

Brent Cross Cricklewood Planning Application  
November 2008

# **BXC05 —** *Transport Assessment* *(Non-Technical Walking Strategy)*



**Brent Cross Cricklewood Partners**  
10 Grosvenor Street  
London W1K 4BJ  
[www.brentcrosscricklewood.com](http://www.brentcrosscricklewood.com)

The planning application for the redevelopment of BXC is accompanied by a range of technical and supporting documents/reports. This is explained in full in the Development Specification and Framework (**Volume BXC1**). However, it may be useful, if viewing this document in isolation, to first read a short note on the 'Introduction to the Planning Application', which can be found on BXC Development Partners website ([www.brentcrosscricklewood.com](http://www.brentcrosscricklewood.com)).



## Revision Schedule

### **Non-Technical Walking Strategy** November 2008

Rev	Date	Details	Prepared by	Reviewed by	Approved by
01	7 <sup>th</sup> November 2008	Initial Draft	<b>Graham Wright</b> Associate	<b>Charlotte Cook</b> Associate	<b>John Orchard</b> Director
02	12 <sup>th</sup> November 2008	Second Draft	<b>Charlotte Cook</b> Associate	<b>John Orchard</b> Director	<b>John Orchard</b> Director

This document has been prepared in accordance with the scope of Scott Wilson's appointment with its client and is subject to the terms of that appointment. It is addressed to and for the sole and confidential use and reliance of Scott Wilson's client. Scott Wilson accepts no liability for any use of this document other than by its client and only for the purposes for which it was prepared and provided. No person other than the client may copy (in whole or in part) use or rely on the contents of this document, without the prior written permission of the Company Secretary of Scott Wilson Ltd. Any advice, opinions, or recommendations within this document should be read and relied upon only in the context of the document as a whole. The contents of this document do not provide legal or tax advice or opinion.

**Scott Wilson**  
Scott House  
Alencon Link  
Basingstoke  
Hants  
RG21 7PP

Tel 01256 310200  
Fax 01256 310201



# 1 Introduction

This document is designed to be a Non-Technical Walking Strategy that supports the Brent Cross Cricklewood Regeneration Scheme. It describes how the Scheme will provide for people to visit, move about or pass through the site on foot.

The aim of the scheme is to transform the existing Brent Cross Shopping Centre from a relatively insular and predominantly car-borne retail destination that is served mainly by the strategic road network into an integral part of a new Town Centre that looks outward to the community it serves. Whilst car access and the strategic road network will remain a significant mode of travel, the aim of the Scheme is for walking to become a mode of choice for many people, whether new residents, workers or visitors to make local journeys. This Walking Strategy describes how this will be achieved. In addition the strategy recognises that walking can be an important part of many other journeys for which the main mode of travel could be car, bus, tube or train.

To achieve the transformation sought by the Scheme will require that significant existing physical barriers to local pedestrian access are removed and that the physical infrastructure and public realm that will form such an important part of the Scheme will make it easy and safe for people to choose to walk.

This Strategy supports the submitted planning application and draws its information from the documentation submitted with the planning application and the relevant policy context. For ease of reference, the main documents referred to are set out below and can be viewed via the London Borough of Barnet website:

- Brent Cross Cricklewood and West Hendon Regeneration Area Development Framework
- BXC3 – Design And Access Statement
- BXC3 – Design Guidelines
- Public Realm and Open Space Strategy
- Development Specification and Framework
- Drawings and Plans
- Transport Assessment
- Construction Impact Assessment
- Framework Travel Plan
- Planning Statement

The way people move between different parts of the site is critical to the success of this development. There is a strong commitment embodied by the Scheme to

minimise reliance on the car for access. This is demonstrated in the Development Specification and Framework (DSF), and within the accompanying Parameter Plans which show the proposals for major improvement in the public transport infrastructure and facilities for pedestrians and cyclists. The purpose of this document is therefore to draw together the proposals and information set out in each of the above documents and show how these combine to deliver the overall scheme objectives for walking. This is achieved by:

- Identifying the existing opportunities and constraints for walking in the local area;
- Reference to the requirements of relevant policy and guidance on pedestrian provision in the area;
- Describing the main elements of the proposed regeneration scheme;
- Showing how the Scheme will address the existing site conditions, the policy framework and requirements for linkages to, from and across the site.
- Showing how the Framework Travel Plan (FTP) will encourage use of the pedestrian facilities provided, in a way that will encourage a significant number of people to choose to walk as their mode of transport.
- Showing how the scheme will be delivered in a pedestrian friendly manner, with progressive delivery of the public realm and pedestrian infrastructure and the ability of pedestrians to move about the site will be maintained during construction.

