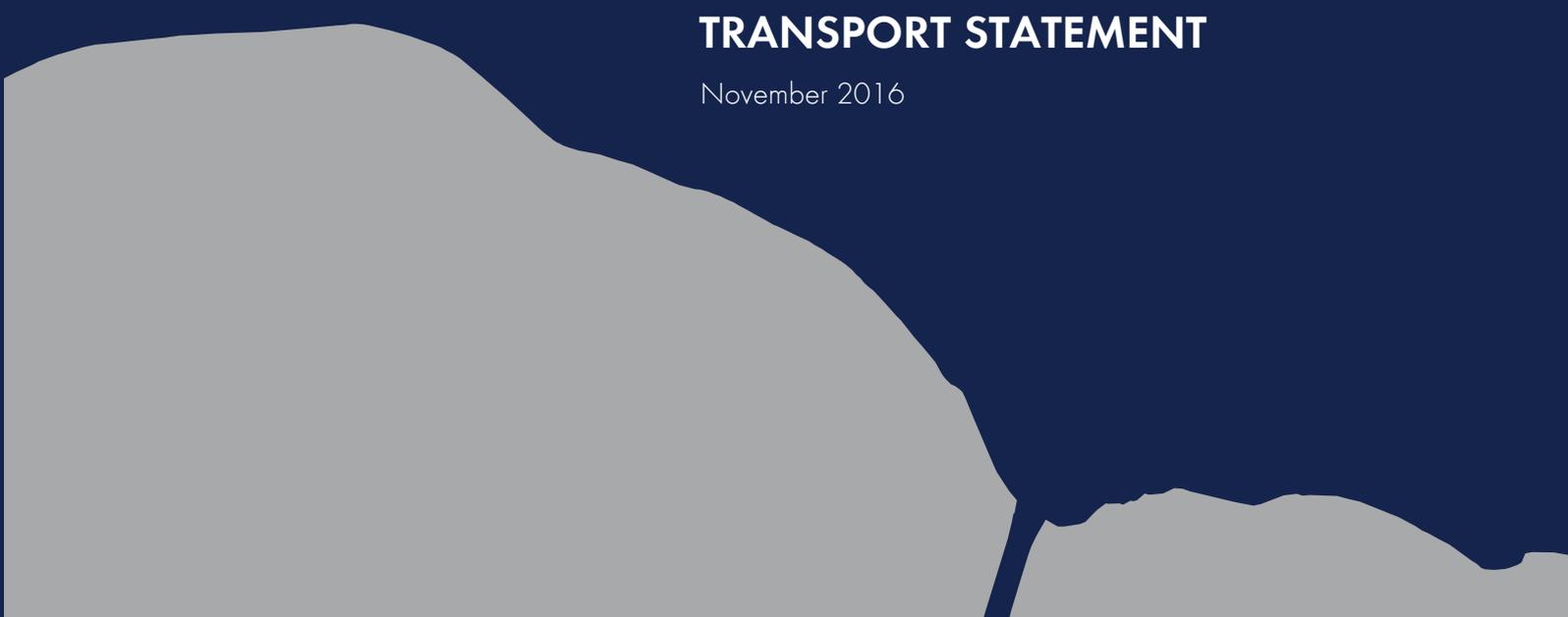


# **WEST HENDON** PHASE 4 RESERVED MATTERS

## **TRANSPORT STATEMENT**

November 2016



RESERVED MATERS – TRANSPORT STATEMENT

# WEST HENDON, PHASE 4

*Prepared for*  
Barratt  
Metropolitan

November 2016



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# Document History

## RESERVED MATTERS – TRANSPORT STATEMENT

### WEST HENDON, PHASE 4

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# Acronyms and Abbreviations

ATC	Automatic Traffic Count
AADT	Annual Average Daily Traffic
AAWT	Annual Average Weekday Traffic
BPH	Buses per Hour
CMP	Construction Management Plan
DMRB	Design Manual for Roads and Bridges
DfT	Department for Transport
GLA	Greater London Authority
HVG	Heavy Goods Vehicle
Km	Kilometers
LGV	Light Goods Vehicle
LBB	London Borough of Barnet
MCC	Manual Classified Count
NPPF	National Planning Policy Framework
PERS	Pedestrian Environmental Review System
PTAL	Public Transport Accessibility Level
PICADY	Priority Intersection Capacity and Delay
TS	Transport Statement
TP	Travel Plan
TfL	Transport for London
TRICS	Trip Rate Information Computer System
TRAVL	Trip Rate Assessment Valid for London
Tph	Trains per Hour

# Introduction

## 1.1 Background

This report has been prepared as a transport statement to support the reserved matters application for detailed permission of Phase 4 of the West Hendon development and provides the necessary information to Barnet Council in respect of discharging a number of conditions of the outline planning permission ref: H/01054/13.

