

B&Q site, Broadway Retail Park, Cricklewood Lane, Cricklewood (Ref 20/3564/OUT) – LB Barnet Transport Comment

The London Borough of Barnet Transport Team have reviewed the transport related submissions supporting the above outline planning application. Our comments are set out below. The LB Barnet Transport Team raise no objections to the above application subject to the requirements, conditions and contributions that are set out below.

Proposed Development

It is understood that the development will be up to 1,050 new homes (35% affordable) and 1,200sqm of commercial / community use (Class A3 / B1 / D1 and D2). It is understood that the residential element shall provide 35% affordable housing. Vehicle access shall be from Depot Approach, a private access road, with the closure of the existing vehicle access onto Cricklewood Lane.

The draft construction programme has been provided indicating the following:

- Phase 1: Block A shall be completed on March 2025 and Block B shall be completed on September 2024
- Phase 2: Block C shall be completed on December 2025
- Phase 3: Block D shall be completed on July 2026.

A detailed TA would need to be submitted to support each of the above Phases (secured by condition and provided as part of the reserved matters applications).

The closure of the existing vehicle access onto Cricklewood Lane will require a s278 Agreement and should include improvements to the pedestrian environment.

The proposed new landscaped routes through Cricklewood Green are expected to be secured by means of a legal agreement (s278/s106). Likely to be S106 as any works within the public highway will be covered in the S278 mentioned above.

The description of development proposes that the means of access is to be determined but layout is a reserved matter. Accordingly, the internal roads are illustrative only. **The revised drawings of the two vehicle access points are noted (Dwg. No. SK305 Rev A and SK305 Rev A). Detail access design to be conditioned (reserved matters application).**

It is noted that the layout is a reserved matter and full details will be provided as part of any reserved matters application. All vehicles should enter and exit the site in a forward direction with collections made in accordance with standard trolleying distances. A reversing movement of a large vehicle along the internal road and across a junction would be queried in terms of safety and operation. In any event, it is noted that the internal layout is a reserved matter.

The need for a Manage Waste Strategy is noted.

A Delivery and Servicing Management Plan should be conditioned. This would include the dimensions of the largest vehicles permitted on site.

Parking

The TA states that as the layout is a reserved matter ‘the total number of car and cycle parking spaces are not defined as part of this application.’ We shall await the reserved matters applications for confirmation of numbers and design.

It is mentioned that there shall be a minimum of 1,846 long-stay and 28 short-stay cycle parking spaces for the residential use. At this stage, the non-residential uses are proposed to have 12 long-stay and 32 short-stay cycle parking spaces. **The phased provision / design / location of long and short term cycle parking should**

be detailed as part of the reserved matters submissions.

Cycle parking provision should be provided in line with the London Plan (not Intend to Publish London Plan) and the London Cycle Design Standard guidance (via planning condition).

The TA mentions that the illustrative masterplan has been tested to demonstrate that it can accommodate 110 car parking spaces (suitable for disabled persons). **Car parking should be provided in accordance with Barnet's Local Plan and the new London Plan and is a reserved matter** (noting that accessible spaces are also required for non-residential uses and therefore more spaces than the 110 currently proposed may be required).

In addition to the above, reduced levels of parking proposed would only be supported if there is to be improved accessibility measures, suitable overspill parking control / protection and the provision of sustainable transport measures.

Future residents of the development should not be eligible for on-street parking permits. Noted that S106 cannot legally be used for this purpose (may need to use S16 of the GLCGPA 1974).

More than just the 1 car club space should be provided. The principle of a Car Club will be secured by condition (or S106); the number of spaces will be determined at the reserved matters stage in consultation with LBB and potential commercial operators. The uptake of Car Club membership will be monitored as part of the Travel Plan; this will inform the number of spaces in successive phases. This facility should be provided on-site in a visible location.

It is suggested that car and cycle parking provision will be controlled and regulated by means of a Parking Design and Management Plan (PDMP). A PDMP would need to be conditioned.