## 2 Existing Services and Facilities

The existing fabric of the site does not provide an attractive walking environment. Access is restricted by the poor quality of connections for pedestrians and cyclists to move within the site and beyond into the surrounding communities. The lack of grain or structure to the public realm that has evolved in the area presents a barrier to movement locally. Even where pedestrian routes are available they often lack enclosure and form or are devoid of activity at a human scale that could provide a more legible and secure environment for pedestrian activity. Restricted access into and across the site is the result of major road barriers (e.g. A406, A5 and A41), as well as the Midland Mainline (MML) train lines, and the River Brent. Those links that do exist provide a poor walking environment which is not convenient, safe, attractive or accessible for everyone who might need to or wish to use them.

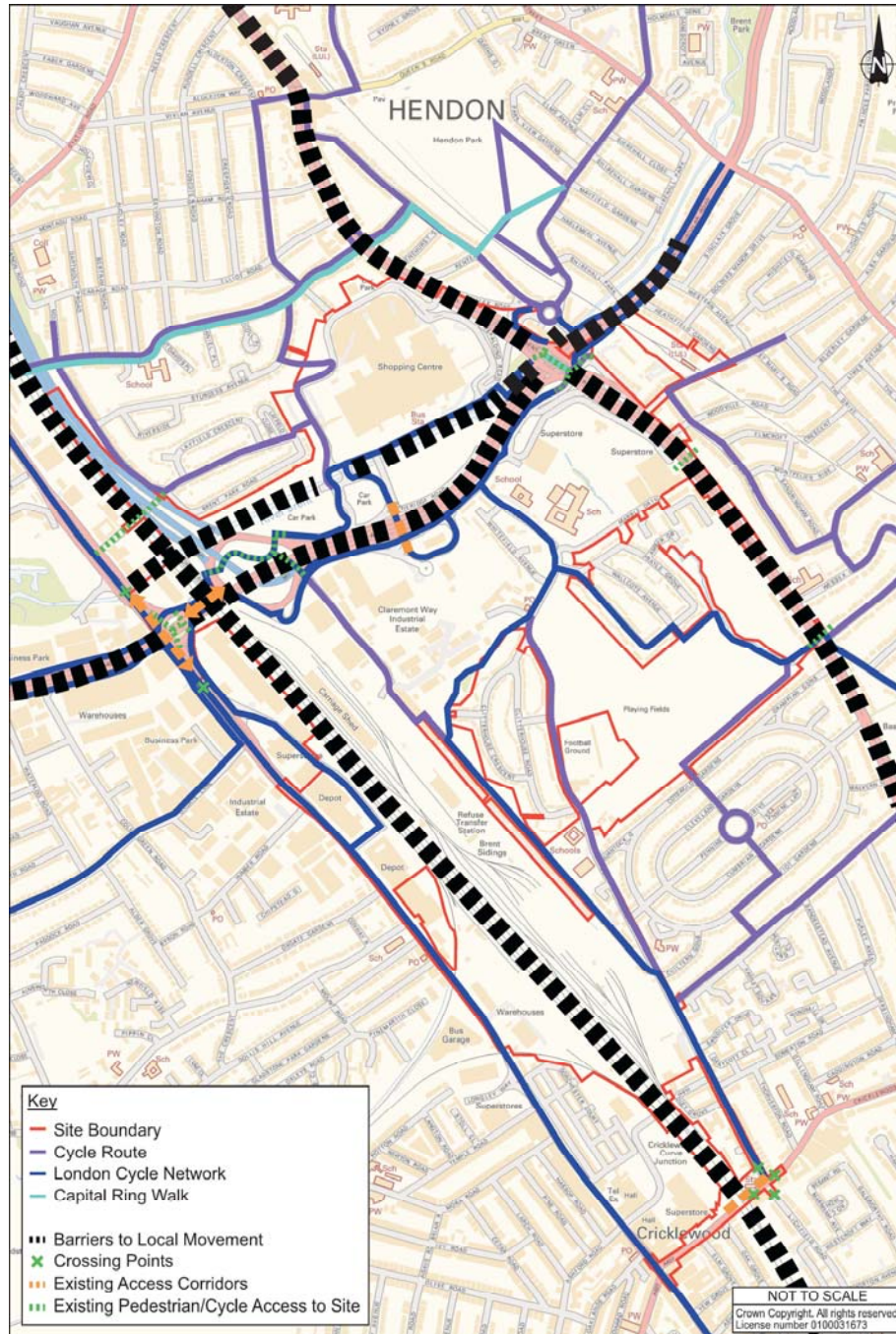
Figure 1 shows the existing pedestrian network and identifies the key barriers to walking in and around the site. The following photographs highlight particular points of constraint, and the existing environment.