A total of 611 residential units are being brought forward as part of this phase to be provided in Blocks J, K H and M.

These buildings are located to the south of the site. Blocks J and K complete the south side of The Central Green, a new public space at the heart of the development. The overall allocation of these units in terms of size and tenure can be seen below in **Table 1.1**.

**Table 1.1**  
*Phase 4 – Accommodation Schedule.*

Flat / House Type	Market	Affordable	Rented	Total
Studio	25	1	0	26
1 Bed Flat	210	51	13	274
2 Bed Flat	117	59	13	189
2 Bed Duplex	30	22	4	56
3 Bed Flat	20	7	6	33
3 Bed Duplex	11	7	0	18
3 Bed House	0	0	3	3
4 Bed House	5	0	7	12
<b>Total</b>	<b>418</b>	<b>147</b>	<b>46</b>	<b>611</b>

The March 2013 Transport Assessment (TA) that was prepared for the hybrid planning application was based on the overall development of 539 residential units within Phase 4. However, following this particular phase in the development, this number has been uplifted to 611 residential units of mixed tenure and public realm. It should however be noted that the outline/detailed planning application received permission for a residential-led mixed-use scheme including up to 2000 residential units, and therefore this overall figure remains the same.

It is on this basis that the approved Transport Assessment prepared in 2013 for the hybrid application remains relevant and should be referred to for an overall assessment of the transport impact of the development. This statement has been set out as a series of sections that consider the phase of development, with reference to pertinent conditions of the outline permission where applicable.

In addition the TS provides details of the Major Highway works that are required to be built during this phase of the development.

# Parking

## 2.1 Condition 67

### 2.1.1 Warner Close Car Park

Condition 67 of the hybrid permission states:

*Prior to the commencement of the phase that removes the Warner Close Car Park the details of the 65 pay by phone car parking bays either being provided temporarily or permanently shall be submitted to and approved in writing by the Local Planning Authority.*

To facilitate the construction of Phase 4, the existing Warner Close car park will be removed. Re-provision of these parking spaces will be considered and details of which will be submitted under condition 67 at the appropriate time prior to commencement and coordinated with the build programme.

## 2.2 Condition 68

### 2.2.1 Introduction

Condition 68 of the outline permission states:

*Prior to the commencement of each phase of the outline scheme details of the car parking spaces for that phase shall be provided to the Highway Authority prior to submitting to Local Planning Authority for written approval and shall not be used for any purpose other than parking of vehicles in connection with the approved development. Parking to be provided for each phase at a minimum of 0.8 spaces per residential unit.*

### 2.2.2 Allocated Residential Parking

It is confirmed that the minimum of 0.8 spaces per residential unit will be provided for the cumulative number of units on the development at the end of Phase 4. **Table 2.1** below, demonstrates compliance with condition 68 with an overall parking ratio of 0.8 being provided in basement and surface level parking. It is also confirmed that existing parking spaces of the Lakeside development removed to implement Phase 4 are to be re-provided within this phase of development.

**Table 2.1**  
*Phase 4 - Parking Provision*

<b>Block</b>	<b>No. of Units</b>	<b>Parking requirement for Phase 4</b>	<b>Parking requirement within Phase 4 boundary</b>	<b>Surface parking within Phase 4 Boundary</b>	<b>Undercroft /basement parking in H2, J &amp; K, within Phase 4 boundary</b>
Block H1-2	86	69	69	19	50
Block J	324	259	259	18	241
Block K	186	148	125	16	109
Commercial	0	65	29	29	0
Phase 1 & 2	194	74	74	0	74
Block M	15	12	12	12	0
<b>Total</b>		<b>627</b>	<b>568</b>	<b>94</b>	<b>474</b>

