movement in North Finchley, looking at the:

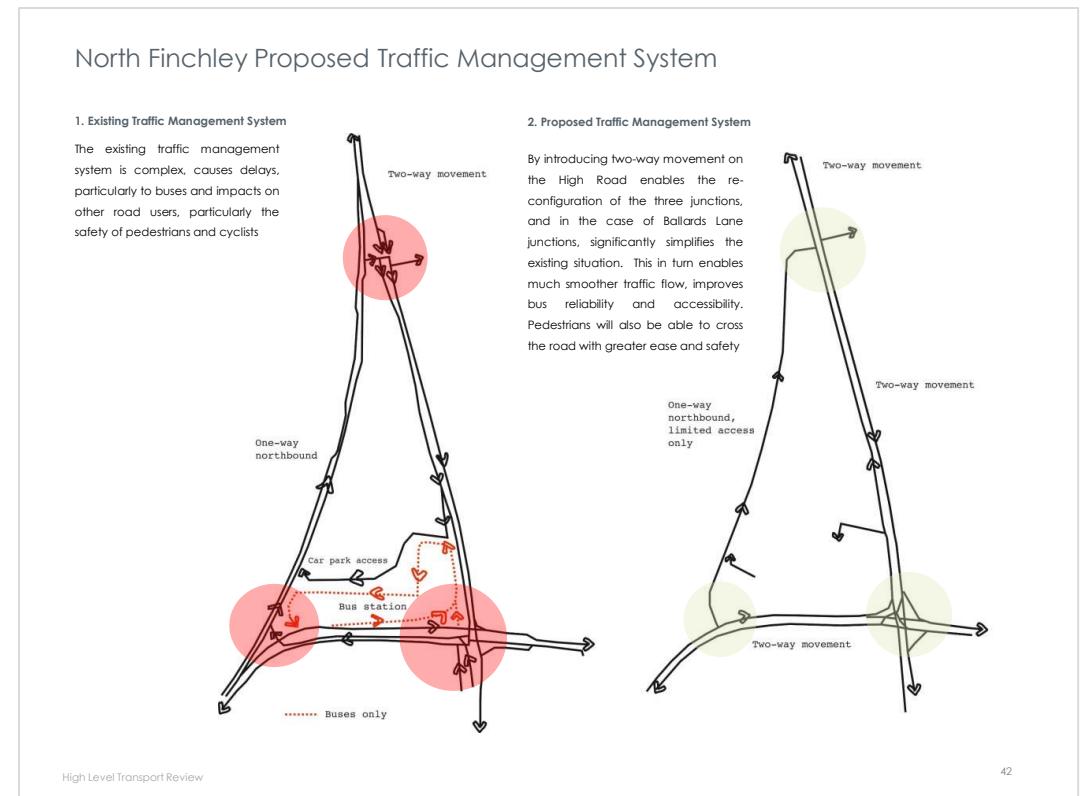
- Conversion of the High Road south of the Tally Ho pub to 2-way flow
- Limiting of Ballards Lane northbound movement to Access Only (i.e. buses, servicing and local residents) to the benefit of pedestrians, cyclist and public realm enhancement
- Improved access flexibility of the two-way system to relocate bus facilities on-street to encourage bus use
- Likely traffic flow effects for motorists resulting from the one-way to two-way flow conversion
- Merits of changes to bus facilities and services, including the closure of the present bus station for possible re-use (subject to TfL agreement).

## Methodology

To further this work, existing movement data and information was reviewed along with policy and guidance to gain an appreciation of North Finchley within the local and wider context.

Site visits including that with technical officers at TfL were undertaken to best understand how the existing network operates and start to establish behaviours and trends in how people move through and within the town centre. A full appraisal was made of the existing situation, identified issues and opportunities drawing on traffic engineering expertise, professional judgement, local insight, real-world understanding and through benchmarking the town centre with similar locations elsewhere.

Such investigations are more typical of actions related to the early stages of schemes for planned implementation, but applied here to provide assurance regarding the concept proposals feasibility given the nature and scale of change implied.



## See Section 7



TfL Site Meeting

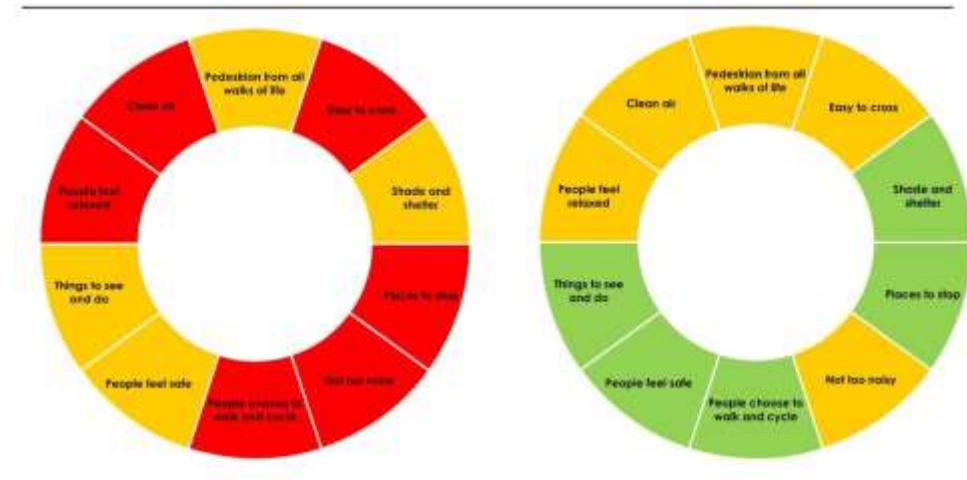
# High Level Transport Review Summary

## The Existing Transport Situation

The transport and movement environment in North Finchley performs against the vision and objectives set out by the Mayor's Transport Strategy and supporting agendas including air quality and Healthy Streets. Amongst the other identified issues:

- There is a pressing need to reverse the negative impacts of private car on the area, particularly strategic movement, thus enabling greater town centre accessibility, movement and coverage for buses, cyclists and pedestrians
- Buses have a poor street profile and often negative street presence, limited movement access, with their service operation severed by the gyratory system and wider road network limitations
- The pedestrian, cyclist environment and road safety is poor, which is reflected in the concerning collision record in the town centre

The draft SPD principals and proposals will help address those shortcomings in relation to the Mayor's Transport Strategy and assist greatly in delivering the SPD objectives, providing tangible improvements for local people and town centre activity.



'Health Check' Appraisal of the existing situation and opportunities for change (see Section 6)

# High Level Transport Review Summary

## Staying Local

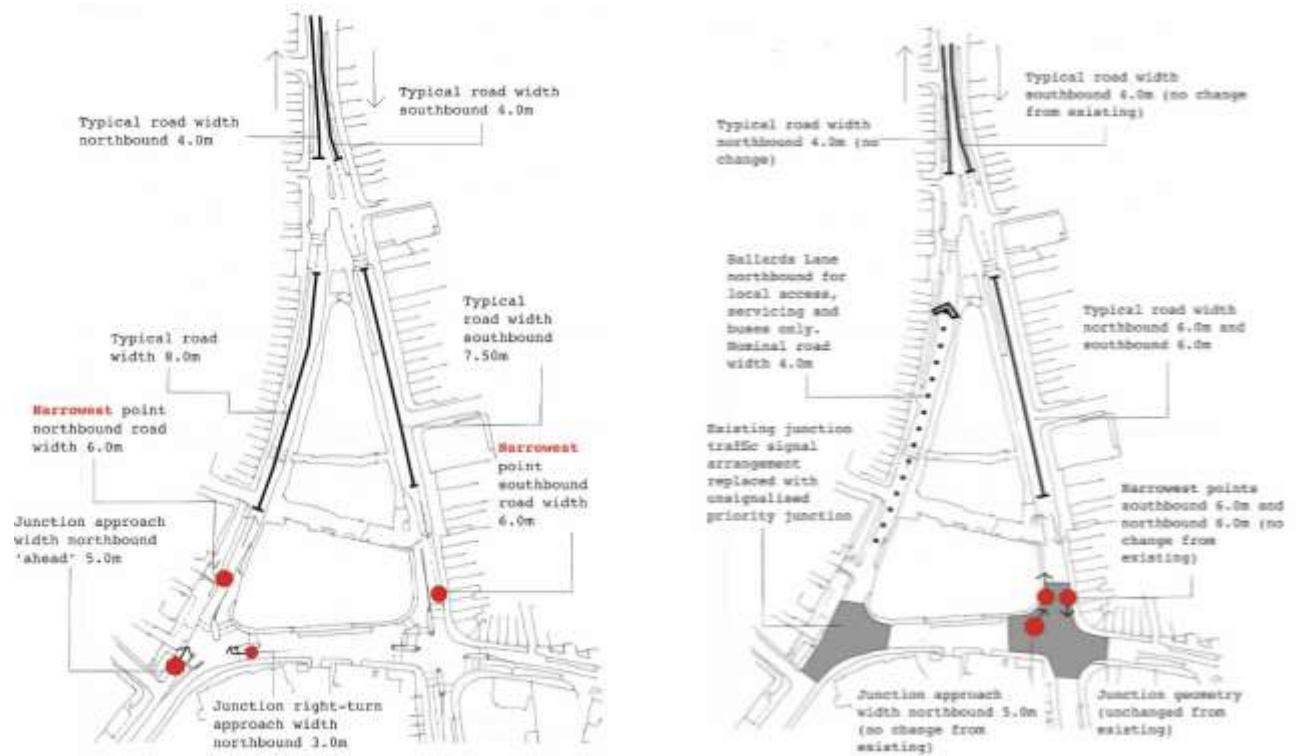
A central objective of the draft SPD is to deliver public realm improvements to support local businesses and encourage people to stay local. Ballards Lane is the focus for this approach with the proposed to limit access to northbound, local access traffic only, including buses and servicing vehicles.

By removing the strategic through traffic Ballards Lane will become first and foremost, a place for walking, cycling, shopping and leisure. Through traffic will relocate to the High Road which becomes two-way in operation from the present one-way southbound.

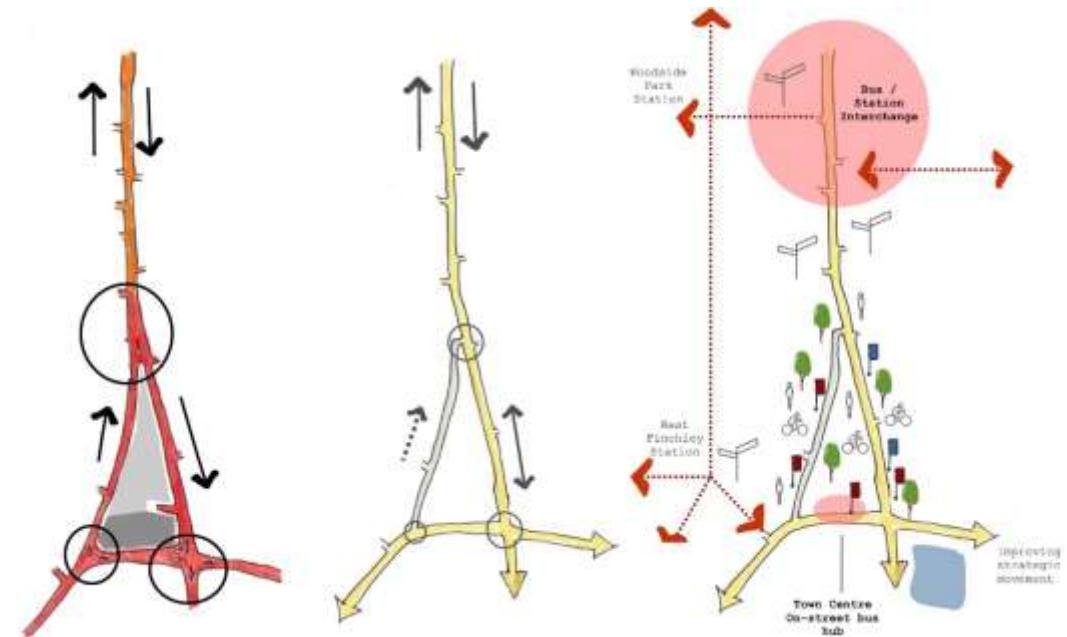
## Reallocating the Roadspace

The High Road alongside the Tally Ho island is considerably wider than the single lane carriageway to the north of the Tally Ho and the newly introduced northbound traffic will make further use of that roadspace, representing a re-balancing of the town centre road network.

Under the new arrangement, the roadspace available to traffic volumes in North Finchley, will be comparable to (rather than in excess of) other nearby centres such as Totteridge and Whetstone. Although the High Road/ Kingsway junction may have some additional turning movements, the Ballards Lane/ Kingsway junction will be considerably simplified for all traffic with the removal of the traffic signals and attendant waiting at that location.



Carriageway assessment (see Section 2)



Traffic management amendment (see Section 7)

# High Level Transport Review Summary

## The Wider Benefits of Change and SPD Support

From the high-level review of the existing situation, technical stakeholder discussions, London policy and best practice guidance, the benefits of implementing the movement themes identified within the SPD and unlocking the gyratory appear substantial:

- Providing additional space that can be given over to substantial and high quality public realm improvements, helping to support local businesses, encourage more visitors to the town centre and encouraging people to stay local, walk and cycle
- Disentangling strategic vehicle movements from local vehicular access, helping to reduce delays, smooth traffic, improve bus reliability, pedestrian and cyclist safety
- Enabling greater, more legible and reliable bus access, in turn is likely to encourage greater use and a reduction in vehicle delays
- Offering a more legible and direct movement environment for all users, including local motorists, with minimal route diversion, reduced rat-running
- Benefitting cyclists with an additional northbound route via the High Road, and a calmer route through Ballards Lane, with the potential to offer new dedicated cycling facilities on both routes
- Making town centre parking more accessible as a result of changing the High Road to two-way operation, providing greater opportunity for 'stop and shop' as well as convenient access to the existing underground Tally Ho underground car park.



**Archway Gyratory Replacement Scheme**

## TfL Support and Next Steps

Initial and early stage Working Group meetings have already been held with Transport for London on the gyratory conversion proposals and changes to bus operations. Though further and comprehensive study, design and road network performance will be needed, which is set out in more detail in section 10, this report provides the rationale for such action and represents a significant and exciting opportunity for North Finchley. As shown by the precedent of nearby Archway (above) and others, such transformations in busy urban areas are both possible and beneficial, benefitting local people and businesses whilst delivering an efficient movement network across all modes.

# 1. North Finchley Supplementary Planning Guidance

# The North Finchley SPD – Identified Issues

Below and over page, is a summary of the North Finchley SPD main movement related issues and principles for change:

- *'1.6 With investment in main town centres such as North Finchley the outcomes can be diverse, distinctive and attractive places which are well connected and where the public realm is well maintained and there is a sustainable mix of retail, leisure, business and residential uses'*
- *'1.8 North Finchley suffers from a traffic dominated environment with often poor quality public realm, acting as deterrents to increased footfall and dwell time. There is significant potential to enhance the physical environment as part of an overall spatial and land use strategy which maximises existing and emerging assets in the retail, leisure, culture and evening economy'*
- *'5.2 The area south of Tally Ho and around the Tally Ho pub gyratory has a number of parades of mixed character and uses, as well as the Arts Depot hub. Significant change is envisaged to improve the evening offer and introduce new leisure, retail and cultural activities, creating a more pedestrian friendly destination to complement the Arts Depot'*
- *'7.5 Bus services are convoluted in terms of movement around the gyratory and somewhat hidden from general view in the bus station'.*



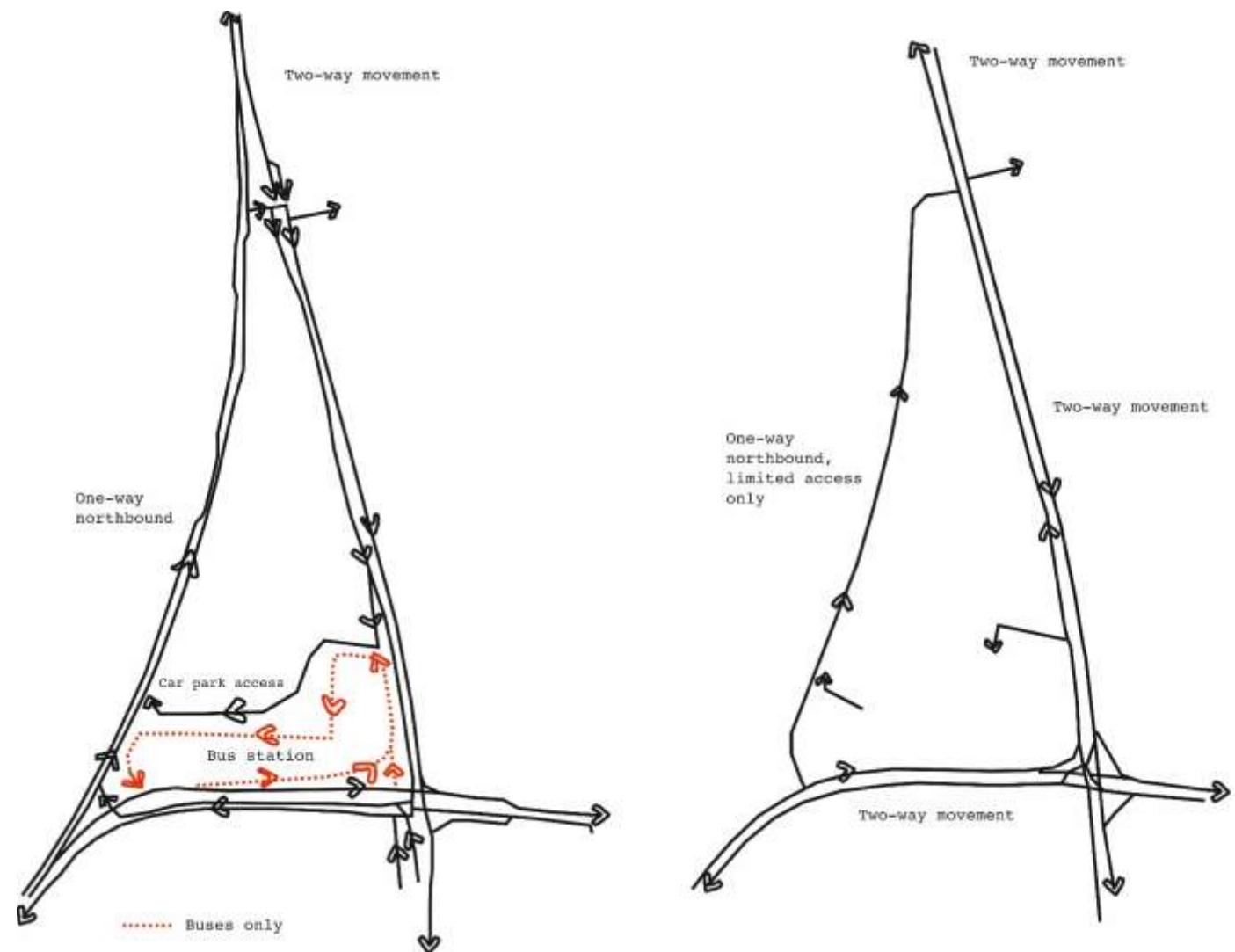
**The Tally Ho Gyratory (Google Earth)**

# The North Finchley SPD – Principles for Change (continued)

o **'7.8** In comparison to other local centres on the A1000 at Totteridge and Whetstone to the north and East Finchley and Finchley Central to the south, North Finchley appears to be offering considerably greater roadspace to traffic in comparison. This suggests that some of the roadspace could be beneficially reallocated away from traffic carrying and given over to other movement and public realm improvements, such as footway widening and narrower road crossings, street planting, bus waiting facilities and cycle lanes'

o **'7.9** A substantial public realm improvement on Ballards Lane may be achieved by limiting through movement to access traffic, retail and business servicing and buses. In this way, a greater degree of street sharing would be made possible. Associated with this is the re-routing of the present Ballards Lane northbound through traffic onto Kingsway and onto the High Road, itself converted to two-way operation. Achieving such a substantial traffic management amendment would require a detailed technical study requiring the gathering of detailed technical information relating to traffic flows, junction operation and highway geometry, along with local and wider area road network modelling. In addition, there would be related public and technical stakeholder consultation to discuss, amend and sign-off scheme development. The borough and Transport for London would be involved in modelling traffic impacts and ensuring smooth road network operation. But the possible wider town centre gains accruing from such an intervention would be expected to be considerable, including those benefiting the development sites fronting Ballards Lane, adjacent occupiers and local people'

o **'7.14** Moving buses from the bus station on to the street to clearly marked and optimally designated locations with high-quality facilities will do much to raise this important travel mode's street and passenger provide and encourage use. Bus operations are complex, requiring service layover turnarounds, termination and driver facilities and making such changes will require considerable service planning'



**A schematic indicating a reconfigured Tally Ho Gyratory traffic management system**

# The North Finchley SPD – Movement Themes

Town Centre Movement themes identified in the North Finchley SPD document:



**'15. Encourage local people to stay local** for shopping, leisure and amenity purposes to minimise car use and parking demand on the town centre's streets and support positive changes to the street environment'



**'17. Addressing the impacts of present vehicle domination on the town centre** will do much to improve movement conditions for all, reduce real and perceived severance effects, and improve ambience and quality. Where possible, roadscape should be reallocated to the benefit of local people, whilst recognising the A1000 as an important traffic carrying corridor'



**'18. Sufficient and well-located town centre parking** is important in supporting the town centre's retail, business and leisure activities for those whom travel on foot, cycle, bus or rail is not a viable option. The use of kerbside space and car park sites needs to be optimised to ensure that those areas are worked harder in occupying space that could otherwise be given over to other town centre uses such a footway widening'.



**'16. Improving the public realm is of key importance** to supporting walking, cycling and bus use by providing an environment that supports those travel modes whether through footway improvements, welcoming bus facilities, benches for walkers and attractive and convenient facilities for cyclists'



**'19. Buses should represent a positive presence** in the town centre and an attractive movement choice for local people, with high quality waiting facilities, a high profile and good quality route information

15. Wafford Town Centre. 16. Bromley Town Centre. 17. Wandsworth Town Centre. 18. Vancouver parklet. 19. Euston Road bus stops

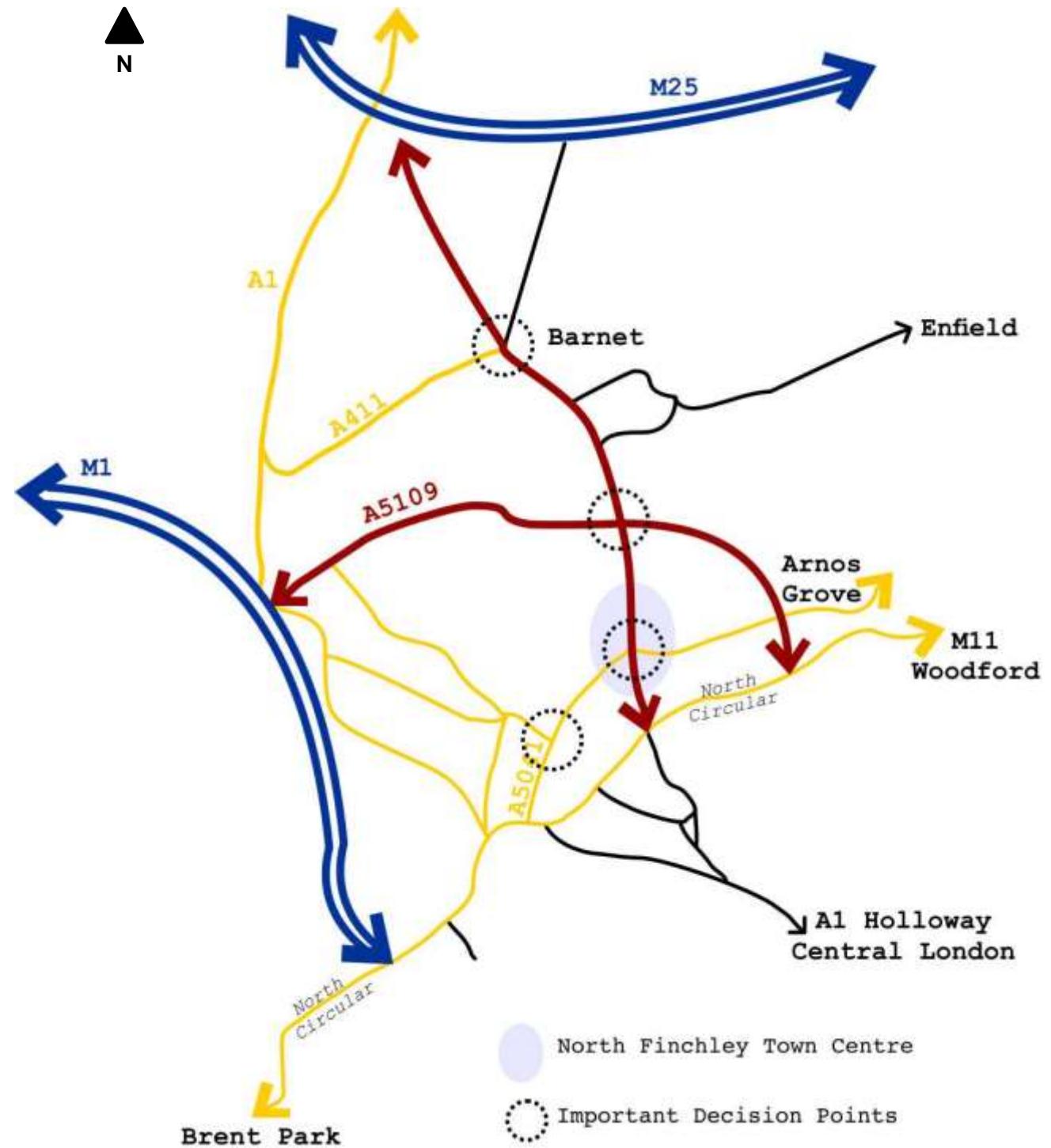
## 2. Existing Highway, Road Safety and Parking

# North Finchley and the Strategic Road Network

North Finchley lies within the London Borough of Barnet in north London, between Barnet to the north and Holloway / central London to the south. The town centre highway network includes the A1000 and A598.

North Finchley is very well connected, with the A406 North Circular to the south, M1 to the west and M25 to the north meaning that North Finchley performs an important strategic road network function.

At a local level, there are a lack of alternative routes, particularly north-south orbital routes, which results in North Finchley performing an important local road network role as well.



North Finchley and the strategic road network



Kingsway

# North Finchley and the Local Road Network

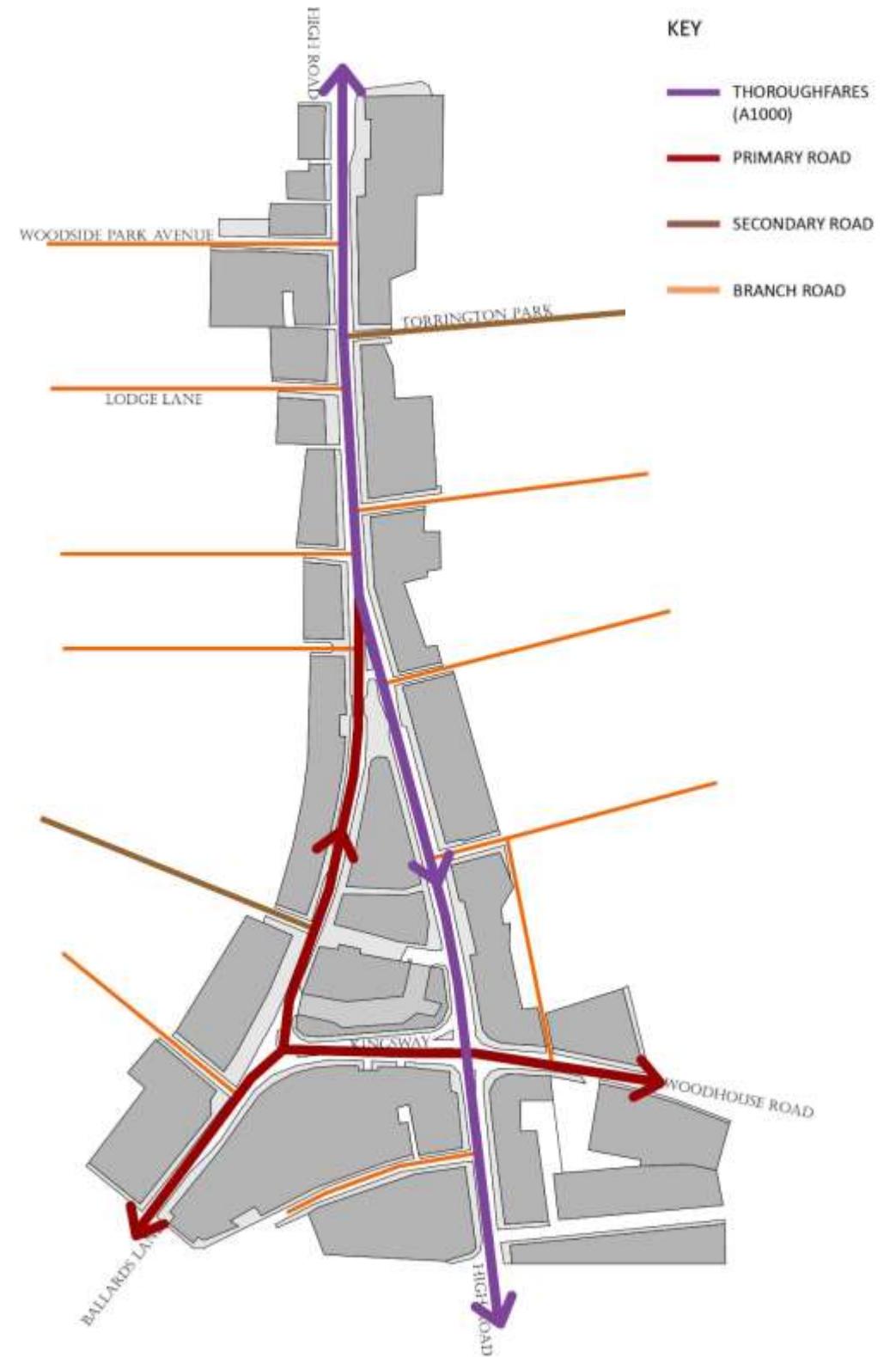
The A1000 High Road, as shown in figure opposite, is a key strategic link and as such carries through traffic as well as providing for many shorter distance local movements.