In addition to the pedestrian routes, the existing facilities for pedestrians at public transport interchanges are poor. This includes the existing Brent Cross bus station, Cricklewood station and the LUL station together with many of the bus stop locations in and around the site.

A further impact on pedestrian amenity within the site is the use by cyclists, whether formally or informally, of many footways due to either a complete absence of alternative cycle facilities or unsafe carriageway conditions.

Finally, walking is a key means of access for people with mobility difficulties. The existing facilities do not provide comprehensive facilities and in many cases these are poor. This restricts access for mobility impaired people and their companions which can include a wide range of people beyond those who are confined to wheelchairs such as many young, elderly and vulnerable people.

Figure 1: Constraints to Walking



### **Railway arches between Staples Corner and M1 Junction**

Narrow footway width (minimum 1m wide) with pedestrian guardrail and arch abutment producing an enclosed space. Footway is poorly lit and is shared with cyclists travelling between the A5 and Tilling Road. Pedestrians are in very close proximity to large vehicles in traffic lane.



### **M1/A406 Junction**

The M1/A406 junction is navigated by the narrow footway around the southern edge of the circulatory carriageway or via the three footbridges across the carriageway and footpaths in the centre of the gyratory. These bridges have steep ramp approaches and there are no formal crossing places on Tilling Road to access one of the ramps.



### **A41 / A406 Mid-Level Roundabout**

Pedestrians and cyclists share a footpath that passes beneath the mid-level roundabout linking Tilling Road to Brentfield Gardens and Prince Charles Drive to Shirehall Lane. There is a link parallel to the A41 linking these two footpaths. The area is poorly lit and enclosed and is perceived as unsafe.



### **Templehof Bridge**

This bridge spans across the A406 and Tilling Road providing access into Brent Cross Shopping Centre. Pedestrians can access the bridge from Tilling Road via a stepped ramp. A similar ramp is provided on the other side of the A406 on Etheridge Road. The ramps are not DDA compliant and are shared with cyclists. No formal crossing facilities are provided on Tilling Road.



## 3 Policy Context and Consultation

### 3.1 Policy Context

The **Brent Cross, Cricklewood and West Hendon Regeneration Area Development Framework** (DF), prepared by LB Barnet and adopted as Supplementary Planning Guidance for this area in December 2005, sets out the requirements for delivering pedestrian facilities as part of the redevelopment of the BXC Site in the context of the National, London wide and local planning framework. The DF was prepared in parallel with the LB Barnet Unitary Development Plan (2006) and as such, reflects the formal current local plan, in particular, policies GNonCar, M1 (Transport Accessibility), M4 (Pedestrians and Cyclists), and M5 (Improved Pedestrian and Cycle Facilities).

The Transport vision set out in the DF includes the following key principle:

- “Improved accessibility and convenience to walking and cycling routes to make journeys easier and more attractive”

Under the heading, “Delivering the Vision”, The DF states that “the vision will encourage sustainable walking and cycling travel modes by providing a network of routes within the area and improved links with surrounding communities and transport facilities. The objective of the vision is to increase demand for short to medium length trips by providing attractive facilities for pedestrians and cyclists.

The High Street will create a high amenity pedestrian sine providing connectivity between Brent Cross Underground Station, Brent Cross Shopping Centre, The Market Square and the new railway station.

Key policies in respect of facilities for walking within the site are included in the DF which aims to achieve significant contributions towards:

- The Mayor’s Walking Plan for London (2004) which has been produced as an integral part of the Mayor’s sustainable transport strategy. It aims to promote walking as the most environmentally friendly mode of transport by making it an ‘attractive, safe and convenient mode of travel for everyone’.
- London: Achieving an Inclusive Environment (GLA, April 2004), Implementation Point 21: Access Action Plans “The Mayor recommends that Boroughs produce Access Action Plans to identify projects and proposals to improve the external environment and the public realm, including parks and open spaces to make them fully accessible to disabled people.”

