

## **Additional Information – TfL LSP Town Centres Bid**

There will be few things as transformational to the way today's society lives and organises its lives as the present crisis and our response. We are thrilled to put in a bid to TFL which can capture the spirit of opportunity and not simply do those minimum acts of necessity forced upon us. Moving beyond an approach of incremental change, our response will be bolder and more ambitious than ever before. But we start from a more modest base and hope TFL will be as Bold as Barnet in its support for our work, which is focussing on a compelling strategic cycle network and meaningful, transformational support for the six key town centres. We have already taken the painful choice to push car parking from High Streets into car parks and side roads, losing net paid parking and its income whilst increasing blue badge parking and business loading.

The Town Centres bid seeks to start the transformation with a big push on from ugly emergency measures such as barriers moving parking suspensions into transformational public realm and town centre vitality changes. Some are experiments informing further investment potential from the public and private sectors and others take the lead now.

Big Headlines at every town centre include:

Interceptor cycle parking, 20mph restrictions, new space in the heart of the town for market stalls, events and significant reductions in lines of parked cars with a visible cafe/bistro culture supported by our own capital funding and a willingness to say yes.

### **Summary**

Edgware – a total rebuild of half of the town centre presently prioritising wide roads of general traffic. Bus and cycle only prioritisation sees the carriageway shrink revealing a market street plaza for café culture to sit concurrently with regular mark stalls and events in a significantly fewer and far greener vehicles.

Burnt Oak – Side road closures and a removal of all on street parking with improved car parking prices allows a doubling of the functional footway width in a unified pallet of materials. This supports the ambition of a culturally diverse corner of independent trading in the Borough with huge potential for growth and market trading.

Chipping Barnet – A trial of an aspirational closure in an historic coaching route town alleviates a significant risk to pedestrians at a pinch point and opens over 1/2kmi of space for cafes, restaurants regular and one off market events for six months to Christmas in support of struggling retailers but also revealing the future potential. Associated measures to avoid rat runs and have a good diversion route for bus and cars.

Golders Green – some targeted measures in an area otherwise fortunate with pavement width allow us to hold a market that anchors one side of the town and a trial of restoring a warm memorial back to the heart of the urban area.

Finchley Central – modest works as proof of concept in partnership with a large reimagining of the public realm supporting incipient regeneration.

North Finchley – A proof of concept to inform fuller long term plans to pedestrianize one arm of a one way system focussed on cars not on public realm.