Although no detailed survey information is available, site observations suggest that traffic delays are a familiar feature of the town centre experience. Queues are though seen to clear relatively straightforwardly suggesting local junction arrangements, including traffic signalisation, the gyratory and kerbside parking and loading activity, are likely contributing factors in this and may offer scope for improvement to smooth traffic flow.

Overall, the carriageway width and capacity is a favourable element of the town centre's form suggesting considerable scope for roadspace reallocation in relation to town centre needs for all users, pedestrians, cyclists, buses, parking and loading and streetscape improvement.



High Road / Ballards Lane

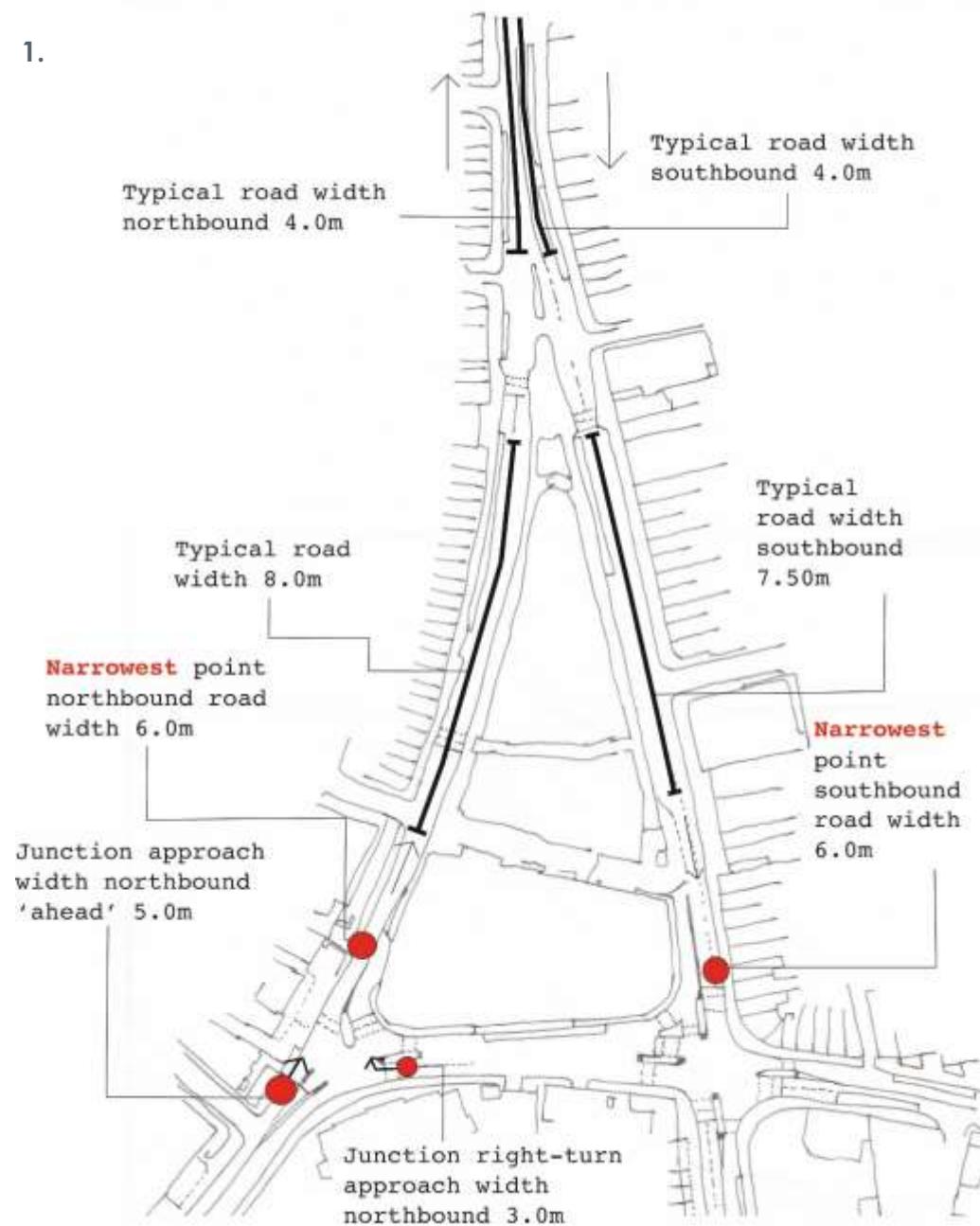


North Finchley Local Road Network

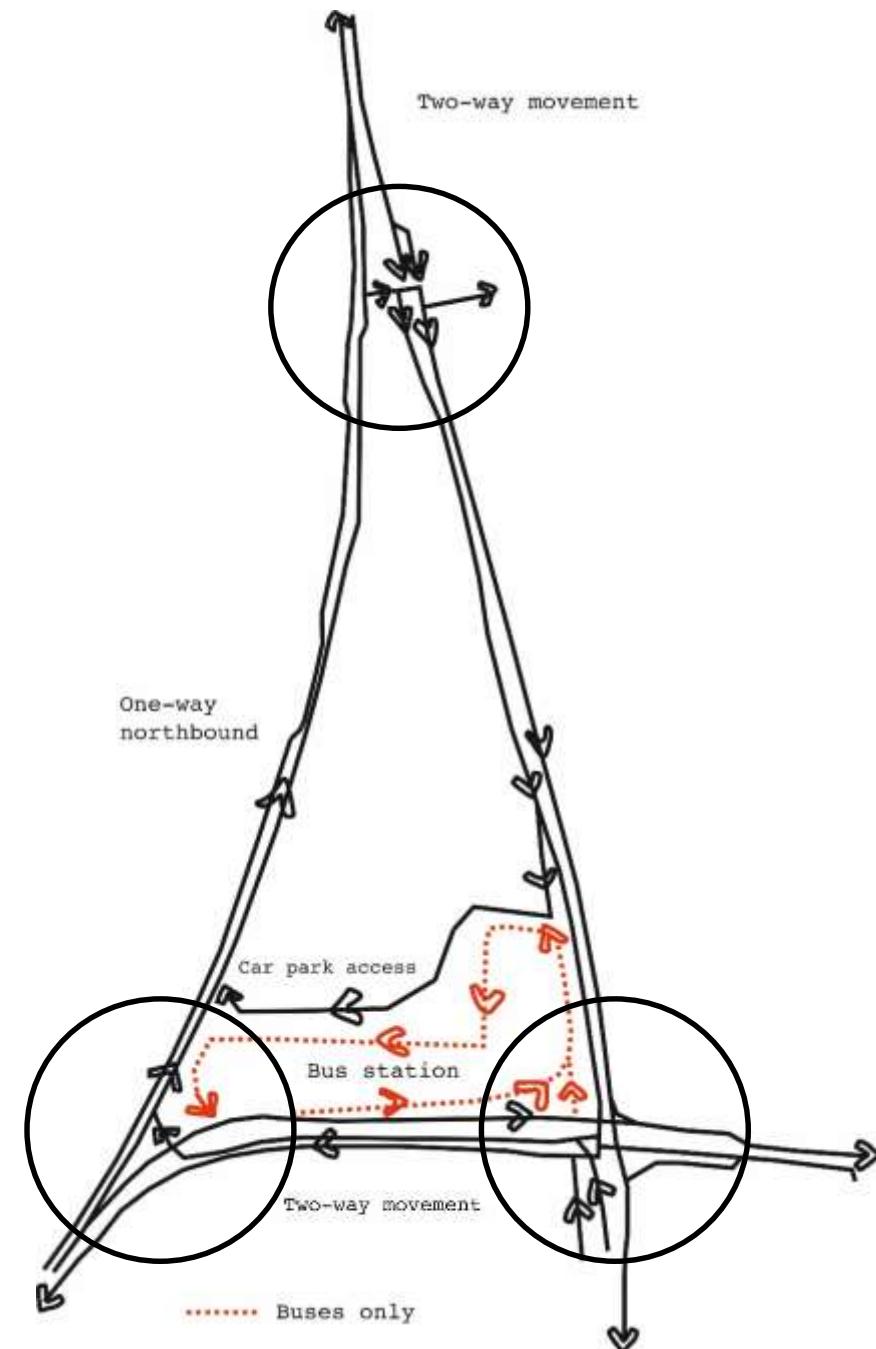
# North Finchley Existing Road Layout and Traffic Management System

The schematic plans below summarise the typical existing road layout (1) and traffic management system (2). As these diagrams indicate, the existing road layouts and the traffic management system are not straightforward, road widths vary, junction arrangements are complex and convoluted impacting on traffic movement, road safety and other road users.

1.



2.



## Existing Typical Road Widths\*

\* Road widths are based on O/S mapping only and for illustrative use only. Road widths shown as typical widths of vehicle running carriageway, i.e. excluding kerbside activity, parking etc.

**Existing Traffic Management System** includes a northbound one-way system on Ballards Lane and southbound one-way system on the High Road, as well as bus only northbound contraflow from Kingsway

# Existing Road Layout Comparisons

In comparison to other local centres on the A1000, i.e. those at Totteridge and Whetstone to the north and East Finchley and Finchley Central to the south, North Finchley offers considerably greater roadspace to comparable traffic volumes. This suggests that some of North Finchley's roadspace could be beneficially reallocated away from traffic carrying and given over to other movement and public realm improvements, such as footway widening and narrower road crossings, street planting, bus waiting facilities and cycle lanes.

The opposite images show the different local centres and their associated road widths (between junctions) compared to the road widths offered in North Finchley.



1. North Finchley carriageway (High Rd, left & Ballards Lane, right)

## Comparable carriageway space in other locations on the A1000



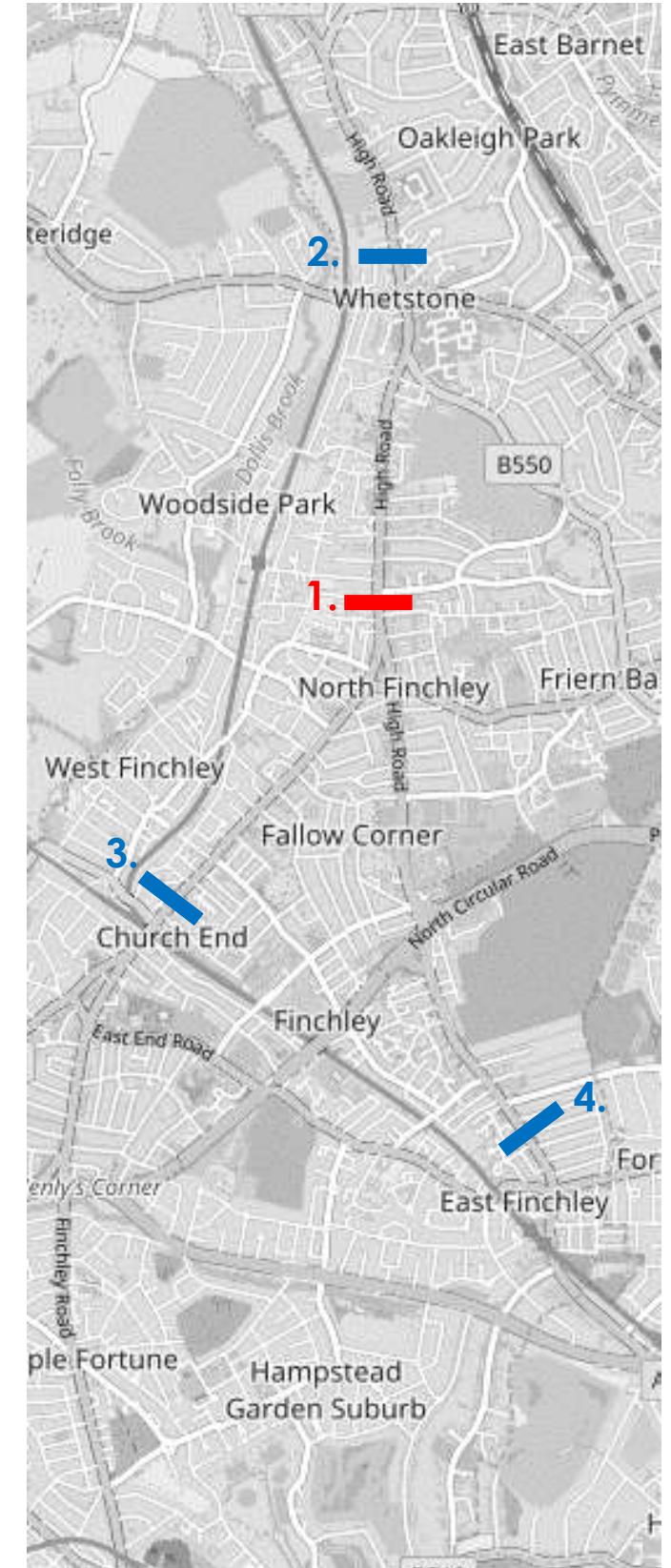
2. Totteridge & Whetstone



3. Finchley Central



4. East Finchley



# Road Safety

Collision data between December 2013 and December 2016 was reviewed for the study area using data supplied by Transport for London. The plan opposite shows the distribution of these incidents.

A total of 49 individual collisions were recorded throughout the entire study area. Of the total collisions none of these were recorded as fatal.

Six of the total collisions were recorded as serious incidents, involving motorcycle (2 collisions), pedestrians (2 collisions) and cyclist (1 collision).

|                          | Count of Mode of Travel |
|--------------------------|-------------------------|
| <b>Serious</b>           | 6                       |
| <b>Powered 2-Wheeler</b> | 3                       |
| <b>Pedestrian</b>        | 2                       |
| <b>Pedal Cycle</b>       | 1                       |
| <b>Slight</b>            | 43                      |
| <b>Pedestrian</b>        | 15                      |
| <b>Car</b>               | 11                      |
| <b>Powered - Wheeler</b> | 8                       |
| <b>Bus / Coach</b>       | 5                       |
| <b>Pedal Cycle</b>       | 4                       |
| <b>Grand Total</b>       | 49                      |

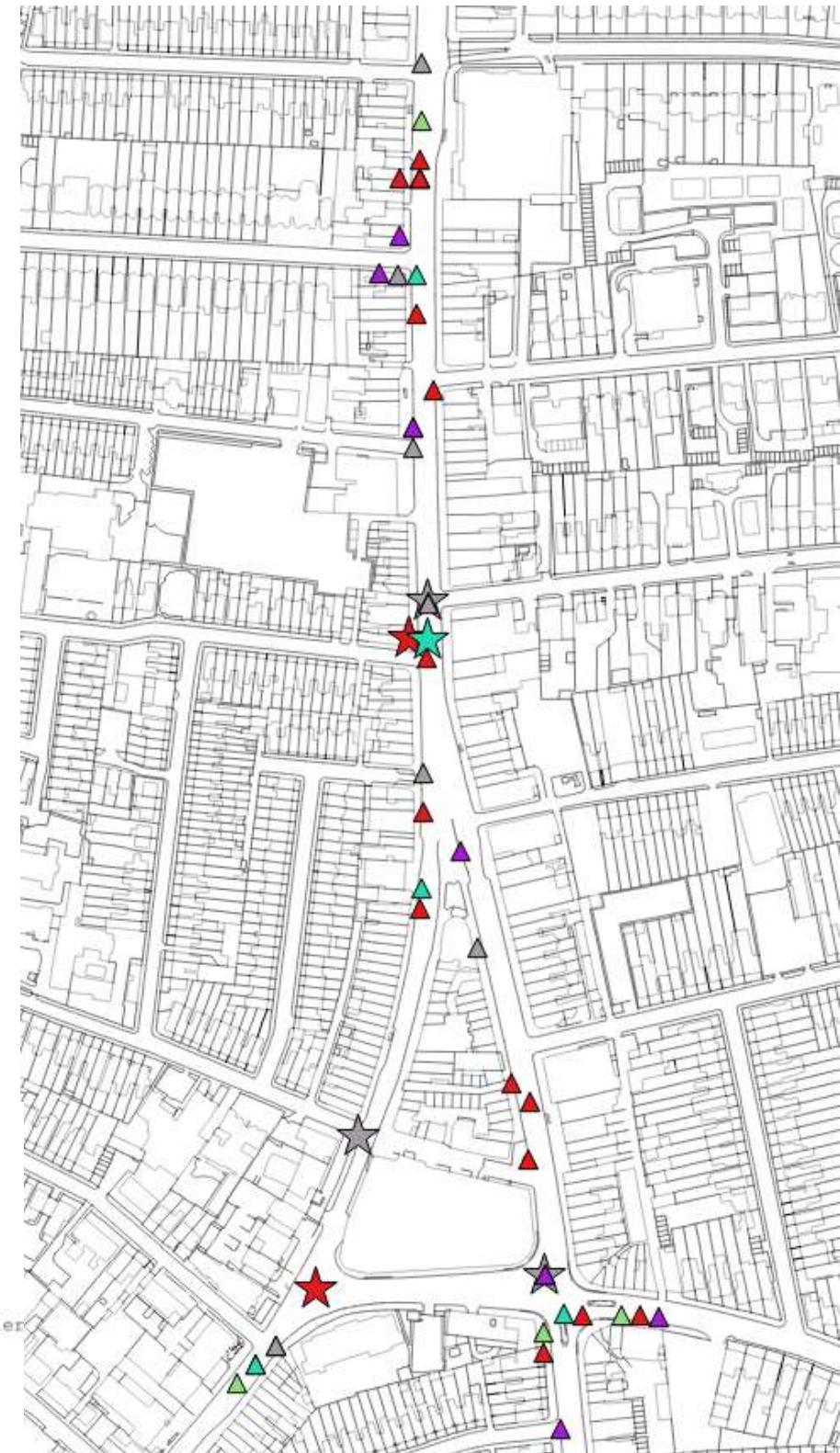
Within the study area, 17 of the total 49 collisions involved pedestrians, of which 2 were serious, and 15 were slight accidents.

Clusters of incidents were recorded at both Woodhouse Road Junction (10% of all incidents recorded) and Woodside Park / High Road junction. Two of the incidents at Woodhouse Road involved pedestrians failing to look properly whilst crossing and 3 of the incidents at Woodside Park / High Road junction involved vehicles turning right.

Of the 5 incidents involving buses, 3 of these involved passengers falling due to buses braking and one incident involved a passenger on crutches falling whilst alighting.

Additionally, a pedestrian died in November 2005 after being hit by a 221 bus as it was leaving the bus station's Ballards Lane exit.

- ☆ Serious
- △ Slight
- ▲ Pedestrian
- ▲ Pedal Cycle
- ▲ Powered Two-wheeler
- ▲ Car
- ▲ Bus / Coach



**A Plan showing collisions by type recorded within North Finchley over a 36 month period (2013 – 2016)**

# Existing Area Wide and Town Centre Parking, Deliveries and Servicing

## Town centre car parks

The total town centre off-street car park capacity is approximately 327 publicly available spaces provided principally by the Lodge Lane car park at 232 spaces, with smaller sites at Stanhope Road and Woodhouse Road offer the balance of 95 spaces. As the plan below shows, considerable shoppers customer parking capacity is also provided at Sainsbury's to the north, with 156 spaces, Aldi with 184 spaces at the Arts Depot and at Waitrose to the south, 170 spaces.



## On-street Parking

### High Street

High Road and Ballards Lane mostly provide shared parking bays (Mon-Sat 9am-6:30pm for resident permit, or Pay and Display max stay 2hrs), while Woodhouse Road provides parking spaces for permit holders and shared use (Mon-Sat 9am-5pm or Pay and Display max stay 4hrs).

From the parking beat survey undertaken in July 2017, it appears that kerbside parking supply along the High Street could be better managed to provide a better level of service for motorists without increasing supply, whilst rationalising kerbside activity.

### Residential Streets

On the other hand the residential side streets provide mainly resident and permit only bays, as well some shared use parking spaces (Mon-Sat 9am-5pm for resident permit or Pay and Display) and Pay and Display parking spaces (Mon-Sat 9am-5pm, max stay 4hrs)

Residents' parking provision on the side streets is mostly well-used, but offers some capacity for further use at specific locations.

### On-Street Loading

Approximately 15 loading bays are located on High Road, 4 on Castle Road and 2 on Stanhope Road with the following restriction: "Loading only Mon-Sat 8-10am and 4-6:30pm, 10am-4pm max stay 15mins, no return within 1hr".

Two unrestricted loading bays are also located on Woodhouse Road.

Please refer to the North Finchley Town Centre Supplementary Planning Document, Parking - Information Note (September 2017) for more information on parking.

# Identified Highway, Road Safety and Parking Issues



North Finchley provides an important local and strategic road network function- the through traffic volumes contribute to car dominance in the town centre



Ad-hoc loading and parking activity impedes traffic flow, buses and pedestrian movement



The various east-west junction movements on the High Road, cause delay and impacting on road safety



It is an intimidating environment for cyclists and pedestrians due to the wide carriageway and junction alignments and absence of on-street cycling facilities offered



Extensive carriageways encourage speeding and add to community severance impacts

## 3. Existing Buses Situation

# Existing Bus Routes and Stops

The drawing opposite shows the existing seven bus routes that serve North Finchley town centre and the complex routing arrangements.

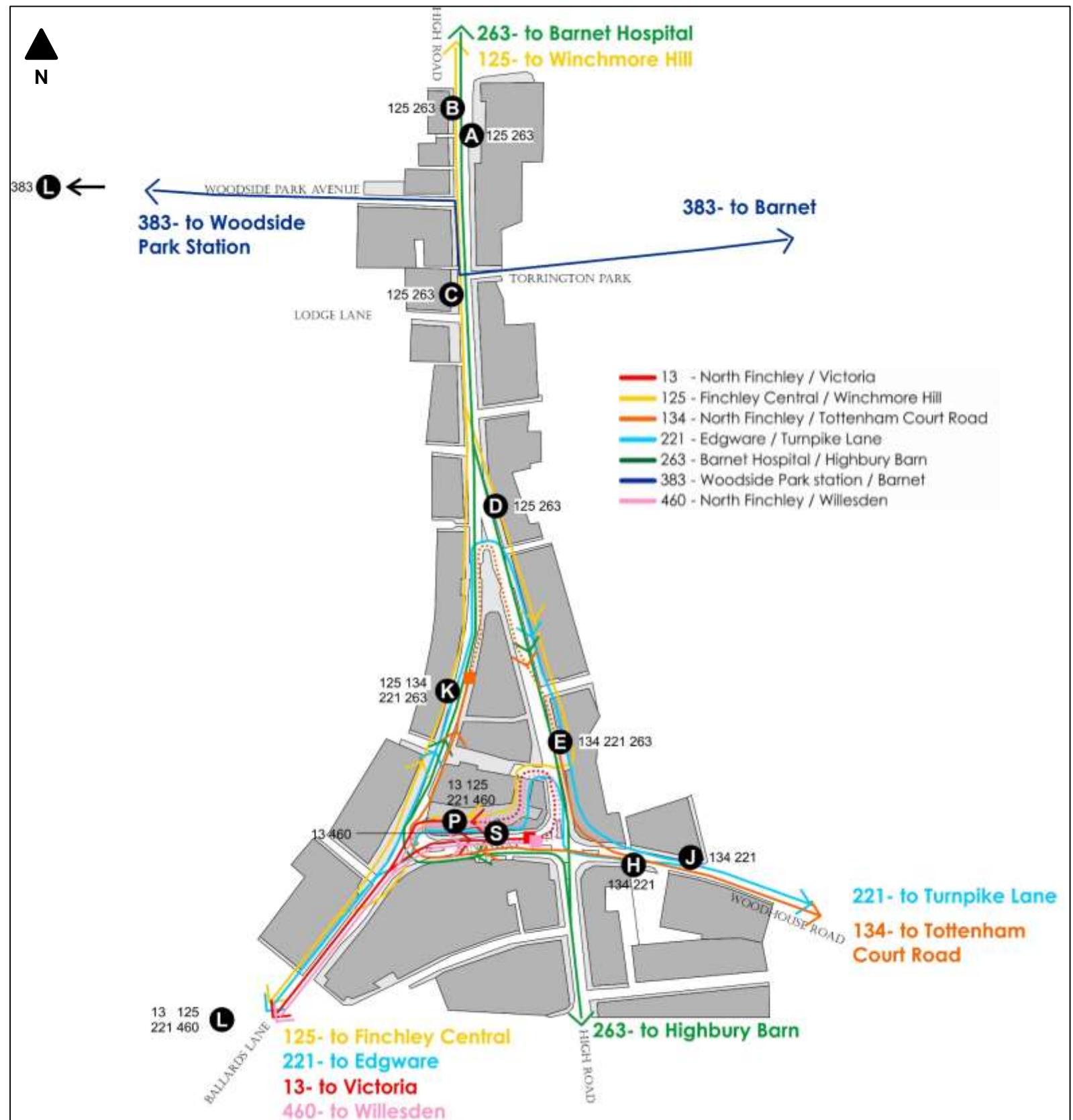
Bus 13, 125, 134 and 263 provide a north-south connection between North Finchley, Winchmore Hill, Barnet (north) and Victoria, Finchley Central, Tottenham Court Road, Highbury Barn (south).

Bus routes 221, 383 and 460 provide an east-west connection between Turnpike Lane, Barnet, North Finchley (east) and Edgware, Woodside Park station and Willesden (west).

Additionally, there are two night buses servicing the area – bus N13 and N20.

Bus frequency varies depending on the service and are summarised in the table below.

| Bus route    | Frequency    |
|--------------|--------------|
| 13           | 3 to 7mins   |
| 125          | 9 to 12mins  |
| 134 (24hour) | 5 to 9mins   |
| 221          | 5 to 6mins   |
| 263          | 8 to 12mins  |
| 460          | 11 to 14mins |



Bus services in North Finchley

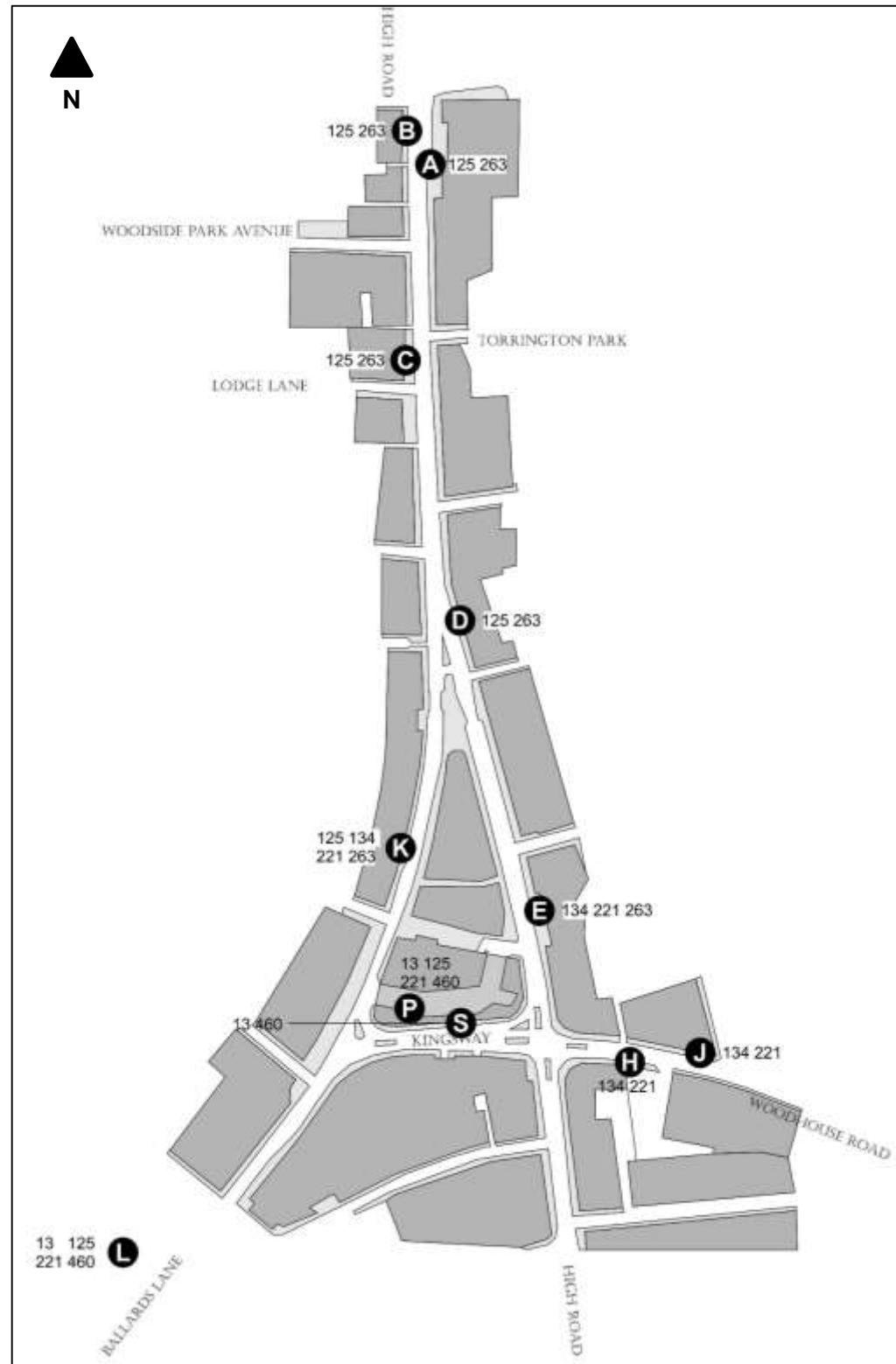
# Existing Bus Routes and Stops

The diagram opposite shows the location of existing bus stops and the routes that they serve within North Finchley

Bus stops K and P serve 4 services, whilst the other bus stops within the town centre are serviced by two or 3 bus services

The Tally Ho gyratory area has a concentration of bus stops due to the one-way traffic system, which creates convoluted bus routes and reducing the legibility and comprehensiveness of bus services for passengers.