In the period since the DF was adopted, the significant change to the policy framework has been the adoption of the London Plan 2008 (revised). National planning policies

have also been updated (e.g. PPS 1 and PPS 3) and the general thrust is to strengthen the weight attached to sustainable development, and in particular, those schemes which reduce the reliance on travel by car.

## 3.2 Consultation

The approach to pedestrian provision within the Scheme has been developed by the applicants in close liaison with the Authorities through the Transport Working Group and through separate correspondence and workshops that specifically dealt with pedestrian issues.

The Development Partners have an inclusive design process that has included canvassing the views of the London Access Forum and Disability Action in the Borough of Barnet. Local disabled people can offer an invaluable knowledge of the barriers they face in the environment, and thus it is expected that detailed schemes will consult with the appropriate bodies at the detailed design stage.

A dedicated accessibility workshop was held on the 19th June 2007. The purpose was to explain the principles of accessibility incorporated in the BXC regeneration proposals, gain feedback from interested Stakeholders, and discuss how they will be consulted as the scheme moves forward. Those invited included, local access, disabled, mental health and learning disabilities groups from Barnet and neighbouring boroughs, councillors and officers from Barnet Council and officers from the Greater London Authority. In total 26 people attended.

## 4 The Development Proposal

### 4.1 Our General Approach

The BXC Scheme aims to transform the function of the Site and the way it integrates with the surrounding communities by creating a new Town Centre and the infrastructure that will enable both local accessibility and strategic connectivity. Walking is a key element of local accessibility and the quality of pedestrian infrastructure is a key element of ensuring the overall success of the integrated transport strategy for the scheme.

Our overarching objectives for walking in Brent Cross Cricklewood are as follows:

- a. To deliver pedestrian measures as part of an Integrated Transport Strategy (ITS) which encompasses 'alternative modes', and extends beyond public transport to recognise the value of walking and cycling in the new town centre.
- b. To provide better accessibility across the regeneration area for everyone in an inclusive environment.
- c. A new network which best serves the predicted demands of the area, and encourages walking through provision of a high quality pedestrian environment.

The aim will be to ensure that each stage of development addresses the end state contribution to pedestrian facilities and also addresses the interim situation and mitigates any construction impacts. Agreement of the Authorities to parameters at each stage of construction will be through the Reserved Matters Application (RMA) approval process. This needs to be considered within the context of minimising abortive work whilst arriving at sensible solutions that maintain connectivity throughout the development.

The new infrastructure provision will be supplemented through a range of management measures that will incentivise best use of the pedestrian infrastructure provided all as set out in the Framework Travel Plan.

### 4.2 Design Rationale for Pedestrian Facilities

The aim of this Walking Strategy is to improve the currently poor conditions of the pedestrian network (outlined in Section 2), with the goal to encourage walking as a form of transport, as well as a leisure activity in this area of north-west London.

The design of the pedestrian facilities within the site has been informed by the overarching objectives set out above. There are five key goals which have fed directly into the design of the wider scheme for the provision of pedestrian facilities: connections, comfortable, convenient, convivial and conspicuous pedestrian networks.

- Connections – Providing good and reasonably direct access to key destinations, including to neighbouring communities. Desire lines are used as the basis for the proposed routes throughout the site.
- Comfortable – Meeting design standards of footpath width, walking surfaces and facilities for disabled people.
- Convenient – Providing routes which enable streets to be crossed easily, safely and without lengthy delay.
- Convivial – A high quality pedestrian environment which has been designed for its purpose, with the users in mind, so that the spaces are interesting, clean and free from threat.
- Conspicuous – Clearly signposted routes, which are published in local maps and assist users.

We have also considered accessibility to a comprehensive bus network which has been developed alongside the road network improvements with the objective of maximising commuter and leisure patronage at different times of the day.