*Note the above is based on;*

1. *Block K: 23 car spaces are in phase 3, building F*
2. *Commercial: 36 car parking spaces of 65 are within phase 3 boundary*
3. *Phases 1&2: 47 existing surface spaces are retained and 73 spaces retained in building L Basement*
4. *Motor cycle spaces required: 1 per 20 car spaces = 30 motorcycle spaces*
5. *Cycle spaces required: 1 per 1 bed, 2 per 2+ bed = 922 cycle spaces (TfL 2013 calcs)*

**Table 2.2**  
*Phase 4 – Location of Parking Provision*

<b>Location</b>	<b>Car Parking</b>	<b>Motor Cycles</b>	<b>Cycles</b>
Surface Parking	94	0	0
Building H1	0	0	68
Building H2	13	0	63
Building J	389	26	496
Building K	72	4	265
Building M	0	0	30
<b>Total</b>	<b>568</b>	<b>30</b>	<b>922</b>

It can also be confirmed that the allocated parking spaces provided shall not be used for any other purpose than parking vehicles in connection with the residential development.

### 2.2.3 Surface Parking

The location of the surface parking spaces have been illustrated on the drawing enclosed as **Appendix A** of this Transport Statement.

## 2.3 Condition 69

### 2.3.1 Electric Charge Points

*Prior to occupation of each phase full details of the electric vehicle charging points for each phase / sub-phase / to be installed in the development shall have been submitted to the Local Planning Authority and approved in writing. These details shall include provision for 20% of the approved parking spaces within that phase to be provided with electric vehicle charging facilities and 20% of spaces to have passive provision for possible future use.*

The development shall be implemented in full accordance with the approved details prior to first occupation and thereafter be maintained as such. It is confirmed that the basement parking for phase 4 is inclusive of the 20% active and 20% passive provision. Given that there are a total of 568 car parking spaces, this equates to 113 active and 113 passive.

## 2.4 Condition 71

### 2.4.1 Car Park Strategy

Condition 71 of the outline permission states:

*“Prior to the occupation of each phase hereby approved, a Car Parking Management Strategy for that phase detailing the following shall be submitted to and approved by the Local Planning Authority”.*

#### ***a. Location and layout of car parking spaces;***

The layout of parking spaces are set out in detail in the Architectural planning application drawings and are also attached within **Appendix A** for reference;

- Makower Architects – Dwg 058-K-07-099 & 058-H1-07-100 & for Block H
- Allies + Morrison Architects – Dwg 765\_06\_07\_098 & 100 for Block J
- Makower Architects – Dwg 058-K-07-099 for Block K
- Cameo + Partners – Dwg C0044L101/05 for Surface Level

The basement spaces and aisle widths accord with best practice guidance set out in the Thomas Telford produced: *Car park designers' handbook*.

#### ***b. The allocation of car parking spaces***

The necessary ratio of 0.8 will be available at any given stage. The allocation of individual spaces is subject to determination at the time of sale and occupation of individual units. Freehold unit occupiers will have opportunity to purchase units on a commercial basis whilst for rent units will be allocated spaces on a commercial basis and/or in agreement with individual occupiers as managed by Metropolitan Housing acting as the landlord.

#### ***c. On-site parking controls and charges;***

There are no proposed changes to the form or quantity of on street parking in the surrounding streets that form the current West Hendon Estate that require modification to existing parking controls at Phase 4. At this stage no charges are proposed for use of any unallocated spaces that may be available during or at the end of the phase. Any such spaces would be retained and considered for re-allocation in later phases

if considered appropriate. Such an arrangement would be set out in the Parking Strategy for later phases and would be subject to agreement with the council. Access to areas of basement and covered parking will be controlled by barriers and electric doors with access restricted to permit holders.

***d. The enforcement of unauthorised parking;***

The allocated parking provision will be monitored and enforced if necessary as part of the estate management from initial occupation. Such arrangements have been successfully used to manage and monitor parking space use in Phase 1 of the development, brought forward under an earlier outline planning permission. New occupiers will not be able to apply for resident parking permits and any demand for non-allocated parking will be subject to the same controls as applies to the general public on surrounding roads.

***e. Disabled driver parking spaces;***

A total of 72 DDA compliant disabled parking spaces are to be provided within Phase 4 of development. Allocation of these spaces will follow the same approach as the general parking provision, discouraging the potential for disused spaces in line with the planning conditions for the development and the aspiration to minimise the risk of unused parking leading to pressures for overspill parking. **Table 2.3** below, identifies the location of the accessible car spaces within this phase of development.