Four bus services (out of the seven) are 'split services' between Ballards Lane (northbound) and High Road (southbound) – bus 125, 134, 221 and 263.



Bus stop B



Bus stop D

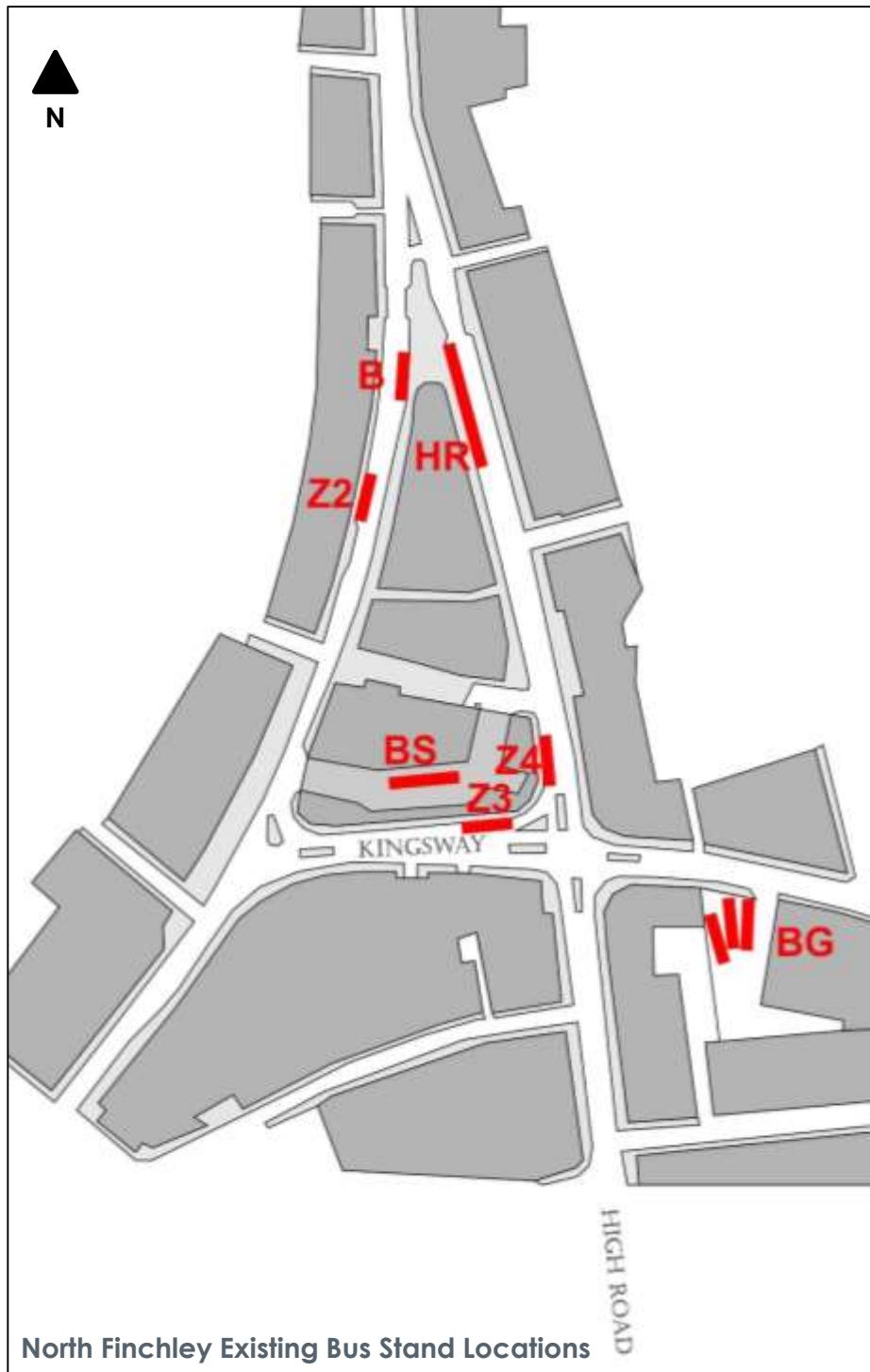


Bus Stop P (North Finchley Bus Station)

# Bus Stands

Three bus services terminate in North Finchley (13, 134 and 460).

The diagram below shows the approximate locations for bus stands for these terminating bus services.



Bus stands Z2, B and HR are mainly used by bus 134, while bus stands Z3, Z4 and BS tend to be used by bus 13 and 460. The utilisation of the bus garage on Woodhouse Road (BG) remains unclear with mainly buses 13 or not identified being observed at this location. There would appear to be the potential for further use of this operational facility.



Bus stand on High Road



Bus stand Z2 on Ballards Lane



Bus stand Z3 on Kingsway



Bus Garage on Woodhouse Road

# Bus Borders and Alighters

The diagram opposite shows the average total number of passengers boarding and alighting buses over a day, extracted from Bus Occupancy Data (BODS) collected by Transport for London (TfL).

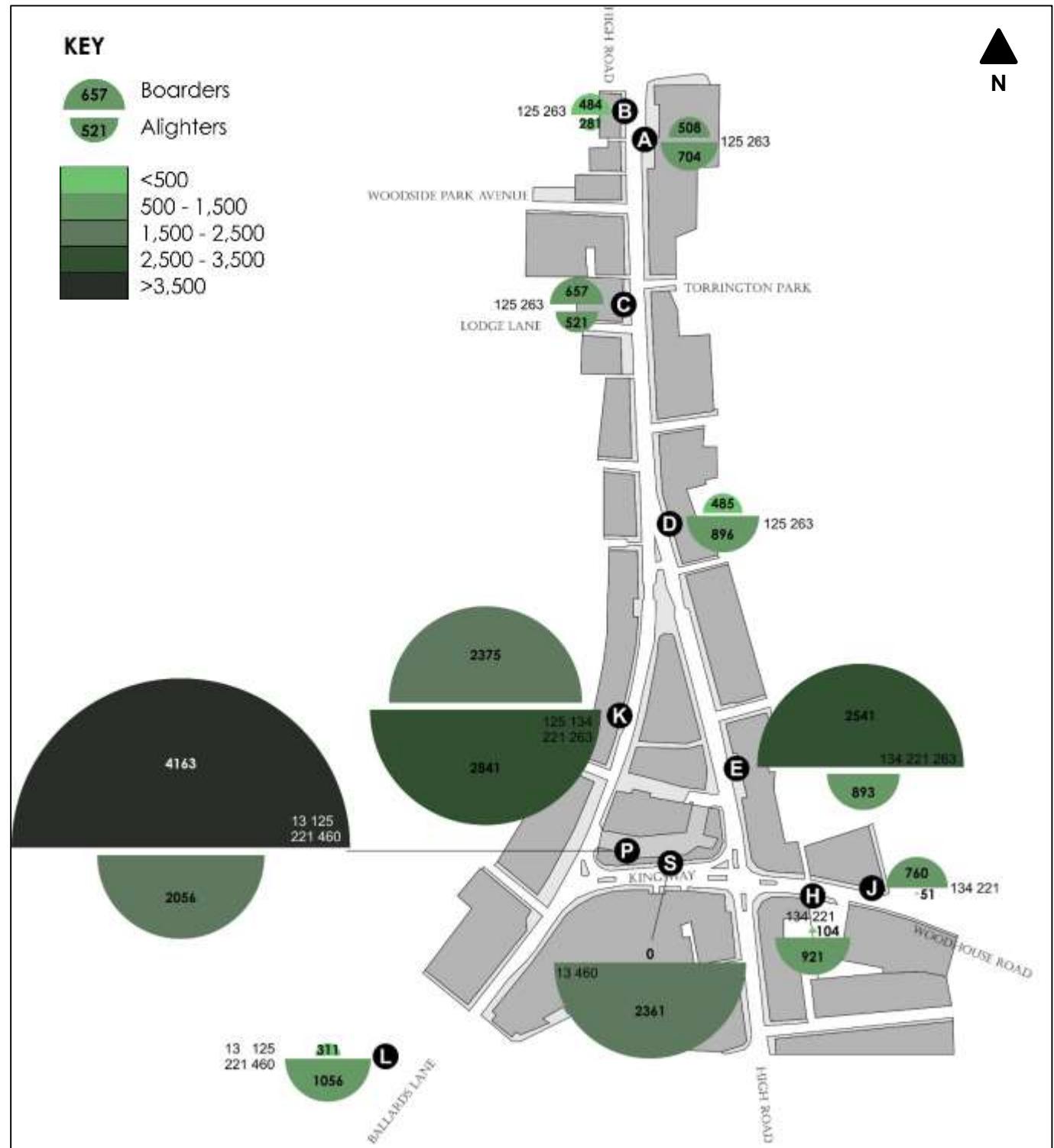
Bus stop P and K are the most used bus stops within the study area. With over 6,200 people boarding and alighting at bus stop P within North Finchley bus station. Over 5,200 people board and alight the on-street northbound bus stop K throughout the day.

Bus stops E and S are also well used, with over 3,400 and 2,300 passengers boarding and alighting these stops respectively per day.

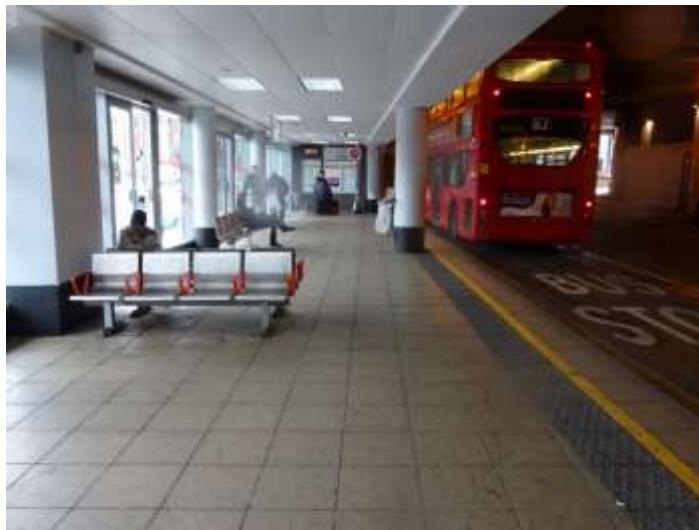
Bus stops B and J are the least busy with an average passenger number of less than 1,000 per day.



Passengers waiting at bus stop K



# Identified Buses Issues



North Finchley bus station presents an unwelcoming environment, particularly after dark



The gyratory system, poor carriageway layouts and dominance of traffic impede bus movement and reduce service reliability



The lack of station / bus interchange and orbital bus services resulting in a poor PTAL rating for the wider North Finchley area



Bus stops are not fully accessible and waiting facilities in need of improvement in some locations



Pedestrian wayfinding, crossing facilities and access to bus stops is poor



The present siting of bus stands on High Road creates a 'bus wall' obstructing views to the Tally Ho public house

## 4. Existing Pedestrian and Cyclist Situation

# Area Wide Pedestrian Network

The diagram opposite shows the key pedestrian network, and connections to wider attractors, notably the stations.

Currently, there are extensive residential areas, particularly to the west, which currently have a poor PTAL rating, with a lack of bus services, poor station interchange and wayfinding.

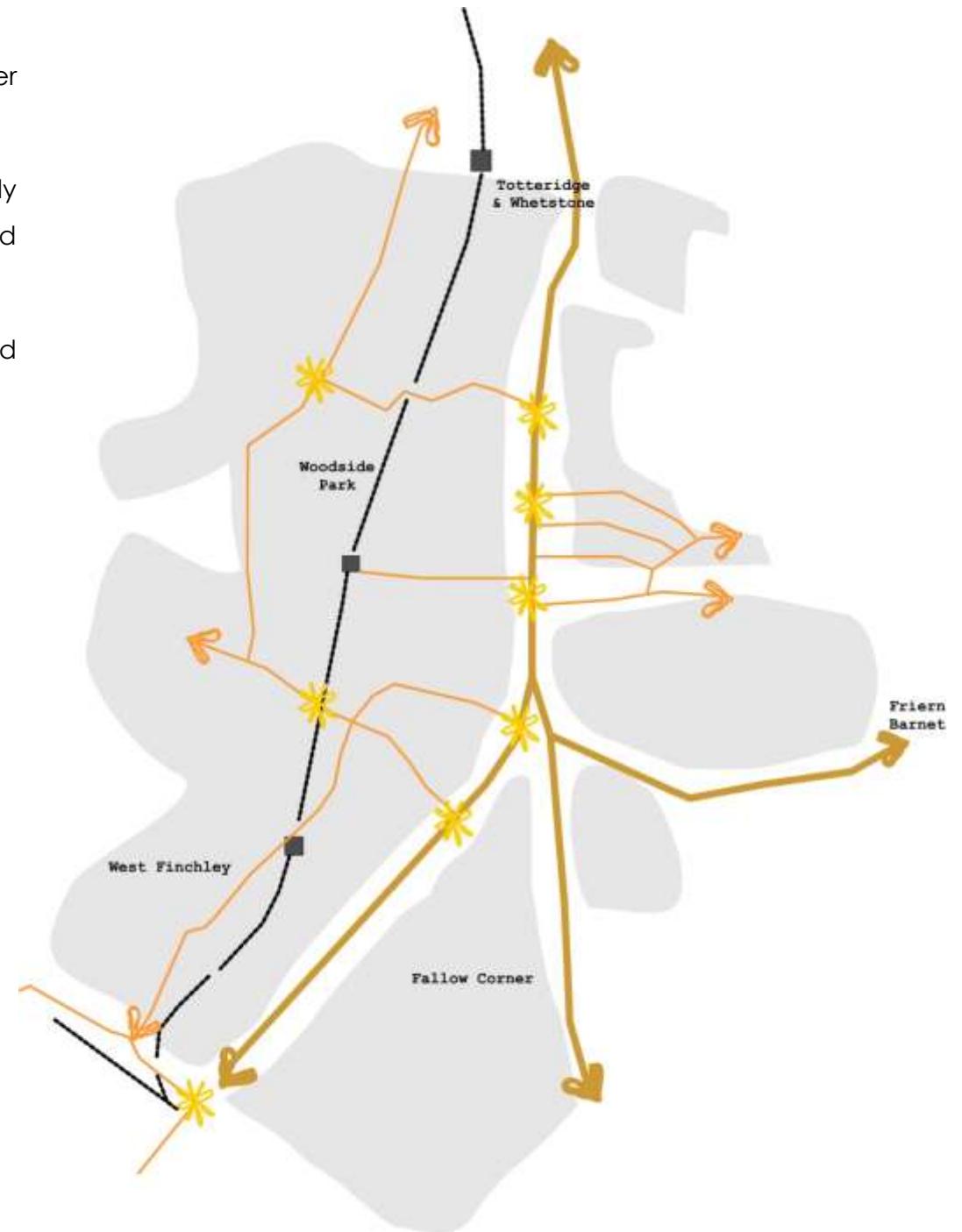
Residential areas to the south, including around Fallow Corner are severed by the A598 and the major junctions to the south of North Finchley town centre.



West Finchley station has a poor profile from street level, with a lack wayfinding signing and bus interchange



Woodside Park stations profile on North Finchley High Road is absent and requires wayfinding/ signing to encourage further use



- Local Residential Areas
- Important Pedestrian and Cyclist Decision Points
- Underground Stations
- Railway Tracks
- Main Routes
- Local important Pedestrian Routes

Important Area Wide Pedestrian Routes

# North Finchley Town Centre Pedestrian Network

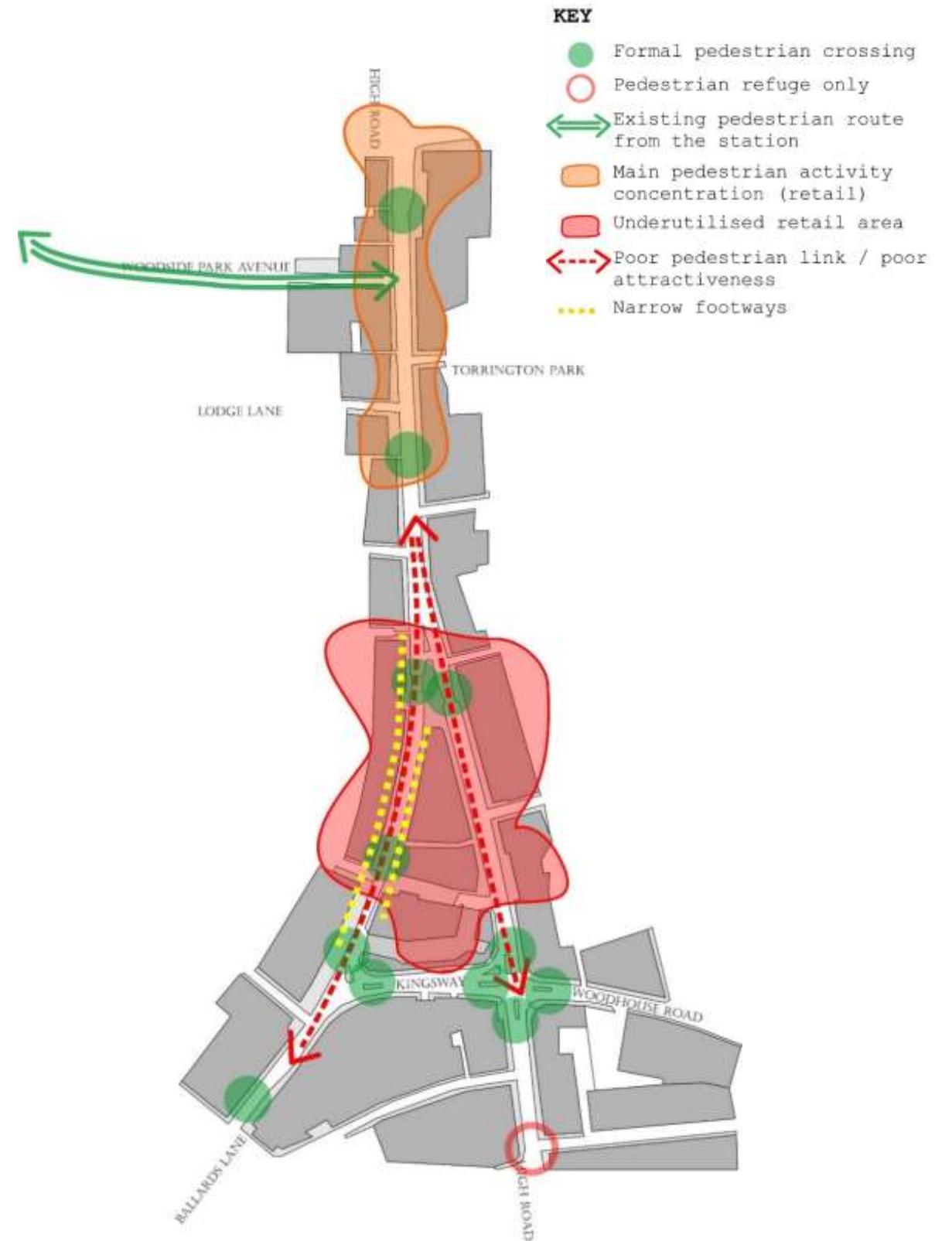
The plan opposite shows diagrammatically the location of existing pedestrian crossing facilities, key routes and main related issues. Whilst there are a number of formal and informal opportunities to cross the road in the town centre, the wide carriageways and vehicle dominance create an intimidating environment for pedestrians.

Wayfinding and connections to wider area attractors including the underground stations are poor.

The existing pedestrian and crossing provision for visually impaired and disabled road users is inadequate.



A wide carriageway and stepped kerbs impede pedestrian movement and connectivity on the High Road



North Finchley Town Centre Pedestrian Environment

# The Existing Cyclist Network

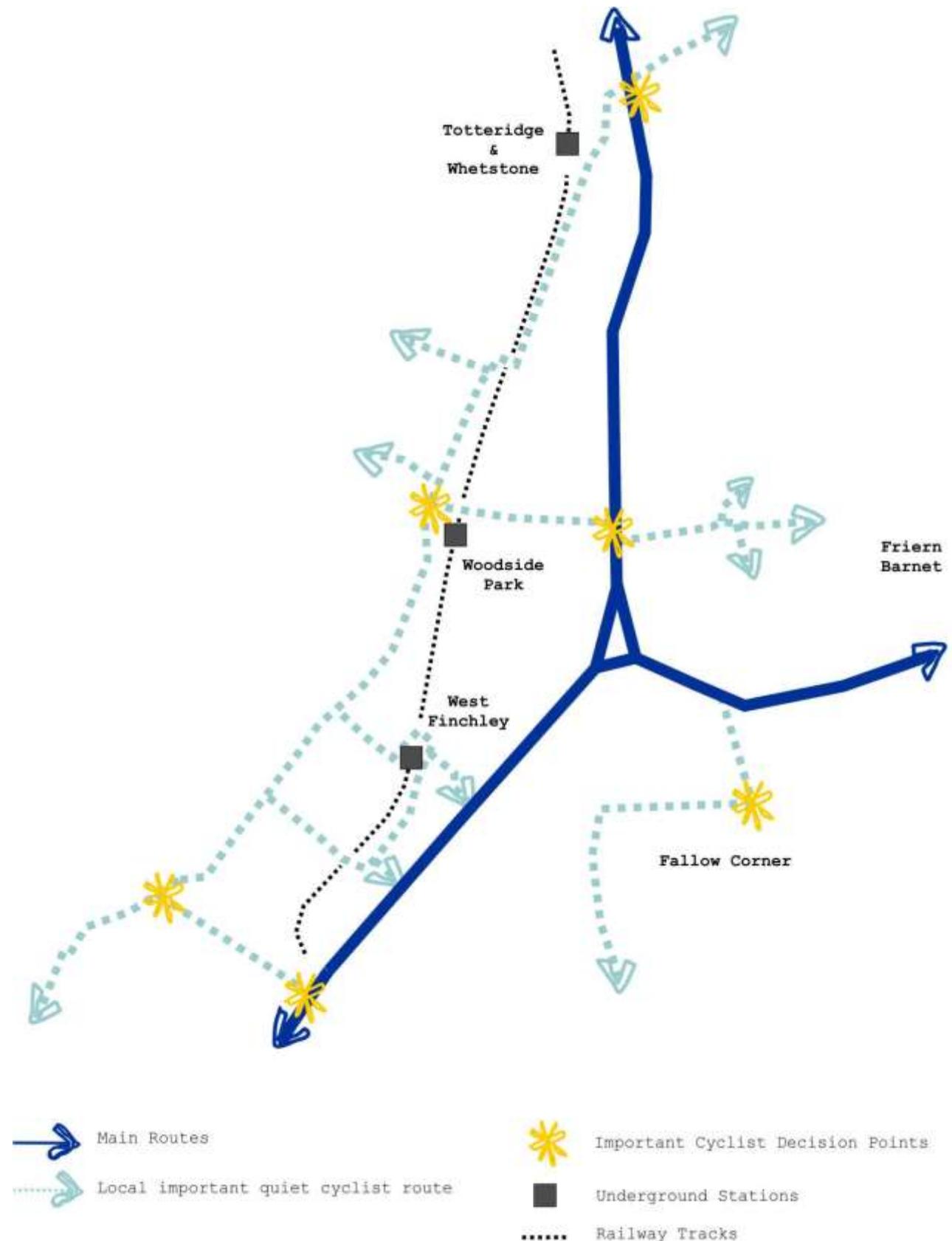
The existing principal road network in North Finchley is an intimidating environment for cyclists. However there are alternative quieter routes, particularly on the western edge, avoiding the busy network in the town centre.

Currently existing cycle routes are not sign-posted, parking and poor road layouts impede cyclist movements and despite the often extensive carriageway widths, no cycle lanes are provided.

Interchange with the station is poor and there is a need to provide better cycle parking provision near the stations and at key locations within the town centre.



Parking and traffic movement on side roads and near stations impedes cyclist movements



-  Main Routes
-  Local important quiet cyclist route
-  Important Cyclist Decision Points
-  Underground Stations
-  Railway Tracks

North Finchley and Area Wide Cyclist Network

# Identified Pedestrian and Cyclist Issues



Station access, pedestrian and cyclists links and wayfinding to the High Road are very poor



Wide junctions and numerous turning movements impede pedestrian movement



Wide carriageways, numerous turning movements and dominance of heavy traffic create an intimidating environment for cyclists



The junctions next to the bus station are difficult for pedestrians to cross, particularly for visually impaired users



The Kingsway junctions are intimidating for pedestrians to cross with multi-stage crossing required

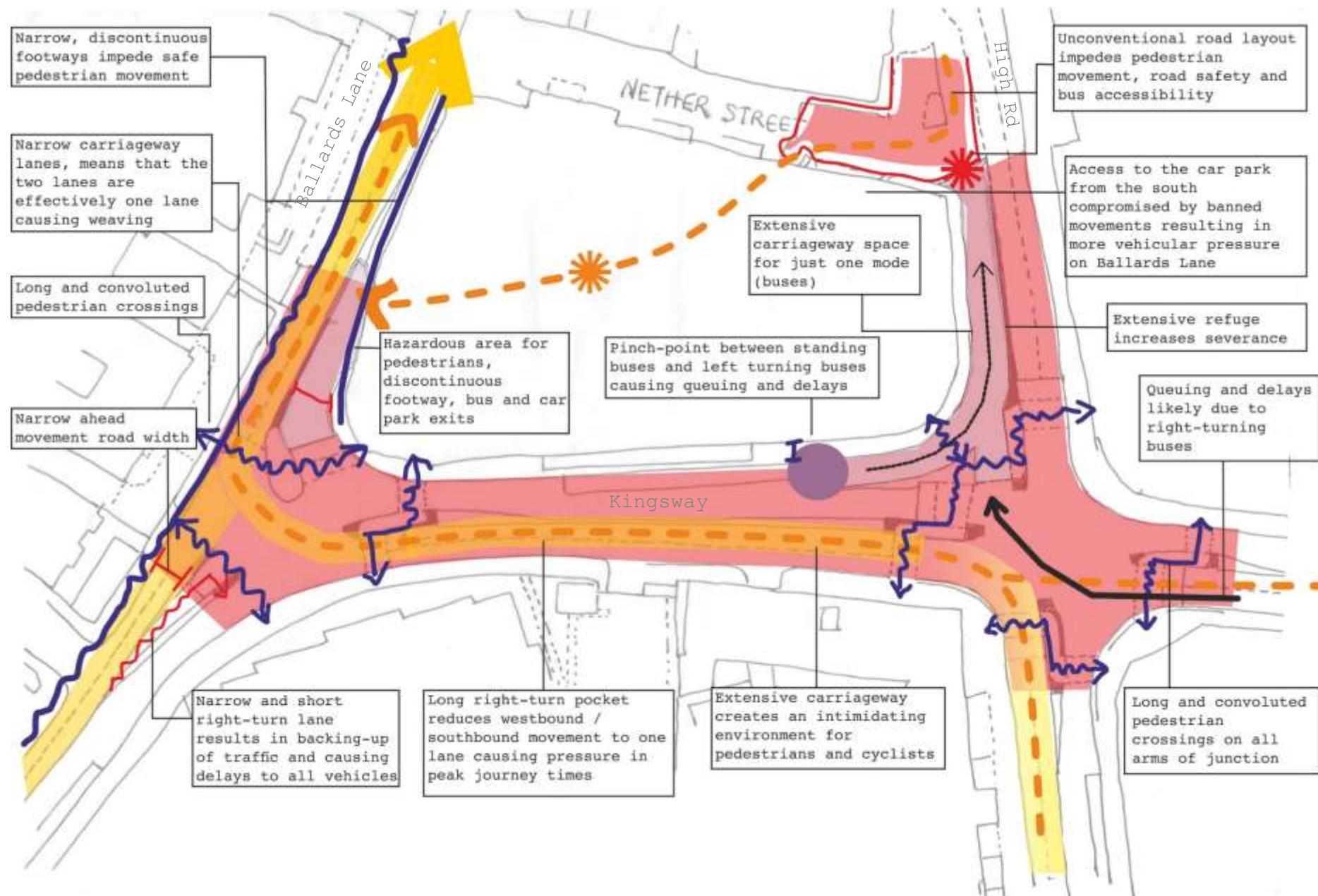


Formal pedestrian crossings are infrequent and many people cross between them. There is a lack of seating and public space for pedestrians to rest

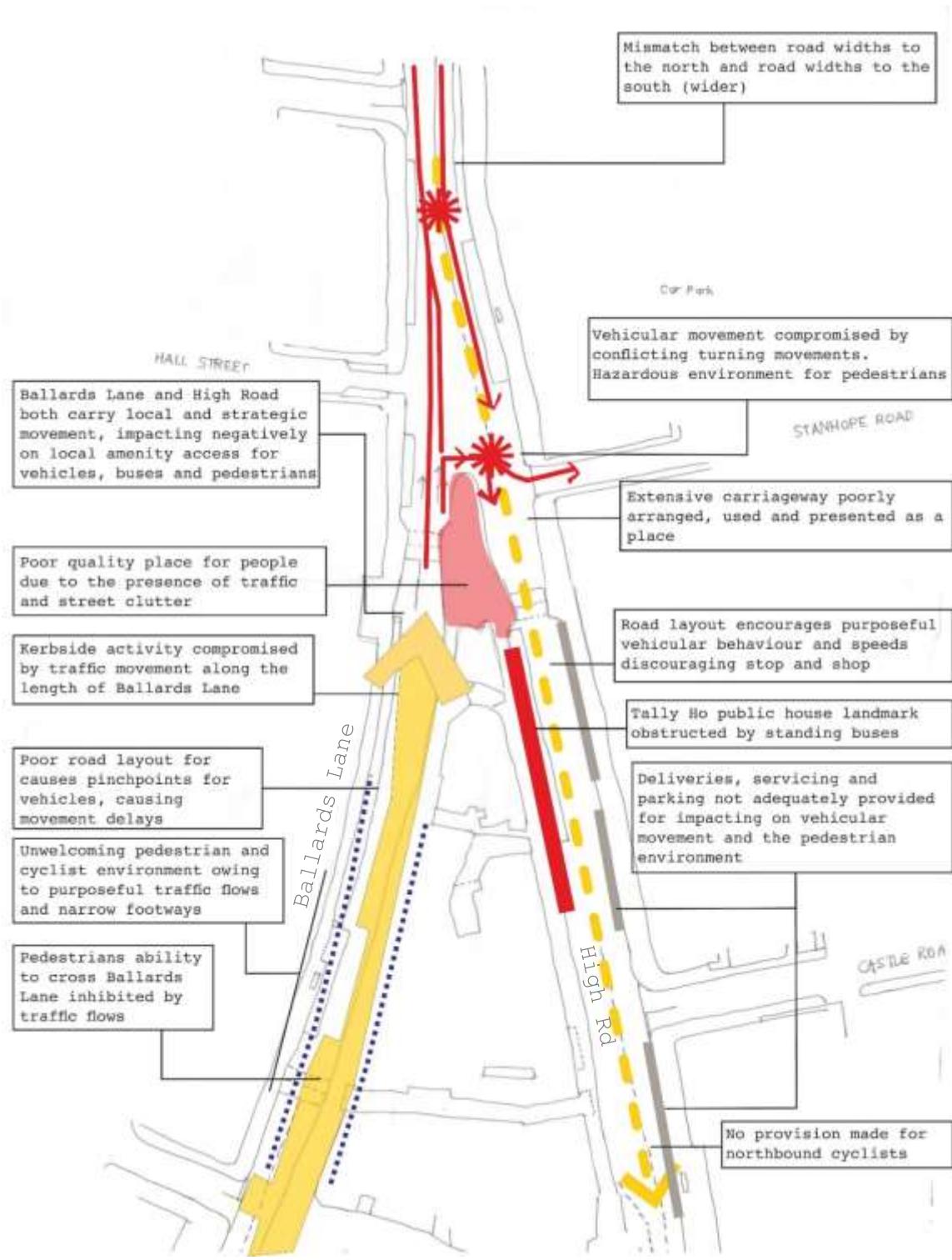
## 5. Overall Main Identified Issues

# Overall Kingsway Area Main Identified Issues

The plan below summarises the overall issues identified for the Kingsway area.