### 4.3 The Walking Proposals

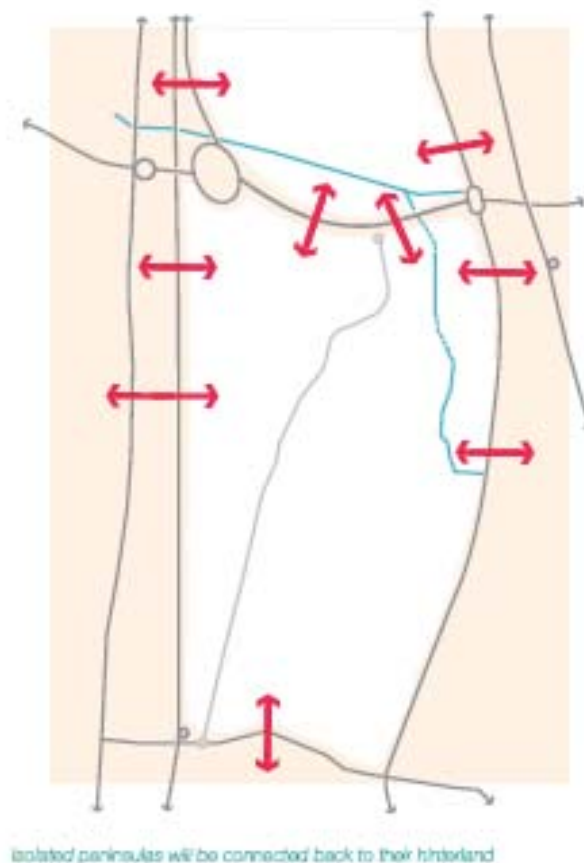
The proposals for pedestrians in BXC have been designed with a combination of physical facilities and management measures to encourage walking as a practical and desirable means of transport. The physical measures include new connections (via new bridges), new pedestrian routes within a legible street hierarchy, removed and improved underpasses, and a management element as described in the Framework Travel Plan. Figure 2 illustrates the indicative pedestrian routes through the new development.



## 4.4 Connections

A series of new bridges, underpasses, road junctions, stations and interchanges will link into the existing highway and rail infrastructure utilising their capacity to open up the regeneration area to the surrounding hinterland and wider London. These connections are the first key step in making the site accessible to its surroundings. The bridges and underpasses that will form the linkages across the barriers formed around the site are listed in the tables below. Details are provided on Parameter Plan 002. Figure 3 below summarises the linkages and is extracted from the Design and Access Statement accompanying the planning application, whilst Table 1 sets out the bridge locations and proposed function

*Figure 3 – Proposed new pedestrian connections*



**Table 1: Approximate Location of New Highway and Pedestrian Bridges**

Bridge Reference	Location	LOD (horizontal)	Main Movement Typology
B1	A406 Templehof Bridge	+/- 1m	Vehicles, pedestrians and cyclists with public transport priority
B2	A5 Link Bridge	+/- 1m	Vehicles, pedestrians and cyclists with public transport priority
B3	Geron Way Bridge	+/- 20m	Pedestrians.
B4	Bridge over the A406	+/- 30m	Pedestrians.
B5	Bridge over the A41	+/- 20m	Pedestrians.
B6	M1 Junction 1 Bridge	+/- 10m	Pedestrians and cyclists

The application also includes the improvement or replacement of existing underpasses within the site, which are identified in Table 2 (below).

**Table 2 - Proposals for Existing Underpasses**

Underpass Reference	Location	Proposal
U1	Vehicular access on Tilling Road	Improve existing underpass to assist buses
U2	Pedestrian access beneath A41	Existing subway to be closed and replaced by an at grade pedestrian crossing
U3	Pedestrian access beneath the A41, adjacent to Brent Cross Shopping Centre	Improved pedestrian Underpass
U4	Pedestrian access beneath the A41, adjacent to Clitterhouse Playing Fields	Improved pedestrian underpass
U5	Existing road underpass beneath the M1	Underpass for pedestrians, cyclists and vehicles

## 4.5 Spaces and Routes

A network of open spaces and main routes will grow from the new connections to give the area its primary order. The main routes will be the arteries of the regeneration area opening it up to key public transport connections and surrounding communities. A key element of the proposals is the establishment of a new high street that will reconnect the north and south elements of the site, starting at Station Square in the

south and traversing the A406 via a new Templehof Bridge to connect into Brent Cross Shopping Centre in the form of a new pedestrian high street in the north. The placement of the new high street is also strategically located with respect to existing land ownerships to ensure implementation of a continuous route at the earliest possible opportunity. This is also true of Whitefield Street which connects the Town Centre to Brent Cross Underground Station in the East.

