

APPENDIX 2

Description of Proposed Infrastructure including that Approved under the 2014 S73 Consent

Scale copies of the plans of the proposed road layouts are available on request from the Planning Service 020 8359 7548.

Overview - Integrated Transport Strategy

The S73 Permission defines the multi-modal Integrated Transport Strategy (ITS) developed to satisfy the transport needs and mitigate the transport impacts of the BXC regeneration site.

The ITS is comprehensively reviewed and detailed within the S73 Permission. At the core of the ITS is the provision of a fully integrated and, as far as is achievable, sustainable public transport network of appropriate travel modes. These modes will provide a good quality and attractive level of service provision for those wishing to access both the BXC site and the surrounding area whilst at the same time maintaining the same level of service on the highway network so that drivers are no worse off than had the scheme not been developed.

In keeping with the Development Framework vision, the ITS will assist in the delivery of:

- Regeneration, sustainability and minimising car use whilst recognising that the private car will continue to be a significant mode of travel in the BXC site;
- A new destination in outer London which will provide a focus for trip making as an alternative to the predominant movements into and out of central London;
- A mixed-use development to encourage shorter trips between local destinations and make use of alternatives to car travel; and
- Public realm improvements at a human scale that provide a barrier-free environment for pedestrians and cyclists.

The aim of the ITS is therefore:

'To make substantial provision for Public Transport and other, more sustainable modes, whilst making suitable provision for appropriate, additional car travel.'

The implementation of Phase 1 of the ITS is an important first step in this process and Phase 1A (North) begins the process to ensure the appropriate level of infrastructure is delivered in line with the infrastructure triggers and levels of predicted demand. Phase 1 provides most of the infrastructure necessary to deliver future phases up to end state. The majority of the Phase 1 infrastructure is constructed as part of Phase 1A (North).

Overview - Cricklewood, Brent Cross and West Hendon Regeneration Area Development Framework 2005

The ITS represents a comprehensive and achievable phased plan for delivering the transport vision articulated in the Cricklewood, Brent Cross and West Hendon Regeneration Area Development Framework 2005. The key principles of the Transport Vision within this Development Framework are:

- Create a new outer London town centre that will reduce journeys into central London during periods of peak travel demand;
- Mixed-use development creating opportunities for short local trips and linked trips especially by non-car modes of travel;
- New and improved public transport services providing additional capacity, new links between areas and an overall higher standard of service;
- Integration between travel modes to facilitate access by public transport to the area;
- Improved accessibility and convenience to walking and cycling routes to make journeys easier and more attractive; and
- Limiting new parking associated with development to discourage the use of the car for non-essential journeys.

The Transport Vision recognises that: *'sustainable development on the scale envisaged within the Development Framework is only feasible if a high proportion of new trips can be made by non-car modes'*, albeit with the likelihood the car will remain an important element of travel in outer London.

Roads

The majority of the infrastructure improvements associated with the scheme will be delivered during Phase 1 in preparation for the proposed development due to come forwards during the subsequent phases.

The S73 Permission provides detailed permission for improvement works at the following junctions and thus no reserved matters application is necessary:

(a) M1/A406 and A5/A406 (Staples Corner)

The scheme proposes to alter and improve the configuration of the two existing M1 / A406 and A5 / A406 junctions to effectively operate as one large interchange and provide additional traffic capacity.

Pedestrian and cycle improvements at this junction include the following:

- Provision of a toucan crossing across the A5 on the northern side of Staples Corner
- Provision of continuous off-road shared footway/cycleway facilities alongside both the eastbound and westbound A406 carriageways linking from the A5 toucan crossings and Bridge B6 (pedestrian and cycle bridge);
- Bridge B6 (pedestrian and cycle bridge) over the A406 linking with shared footway/cycleway facilities on either side;
- Replacement of the pedestrian bridge to the west of Bridge B6 (west of the rail arches). The new ramp on the northern side of the bridge will be wider than the existing provision to benefit mobility impaired users; and
- General refurbishment of the remaining existing Staples Corner footbridges (lighting/painting etc.).