# Overall North Finchley Town Centre Main Identified Issues



## 6. Principles for Change

# Balancing Movement and Place

## Movement versus Place

Unlocking the Tally Ho Gyratory and high road environment presents a substantial challenge as they serve both an important strategic function and provide the platform for an important local place where people live, go to school, work and spend leisure time.

The tension between the movement and place functions has resulted in significant negative traffic impacts, including those upon bus service reliability, provision for pedestrians and cyclists, poor air quality and inadequate spaces for businesses to operate and for people to move freely and enjoy their locality.

## An Ambitious, Prioritised Approach

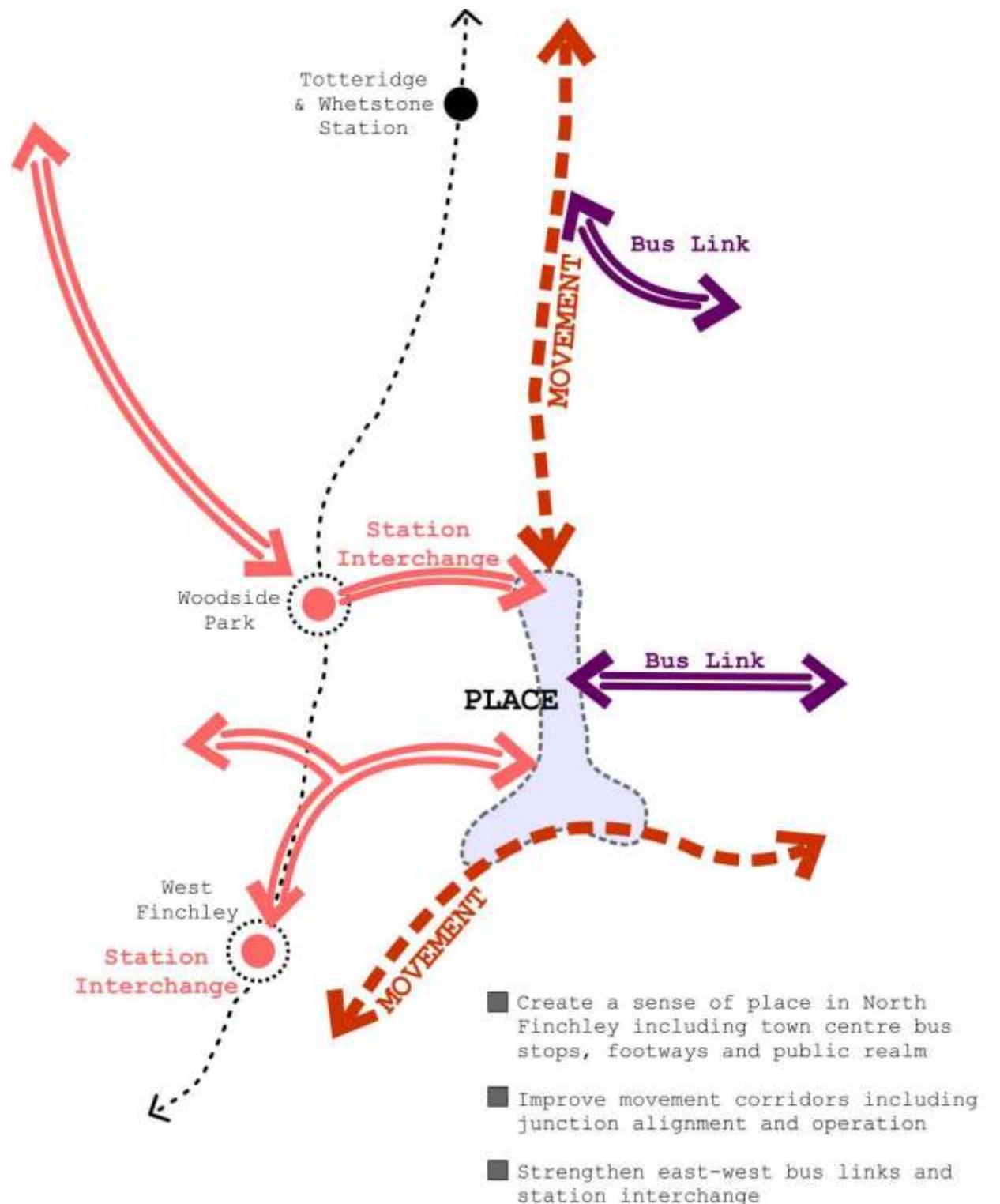
Given the extent of the town centre, its strategic function, local pressures and constraints, there is a need to identify and prioritise schemes that could be taken forward. Such prioritised schemes need to; meet important objectives including supporting the SPD, provide value for money, address the needs and concerns of local residents and businesses, now and in the future.

There are distinct opportunities to better balance movement and place functions that can be accomplished in the short to medium term, however this requires an ambitious and visionary approach.

Such opportunities can provide better facilities for local people, businesses, bus users and visitors. These changes will act as a step towards a longer term strategy to address more challenging issues including bus operation, traffic congestion and air quality.

To fully realise the challenges, collaboration and cooperation is required across all stakeholders; the Council, Transport for London, London Buses, the local community and businesses.

## A Placemaking and Movement Hierarchy



# Balancing Movement and Place

## Movement



Create an environment supporting and promoting pedestrian and cyclist movement



Provide a legible, easily accessible and reliable bus service and stops



Promote an inclusive, accessible and safe environment for all road users



Provide a rationalised and flexible parking and loading environment

## Place



Recognise the importance of the community function of the street and spaces for social interaction



Create high quality, flexible and uncluttered streetscape



Create a locally distinctive environment reflecting local character



With sustainable, easy to maintain materials and planting

# Bus Objectives



When considering buses, it is important to adhere to the accessible bus stop design guidance by TfL.

With relation to North Finchley the following should be considered carefully when developing a scheme through the design process:

- Individual bus stops and their immediate environment need to be reviewed to take account of the wide range of issues that the area faces
- In line with the Mayor's Healthy Streets agenda, the bus network has a critical contribution in improving the health of Londoners, and therefore more accessible bus stops and more inclusive bus services will help to reduce social isolation and increase the number who can use these services rather than the private vehicle.

Figure 1: Street Types for London



The diagram above, taken from the TfL Accessible Bus Stop Design Guidance, shows how bus infrastructure may typically feature in each street type as per Road Task Force. Those streets highlighted with a black border relate to North Finchley

- Ensure that bus stops have fully accessible design including:
  - Removal of obstacles around bus stops
  - Optimise the location, design and construction of bus stops
  - Motorists and enforcement authorities to recognise the necessity for bus stops to be kept clear of parked vehicles.
- Bus routes, stops and services should be easy as possible to understand and market
- Waiting times should be minimised
- Bus reliability should be maximised and bus priority considered on movement corridors
- A comprehensive coverage is important
- Carefully consideration of the location and number of bus stands within the town centre will be required to minimise impacts on bus services and other high street users.

# Walking Objectives



North Finchley town centre has a great opportunity to positively encourage local residents and visitors to switch from using the car to taking public transport, walking and cycling.

The existing transport system and road layouts have a huge negative influence on the character of the area, and whilst traffic levels have remained largely stable across London in recent years, the streets and places in North Finchley still suffer because of high levels of car use.

In line with the Mayor's Healthy Streets agenda, it is important that any scheme brought forward in North Finchley carefully considers the following objectives:

- Prioritising walking, cycling and public transport
- The high street is designed for people
- Where people chose to take the bus instead of driving because buses are prioritised over other traffic
- Delivery and servicing vehicles can get around efficiently

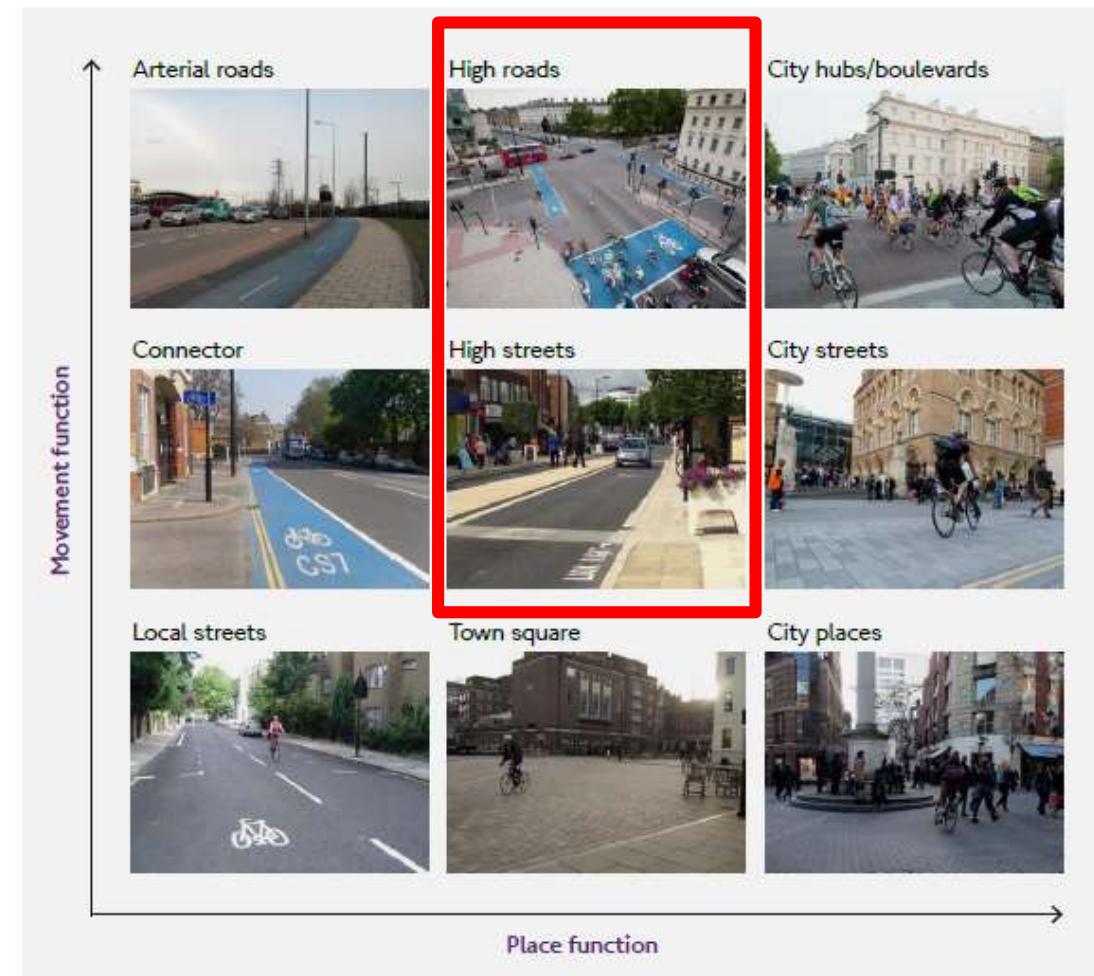
- The streets should be welcoming to everyone
- The streets should feel comfortable and safe and not feel worried about road danger or their personal safety
- The impact of noise should be reduced, and the ambience of the street environments improved to encourage active travel and human interaction
- The streets should be easy to cross and navigate, providing direct routes and access to key facilities
- Resting places and relaxed environments should be provided, as people will be more willing to visit, spend more time in, or meet other people, particularly people with limited mobility
- Shade and shelter should be considered to help protect pedestrians from the elements
- Things to do and see on street will encourage more pedestrian footfall. Consider street art and interesting and stimulating views, buildings, and planting as part of proposed changes.

# Cycling Objectives



The Mayor of London and TfL set out clear design standards and guidance for cycling which should be reviewed and considered carefully as a scheme is progressed through the design process. With particular relation to North Finchley, it is important to consider the following:

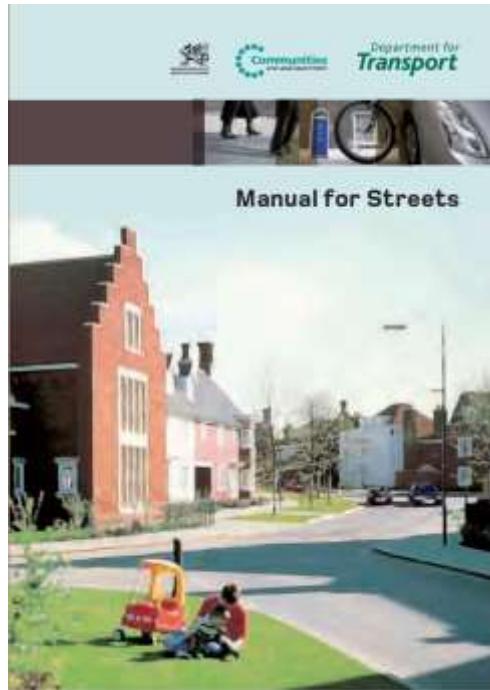
- Cycling is now a mass transport and must be treated as such
- Cyclists must be treated as vehicles, not as pedestrians
- Changes in roadspace can influence modal choice
- Cyclists need space separation from volume motor traffic, this will be particularly key on Kingsway and adjoining junctions
- Separation can also be achieved by using lower traffic streets, which is possible if Ballards Lane roadspace is reconfigured
- Cyclist interventions need not be attempted on every road, which is particularly relevant to Ballards Lane where a more shared, calmed environment is likely to be more appropriate to enable the space to accommodate all the different users and needs
- Avoid the material trap.



The diagram above, taken from the TfL Cycling Design Standards, shows how cycling infrastructure may typically feature in each street type as per Road Task Force. Those streets highlighted with a red border relate to North Finchley

# Parking Objectives

Manual for Street 1 & 2 (2007 and 2010)



Accommodating parked vehicles is a key function of most streets. While the greatest demand is for parking cars, there is also a need to consider the parking of cycles, motorcycles, and in some circumstances, servicing vehicles.

A failure to properly consider the way cars are parked such as the visual quality, street activity, interaction between residents, businesses and road safety is likely to lead to inappropriate parking behaviour, poor and unsafe conditions for pedestrians, and access and reliability of bus services.

## Positive Effects of Parking

- A common resource, catering for residents, visitors and service vehicles in an efficient manner
- Able to cater for peak demands from various users at different times of day, for example people at work or residents
- Adds activity to the street
- Typically well overlooked, providing improved security
- Popular and likely to be well-used
- Can provide a useful buffer between pedestrians and traffic.

## Car Parking: What Works Where

- The design quality of the street is paramount
- There is no single best solution to providing car parking
- On-street parking needs to be efficient, understandable and increases vitality and safety
- Consideration needs to be given to parking for visitors and disabled people.

## Negative Effects of Parking

- Can introduce a road safety problem, particular if traffic speeds are above 20mph and there are few places for pedestrians to cross with adequate visibility
- Can visually dominate within a street scene and can undermine the established character
- May lead to footway parking unless the street is properly designed to accommodate parked vehicles
- Vehicles parked indiscriminately can block vehicular accesses to dwellings
- Providing parking bays potentially reduces footway space, which could be used for cycle parking, trees, benches etc.

Consideration needs to be given to:

- Cycle parking
- Car clubs
- Disabled users
- Residents
- Visitors
- Service vehicles
- Motorcycles.



The North Finchley Town Centre draft SPD also states that *“sufficient and well-located town centre parking is important in supporting the town centre’s retail, business and leisure activities, and for those for whom travel on foot, cycle, bus or rail is not a viable option. The use of kerbside space and car park sites should be optimised to ensure that those areas are worked hard as they occupy space that could be otherwise given over to other town centre uses such as footway widening, loading, public space etc”*.

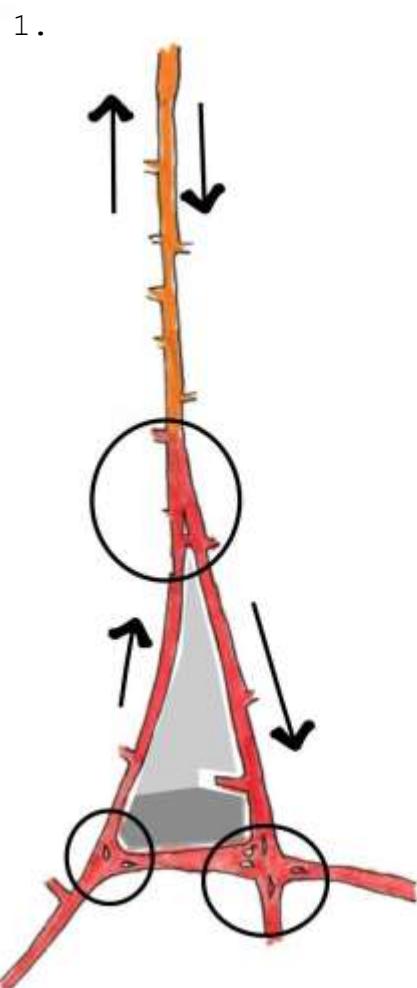


## 7. Highways Strategy

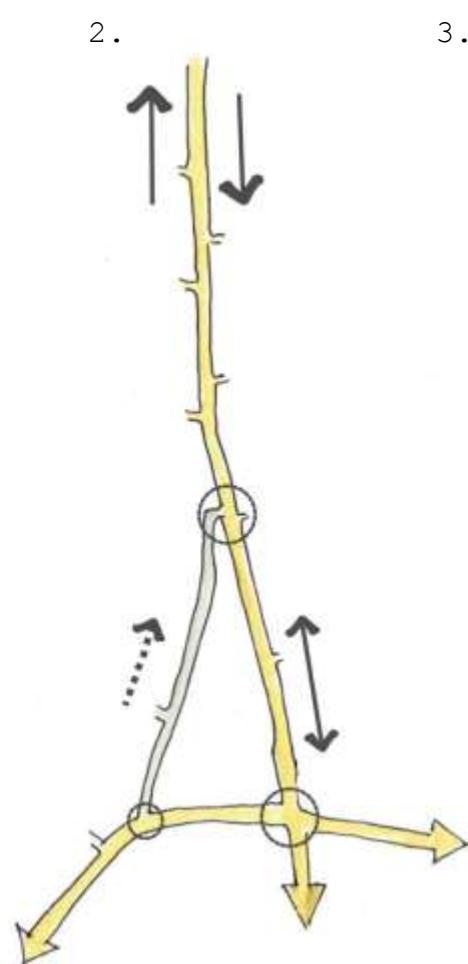
# Positive Traffic Management for the Tally Ho Gyrotory

The diagrams opposite show the contribution to be made by the reconfiguration of the Tally Ho gyrotory in unlocking the town centre for other road users, local people and positive uses.

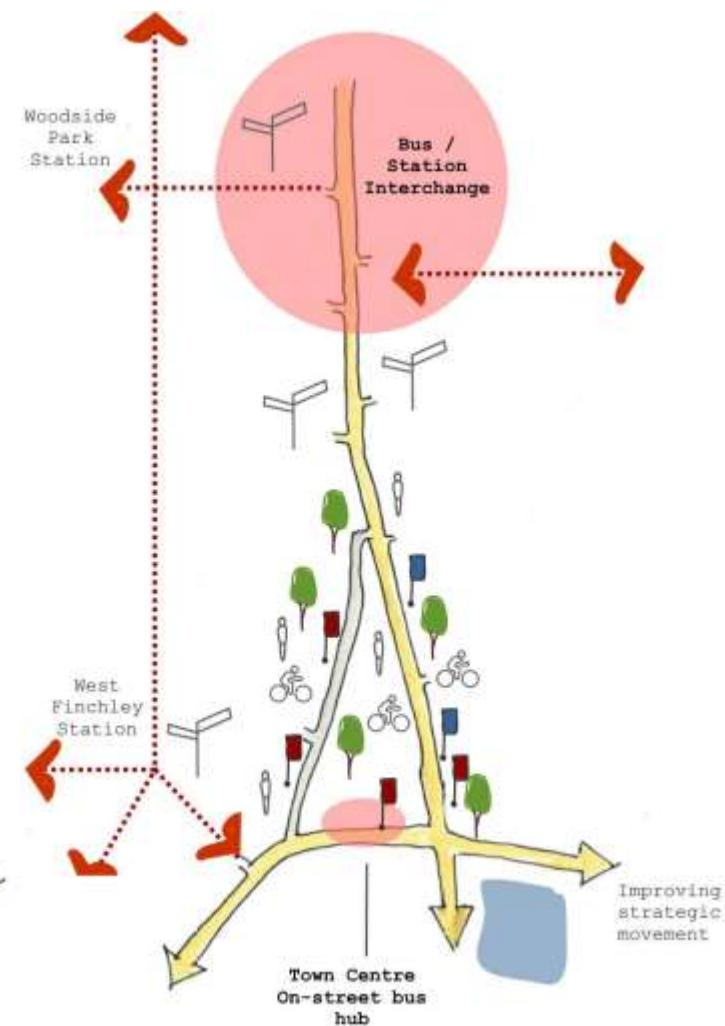
1. The existing road network includes significant areas of highway, three major junctions with supporting traffic management measures
2. The traffic management strategy is to divert traffic movement to the High Street and give back Ballards Lane to the town centre. As part of this reconfiguration of the Tally Ho gyrotory, Ballards Lane would be for bus, cycle and local access only. The Highway would be returned to two way movement, as per the northern extent
3. Reconfiguring the Tally Ho gyrotory as set out in 2. will help unlock a town centre more welcoming to pedestrians and cyclists. This layout arrangement will also enable orbital bus routes and station interchange to be significantly improved, reducing the impact of local private vehicular trips on the town centre.



From a highway / traffic dominated environment to...



...A place for local people to access and enjoy easily and safely, and unlocking greater coverage of sustainable transport modes



- Identified SPD Development Opportunity site and North Finchley Bus Station
- Complex, large junctions which sever pedestrian and cyclist safety
- The Tally Ho one-way system impacts on pedestrians, cyclists and bus journey times

- More space efficient junction arrangements which enable pedestrians and cyclists to cross safely and conveniently
- Changing the High Street back to two-way movement will help smooth traffic flow and improve bus accessibility and reliability
- Limiting Ballards Lane to bus, cyclist and local access only will help support local businesses and create a nicer environment for people to enjoy

- Unlocking Tally Ho gyrotory will help create a more positive and pleasant identity for North Finchley
- Unlocking Tally Ho gyrotory will put buses back on-street, enabling high quality bus stops to be provided within the town centre and providing improved station access and interchange
- More space will be created for pedestrians, cyclists, bus stops and public realm improvements
- There is opportunity to better utilise Woodhouse Road bus garage to accommodate terminating buses

# North Finchley Proposed Road Layout

## Providing Sufficient Road Link Capacity

In order to achieve the reduction in traffic volumes on Ballards Lane, the proposal makes use of the presently underused areas of carriageway on the High Road south of the Tally Ho junction.

North of the Tally Ho junction, the effective road width for vehicles is approximately 4.0m, the downstream width increases to 7.5m and is therefore in excess of the width needed to accommodate that upstream 'regulating' flow.

To the south, the narrowest road width is 6.0m at the High Road / Kingsway junction, some 1.5 narrower than the preceding High Road section.

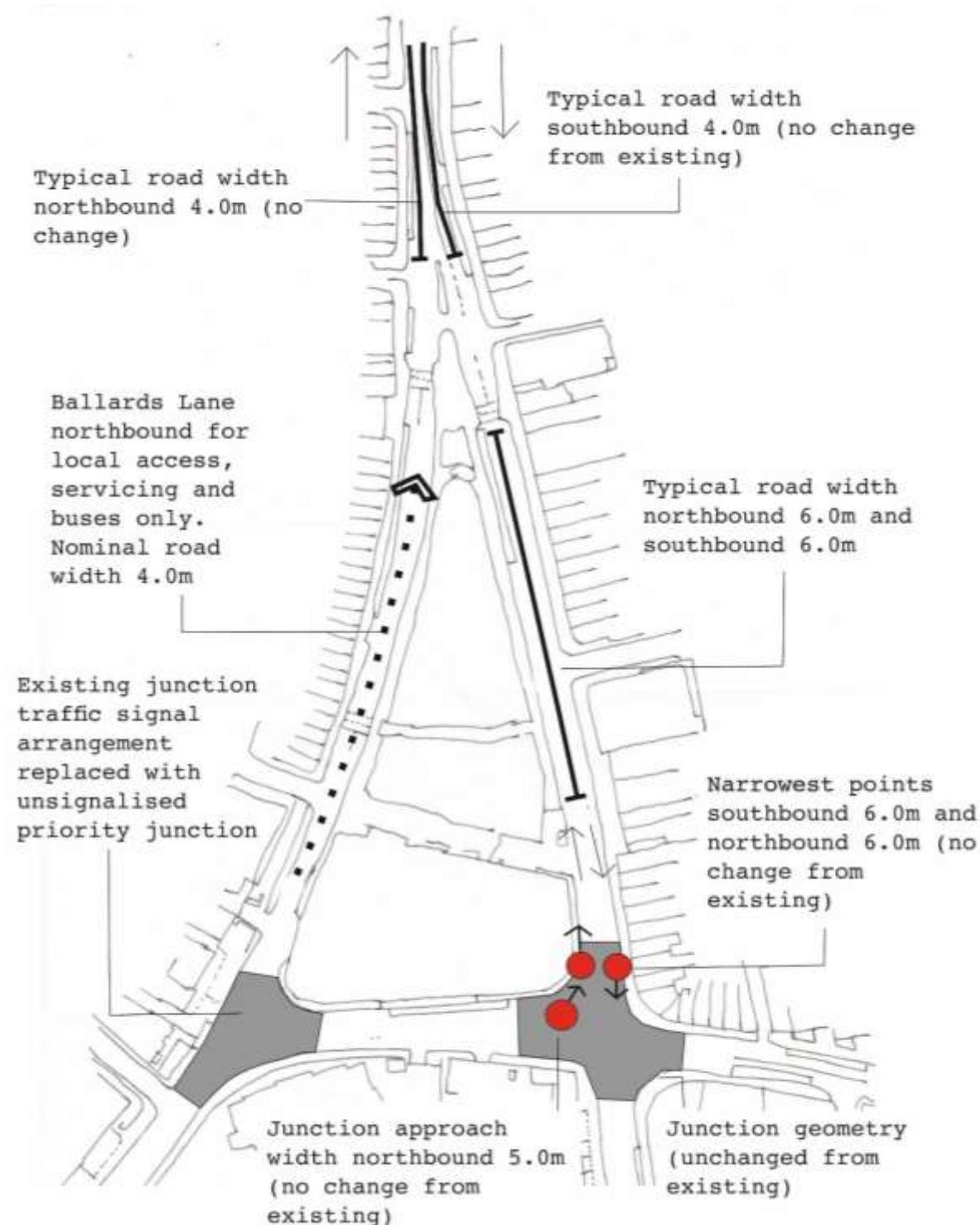
The situation is similar heading northbound, where the section of Ballards Lane between the bus station / car park exit and the Tally Ho junction is substantially wider at a typical 8.0m than the narrowest 'pinch points' of 6.0m to the south and 4.0m road width on the High Road to the north.