The hierarchy of open spaces will be rich and varied in character from the spaces that form the 'green fringe' to the south of the site in the form of Clitterhouse Playing Fields, Claremont Park and Brent Terrace Park to other green spaces such as Eastern Park, Sturgess Park and Millennium Green. Eastern Park is located to take advantage of the existing waterway that currently runs adjacent to Whitefield Secondary School while the new Millennium Green expands upon the location of the existing park.

The green spaces will be supplemented by a network of urban squares in the form of Brent Cross, Main Square, Market Square and Station Square. The network of green spaces and urban squares provide a hierarchy of spaces across the site and are distributed to ensure that each development zone is clustered around at least one primary open space. Through design, the routes will be incorporated into a legible street scene that will provide direct, safe and convenient facilities, including lighting to enhance safety, in line with the design principles described in Section 4.1 above.

## 4.6 A Street Hierarchy

### 4.6.1 Strategic Routes:

These are strategic pedestrian routes that pass through or close to the development area and provide connections to London's wider pedestrian and cycle network.

- Green Chain Linkages – An opportunity exists for connecting central London and the Jubilee Walk to the Capital Ring Walk and London Loop beyond. This could take in Regents Park, Primrose Hill, Hampstead Heath, Golders Hill Park, Childs Hill Park and Basing Hill Park before passing through Clitterhouse Fields, over the River Brent and through Sturgess Park before connecting to the Capital Ring walk at Park Road.

### 4.6.2 Primary Routes

Primary routes form part of the principle circulation network through the development. Primary routes have been identified to provide connections to public transport facilities and key locations within and around the Site. The proposed routes are:

- High Street
- Templehof Bridge

- Dollis Hill/Edgware Road Link
- Layfield Drive
- Brent Cross LUL Station Link
- Cricklewood Station
- Brent Cross Bus Station Link

These routes can be generally characterised by roadway provision and provide the primary linkages between the site and the surrounding areas. They also included the provision of an alternative north-south route so pedestrians have a choice not to use the more hostile walking environment of the A5, for example. Wherever possible, provision will be made to include tree planting, seating and segregated cycle and pedestrian routes. Some of these primary routes are also High Streets.

#### **4.6.3 Secondary Routes**

The primary street network will be complemented by a series of secondary streets. Secondary routes will provide connections within neighbourhoods, and therefore act as distributor roads within the site. These are generally associated with local circulation and neighbourhood access, although some streets will be located in the commercial quarter. There will be provision for tree planting and seating, and quiet recreation. There may be opportunities to introduce café seating, where the opportunity for more generous pavement width permits.

#### **4.6.4 Tertiary Routes (Minor Streets)**

Minor streets serve a more localised function. Their exact location will be defined at a reserved matter stage (unless otherwise stated). These will be more intimate style streets within both the commercial and residential quarters. Measures will be taken to reduce traffic speeds and to abate the visual intrusion of on street car parking. Wherever possible, tree planting will be introduced to improve visual amenity and to provide an element of climate and pollution control. Where space permits 'bioswales' will be introduced to deal with rainwater in the most sustainable and efficient way. Some of these streets might be pedestrianised, while others might be allocated as Homezones.

#### **4.6.5 Homezones:**

Residential streets that are not part of the strategic road network will be treated as "home zones", where appropriate. A home zone is a street, or group of streets, designed for the benefit of pedestrians and cyclists rather than motorists. These routes are unlikely to form part of the 'adopted' highway network but will remain as part of the privately managed estate. Pedestrians and vehicles share the same space; and shared surfaces, planting, seating and play features contribute to the creation of an attractive, pedestrian friendly and social environment.

- Very low traffic speeds
- Minimum carriageway widths
- Traffic calming measures, especially at the street entrances
- Varied parking orientations
- Landscape to include trees and understorey planting
- Seating areas
- Play features
- Shared, high quality, attractive surfacing with a domestic scale character
- Sustainable drainage systems and water management

Parameter Plan 002 identifies an indicative proposed hierarchy of routes within the site. While the exact location of the junctions described above will be fixed as part of the full permission being sought, the Development Partners need to have some flexibility, subject to limits of deviation, in the location of internal roads within the site. The general location of these routes are shown on Parameter Plan 002, subject to limits of deviation, and have been shown illustratively on the Indicative Layout Plan (Parameter Plan 015) and Indicative Zonal Layout Plans (Parameter Plans (020 – 028).

#### **4.6.6 Framework Travel Plan**

The Framework Travel Plan (FTP) is a site-wide travel framework document which encompasses all the transport movements made by staff, visitors, customers, students and delivery vehicles associated with the site and individual premises. It aims to promote sustainable modes of transport, in line with National, London, and local planning policies.