(b) A41/A406 Junction

The scheme proposes to modify and improve the A41 / A406 junction to provide additional traffic capacity. The works include the provision of a new slip road directly off the A406 eastbound slip road and the mid-level roundabout providing direct access into BXSC, together with the closure of the existing slip road from the A406 westbound into Brentfield Gardens. There will be a new wider bridge provided over the A406 on the eastern side of the mid-level roundabout.

Improvements to the pedestrian and cycle facilities include improvements to the underpasses on either side of the A406 (underneath the A41) to increase headroom clearances and the provision of off-road shared footway/cycleway facilities. Improvements on the northern side of the junction will allow pedestrians and cyclists to travel between Haley Road/Cooper Road and the River Brent Corridor via an off-road continuous facility. On the southern side of the junction, improvements will allow pedestrians and cyclists to travel between Brentfield Gardens and Tilling Road via a continuous off-road facility.

(c) A5/A407 Cricklewood Lane

Significant improvements are proposed. To enable the reconfiguration of this junction, demolition of a property on the south-east corner of the intersection of the A5 and A407 is required

Pedestrian and cycle improvements include provision of advanced cycle stop lines on all junction approaches to improve the visibility of cyclists to drivers, avoid conflicts with left turning vehicles, and allow cyclists to reach a safe position to turn right. In addition, a new controlled pedestrian crossing across the A407 Cricklewood Lane approach to the junction is to be implemented.

(d) A407 Cricklewood Lane/Claremont Road

The scheme improves the existing A407 Cricklewood Lane/Claremont Road junction, including widening of the southbound (Claremont Road) and eastbound (A407) approaches to enhance traffic capacity.

Pedestrian and cycle improvements include provision of cycle advanced stop lines on all junction approaches to improve visibility of cyclists to drivers, avoid conflicts with left turning vehicles, and allow cyclists to reach a safe position to turn right. Improvements to footway facilities at the junction will include localised footway widening (on the Claremont Road arm) and improvement to the existing tactile paving layouts. The remaining footways at the junction will stay as existing.

(e) A406 Brent Cross Access/Egress Junction

Access into the Brent Cross East Development Zone off the A406 is currently provided by a slip road from the A406 eastbound exit slip road from the M1 / A406 junction. The scheme proposes to improve this access arrangement by realigning the access and provide a new egress onto the A406 eastbound slip road at the same location.

Pedestrian and cycle improvements include provision of cycle advanced stop lines on all junction approaches to improve visibility of cyclists to drivers, avoid conflicts

with left turning vehicles, and allow cyclists to reach a safe position to turn right. Improvements to the footway facilities at the junction will include localised footway widening (on the Claremont Road arm) and improvement to the existing tactile paving layouts. The remaining footways at the junction will remain as existing.

(f) A41 Southbound On-Slip

A new southbound on-slip road will be provided directly from the junction gyratory. The slip road will run parallel to the A41 and merge just south of the Woodville Gardens.

Public Transport – bus stops

The public transport improvements comprising Phase 1A (North) consist of improved bus stopping facilities. Waiting conditions at a number of existing bus stops are to be improved and new bus stops are also being provided in Phase 1A (North) in preparation to accompany new and altered services. The bus stop locations along the highways are illustrative, and have been based on a review of likely need and these are set out in detail below:-

New and Modified Bus Stops

Provision	Location	Description
Bus Stop	A5 Edgware Road (NB) in the vicinity of Staples Corner	Replacement bus stop provided as part of the improvements to Staples Corner
Bus Stop	A5 Edgware Road (SB) in the vicinity of Staples Corner	Replacement bus stop provided as part of the improvements to Staples Corner
Bus Stop	Tilling Road West (EB) approximately 20m west of roundabout	New bus stop provided as part of the Tilling Road West re-alignment and diversion
Bus Stop	Tilling Road West (WB) approximately 60m west of roundabout	Replacement bus stop provided as part of the Tilling Road West re-alignment and diversion
Bus Lane	Tempelhof Avenue & Tempelhof Bridge (NB)	New bus lane provided on the western side of the new Tempelhof Avenue and replaced Tempelhof Bridge
Bus Lane	Tempelhof Bridge (SB)	New bus lane provided on the eastern side of the replaced Tempelhof Bridge
Bus Stop	Tempelhof Avenue (NB)	New bus stop provided on the western side of the new Tempelhof Avenue
Bus Stop	Tempelhof Avenue (SB)	New bus stop provided on the eastern side of the new Tempelhof Avenue
Bus Stop	A406 North Circular Road on-slip (WB) approximately 210m to the southwest of the A406 / A41 junction	Replacement bus stop provided on the on-slip for the A406