The proposed traffic arrangement can reproduce those key flow regulating dimensions whilst providing for 2-way flow on the High Road and restricting northbound movement on Ballards Lane to local access only, i.e. for residents, servicing, business and bus use only.

Those sections of High Road presently wider than the pinch points are used for other kerbside activity including kerbside waiting / loading spaces and bus stops / stands. Although often beneficial, these activities can also create localised disruption to vehicle throughflow. A proportion of those sections also provide for vehicles stacking behind traffic signals. Further development of the proposal would optimise the roadspace reallocation to the greatest overall benefit.

In summary, the proposal:

- Provides sufficient road widths to accommodate flows proportionate to established road network constraints
- Makes more positive use of those areas of carriageway presently in excess of present traffic flow needs
- Seeks to provide a rationalised and higher quality road / street environment for all users without compromising efficient vehicle through flow.



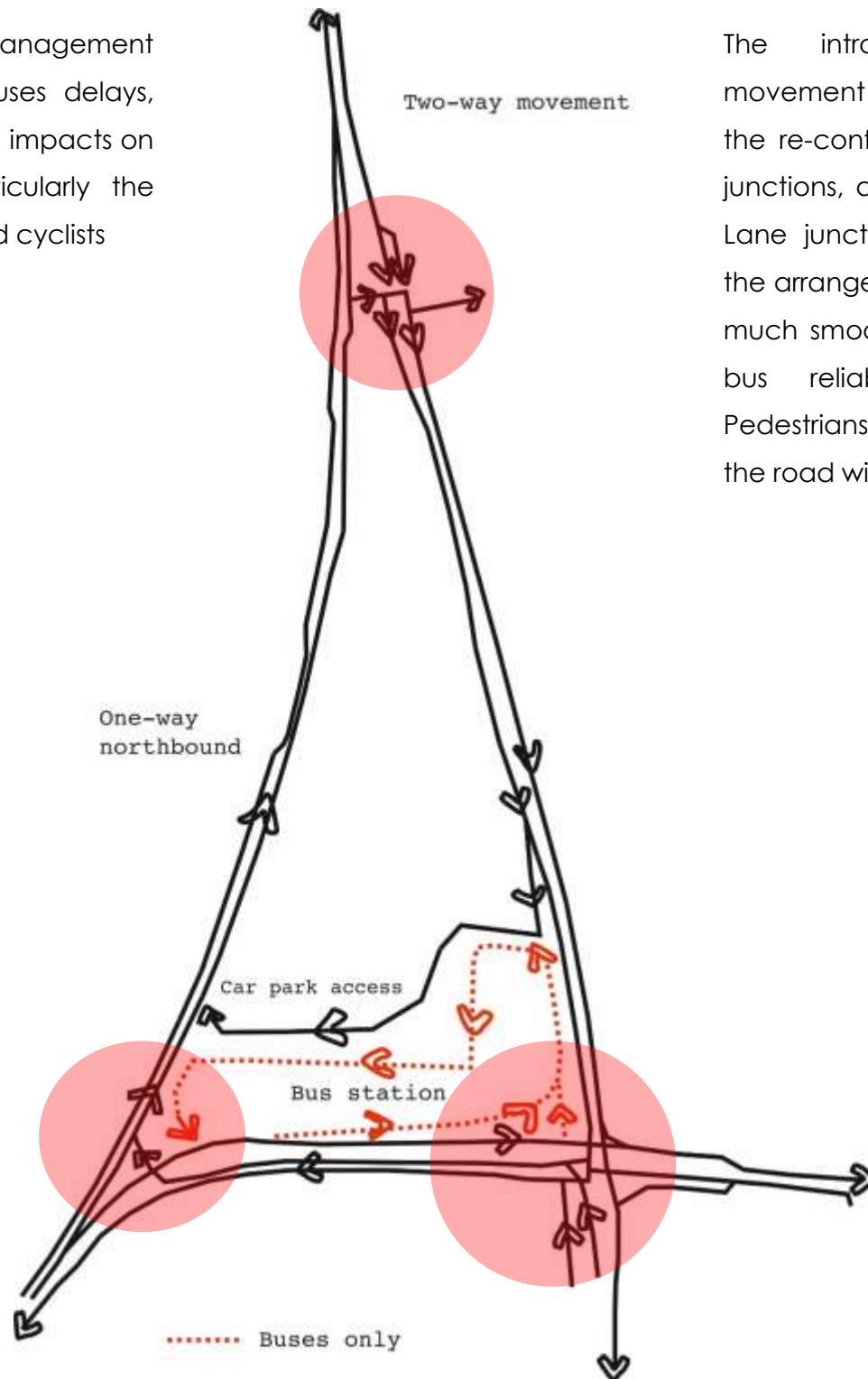
## Proposed Typical Road Layout

\* Road widths are based on O/S plans only, for illustrative use only. Road widths shown as typical widths of running carriageway, i.e. excluding kerbside activity, parking etc.

# North Finchley Proposed Traffic Management System

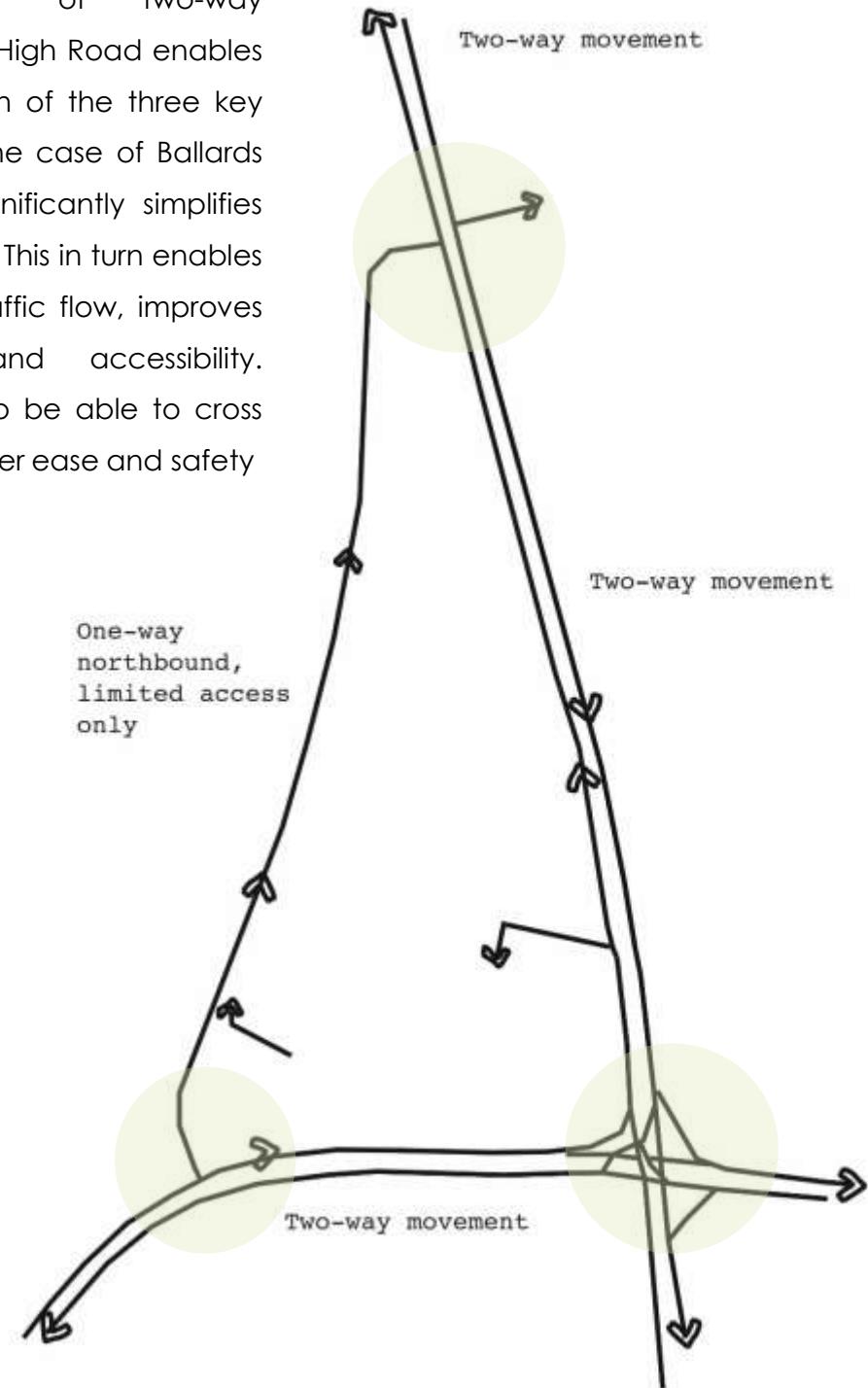
## 1. Existing Traffic Management System

The existing traffic management system is complex, causes delays, particularly to buses and impacts on other road users, particularly the safety of pedestrians and cyclists



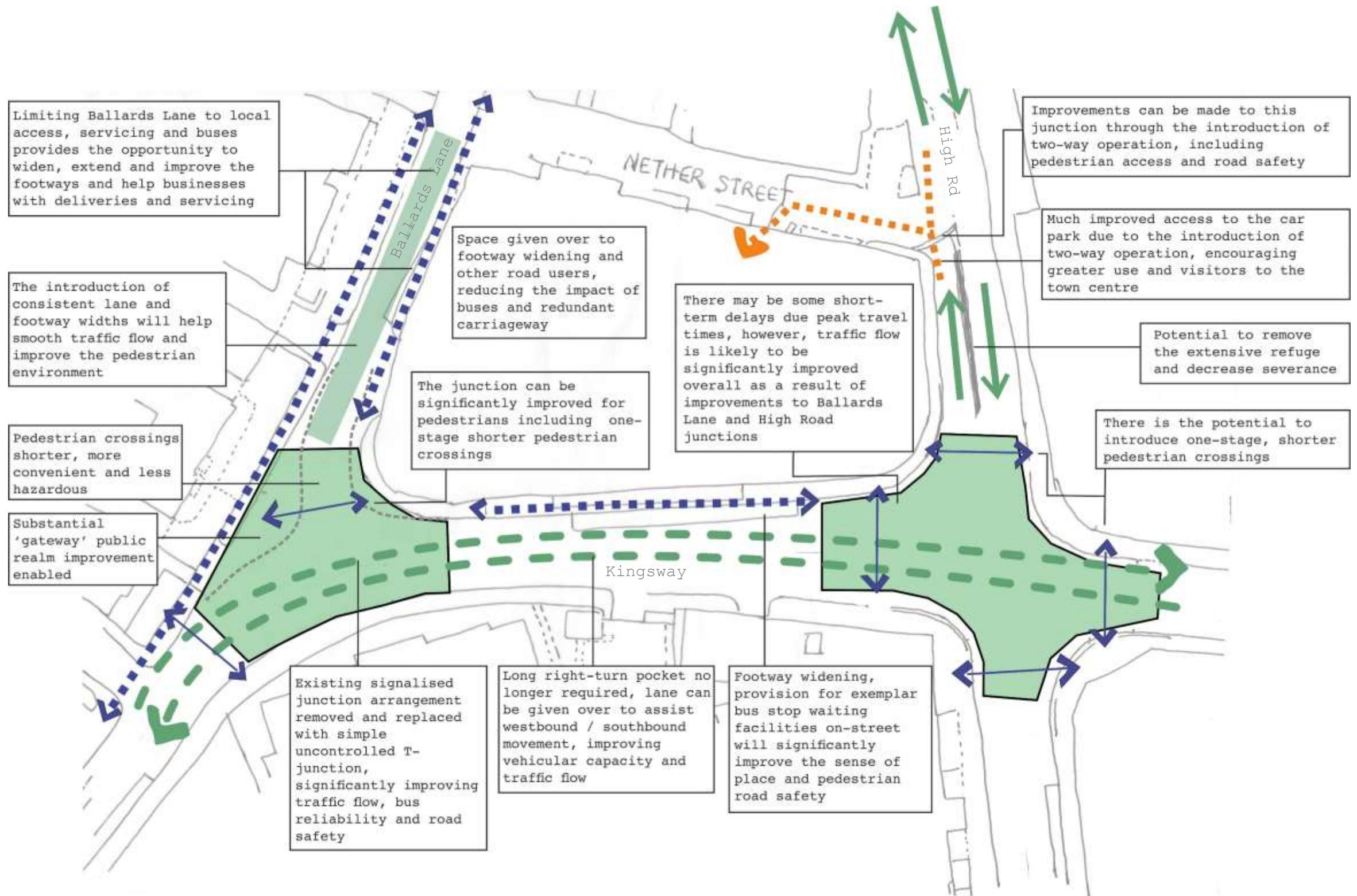
## 2. Proposed Traffic Management System

The introduction of two-way movement on the High Road enables the re-configuration of the three key junctions, and in the case of Ballards Lane junctions, significantly simplifies the arrangements. This in turn enables much smoother traffic flow, improves bus reliability and accessibility. Pedestrians will also be able to cross the road with greater ease and safety

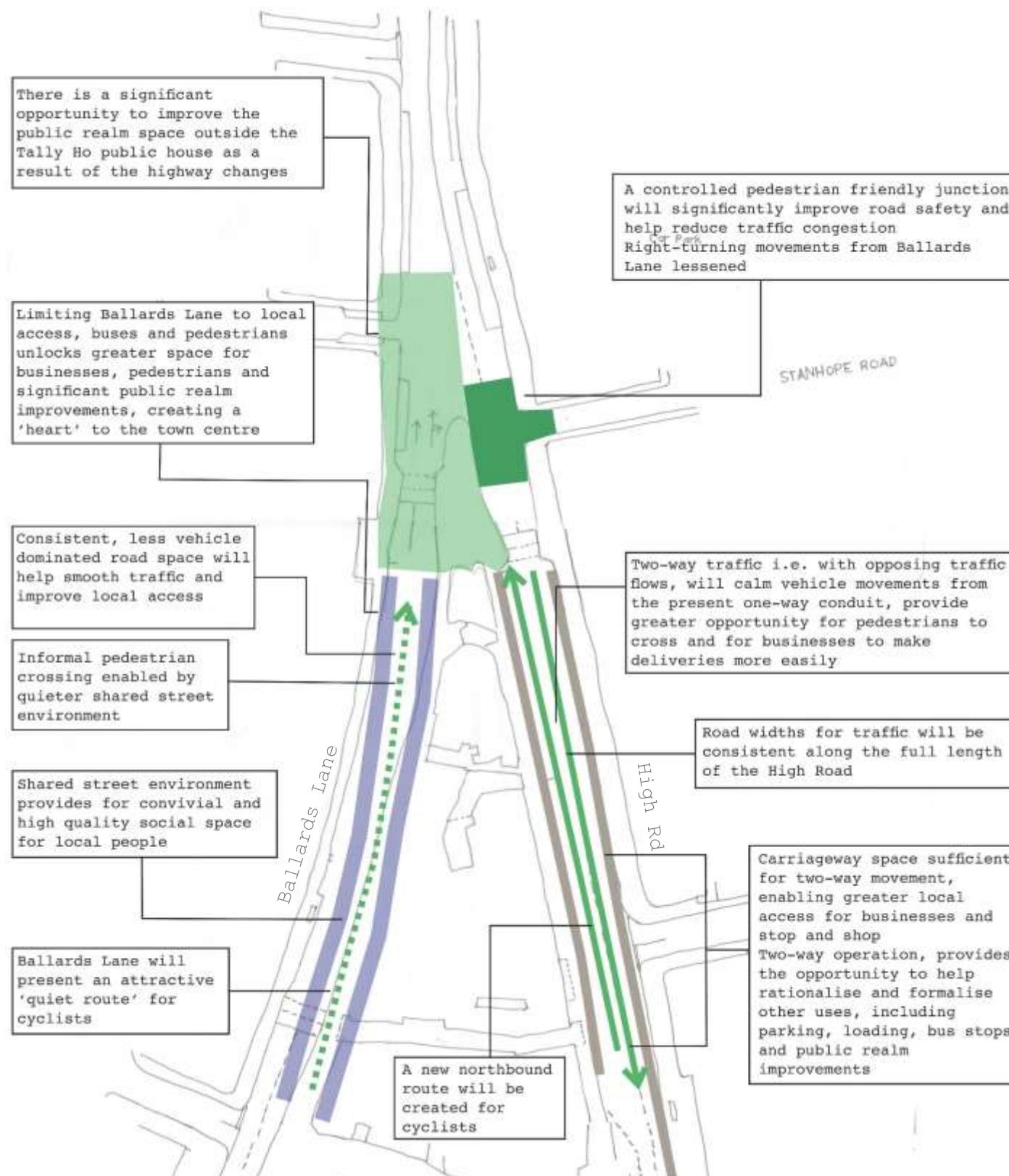


# Overall Kingsway Area Main Identified Opportunities

The plan below identifies the main identified opportunities for the Kingsway area of North Finchley. The overarching approach is to provide a straightforward, legible and flexible traffic management system for improved local access and easy interpretation by visitors



# Overall North Finchley Main Identified Opportunities



Examples of recent and relevant TfL Schemes in Highbury (top image) and Archway (bottom image)

# Reallocating Roadspace on Ballards Lane and High Road

## The Existing Roadspace

The schematic cross section opposite shows the existing road layout for Ballards Lane and the High Road. The existing road layout is extensive, with between approximately 18m and 21m of space, largely taken up with parked vehicles, and carriageway on both roads.



North Finchley – Tally Ho Gyratory Existing road layout

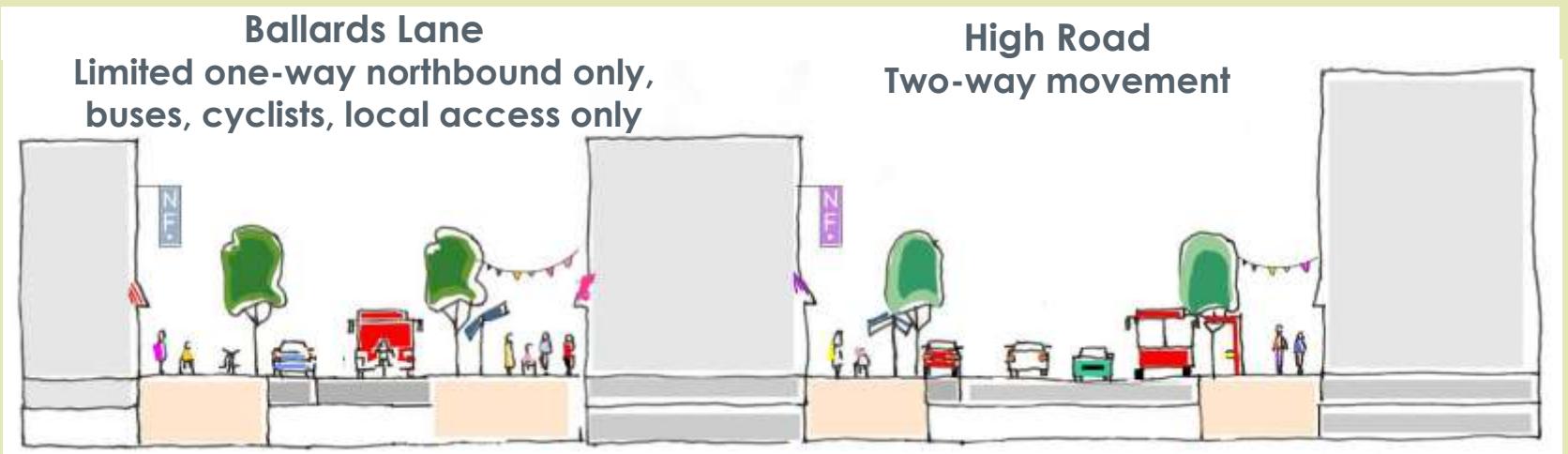
## Re-allocating Roadspace

The schematic cross-section opposite examines how the existing roadspace could be reallocated if the Tally Ho Gyratory is modified as set out in the Tally Ho Gyratory Traffic Management proposal on the previous page.

Precise carriageway / footway dimensions would be a matter for detailed design, but the cross-sections show reallocations providing carriageways appropriate to flows elsewhere on the A1000 corridor.

### Ballards Lane

Greater, more flexible and calmer space could be provided on this street, including wider footways, associated public realm treatments and planting for people to use and enjoy their high street.



North Finchley – Indicative reallocated road layout – creating places for people and businesses to flourish

### High Road

Returning the High Road to two-way operation, will provide greater route flexibility and accessibility for buses, local motorists, pedestrians and cyclists. It will also provide the opportunity to improve parking, waiting and loading, the pedestrian environment and public realm. In essence, the proposal reallocates those presently underused areas of roadspace in the High Road between the Tally Ho and Kingsway for use by northbound vehicles. Ballards Lane, relieved of its through traffic carrying function can then have its roadspace reallocated to local access vehicles, walking, cycling, buses and greater public realm space.

# Reallocating Ballards Lane and High Road Junction Roadspace



The Existing Situation, Ballards Lane / High Road junction



Precedent - Southwark

## The Existing Roadspace

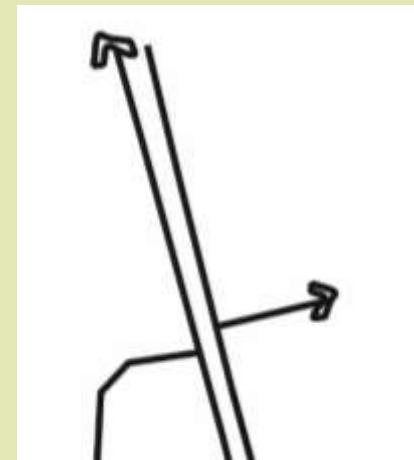
As shown by the example above and (right) in the schematic drawing, the existing road layout is dominated by vehicles, has a complex, confusing and uncontrolled traffic management system and impedes pedestrian access and cyclist road safety.



Existing traffic management

## Reallocating the Roadspace

Realigning the carriageway and junction arrangements will help smooth traffic, improve road safety and provide a significant improvement to the look and feel of the area due to a significant gain in public space. Pedestrians will be able to cross safely and more directly.



Proposed traffic management

# Reallocating Ballards Lane and Kingsway Junction Roadspace



## The Existing Roadspace

Kingsway and junction with Ballards Lane act as a southern gateway to North Finchley, which currently provide a somewhat negative and unwelcoming gateway to the town centre.

Overly large junction arrangements, split pedestrian crossings and wide carriageways create an intimidating place for pedestrians and cyclists. Buses are hidden away in the bus station.



## Reallocating the Roadspace

Reallocating the roadspace, including reducing Ballards Lane to one-way bus / cyclist and local access only, would enable an improved road and junction layout to be achieved. In turn this will help smooth traffic, provide greater pedestrian crossings and improve cyclist road safety.

There is scope to provide bus stops to contemporary standards and waiting facilities on-street, creating a North Finchley bus hub, improving the publicising of this important sustainable mode of travel, further reducing the impacts of the private vehicle on this area.

# Reallocating Kingsway and High Road Junction Roadspace

## The Existing Roadspace

The Kingsway junction is extensive and complicated. Significant areas of space are taken up for buses only. Pedestrian crossings are indirect, guardrailing and other traffic management equipment degrade the public realm.



## Reallocating the Roadspace

The images below, show how TfL has progressed major gyratory traffic system changes from one-way to two-way operation, and in the process created new public space, installed two-way cycle routes and street-level pedestrian crossings.



Archway Gyratory (Before)

There is opportunity to apply a similar approach at the Kingsway junction. Without unduly impacting on traffic flow, the junction can be significantly improved to enable greater town centre access for all road users and create a much more welcoming gateway to North Finchley town centre.



Archway Gyratory (After) – A TfL Major Scheme

# Highway Strategy Impact Appraisal

The table opposite summarises the existing performance of the road network and appraises the proposed opportunities and against the key objectives.

Red indicates poor, amber is average and green is good performance. The overall indicative rating is based on a thorough review of the existing situation, issues from a desktop review, site visits, camera survey and consultation. This will require further refinement, as and when a scheme is brought forward and further detailed analysis is undertaken.

However, as the table shows, the existing road network currently significantly under performs against key objectives. The opportunities identified as part of the Highway Strategy, help shift this performance from largely a poor to good performance rating. It is believed that unlocking the existing gyratory could significantly improve the area for all road users.

| Key Objectives                              |                             | Existing Road Network | The Opportunities |
|---|-----------------------------|-----------------------|-------------------|
| <b>Traffic Management &amp; Road Safety</b> | Traffic flow                | Red                   | Green             |
|   | Traffic speed               | Red                   | Green             |
|   | Road safety                 | Red                   | Green             |
| <b>Buses</b>                                | Bus service reliability     | Red                   | Amber             |
|   | Bus stop quality            | Amber                 | Green             |
| <b>Pedestrians</b>                          | Pedestrian Environment      | Red                   | Amber             |
|   | Wayfinding/signs            | Amber                 | Green             |
|   | Accessibility               | Red                   | Green             |
|   | Personal Security           | Red                   | Amber             |
| <b>Cyclists</b>                             | Cyclist environment         | Red                   | Amber             |
|   | Wayfinding/signs            | Amber                 | Green             |
|   | Cyclist parking facilities  | Amber                 | Green             |
| <b>Public Realm</b>                         | Quality of the public realm | Red                   | Amber             |
|   | Sense of place              | Red                   | Amber             |
|   | Street clutter              | Red                   | Green             |
|   | Vegetation / landscaping    | Red                   | Green             |
| <b>Parking</b>                              | Parking provision           | Red                   | Green             |
|   | Loading provision           | Red                   | Green             |

## 8. Bus Strategy

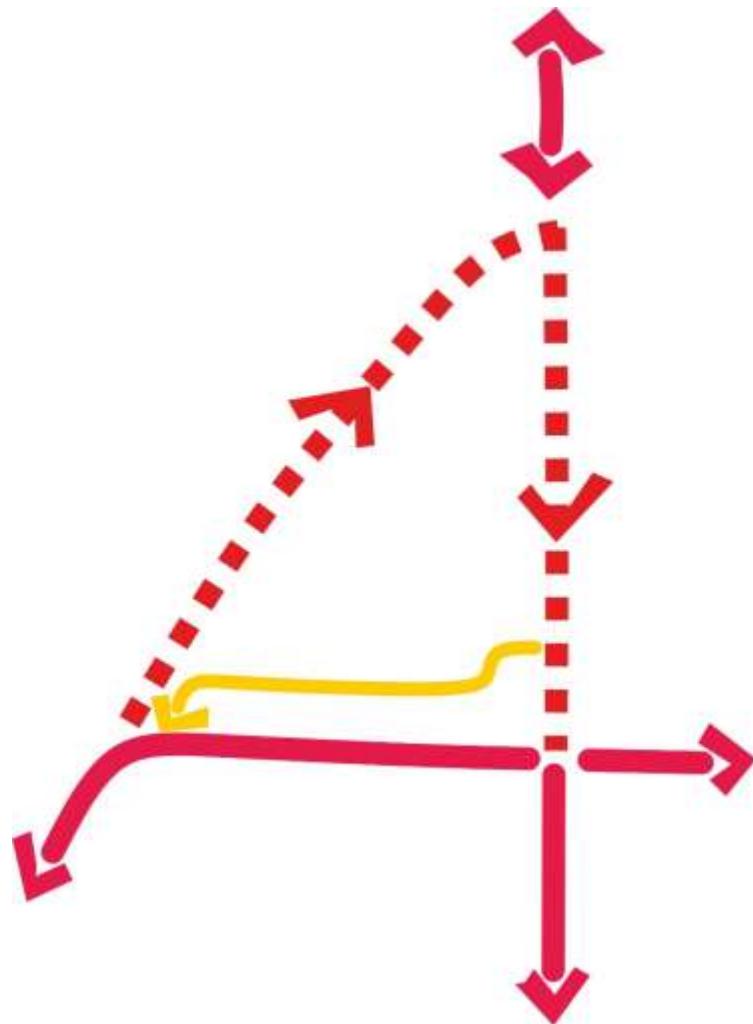
# Prioritising Buses – The Overarching Strategy

## The Bus Existing Situation

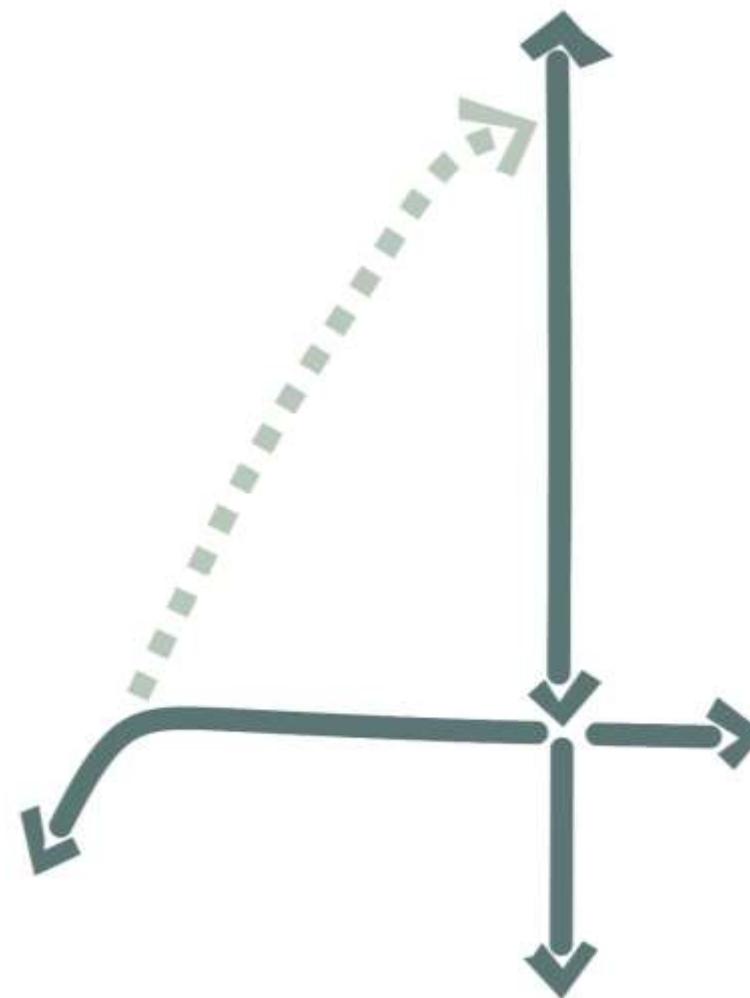
- Bus services / stops are out of view, and consequently impacting on the take up of this sustainable mode
- Bus services are split due to the one-way Tally Ho gyratory system
- Bus stop coverage within the wider town centre is poor
- Bus stands dominate and impact on other road users within the town centre

## The Bus Strategy

- Greater coverage of bus stops on-street
- A reduction in the number of 'split' bus services
- Reduction in the impact of bus stands on-street in the town centre
- The bus station to become a bus stand only
- Bus Stop P closed and services provided on-street on Kingsway.