The overall objective of the FTP is to reduce the impact of daily travel needs associated with the BXC site, on the transport network and on the environment. Individual Travel Plans will be produced at the detailed planning stage.

## 5 Delivery

### 5.1 Overview

The provision of new infrastructure and routes will be delivered in stages as the development is implemented. The aim is to ensure that provision is made for pedestrians ahead of predicted demand.

*Figure 4 - BXC Mode Split Progression by Indicative Phase (% Main Mode of Trips)*

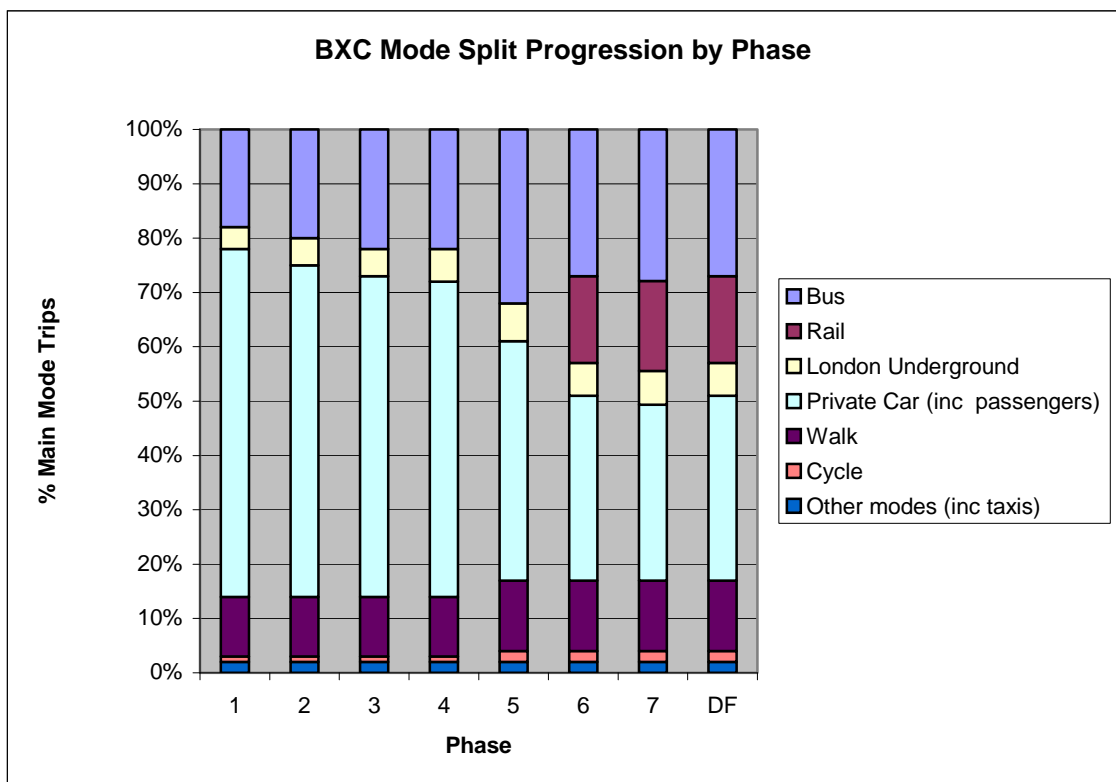


Figure 4 relates to the situation at the end of each individual construction phase. This is based on the illustrative phasing considered in the Design & Access Statement (BXC 3) and Chapter 11 of the TA. If this forecast progression is met, the overall aggregate mode split of trips to/from all these phases at the end of the period to 2026 should deliver the DF target mode splits. It is recognised by the Applicants that this requires the demand management measures proposed in the FTP, especially in Phase 1 and 2.

The mode split progressions will need to be monitored and interpreted carefully in the future; it is possible that some of the phases may be implemented so that they overlap one another rather than being sequential.

## 5.2 Progressive Delivery of Pedestrian Infrastructure

The provision of new infrastructure and routes will be delivered in stages as the development is implemented. The aim is to ensure that provision is made for pedestrians ahead of predicted demand. With the exception of the PDP, the planning application does not provide a sequence for delivery of the scheme. As a result, there is no defined order by which the pedestrian network is built up towards the end-state. The pedestrian network is formed of strategic, primary, secondary and tertiary routes, as described in Section 4. In order to overcome the isolation of the existing site, the early stages of work will provide the strategic and primary links for the site and links to the surrounding network. The delivery of the secondary and tertiary networks will logically follow as part of the infrastructure associated with each development zone.

