

Brent Cross Cricklewood Regeneration - A5 Corridor Study

General Scope & Area of Study

The A5 Corridor Study will cover the A5 between A407 Cricklewood Lane and A406 Staples Corner including adjacent local roads where appropriate within and area up to 800 metres from the A5, the MML link, the Claremont Road corridor and the A407 Cricklewood Lane to include a study of road safety, cycle provision, pedestrian environment, bus priority, traffic control, freight and delivery, servicing and on-street parking strategy and management.

Table: Detailed Scope of A5 Corridor Study

Corridor Element	Aim	Current Guidance and relevant studies (or substitute with update guidance)	Types of Measures (illustrative/ examples)
Traffic Modelling – 2026 AM and PM peaks	Production of traffic forecasts that enable fuller understanding of impacts and testing of mitigation measures in Brent	TfL modelling guidance, existing modelling work undertaken for the TA	Refinement of TA modelling work, including a local cordon model, trip generation and distribution from key sites e.g, WHF. Production of robust matrix benchmarks for the relevant gateway junctions
Pedestrian Environmental Review / Pedestrian Routes	Create pedestrian network between the development and adjacent communities / key attractors	TRL's Pedestrian Environment Review System (PERS) as developed for TfL; TfL Streetscape Guidance	Links, footway design, pedestrian crossings, subways/bridges, routes/route choices, public spaces, interchanges, bus stops, signage and way finding
Pedestrian Accessibility	Make the above network fully accessible ¹	Panel advice/ other relevant advice from the community. TfL guidance on providing for disabled people; Design Manual for Roads and Bridges	Legibility, level changes, car parking location/ design, taxi location and design, design/location of crossings and bus stops, design of interchanges (including step free access)
Traffic Management - Parking, loading and waiting review	Improve movement capacity and smooth traffic flows	Relevant TfL or Borough Guidance	Waiting/loading restrictions along corridors and parking controls in adjacent roads
Cycle Routes / cycle Audit	Create cycle network between the development and adjacent communities / key attractors	London Cycling Action Plan; Cycle Route Implementation Study Process (CRISP) studies; London Cycle Design Standards; LCN+ guidance	Cycle routes/ cycle lanes, all public highway/ footbridge designed for cyclists, Advanced Stop Lines/ Toucan crossings

¹ The study will inform the detailed design at the junctions and the wider connectivity at the junctions which will form part of the mitigation funded by the DPs. The transport Fund has been established for the wider network and will be administered by the TEB.

Corridor Element	Aim	Current Guidance and relevant studies (or substitute with update guidance)	Types of Measures (illustrative/ examples)
Traffic Management - Review of signals/ linked signals/traffic management	Improve movement capacity and smooth traffic flows	TfL modelling Guidelines; TfL signal design standards	Signal equipment, re-timing/ staging, layout changes (kerb-re-alignment, crossings, lining, signing), lighting, linked signals.
Review of bus priority including all bus stops within 400 metres of the redline boundary	Improve movement capacity and smooth traffic flows. Improve conditions for bus users	London Buses advice on bus stops and bus priority	Selective Vehicle Detection, Bus SCOOT (or similar signal control), review waiting/ loading, location of crossings, Bus stops, lighting.
Public realm ²	Enhance the highway environment in the corridor	TfL Streetscape Guidance	Soft and hard landscaping, including trees; lighting, drainage and public realm
Road safety/ accident data review	Improve road safety as part of the traffic management proposals	TfL guidance on road safety schemes; Design Manual for Roads and Bridges	Relates to design of the above elements including minimising safety concerns during construction.

² The DPs will carry out the works identified in the application Open Space Strategy and the associated landscaping to the new junctions. Any works identified beyond this will be funded from the Transport fund.