- ■ ■ One-way system impedes bus accessibility and reliability
- Convoluted one-way route required to enter the bus station
- Two-way highway arrangements



- Two-way highway arrangements enables more direct bus access and operation
- A calmed one-way street environment with greater bus accessibility and local access only for other vehicles

# Prioritising Bus Services and Stops

The diagram opposite summarises how the proposed bus strategy is likely to impact existing bus services and stops. Further review, analysis and discussion with TfL and London Buses will develop these ideas further.

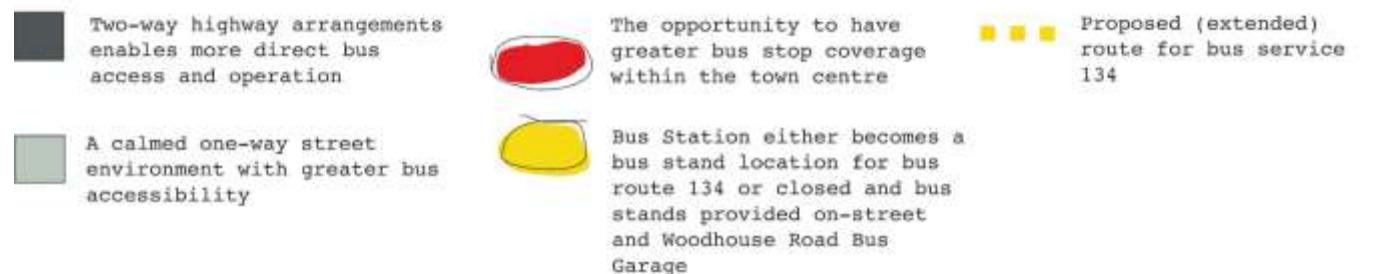
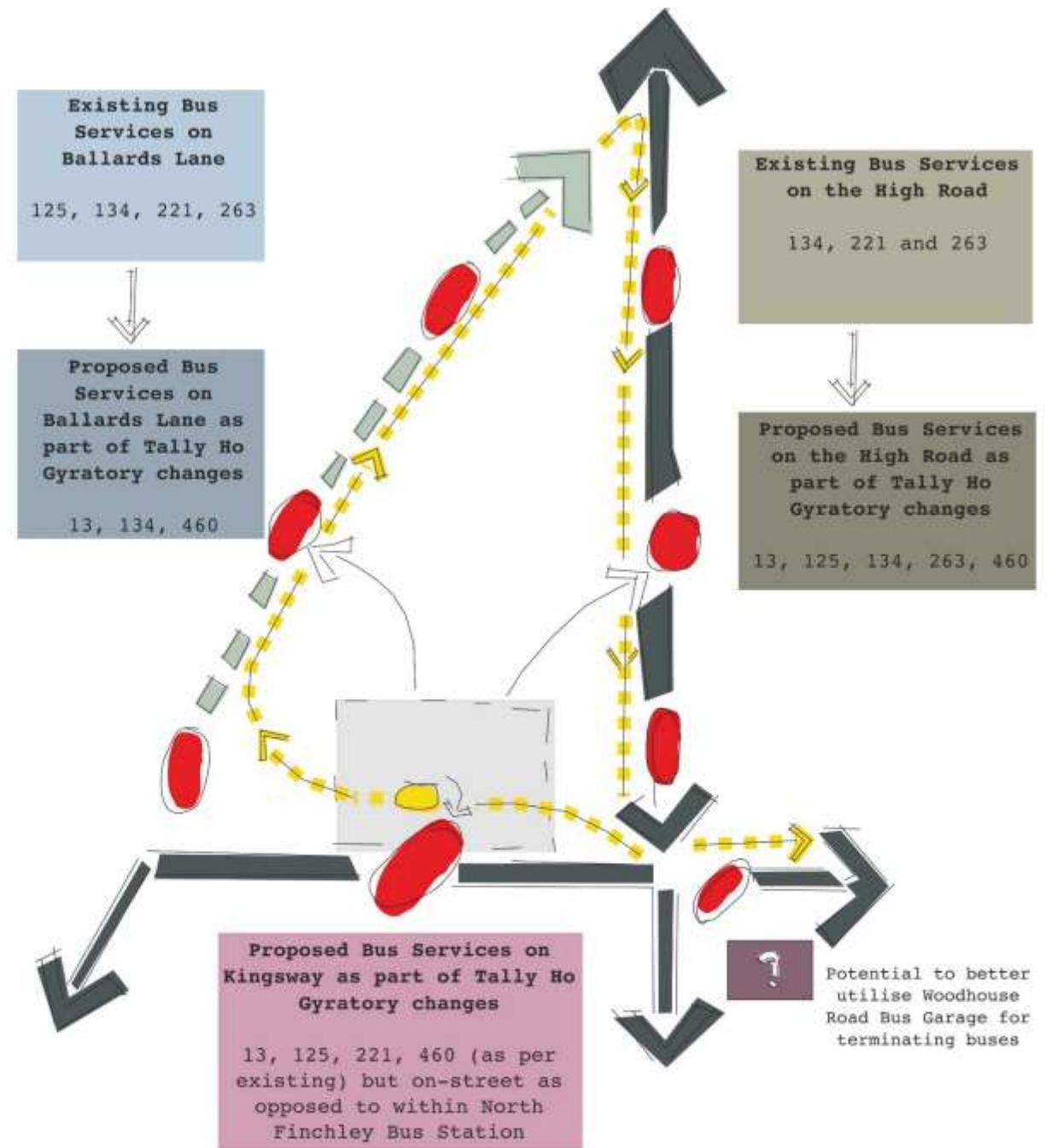
In summary the following main bus changes have been identified:

## Bus Stops and Service Improvements

1. As a consequence of changing the Tally Ho Gyratory to two-way operation, additional bus stops could be introduced to help raise the profile of this important mode of travel, improve bus accessibility and importantly, help reduce the number of existing 'split' bus services from six to three, improving service legibility and reliability
2. Bus routes 13 and 460 could have greater coverage within the town centre, however this requires the short extension of these services which will have to be assessed further to ensure the cost / benefit is acceptable
3. There is likely to be bus journey time savings for bus routes 125, 221 and 263 as a result of providing on-street bus stops and the implementation of two-way operation.

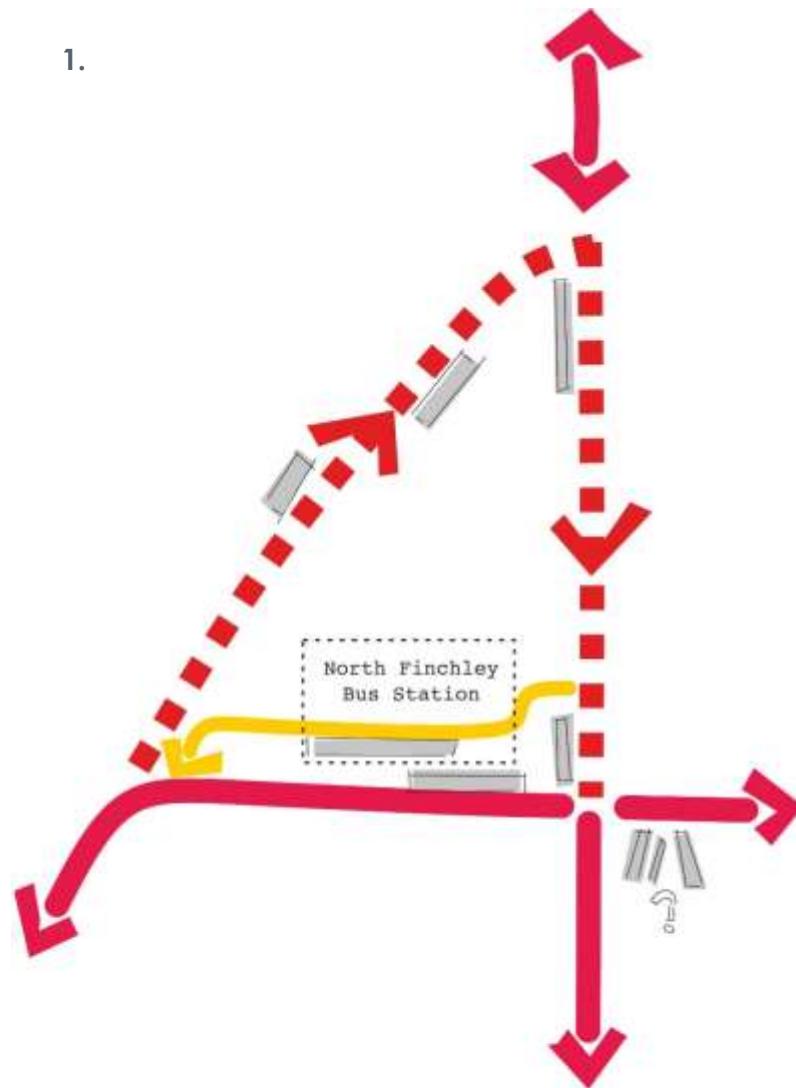
## North Finchley Bus Station Operation

5. North Finchley Bus Station could either become a bus stand facility for the Bus route 134, or potentially closed and bus standing facilities provided on-street and within in Woodhouse Road bus garage. This would require further discussion, review and agreement with TfL and London Buses, to identify a optimum but balanced solution.

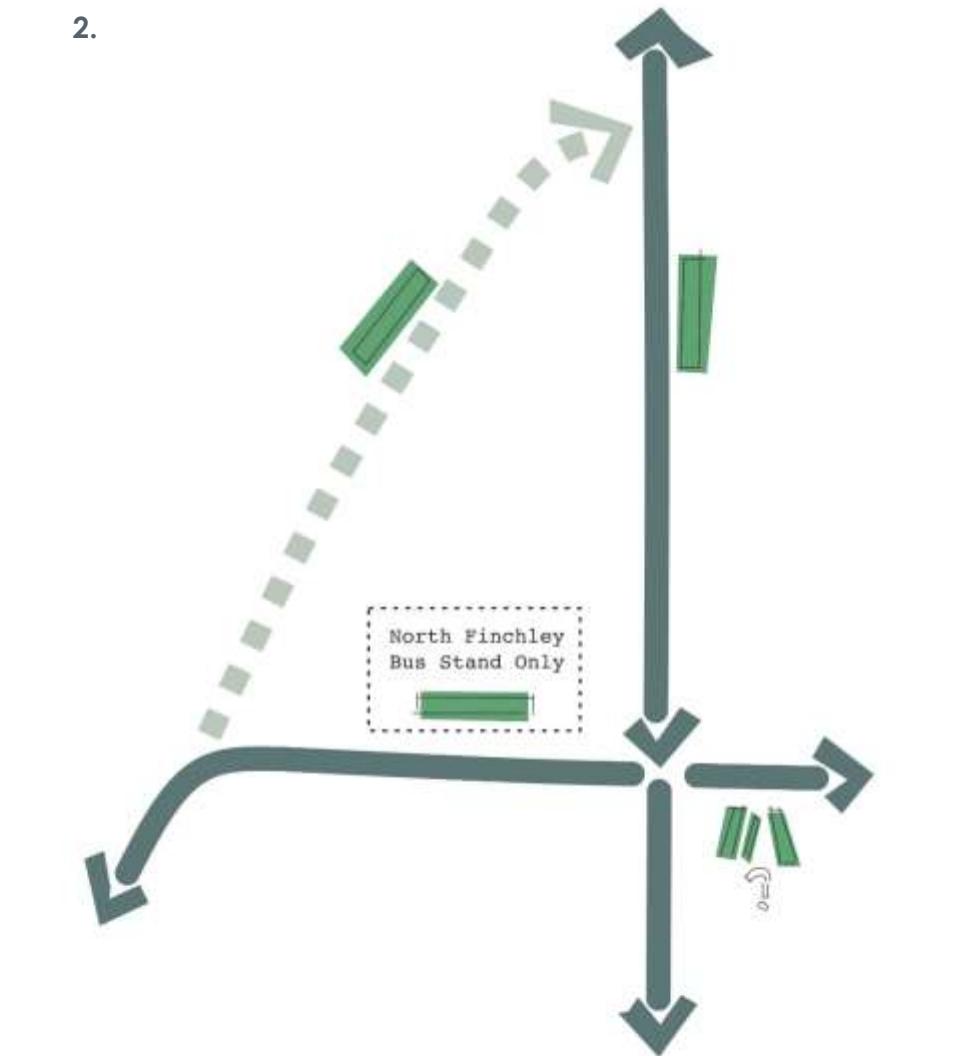


# Improving Bus Stands

1. Currently bus stands are spread around the town centre, including North Finchley bus station, Ballards Lane and the High Road impacting on other road users and the quality of the public realm
2. The bus strategy aims to reduce the impact of bus stands on-street within the town centre, without unduly impacting on bus operation.
  - o There are opportunities, to consolidate and relocate bus stands, and there is the potential to make greater use of Woodhouse Road bus garage. However this will require careful consideration and discussions with TfL and London Buses, and their agreement.



 Existing bus stand locations dominate the town centre and impede other road users



 Subject to further review and discussions with TfL and London Buses, Bus Routes 13, 134, and 460 could potentially stand within Woodhouse Garage. This would, however require the re-configuration of the bus garage and nearby bus stop H if bus route 134 is to terminate here

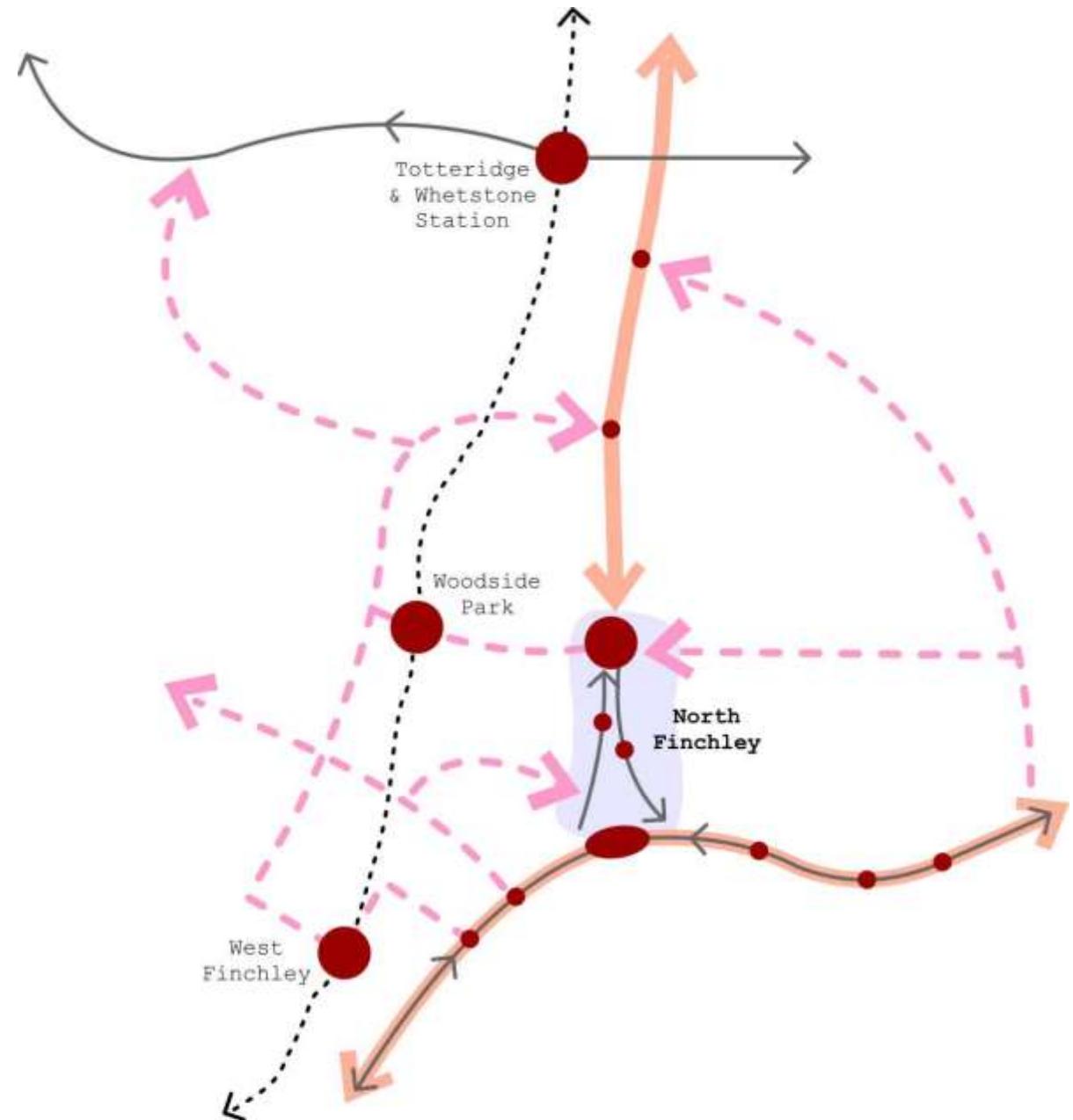
# Prioritising Buses – The Wider Network

Buses have the potential to address North Finchley's orbital route severance and reduce the negative impacts of private vehicles on the network.

The North Finchley SPD represents a positive start in improving buses perception, prominence, coverage and accessibility by considering the existing bus station, stop and stand situation, as explored on the preceding pages in this report.

There is the potential to explore how the tube stations, including West Finchley, Woodside Park and Totteridge and Whetstone stations are served by local buses and interchange with North Finchley town centre and wider residential areas.

There is the opportunity to consider bus and cyclist prioritised movement corridors, notably on Kingsway to improve bus reliability and cyclist road safety.



● There is an opportunity to greater improve station and bus interchange, unlocking wider residential areas to the take up of this more sustainable travel mode

--- There is the opportunity to unlock orbital routes to local bus access, increasing bus coverage, in what are largely car dominated areas

Prioritising Buses within the wider network

# Bus Strategy Impact Appraisal

The table opposite assesses the existing and potential opportunities for improving North Finchley bus station, whether through changing the existing station to a bus stand facility only or the complete removal of the bus station, against key study objectives.

A Red indicates poor, amber is average and green is good performance. The overall rating is based on a thorough review of the existing situation, issues from a desktop review, site visits, camera survey and consultation. This initial assessment will require further refinement, as and when a scheme is brought forward, and further detailed analysis and discussions with TfL and London Buses are undertaken.

## The Existing Bus Station

Overall the existing bus station does not perform well as a result of its layout, pedestrian and road accesses, and the Tally Ho one-way gyratory system, which negatively impacts on bus accessibility and road safety.

As a passenger facility, the bus station is dark and unwelcoming, and largely out of sight from the street, which is likely to impact negatively on passenger take-up of this important travel mode.

| Study Objectives                            |                                  | Existing | Option 1 - Retain existing bus station / bus stand only | Option 2 - Remove bus station |
|---|----------------------------------|----------|---|-------------------------------|
| <b>Traffic Management &amp; Road Safety</b> | Traffic flow                     | Amber    | Amber   | Green                         |
|   | Traffic speed                    | Amber    | Green   | Green                         |
|   | Road safety                      | Red      | Amber   | Green                         |
| <b>Buses</b>                                | Simplicity                       | Red      | Amber   | Green                         |
|   | Frequency                        | Green    | Green   | Green                         |
|   | Reliability                      | Red      | Amber   | Green                         |
|   | Comprehensiveness                | Red      | Amber   | Green                         |
|   | Bus stop quality                 | Amber    | Green   | Green                         |
| <b>Pedestrians &amp; Cyclists</b>           | Pedestrian / Cyclist Environment | Red      | Amber   | Green                         |
|   | Wayfinding/signs                 | Amber    | Green   | Green                         |
|   | Accessibility                    | Red      | Green   | Green                         |
|   | Personal Security                | Red      | Green   | Green                         |
|   | Cyclist parking facilities       | Amber    | Green   | Green                         |
| <b>Public Realm</b>                         | Quality of the public realm      | Red      | Amber   | Green                         |
|   | Sense of place                   | Red      | Amber   | Green                         |
|   | Street clutter                   | Amber    | Green   | Green                         |
|   | Vegetation / landscaping         | Red      | Green   | Green                         |
| <b>Parking</b>                              | Parking provision                | Amber    | Amber   | Amber                         |
|   | Loading provision                | Amber    | Green   | Green                         |

## Bus Station - Change of Use Versus Closure

The bus strategy, as well as the highway strategy and supporting potential options for change, represent an excellent opportunity to prioritise buses, and in doing so, open up the town centre to a wider area which would ordinarily otherwise use cars to shop, work and visit other places rather than North Finchley.

Regardless of whether the bus station stays in its present form and function, becomes a bus stand facility only, or is completely removed, there are numerous positive changes for buses that can be achieved through unlocking the Tally Ho gyratory and implementing the bus strategy. These significant, positive changes include:

- o Greater bus accessibility and legibility
- o Quality of the environment, including a reduction in noise, poor air quality, a greater sense of place
- o Road safety, including improved sightlines, pedestrian and cyclist environment and personal security.

If the bus station is closed, this also provides a greater opportunity to unlock landuses that would further support the regeneration of North Finchley. However, this would require careful consideration of existing bus licensing arrangements, bus operations and constraints and an ongoing open working relationship with TfL and London Buses with whom any such changes must be agreed and approved.

## 9. Pedestrian and Cyclist Opportunities

# Pedestrian Opportunities

Currently walking routes and wayfinding from residential areas are poor. It is recommended that action is taken to improve pedestrian access to and from the large residential areas to discourage the use of the private car.

Measures may include the:

- o Improving the profile and access to local stations
- o Introduction of signs and maps, notably near key decision points, local stations and other attractors
- o Cutting back vegetation, improving lighting and personal security along routes where natural surveillance is poor
- o Improving footways, junction crossovers and pedestrian crossings, to help improve access, particularly for more vulnerable road users.



# Cyclist Opportunities

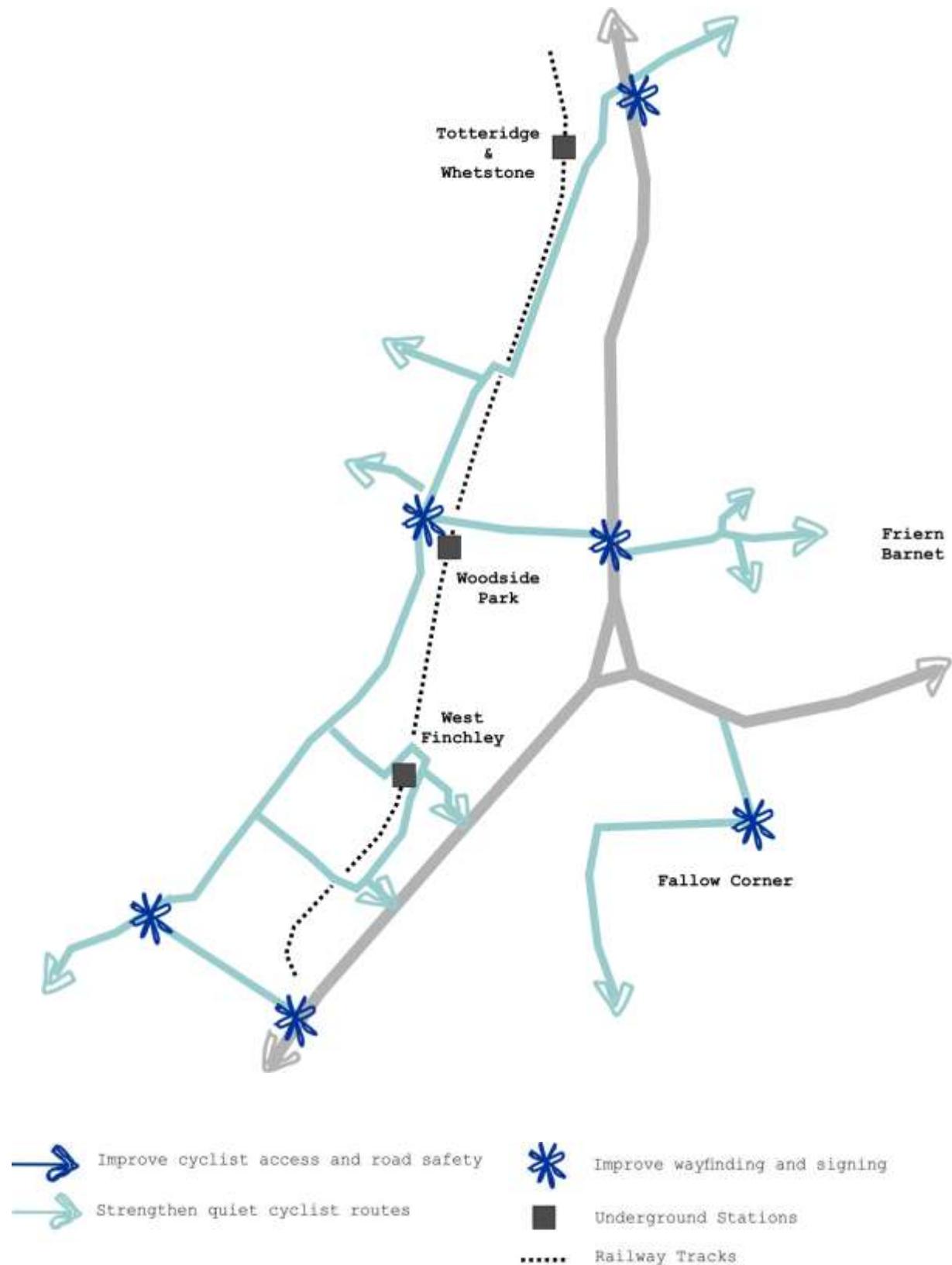
There is great opportunity to strengthen and build on existing routes and TfL's cycling aspirations to provide a series of bespoke quiet as well as main cycle routes within North Finchley.

In reallocating the roadscape, there is opportunity to provide dedicated on-street facilities for cyclists on the High Road and Ballards Lane. A change to two-way operation on the High Road would open up a new and needed northbound cycle route for cyclists.

As shown in the diagram opposite, the western edge of the town centre has great potential for quiet cycle route, avoiding the bus town centre, connecting large areas of residential to the three underground stations of West Finchley, Woodside Park and Totteridge and Whetstone.

Care should be taken to ensure routes are well sign-posted, laid out and do not unduly impede on other road users, notably buses and pedestrians.

It is recommended that cycle stands and storage facilities both at the stations and within the town centre are upgraded to strategically placed to encourage greater take up of this sustainable mode of travel.



## 10. Technical Summary and Next Steps

# Technical Summary - Achieving the Ambition

There is great opportunity to improve the area around North Finchley town centre, inline with the current leading government guidance and good practice.

As within any visionary, large-scale change, there will be apprehension and concerns on the behalf of stakeholders. This report has brought together existing evidence, best practice guidance and design standards to identify a series of high level opportunities for the North Finchley. These build on the principles identified with the North Finchley SPD and provide confidence that these principles are feasible, through a high-level assessment and appraisal of these measures against key transport and movement objectives.

This report has described how the report would deliver relevant change against the stated draft SPD objectives, but it is important to also consider how the proposals perform against the Mayor for London's Transport Strategy (MTS) as clearly, TfL continuing support will be essential in moving the proposals forward. It is important to note that the draft SPD's objectives and proposals are assessed here as entirely complementary to the MTS.

As noted by TfL during draft SPD consultation, the Vision for North Finchley is aligned with the Draft London Plan's Vision Zero road safety and the Healthy Streets Active Travel approaches.