There appears to be potential for overspill on-street parking on Depot Approach. As it is a private road, the TA suggests that the developer / owner will be able to implement private enforcements measures. **The suggested private parking enforcement measures on Depot Approach should be proposed and detailed further to support the lower levels of parking proposed. These measures will form part of the PDMP, secured by condition.**

There are surrounding roads in vicinity of the site and within LBB boundaries that are not suitability protected by a CPZ. Therefore, there is concern that the proposed development with low on-site car parking provision would have potential for overspill parking onto the surrounding road network resulting a negative impact on the local amenity. Some roads such as Litchfield Road have no restrictions whilst others are protected from commuter parking with a weekday 1-hour restriction (Mon-Fri 10am-11am) which would not directly address residential overspill demand times. It is considered that the proposed development should help enable a review of the CPZ to address the above concerns.

The above issue has been discussed with the LB Barnet Parking Team who have confirmed that the surrounding area is under review and have noted that the control times may need to be revised to help manage parking stress as a result of the development. **The LB Barnet Parking Team have requested a financial contribution of £42,000 towards a CPZ review / upgrade (secured via s106 agreement).** The Parking Team have provided further justification below.

The environment committee approved the development of a programme to create new and review existing controlled parking zones in January of this year. We have identified that the Cricklewood CPZ requires a review following an assessment of recent complaints, petitions, historical parking issues and forthcoming planned developments. Our programme will also take into account housing growth in the area, modal shift, new stations and the Ultra-Low Emission Zone.

Cricklewood CPZ area review - the zone was first introduced in July 2001 and this CPZ has had no wider review since that time. There was a small extension to the zone in May 2016, although there was no review of the surrounding area. The review will be an opportunity to ask residents and businesses if the CPZ is working well and if any amendments will help with their parking needs.

The vast majority of the CPZ operates Mon - Fri 10am - 11am, however there are a number of roads within the zone that has a mix of operational times. We will look to align the operational times and days where possible as this provides an opportunity to declutter the CPZ by removing unnecessary signage.

There are a number of roads in proximity to the development that do not have controls and we will consult residents and business to ascertain if there is support to extend the CPZ. As a result of this redevelopment, other adjoining CPZs may require reviews in the future.

Some of the keys drivers in terms of complaints is that the area experiences high parking occupancy due to the proximity to local shops. We have identified that there are weekend parking issues due to lack of controls.

- In terms of transport issues, we have Cricklewood Station which is a trip attractor, limiting parking opportunities outside of the controlled times.
- And we have a new rail station, 'Brent Cross West' planned to open in 2022. It is expected that two million passengers will use the station in the first year.

There is lots of development taking place in the area, such as the Brent Cross redevelopment. And this area likely requires a review due to associated commuter parking and construction site workers.

- Some of the other developments in the Cricklewood area are the Beacon Bingo, Broadway Retail Park and Granville Road Estate. So the area in all is expected to see significant housing growth for the next 2-3 years
- In this area we have 7 Primary and 1 prep school, and as we all know schools are the cause of some of the parking traffic congestion issues during school pick up and drop off.

And some of the shopping areas is that we have the Brent Cross and the new Brent Cross Town nearby and Finchley Road & Cricklewood Lane.

Due to all of the reasons above and as previously expressed, a CPZ contribution, from this proposed development, towards the review and/or implementation of CPZ infrastructure is sought as follows:

- **Scheme design = 8k**
- **Informal consultation = 8k**
- **TROs - stat consultation = 8K**
- **Implementation (infrastructure, signs, lines & stats) = 18K**

Total = 42k

Transport Implementation Strategy

The Framework Travel Plan (FTP), Delivery and Servicing Plan (DSP) and Construction Logistics Plan (CLP) should be secured by a planning condition. A Construction Worker Travel Plan (CWTP) should also be conditioned.

As stated in the FTP, individual TPs will be prepared for the residential and commercial elements of the development, based on the principles set out in the submitted FTP. These will be secured by appropriate condition.

Trip Generation

Technical Note 5 suggests that the forecast residential vehicle trips for the proposed development shall be 35 and 24 two-way trips in the AM and PM peak hour periods respectively (with a daily total of 265 vehicle trips). This compares with the original Transport Assessment that forecasted 118 and 85 two-way vehicle trips in the AM and PM peak hour respectively (with a daily total of 898 vehicle trips). The new assessment now suggests forecasted vehicle trips that are approximately 30% of the original forecasts.