The planning application is supported by a series of indicative layout plans that show how a potential progressive implementation of the development could build towards the end state development. The pedestrian infrastructure shown on the plans is indicative in that the exact location of routes is not fixed, but may vary in the detailed planning applications within the limits of deviation specified in the DSF.

The general level of connectivity to be provided by the end state development, both within the site and to the wider network is fixed. The Design and Access Statement and Design Guidelines also provide street typologies to show how the physical infrastructure will provide a pedestrian environment fully compliant with the design criteria established by this planning application.

During the Primary Development Package, the pedestrian network will be concentrated around the new Templehof Bridge and Market Square area. These new links will tie into the existing pedestrian network in Brent Cross Shopping Centre, Tilling Road and Claremont Road.

As the Eastern Lands and Station Quarter areas are developed, the pedestrian network will extend into these areas and enhance the existing facilities. A new pedestrian footbridge will be provided across the A41 at Whitefield Street. This will provide a direct link across a major barrier to pedestrians to Brent Cross LUL Station and surrounding areas. At-Grade Toucan Crossings will be provided at the new signalised junction of A41 and Whitefield Avenue. To the west end of the regeneration area, the pedestrian network on Claremont Park Road and the new High Street South will be enhanced.

When the River Brent is diverted, new footpaths will be provided adjacent to the river. These new paths will also provide access across the River Brent from the relocated bus station to the shopping centre.

As the remaining section of the Eastern Lands area is completed, a new footbridge will be constructed that provides a link from the Eastern Lands to the Bus Station and Brent Cross Shopping Centre.

When the new Brent Cross Cricklewood Transport Interchange is constructed, a new footpath will link the station to the M1 junction. A new bridge (No. B6) is proposed that will cross the A406 at the M1 junction. A new footbridge across the mml railway is also proposed that will link the Station Quarter zone to the A5 and surrounding residential areas.

## **5.3 Pedestrian Route Management during Construction**

### **5.3.1 Maintaining Pedestrian Routes**

During the whole development programme, there will be a commitment to maintaining a good network of pedestrian routes throughout the whole of the site. However, we have identified that there are a number of occasions in the development where a number of the final proposed routes will not be available in their final form until a later stage of the development. These are discussed in more detail in the sections below.

### **5.3.2 Staples Corner**

The alteration works to Staples Corner will mean that the footbridges in this area will need to be removed to allow the road work alterations to be carried out. In this instance, a number of temporary bridges would be constructed prior to removal of the existing ones. These would be designed in a way that allowed them to be left in place whilst the road alterations were being carried out and will remain in place until the new footbridges and road works are complete.

### **5.3.3 Templehof Bridge**

This element of Construction Work requires that the old bridge is removed and a new bridge erected. The work will have to be carried out in a number of suggested phases which have been identified earlier. The phasing of the work will require that the A406, Prince Charles Drive and the Tilling Road will have to be closed over a series of weekends to allow the works to be carried out safely. This will mean that the pedestrian access along the bridge will have to be suspended for a number of given periods. A temporary pedestrian bridge will be erected away from the construction zone for the bridge. The roads that will be closed will be subject to diversion routes for the weekends that these routes will have to be closed. The diversions will be proposed in advance of the works taking place and agreed with Transport for London and London Borough of Barnet prior to any works being implemented. The Bus route over Templehof Bridge North bound will have to be closed for a number of weekends to provide a safety buffer whilst key works are being carried out, and alternative routes will have to be implemented over these periods.

### **5.3.4 Cycle and Pedestrian Routes**

Where Construction works are planned that will bisect pedestrian or cycle routes, or close a section of this route, arrangements could be made to allow the path to be re-aligned around the construction area. A segregated area would be provided to ensure that cyclists and pedestrians are protected from equipment movements and operations when passing through the area.

The responsibility for maintaining these routes will be the company that would be managing any given site. A set of rules and requirements will be prepared and agreed with the governing bodies for this area and these will be applied prior to any works being let or land purchased.

The policing of these requirements would be by the Brent Cross Estate Management Company who would ensure throughout the Construction process that these routes are correctly established and maintained at all times.