**'Providing more appealing walking, cycling and public transport options is the best way to reduce car use'** **Healthy Streets Guidance, TfL**

*'Car dependency brings with it road danger and air pollution. It limits opportunities to walk and cycle, and damages the reliability of the bus services*

*It has tied us into living inactive lives, a situation that has contributed to one of the most serious health challenges London has ever faced'* **Healthy Streets Guidance, TfL**

*'Almost all Londoners are within 10 minutes walk of a high street. 90% of high street visitors use sustainable methods of transport to visit their high street(s), the majority of which are walked trips'* **High Streets for All, GLA**

*'Buses take up only 11% of street space, but account for 57% of journey kilometres. Private cars take up 19% of street space but account for only 11% of journey kilometres'* **Healthy Streets Guidance, TfL**

*'Investment in active transport and local transport connections is key to sustaining existing high street environments'* **High Streets for All, GLA**

# Technical Summary

This report has identified that, currently, North Finchley performs poorly against the new Mayor of London's Transport Strategy objectives and Healthy Streets Agenda.

The town centre is traffic dominated with footways not designed for walking and cycling, discouraging people to travel actively. Buses are less attractive as a travel option due, amongst other factors, to their split services which worsen bus legibility, visibility and comprehensiveness. Those are elements which increase health inequality and aggravate public health more generally.

These issues need to be tackled in the coming years to ensure that the use of private car reduces, more people walk, cycle and use public transport, and town centres become healthier, more sustainable, safer and more connected.

The North Sub Regional Plan offers ongoing programmes, supporting the MTS objectives and Healthy Streets agenda, to address challenges specific to the region, some of which have a particular significance for North Finchley:

- Managing highway congestion and make more efficient use of the road network
- Enhancing connectivity and the attractiveness of orbital public transport
- Improving access to key locations.

The North Sub Regional Plan reinforces the importance for Barnet to balance efficient movement with quality of place as people are now more inclined to switch from private car use to a more active mode of transport. This approach needs to go hand in hand with initiatives managing and mitigating the impact of traffic in town centre to maintain attractiveness and viability of the retail and service offer, as well as reducing highway delay and congestion to increase bus reliability and attractiveness.

This balanced approach is also reinforced by TfL Road Taskforce which supported changes to enable movement and place functions to operate at their full potential and create world-class streets fit for the future:

- Efficient and reliable movement
- Inclusive streets and neighbourhoods
- Unlocking growth
- Enabling functional activities
- Protecting streets for vulnerable users
- Sustaining cleaner, healthier, greener streets.

Additionally, the new Strategic Cycling Analysis published by TfL in June 2017 provides a plan for coherent cycle network across London that will complement walking and public transport priorities. This strategy identifies cycle growth on the Highgate to North Finchley corridor which is particularly relevant to North Finchley town centre in terms of

measures to benefits cyclists, pedestrians and bus passengers, as well as improve road safety for all.

Lastly, North Finchley has the opportunity to significantly improve air quality and the environment, particularly around the Tally Ho gyratory, in line with the MTS objective to improve air quality and the environment, and ensuring London's transport system is resilient to the impacts of severe weather and climate change.



**Highbury Corner Gyratory Transformation (onsite, finishes 2018)**

# Overarching Themes for Movement Change

Taking the movement themes identified in the North Finchley SPD, a comprehensive review of the existing situation, available data, London-wide and borough policies and guidance, emerging principles for improving transport, movement and placemaking in North Finchley have been identified and are summarised as follows:

## Local and Strategic Planning

- Currently the existing transport and movement situation in North Finchley does not meet the vision and objectives set out by the Mayor's Transport Strategy and London Plan and supporting agendas including air quality, healthy streets and road safety
- The council has an obligation to address this and ensure that sustainable transport, walking and cycling are a priority within North Finchley and the sub-region to turn Barnet's largely poor sustainable transport performance around.

## Prioritising Sustainable Transport

- There is a pressing need to reverse the negative impacts of the private vehicle on the area, thus enabling greater town centre accessibility, movement and coverage for buses, cyclists and pedestrians
- Reallocating roadspace and providing a better balance between place and sustainable movement is required to address significant local issues as well as meet London-wide objectives.

## Promoting Buses and Addressing Orbital Routes

- Currently buses have a poor profile, access and reliability is severed by Tally Ho gyratory system and wider road network limitations
- Addressing the existing bus stop and stand facilities and routes will enable greater bus coverage, accessibility and widen the appeal of this sustainable mode over the private vehicle
- Exploring the east-west, orbital connections and introducing bus services on these important routes including interchange with local stations will significantly improve bus usage and accessibility, in turn reducing the need to travel by private vehicle.

## Pedestrian and Cyclist Road Safety

- Currently the pedestrian and cyclist environment and road safety is poor, which is reflected in the poor collision record in the town centre
- Providing greater space for businesses and pedestrians to enjoy their local high streets, supporting social spaces and related activities is important. Efforts should be made to improve the environment for pedestrians, cyclists and vulnerable users, including the elderly, young, disabled and visually impaired users.

## Air Quality and the Environment

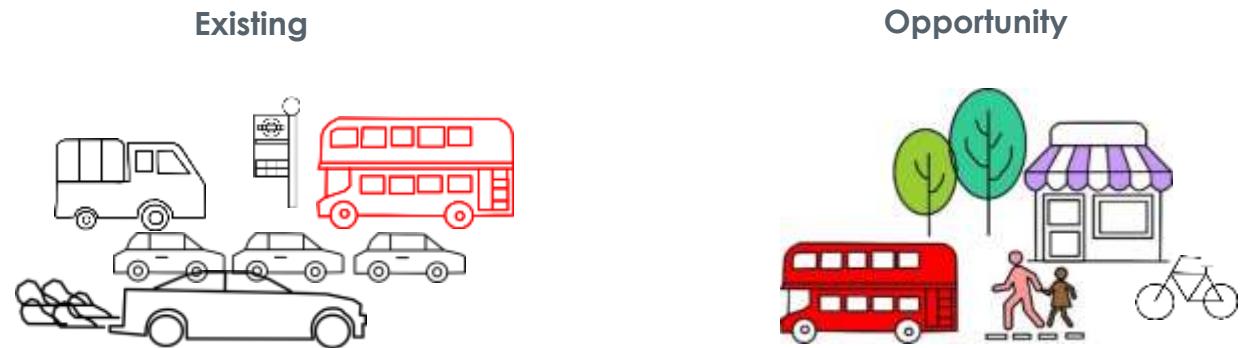
- The Council is obliged to work towards achieving legal air quality limits. Therefore priority should be given to improving the environment in and around North Finchley town centre, where air quality is poor.



# Technical Summary – Opportunities ‘Health Check’ Appraisal

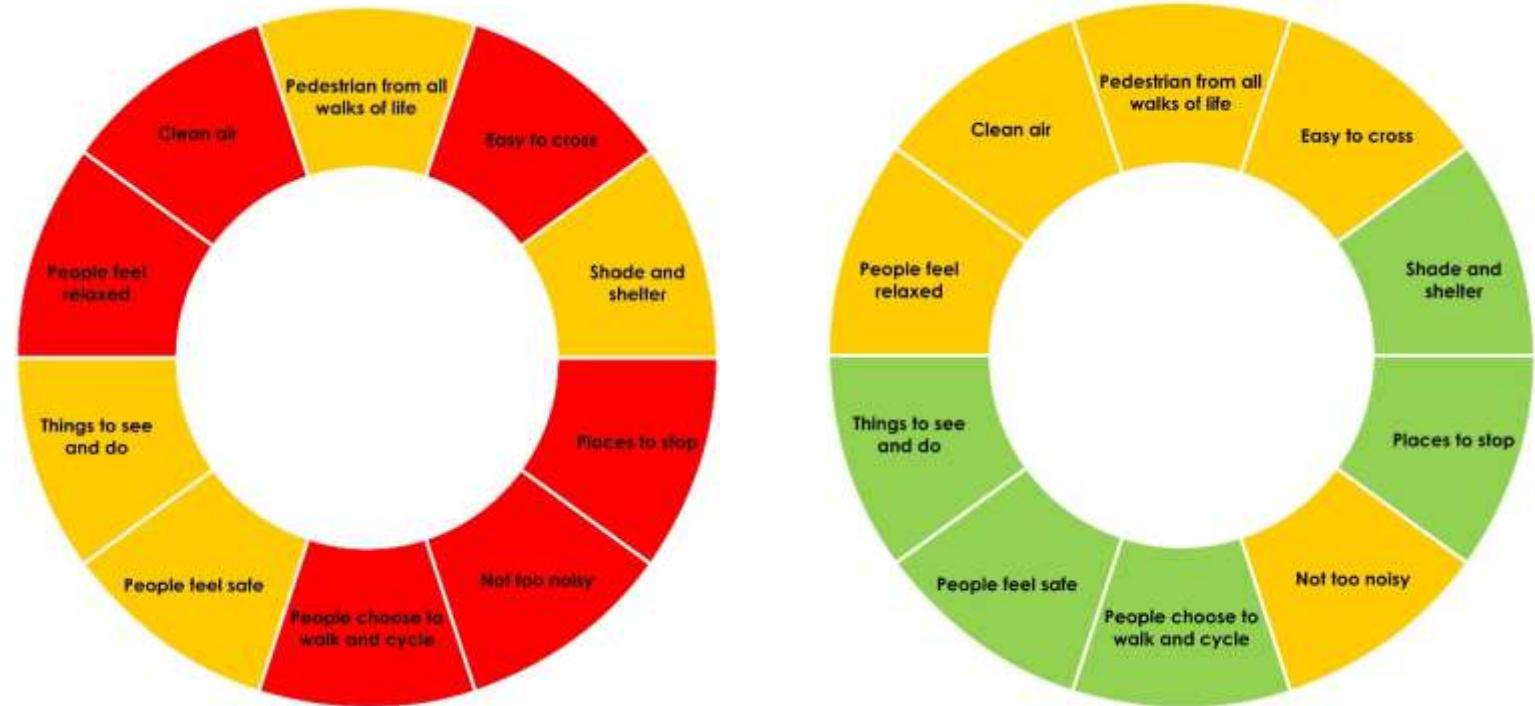
## Mayor’s Transport Strategy

There is an opportunity to turn this vehicle dominated town centre environment into a place designed for people to walk, and cycle, promoting social interaction and providing reliable and attractive public transport. North Finchley could provide the perfect balance between movement and place to ensure good growth within the town centre and its environs.



## Healthy Streets

As part of the Healthy Streets new approach, North Finchley has the potential to reduce the use of the private car and increase the number of people walking, cycling and using public transport. This would result in a healthier, more sustainable, safer and more connected town centre providing an improved experience for people visiting the area. This will also contribute to the achievement of **Vision Zero** relating to road safety.



## Supplementary Planning Document

North Finchley could shift from its car dependant environment to become a vital and vibrant town centre playing an enhanced role in serving North London through a greater priority given to pedestrians to increase the sense of safety whilst ensuring ease of access for all users. Through enhancement to the public realm new spaces in a safe and secure setting will be created that encourage people to stay for longer in North Finchley.



An overall ‘Health Check’ Appraisal of the existing situation and opportunities for change

# Next Steps

## TfL and London Buses Collaboration

TfL has joined with the council to form a joint Working Group to further develop the proposals related to the North Finchley SPD. Given the complexity of the study area, it is important to continue to have an open and collaborative dialogue with TfL, including network management, buses, walking, cycling and public realm teams, to ensure that an optimum, balanced approach to street layouts and design can be reached.

## Technical Feasibility Study

As part of the next phase, working closely with technical officers within Barnet Council and TfL, it is recommended that a comprehensive feasibility study is undertaken for the study area. This should, where appropriate, include the following key study elements:

- **Surveys** – Topographical survey, movement counts and video camera analysis to record the existing situation and behaviour
- **Traffic modelling and assessment** – it is recommended that modelling is undertaken to assess the existing situation and appraise potential options for change. It is important that this assessment considers the wider benefits / disbenefits to buses, pedestrians, cyclists and public realm in line with TfL's Healthy Streets agenda.
- **Prioritised, costed concept designs** – It is recommended that an integrated team of public realm designers, transport planners, urban designers and engineers collaborate to identify schemes that fully embrace the objectives and principles set out in this report. The concept designs will have to be reviewed and discussed with important technical officers within Barnet and TfL, obtaining buy-in / sign-off prior to taking forward schemes to detailed design phase.

It is also recommended that, given the complexity and potential costs to implement change in such a location, that schemes and projects are prioritised and costed, and where possible, funding identified to ensure projects continue to come forward to support the overarching vision and objectives as and when funding becomes available.

## Public Consultation and Engagement

It is recommended that a comprehensive consultation plan is prepared and where feasible a local community design group set up specifically to work with the scheme delivery team throughout design development. Such a working group, where feasible, should include representatives from across the local area, including business representatives, disabled users, carers, cyclists and others. Such an approach will help ensure there is open, collaborative and constructive involvement of the local community in shaping the future of their local town centre.



Example of a community led concept design (Urban Flow and BDP)

# Appendix: Local and London-Wide Policy Context

# The Draft London Plan (December 2017)

At the time of writing, the new Mayor's draft London Plan had been published. The Mayor has specific ambitions to reduce the impacts of development, infrastructure and transport on the environment and air quality. The Plan needs to support the delivery of the Mayor's strategic target of 80% of all trips in London to be by foot, cycle or public transport by 2041. The following key statements in the Plan are of particular relevance to North Finchley:

## Policy T1 Strategic approach to Transport

*'The integration of land use and transport, and the provision of a robust and resilient public transport network, are essential in realising and maximising growth and ensuring that different parts of the city are connected in a sustainable and efficient way. In order to help facilitate this, an integrated strategic approach to transport is needed, with an ambitious aim to reduce Londoner's dependency on cars. Without this shift away from car use, London cannot continue to grow sustainably' 10.1.1 page 402.*

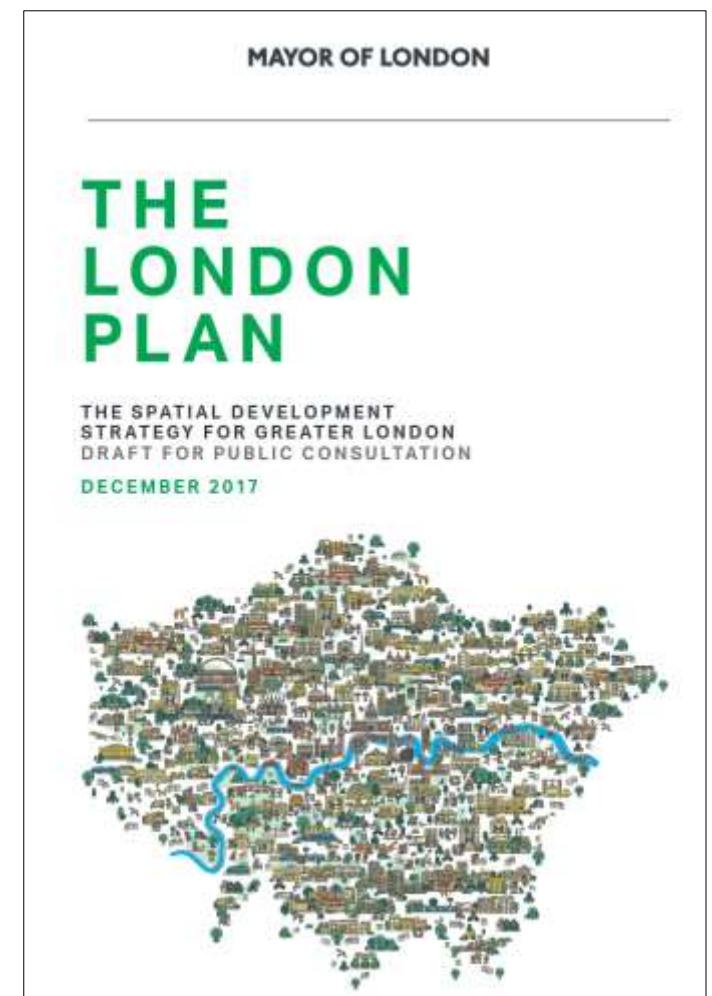
The London Plan also identifies that *'a shift from car use to more space-efficient travel also provides the only long-term solution to the road congestion challenges that threaten London's status as an efficient, well-functioning globally-competitive city' 10.1.2, page 402.*

**Policy T2 Healthy Streets** (see page A3) emphasises the benefits of Active Travel whilst **Vision Zero** places a very clear emphasis on road safety with the aim for no one to be killed in or by a London bus by 2030, and for all deaths and serious injuries from road collisions to be eliminated from London's streets by 2041.

*'The Mayor has a long-term vision to reduce danger on the streets so that no deaths or serious injuries occur on London's streets. This Vision Zero will be achieved by designing and managing a street system that accommodates human error and ensures impact levels are not sufficient to cause fatal or serious injury. This will require reducing the dominance of motor vehicles and targeting danger at source.'* 10.2.8, page 406

The London Plan also sets out other transport policies that are particularly relevant to North Finchley and the SPD area including:

- o Policy T4 **Assessing and mitigating transport impacts**
- o Policy T5 **Cycling**
- o Policy T7 **Freight and Servicing.**



Healthy Streets Indicators

# The Mayor of London's Draft Transport Strategy Objectives

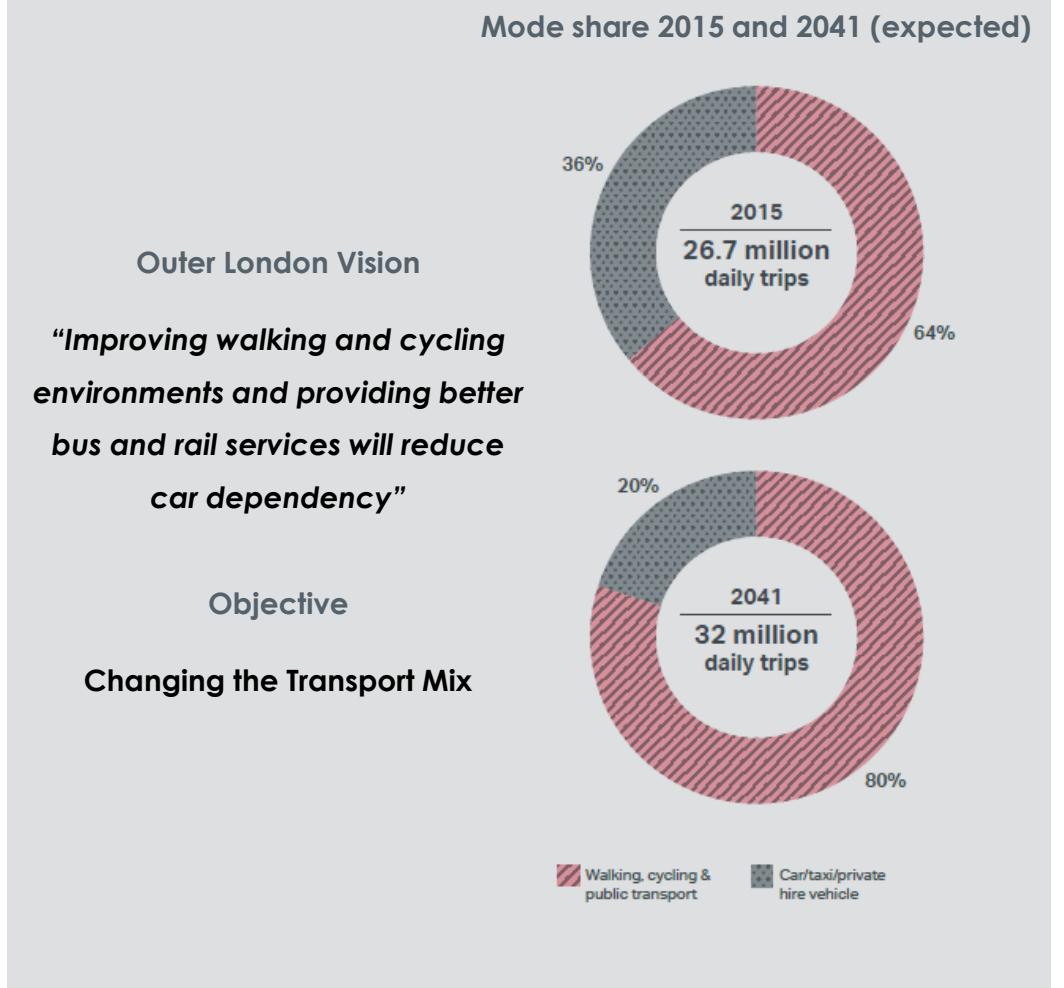
The Draft Mayor's Transport Strategy (MTS) is the statutory document that sets out the policies and proposals of the Mayor of London to reshape transport in London over the next 25 years. It builds on the vision for a better London that the Mayor outlined in 'A City for All Londoners', and takes forward the approach set out in 'Healthy Streets for London'.

***"London streets should be for active travel and social interaction, but too often they are places for cars, not people".*** MTS, 2017

The table below assesses the existing road network in North Finchley against the MTS expected outcomes. Although a subjective measure, the Red, Amber, Green (RAG) ratings below are derived from experience of many other town centres across London and elsewhere. It provides a useful initial benchmark for assessing the anticipated outcomes from transport and placemaking proposals.

| MTS Outcomes  | Existing Road Network |
|---|-----------------------|
| <b>Healthy Streets and Healthy People</b>                             |                       |
| 1 Streets will be healthy and more Londoners will travel actively     | Red                   |
| 2 Transport system will be safe and secure                            | Amber                 |
| 3 Streets will be used more efficiently and have less traffic on them | Red                   |
| 4 Streets will be clean and green                                     | Red                   |
| <b>A Good Public Transport Experience</b>                             |                       |
| 5 More people will travel on expanded public transport network        | Red                   |
| 6 Public transport will be affordable and accessible to all           | Amber                 |
| 7 Journeys by public transport will be pleasant fast and reliable     | Amber                 |
| <b>New Homes and Jobs</b>   |                       |
| 8 Sustainable travel will be the best option in new developments      | Red                   |
| 9 Transport investment will unlock the delivery of new homes and jobs | Red                   |

*"People remain dependent on their cars because street environments are not designed for walking and cycling, because overcrowded or unreliable services make public transport unattractive, or because parts of London have been planned around car use to the extent that few alternatives are available."* MTS, Executive Summary, 2017



# The Mayor's Healthy Streets Approach

Ten Healthy Streets Indicators to be considered as part of option development



The Healthy Streets approach aims to reduce the use of the private car and increase the number of people walking, cycling and using public transport. This approach will help prioritise health and quality of experience in planning the city which will transform London, making it healthier, more sustainable, safer and more connected.

Improvements against the ten Healthy Streets indicators (see figure above) will radically transform the day-to-day experience of living in London and will help create a better place for all.

Consequently councils need to work towards creating streets that are appealing to people because they are not dominated by cars. It will mean improving public transport services and better linking them with the walk

or cycle to the stop or station, so that the whole journey becomes a more attractive option than using a car. It will mean planning new homes and jobs around walking, cycling and public transport so that London's growth does not lead to greater car dependency.

## The Mayor of London's Healthy Streets and Liveable Neighbourhoods Agenda

*"Using London's transport network to promote walking and cycling is vital to tackling health inequalities and improving public health more generally.*

*As the city's road network faces increasing pressure from an expanding population, strong voices championing street design that prioritises active travel will become more and more important.*

*A health-promoting, inclusive transport system requires more than a focus on cycling and walking, so I will be building on the Healthy Streets approach introduced in TfL's Transport and Health Action Plan to take a more holistic approach to transport planning" **Mayor of London, 2017***

Additionally, it has now been recognised that car ownership is the greatest factor influencing how often Londoners walk and cycle as most car trips could be made by foot or cycle.

Active travel (walking/cycling) has also been shown to be beneficial to mental health, improving self-esteem, physical self-worth, mood and mind-set, reducing stress, anxiety and depressive symptoms. There is also a growing recognition of the impacts of traffic noise on health and wellbeing for adult as for children. Traffic noise also makes walking, cycling and using public transport less pleasant.



Healthy Streets for London, TfL (p23)

# The North Sub Regional Plan



The North London Sub-regional Transport Plan is a live document and process with a series of ongoing programmes, enabling TfL to work closely with boroughs to address strategic issues and opportunities inline with the Mayor's Transport Strategy (MTS).

As part of the plan, boroughs are asked to consider the impacts of local implementation plans and associated projects at the strategic level, as there are likely to be additional benefits and impacts at the sub-regional level. The challenges of particular note in the North sub-region and of particular significance to North Finchley are:

- Managing highway congestion and make more efficient use of the road network
- Enhancing connectivity and the attractiveness of orbital public transport
- Improve access to key locations, jobs and services.

## Challenges in every sub-region



Improve air quality to meet and exceed legal requirements and ensure health benefits for Londoners



Transform the role of cycling and walking in the sub-region



Meet CO2 targets

## North London-specific challenges



Facilitate and respond to growth, especially in Brent Cross/Cricklewood and the Upper Lee Valley



Relieve crowding on the public transport network



Manage highway congestion and make more efficient use of the road network



Enhance connectivity and the attractiveness of orbital public transport



Improve access to key locations and jobs and services

## The Sub-regional Transport Plan (SRTP) for North London – Challenges (page 2)

# The North Sub Regional Plan

A review of the updated North Sub Regional Plan has been undertaken to better understand North Finchley's position, role, issues and opportunities within the North sub-region. Below is a summary of this review.

## Travel Behaviour

- Most trips start and finish within the North sub-region which reinforces the need to ensure a well functioning transport network that can support the huge range of local movements, particularly by bus, walking and cycling, as well as the need for a network to support both orbital and radial movements
- 50% of North London's labour force works within the sub-region, within town centres, business and financial parks.

## Car Use in the Sub-Region

- Car availability is declining as people switch modes. Potential exists for further mode shift, particularly in more denser areas
- Levels of car ownership vary quite significantly across the sub-region Haringey and southern Waltham Forest have the lowest levels of car ownership. Car ownership is highest in Barnet.

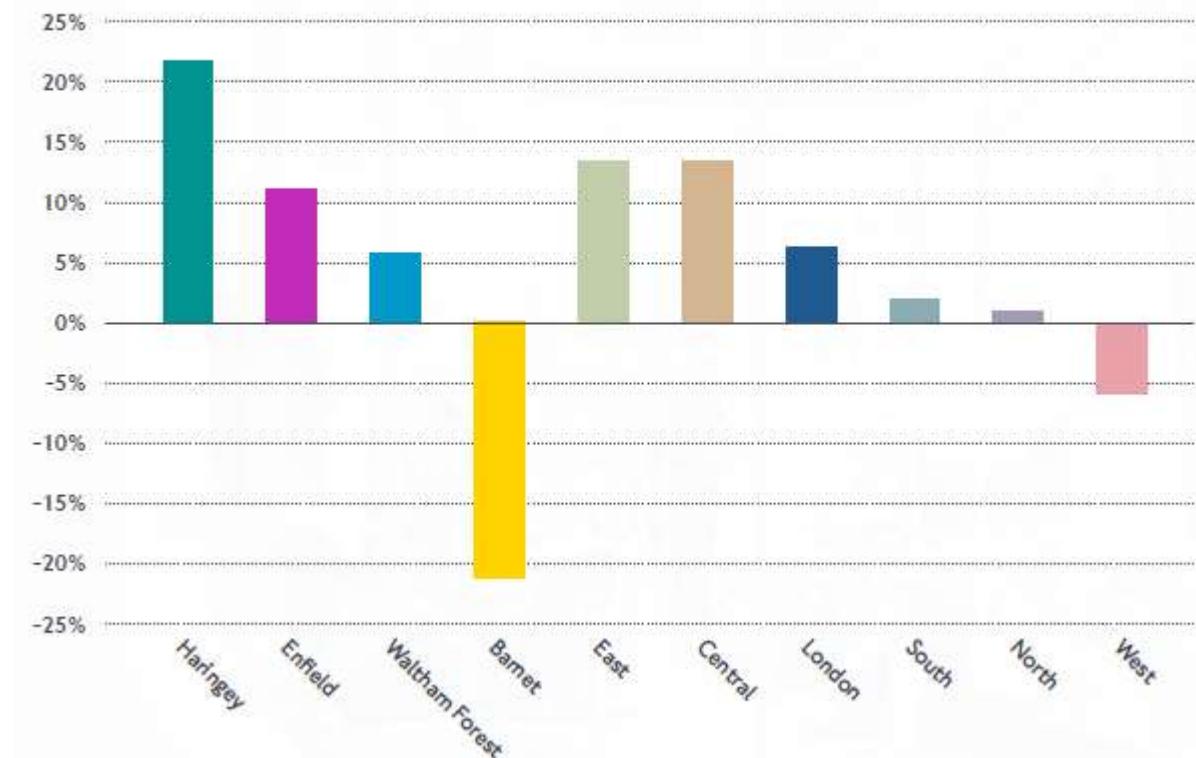
## Buses and the Sub-Region

- Whilst the bus plays a significant role in local commuting trips, it is the car which is still the dominant mode. Rail plays a relatively minor role in supporting commuting trips within the sub-region
- There has been some mode shift from the car to public transport, particularly bus. However, Barnet's mode share by car has actually increased in this period by 1.7%.

## Walking and Cycling in the Sub-Region

- The North has seen strong growth in the number of cycling trips, rising by 83% since 2007, largely driven by Enfield and Barnet. However, walking trips grew much more slowly, at just 1% compared to 6% for London as a whole, with a decline in walking trips in Barnet of 22%, balanced out by strong growth in Haringey of 22%.
- Enabling the sub-region's residents to make their journeys by cycling and walking will be key to reducing traffic congestion.