Bus Stop	Tilling Road East (NB) approximately 130m north of the Tesco access	Replacement bus stop provided on the western side of Tilling Road East
Bus Stop	Tilling Road East (SB) approximately 70m north of the Tesco access	New bus stop provided on the eastern side of Tilling Road East
Bus Stand	North of the Prince Charles Drive eastern roundabout	New bus stand provided to the north of the roundabout for the shopping centre
Bus Stop	Spalding Road (NB)	Replacement bus stop provided on the western side of Spalding Road as part of realignment works
Bus Stop	Brentfield Gardens (EB) approximately 40m west of Highfield Avenue	Replacement bus stop provided on the northern side of Brentfield Gardens as part of the extension works
Bus Stop	A41 Hendon Way off-slip (WB) approximately 200m to the southeast of the A406 / A41 junction	Replacement bus stop provided on the A41 Hendon off-slip for the A406 / A41 junction
Bus Stop	A407 Cricklewood Lane (EB) approximately 60m north of junction with A5 Edgware Road	Replacement bus stop provided on the northern side of the A407 Cricklewood Lane
Bus Stop	A407 Cricklewood Lane (WB) approximately 60m north of junction with A5 Edgware Road	Replacement bus stop provided on the southern side of the A407 Cricklewood Lane

Car parking

There is a requirement to review the Brent Cross Shopping Centre parking charges with the local planning authority every three years. The expectation is that blue badge holders will be able to park for an unlimited time and free of charge.

The off-street public parking areas serving the town, neighbourhood and community centres will be managed by the use of parking charges in such a way as to dissuade all day commuters parking.

In the residential areas, 1 space per residential unit for Phase 1 of the development is proposed, with an aspiration for a progressive reduction in provision towards 0.7 spaces per residential unit via review and monitoring.

The number of disabled spaces currently in the shopping centre car parks is approximately 3% of the total, which accommodates demand. An increase to 5% (380 spaces) is proposed (similar to Westfield) with an additional 5% of spaces provided as enlarged standard bays that could be converted at a later date. As the London Plan requires six per cent of the spaces to be designated blue badge parking

bays, there is a commitment to monitor and review the number of disabled parking spaces.

Staff employed within the shopping centre are expected to pay for parking and they will be managed by the Individual Travel Plans that will be prepared by the employers as each plot comes forward.

Parent and Child Parking will be developed through dialogue with the major retailers within the shopping centre.

The number of parking spaces with electric vehicle charging points will be provided in accordance with the discharge of Condition 39.7. For retail use, the London Plan identifies a need for 10% active provision and 10% passive provision.

Within each car park, there will be dedicated motorcycle parking areas. Parking within these areas will initially be free of charge. The expectation is that the proportion of motorcycle parking spaces will at least match the existing level of provision.

Computer controlled variable message signs, linked to the parking management system, will direct drivers to car parks with spaces available. These signs will be utilised to manage the exit arrangements from the car parks.

A site-wide Car Club will be established prior to occupation of 200 dwellings.

Motorcycles

Within each Brent Cross Shopping Centre Car Park there will be dedicated motorcycle parking areas. Parking within these areas will initially be free of charge. Motorcyclists parking in standard parking bays will be charged the standard customer parking tariff.

The expectation is that the proportion of motorcycle parking spaces will at least match the current level of provision and will be confirmed at the appropriate design stage. In the event that Automatic Number Plate Recognition is the preferred payment system, it is likely motorcyclists will eventually be charged to park at the shopping centre although the tariff is likely to be lower than the charge for cars.

Coach Stops

The coach stop on the southern side will be relocated further along the slip road, whilst on the northern side, due to implementation of the new eastern roundabout and slip roads, the authorities and operators have agreed to relocate the coach stop to Haley Road between the Shirehall Lane roundabout and the slip road onto the A41. This results in slightly longer travel distances for coaches in the vicinity of the A406 / A41 junction, but is considered in the circumstances to be an acceptable solution, and provides good passenger connections to residential areas, the BXSC and nearby bus stops.