**Table 2.3**

*Phase 4 – Location of Accessible Car Spaces*

<b>Location</b>	<b>Car Parking</b>
External Surface	10
Block H	3
Block K	19
Block J	40
<b>Total</b>	<b>72</b>

***f. Electrical vehicle charging points;***

At these initial phases, rather than providing 20% of the total number of spaces with a charge point on a nominal basis the intention is to ensure that all covered parking spaces will be potentially used for the purposes of electrical charging. The provision of car charging points will then be on-demand such that if required the provision would be more than twice that of the London Plan target.

***g. Monitoring of parking in the development including electrical vehicle charging points and disabled spaces;***

The uptake of both types of spaces will be continually reviewed during the marketing and occupation of Phase 4 which will inform the strategy to be followed for later phases of development. This would enable review and modification of the strategy if considered appropriate and agreed with the council. This monitoring will be continued thereafter as part of the Travel Plan monitoring and reported to the developer and the planning authority as required by the Travel Plan monitoring requirements associated with the planning permission.

#### ***h. Compatibility and consistency with the overall Car Parking Management Plan.***

The strategy with regards to this phase is compliant with the parking strategy set out within the Transport Assessment and transport section of the Environmental Assessment submitted with the planning application. It is also consistent with the detailed Residential Travel Plan.

## 2.5 Condition 72

### 2.5.1 Car Park Management

Condition 72 of the outline permission states:

*“Prior to the commencement of development within any phase of the outline scheme, a Car Parking Management Plan for the whole development shall be submitted to and approved in writing by the Local Planning Authority. This will set out the overall approach to all elements of vehicular parking associated with the site wide development, including proposals for each phase”.*

The car parking strategy as described in relation to Condition 71 will be implemented for Phase 4. This is alongside the existing strategy for Phase 3 of the development. As and when the phases come forward, a strategy specific to each phase will be submitted for approval.

# Delivery & Servicing

## 3.1 Condition 80

### 3.1.1 Delivery & Servicing Plan (DSP)

Condition 80 of the outline permission states:

*“Prior to the occupation of each phase a full Delivery and Servicing Plan (DSP) for that phase shall be submitted to and approved in writing by the Local Planning Authority”.*

The servicing strategy covers the proposed arrangements for the anticipated day to day activity associated with the servicing of the residential properties that make up Phase 4 of the scheme. These include refuse collection and the delivery of goods. The residential units are primarily served from cores that will both provide means of access for deliveries and will be focal point for bin stores for waste and recycling removal.

It is intended that recycling and waste collection will be carried out by the normal public waste collection service and hence the proposals take into account requirements for proximity to pick up points. Deliveries take a number of forms with small deliveries requiring less space for vehicles to stop whilst larger vehicles have a more limited number of locations identified for major deliveries.

### 3.1.2 Refuse Collection

All residents will be required to take their refuse to either ground level or basement refuse stores. The stores have been designed to the London Borough of Barnet Note on waste management. A series of euro bins each with a capacity of 1,100 litres and 240l will provide segregated handling for household waste, mixed recycling and organic waste. On collection days the on site management team will collect the bins from any stores that are beyond the reach of Barnet Council bin collection services, store them at a designated collection point and return them following collection. A separate ‘large item’ waste storage room has also been provided in Block F for the occasions when residents need to have furniture or bulky items removed from their apartment.

Existing commercial units along the Broadway depend on a mix of rear and on-street servicing. Existing servicing arrangements for units along Hendon Broadway are to be retained as far as practical. This can be achieved by a combination of service points on existing side streets that are to be retained as shared surfaces with limited vehicular access and on street servicing from bays along the Broadway. It is proposed that this should be more tightly controlled than at present with limited period of stay and hours of operation. These could potentially be limited to 20 minute stays outside of peak hours.

Refuse is to be collected through the Barnet Council’s arrangements for residential refuse collection. On this basis it is assumed that all refuse collection points are required to be within 10m of streets. The pick-up points for waste from the residential blocks have been positioned to be within 10m of where vehicles can collect the waste. It is considered that the normal practice of slow moving refuse vehicles travelling around the estate roads will be practical and that accordingly the refuse will be transferred to refuse vehicles on the carriageways. Any blocking caused to other vehicles will be intermittent and for short periods only. Swept path analysis showing Barnet Council’s bin collection vehicle undertaking ‘pickups’ along the internal road network is provided in **Appendix B**.