The methodology set out within Technical Note 5 is not a standard process. It is not clear why the combined 'Residential M - Mixed private / Affordable housing' land use was not selected as per the proposed development, but instead private and affordable were calculated individually. The reason given for calculating residential vehicle trip rates per parking space are noted. However, this is not standard practice when using the TRICS database. It is advised that 'trip rate calculations per parking space are only available for land uses

where it can be considered with good confidence that the vast majority of parking takes place on-site and where it is also considered most relevant.’ The TRICS trip rate parameters for residential land consist of site area, dwellings, housing density and bedrooms. It is also noted that the standard TRICS methodology uses weighted averages for the standard parameters and that the calculations undertaken within Technical Note 5 do not.

However, the LB Barnet Transport team have undertaken an initial assessment for comparison purposes and have concluded that the forecast vehicle trips are acceptable.

The proposed development is anticipated to generate 40 and 42 two-way vehicle trips during the weekday AM and PM peak hour periods respectively. This compares with the existing site that generates 144 and 194 two-way vehicle trips during the weekday AM and PM peak hour periods respectively. Therefore, it is anticipated that there shall be an overall net reduction in traffic as a result of the proposed development of 104 and 152 two-way vehicles trips during the weekday AM and PM peak hour periods. **The proposed development is anticipated to result in a significant net reduction in peak hour traffic when compared to the existing retail park. It is also anticipated that there shall be a reduction in traffic using the Depot Approach / Cricklewood Broadway (A5) and the Cricklewood Broadway (A5) / Cricklewood Lane junctions.**

The reserved matters applications would need to detail the cumulative impact assessment relevant to each of the respective Phases.

Outstanding comments

We await TfL comments in relation to bus impacts.

We await Network Rail comments in relation to train impacts.

Transport Improvements

The following improvements / contributions are noted / required:

1. New pedestrian/cycle route between Depot Approach and Cricklewood Lane (needs to be secured with further design detail provided at the reserved matters stage);
2. Removal vehicle access from Cricklewood Lane (requires s278);
3. New public realm including a new public square, open space and play areas (likely S106, not S278 as no work within the public highway);
4. Improvements to existing public realm, including Cricklewood Green enhancements to be secured by s106/s278 agreement (probably S106 as any S278 matters will be addressed by item 2);
5. New Car Club space to provide for new residents and the wider local community (may require more than 1 space on-site, should be included in layout plans and Travel Plan);
6. Land safeguarded so as not to preclude future southern access into Cricklewood Station;
7. Travel Plan monitoring contributions and Travel Plan incentives;
8. s278 agreement for improvements to the pedestrian environment which comprises controlled crossing facility on Cricklewood Lane and improvements to the pedestrian route beneath the rail bridge. This would require further work with Council’s Highways Team and TfL;
9. s106 contribution towards CPZ review (£42,000);
10. School streets scheme at Childs Hill School (s106 contribution). Further details below.

The council is rolling out a programme of School streets to assist with Active Travel, road safety, congestion, emissions reduction and social distancing around schools usually in response to requests from schools given increases in traffic volumes locally since lockdown. Childs Hill primary is one such school where requests have been received.

From several online meetings with the school it has become apparent that there is a local congestion problem and a potential risk to road safety, the school has already supported a school crossing patrol member. The council is looking at developing a schools street scheme for the school and seeking residents and parents support through consultation.

The nominal cost is likely to be 50-60k mostly made up of the costs of providing cameras and kit for enforcement at around 20,000 per camera (2) and traffic orders, consultation, scheme design and project management. If consultation is successful, we will aim to roll out the scheme in the first term of the new school year.

If the B&Q development generates increased demand for school places and associated traffic during the morning and afternoon school peaks this will exacerbate the current problems.

Accordingly, it is considered that funding for the school street proposals should be granted as a means of mitigating potential impact on school traffic and road safety in the vicinity of the development.

We would suggest that any s106 funding be provided in the order of 10-15k for design pm and consultation, with the remaining 45k contingent on successful outcome of consultation and a chief officers Decision to Proceed with the scheme.

11. Neighbourhood measures scheme for Cricklewood (proposed scheme)

A design for the scheme is to be developed (refer to study area below). Estimates of costs are in the region of £200,000 - £250,000.