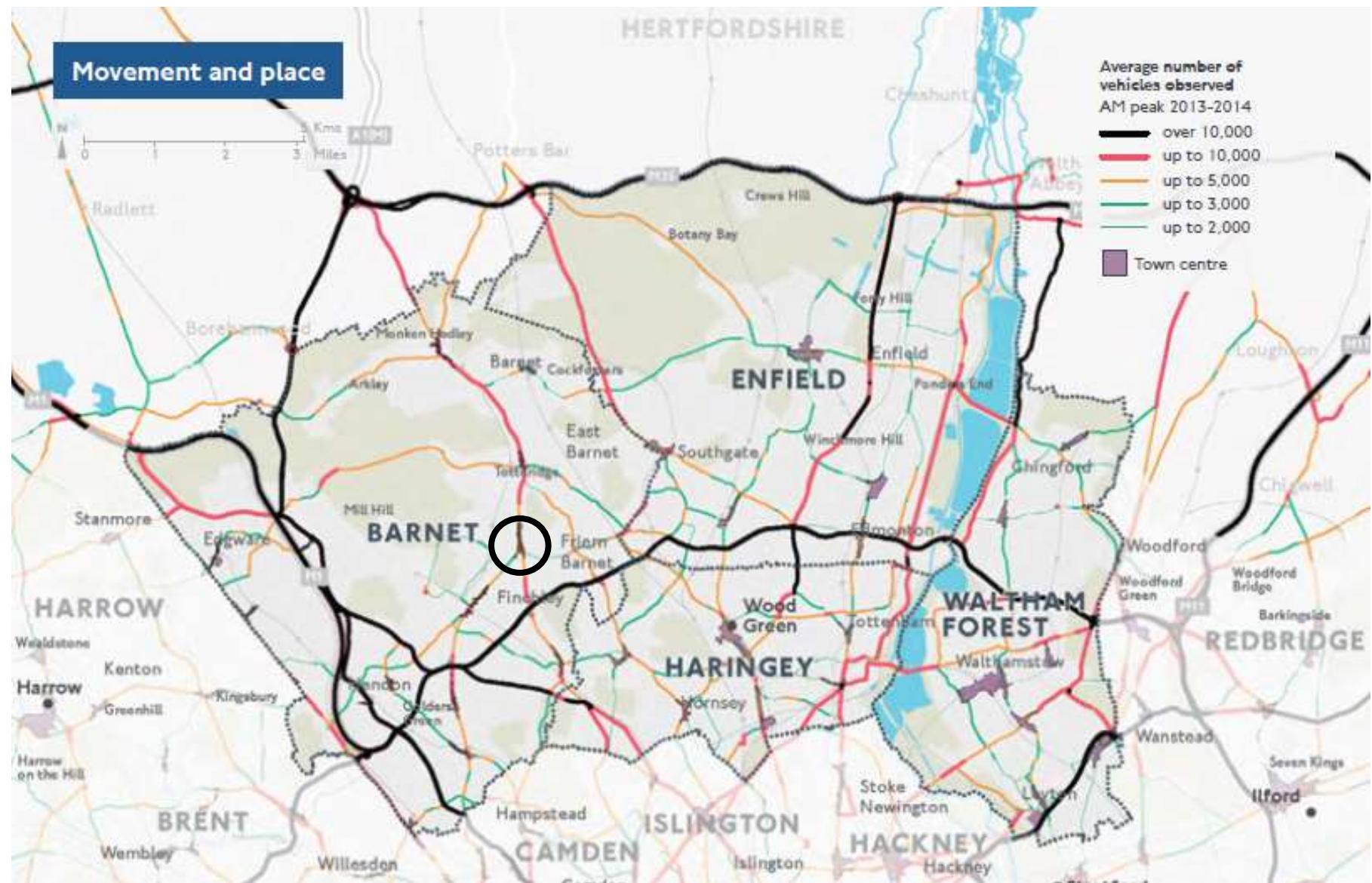
Change in walking trips 2007/08 – 2012/13



The Sub-regional Transport Plan (SRTP) for North London – Change in Walking Trips (Page 62)

# The North Sub Regional Plan – Movement and Place

- o The sub-region needs to balance efficient movement with quality of place.
- o There is a need for managing and mitigating the impact of heavy flows of traffic in town centres where place and function are of importance to maintain attractiveness and viability of the retail and service offer.

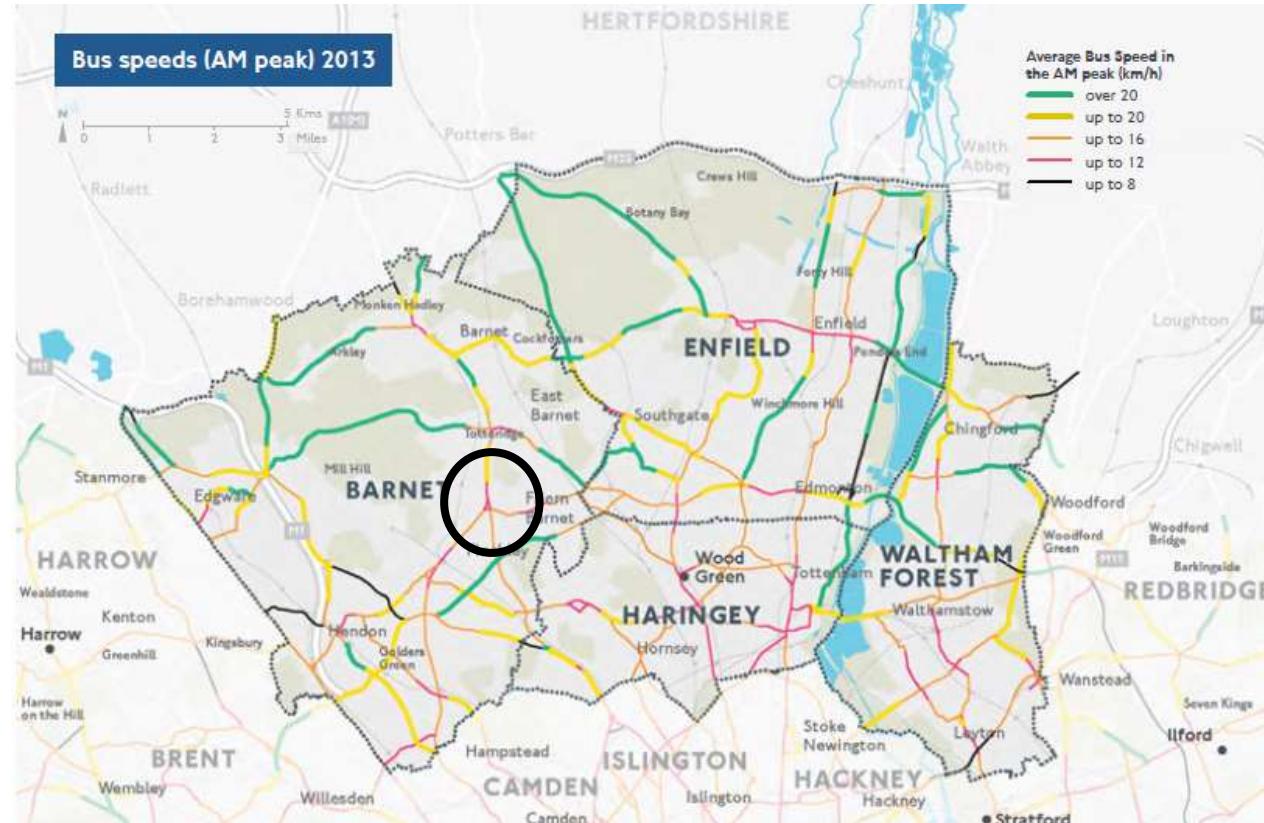


○ North Finchley

The Sub-regional Transport Plan (SRTP) for North London – Movement and Place (page 97)

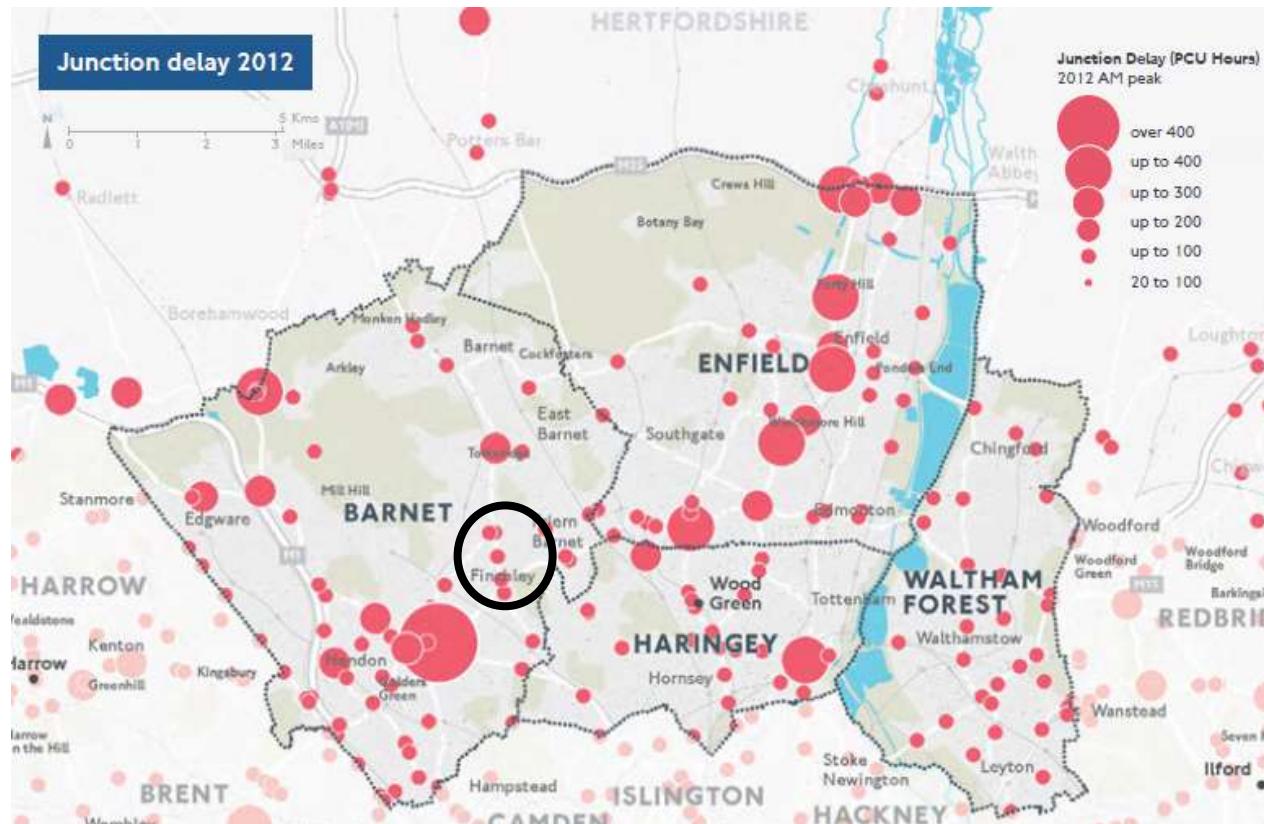
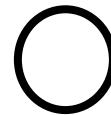
# Buses and The North Sub Regional Plan

- Increasing congestion has decreased bus journey time reliability at key locations, and has increased bus wait times.
- Highway delays and congestion are a significant problem across the sub-region and affect access to a number of key radial and orbital routes.
- As the area continues to grow there is a need to ensure that appropriate measures are taken to maintain attractive and reliable bus services.



The Sub-regional Transport Plan (SRTP) for North London – Bus speeds (pg 78) and Junction Delay (pg 80)

North Finchley

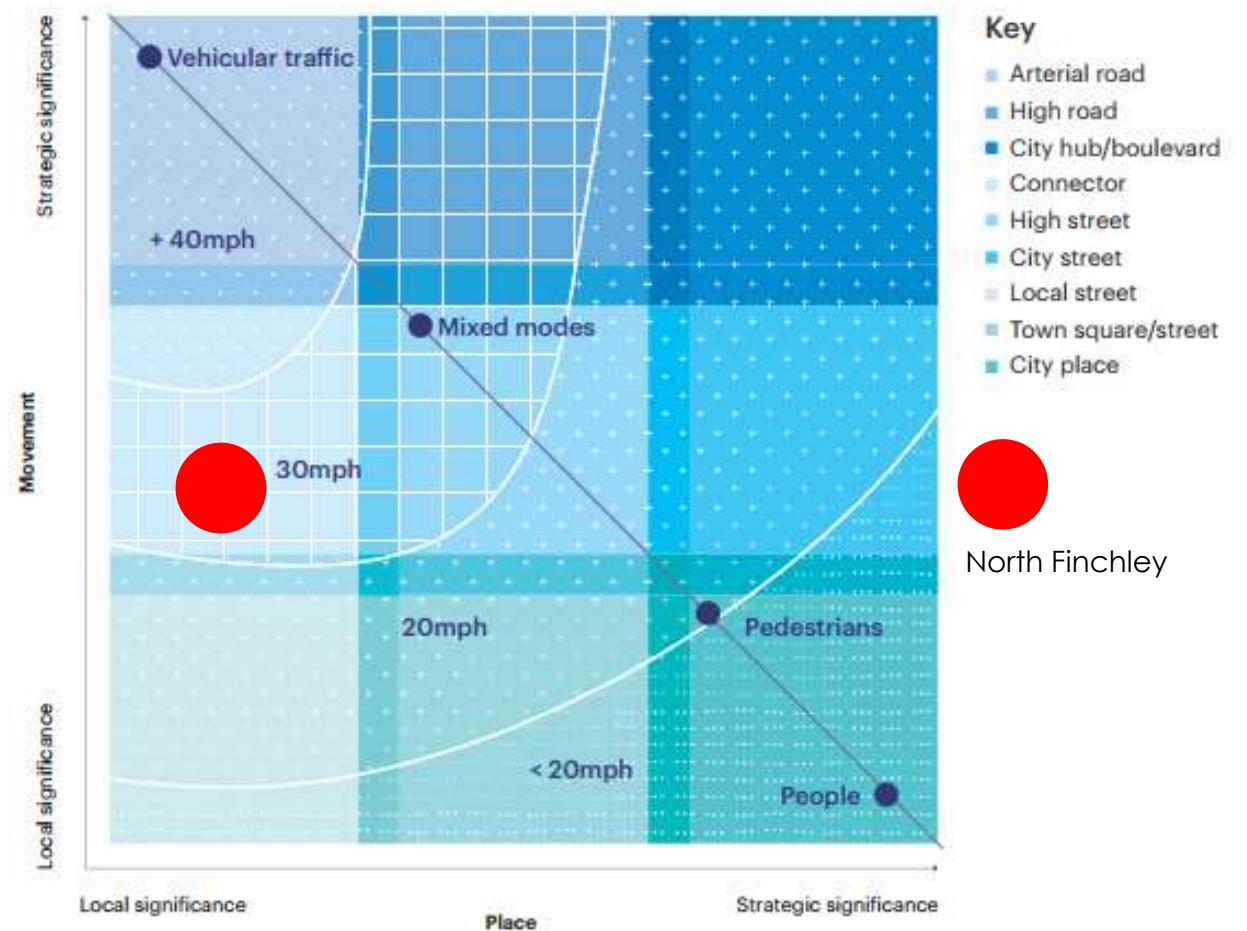


# TfL Road Taskforce

Transport for London's (TfL) Road taskforce provided a framework to enable priorities and decisions to be made for different streets and roads and make trade-offs accordingly. The framework reflected changing functions and aspirations as streets and areas change, and therefore the opportunities and response required to enable movement and place functions to operate at their potential. The document sets out broad actions relating to:

- o Efficient and reliable movement
- o Inclusive streets and neighbourhoods
- o Unlocking growth
- o Enabling functional activities
- o Protecting streets for vulnerable users
- o Sustaining cleaner, healthier, greener streets.

## Street Typologies, TfL, Road Taskforce



*The Roads Task Force vision: World-class streets, fit for the future*

### MOVEMENT



Southbound traffic on High Road

VS

### PLACE



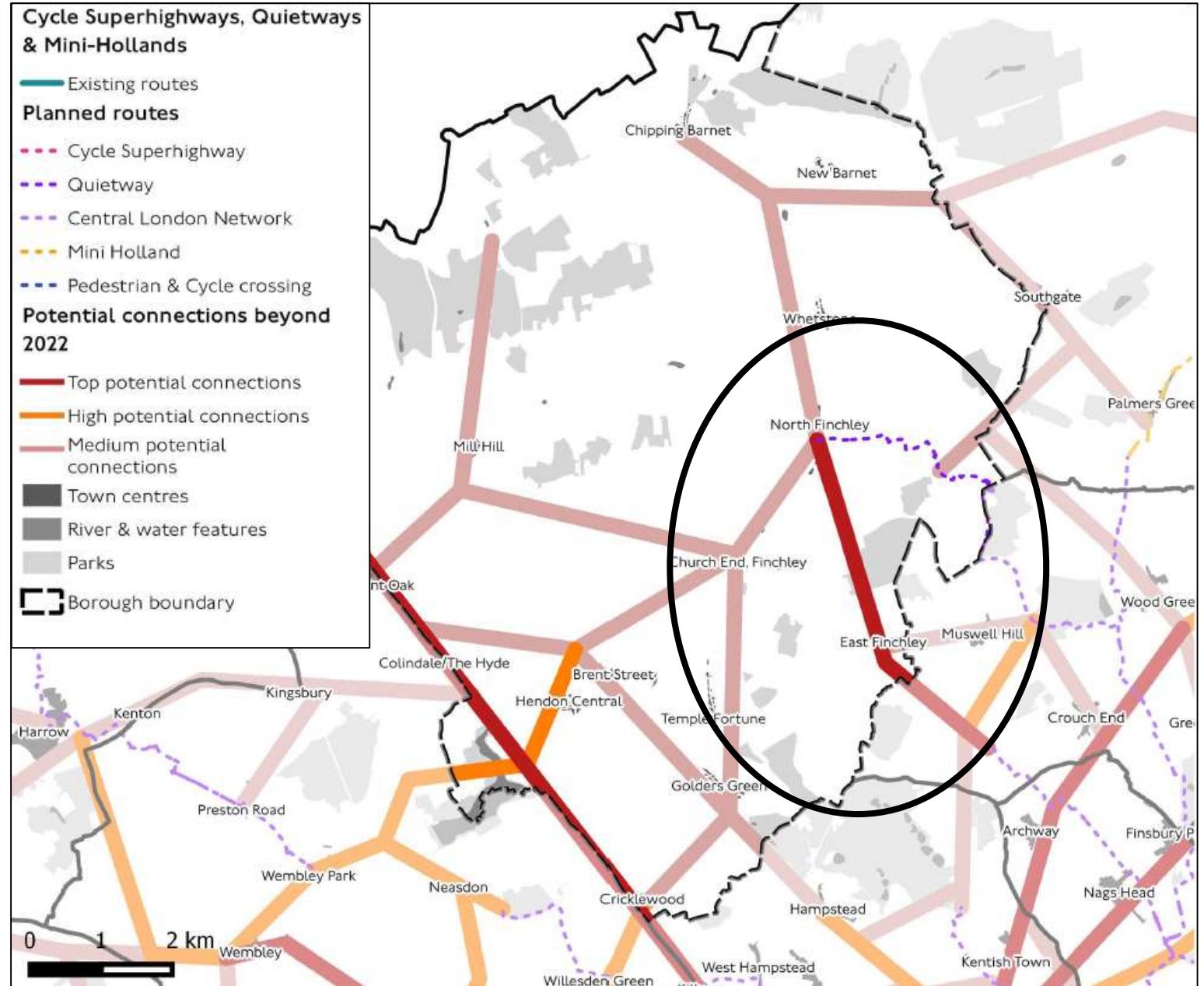
Seating area in front of the Tally Ho Public House

# TfL Strategic Cycling Analysis

At the time of writing, Transport for London is developing a plan for a coherent cycle network across London that will complement the Mayor's walking and public transport priorities.

In reviewing future cycling demand, TfL identified the Highgate to North Finchley corridor as one of 25 key routes with the greatest potential for contributing to the growth of cycling in London and to help achieve the Mayor's transport strategy.

The diagram opposite, taken from the TfL Strategic Cycling Connections report, shows that North Finchley has been identified as a network for 'top potential connections' for cycling beyond 2022.

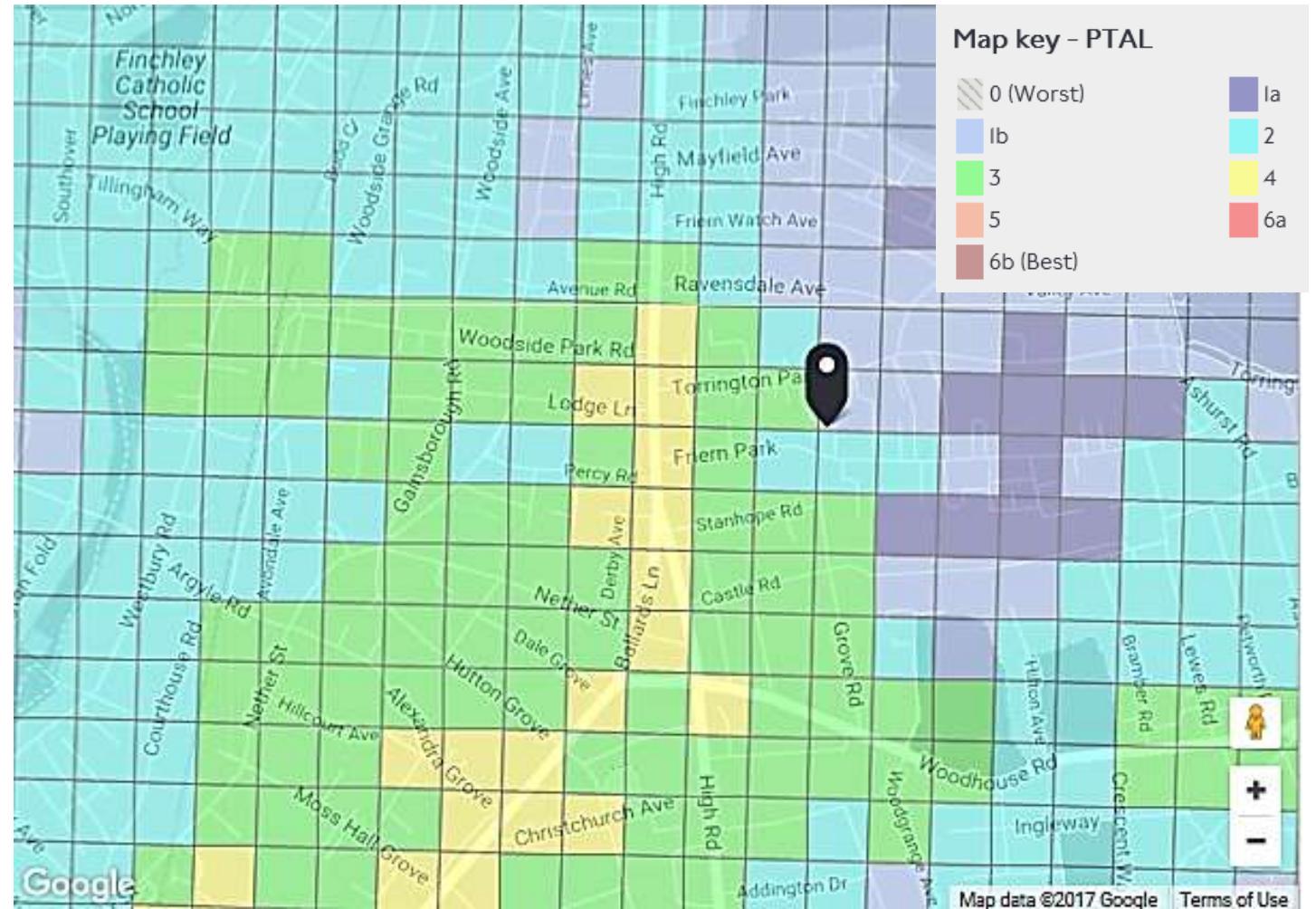


Strategic Cycling Analysis, TfL (June 2017)

# Public Transport Accessibility Levels

PTAL is a useful transport planning tool to assess the level of geographical areas to public transport. Where a PTAL of 1a indicates extremely poor access to the location of public transport, and a PTAL of 6b indicates excellent access by public transport.

The plan opposite, taken from TfL's website indicates that North Finchley has a varying PTAL ranging from 1a to 4. Ballards Lane and The Tally Ho gyratory, where this study focuses, has a PTAL score of 4 which is good but in terms of public transport accessibility is not the highest ranking. The PTAL score decreases further east / west from The High Road.



[www.ffl.gov.uk/info-for/urban-planning-and-construction/planning-with-webcat/](http://www.ffl.gov.uk/info-for/urban-planning-and-construction/planning-with-webcat/)



West Finchley and Woodside Park Stations have poor profiles and interchange with the town centre. Both are located between a 10-15 minute walk from the High Road, which reflects the poor PTAL rating of 3

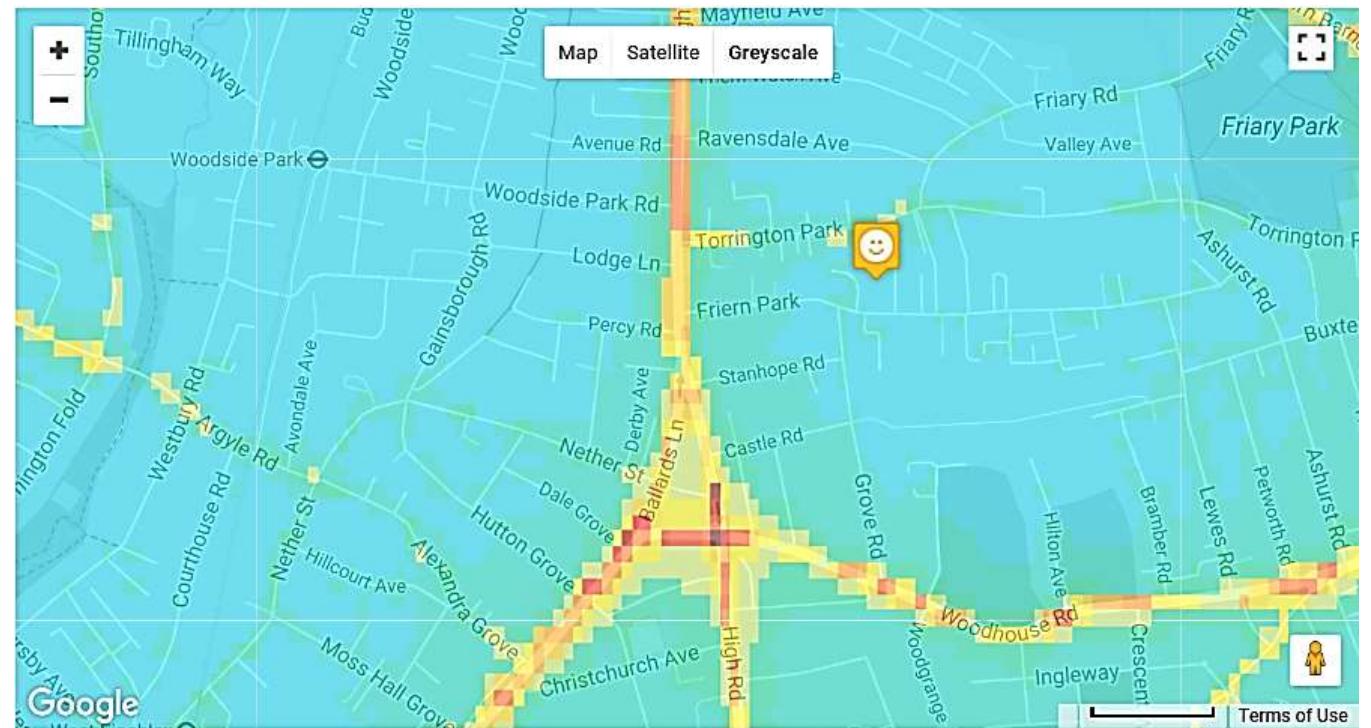
# Air Quality

A key aspect of the Mayor's Transport Strategy is improving air quality and the environment, and ensuring London's transport system is resilient to the impacts of severe weather and climate change.

Air pollution caused by carcinogenic diesel emissions, high levels of nitrogen dioxide (NO) and particulate matter (PM) exacerbate health conditions and shorten lives of Londoners. London's transport network needs to contribute to the meeting of legal air quality levels as soon as possible and the achievement of a zero carbon city by 2050, thereby protecting the health of Londoners and demonstrating a commitment to tackling climate change.

Road traffic is often the greatest contributor to poor air quality in places where people live and work. London does not meet legal NO limits, and the Mayor is committed to taking urgent action.

From review of annual pollution maps provided on the London Air website ([www.londonair.org.uk/london/asp/annualmaps.asp](http://www.londonair.org.uk/london/asp/annualmaps.asp)), as shown opposite here is opportunity to significantly improve air quality and the environment in North Finchley, particularly around the Tally Ho gyratory where traffic dominance and congestion is most pronounced.



**Modelled annual mean NO2 air pollution, based on measurements made during 2013.**

This map was used with permission from The Greater London Authority and Transport for London, who fund, develop and maintain the London Atmospheric Emissions Inventory. For more information please visit [data.london.gov.uk](http://data.london.gov.uk)



**Air Quality Map taken from the London Air Website for the North Finchley area**



**Traffic contributes to the poor air quality around the Tally Ho gyratory**

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