### 3.1.3 Bin Store Locations

The proposed bin store locations for Phase 4 are shown on the Architectural planning application drawings and are attached as **Appendix C** of this Transport Statement. These are determined by service core locations and the need for every unit has a practical and convenient option for waste management. Due to the constraints of the site some bins are located in underground car park enclosures or outside the required collection guideline distance, these bins will be presented at street level and/or at an agreed point on the day of collection. It is noted that it is not the responsibility of the Council to ensure these bins are presented at the agreed collection points.

### 3.1.4 Recycle and Delivery Points

Deliveries can be from a range of vehicle sizes and may involve short stops or longer parking requirements for pantechicians delivering furniture etc. For these longer stays in particular, locations have been identified and are illustrated within **Appendix C**.

# Highway & Pedestrian Infrastructure

## 4.1 Condition 92

### 4.1.1 Pedestrian Environmental Review System (PERS)

Condition 92 of the outline permission states:

*“Prior to the commencement of development within each phase the details of the highway works identified in the Pedestrian Environment Review System (PERS) audit within that phase shall be submitted to and approved in writing by the Local Planning Authority. The approved improvement works shall be carried out at the applicant’s expense under the S278 of the Highways Act 1980 and shall be completed prior to occupation”.*

A range of identified pedestrian highway improvement works are being implemented within Phase 4 which corresponds to that of the major highway works and are described in more detail in **Section 4.3.1** below.

## 4.2 Condition 94

### 4.2.1 Highway Layout

Condition 94 of the outline permission states:

*Prior to the commencement of the development within each phase of the outline scheme details showing turning space within that phase are to be submitted to and agreed by the Highway Authority prior to submitting to the Local Planning Authority for approval in writing.*

The detailed layout of highways that will be constructed along with Phase 4 are set out on the drawings contained within **Appendix D**.

The elements of the final roads that will be provided at this stage will tie into existing highways with shortest possible lengths of temporary alignments as necessary to provide practical gradients and acceptable geometry.

## 4.3 Condition 97

### 4.3.1 Highway Works

Condition 97 of the outline permission states:

*“Prior to the commencement of development within each phase of the outline scheme, the works to be undertaken to existing public highways within that phase shall have been approved in writing by the Local Planning Authority and implemented prior to the occupation of any of the residential units located within that phase. The development shall be implemented in accordance with such details as approved”*

The following works are to be provided as part of Phase 4 and again correspond with that of the major highway works. These are detailed on drawings DWGWHPAS-C-DWG-4400 - DWGWHPAS-C-DWG-4405

- Widening of Station Road
- Major highway improvements to A5

- Introduction of two new and two improved pedestrian crossings to A5
- Introduction of right turn movement from A5 to Station Road
- Comprehensive streetscape improvements to Station Road and The Broadway
- Removal of Perryfield Way Loop
- Pedestrianisation of northern section of Perryfield Way
- Removal of through traffic from Garrick Road and Wilberforce Road
- Reversal of traffic direction and traffic calming on Herbert Road
- Provision of estate roads and access points to new residential blocks
- Connection of estate roads to Milton Road and Stage 2 Roads

Within the site there will be an integrated approach to design with pedestrian and vehicular movements being considered alongside landscape and on street parking requirements. The desire is to create streets with excellent pedestrian linkages forming logical routes through the site and connecting out towards local facilities including West Hendon Broadway, Hendon Station to the east and leisure facilities to the west.

Shared Surface will be created where the main pedestrian routes intersect with internal roads. Traffic will be calmed on the streets throughout the estate principally by means of geometry but with sympathetically detailed traffic calming measures where required, such as the shared surfaces.

The streets have been designed to accommodate refuse vehicles and other HGV movements for deliveries and a servicing strategy has been established that combine regular refuse pick up points from every building service core and locations where vehicles can park for deliveries without blocking streets or conflicting with on street parking.

Outside the site there will be a series of footway improvements along Station Road addressing current shortcomings. Footway improvements to West Hendon Broadway, and bus stop improvements with reference to TfL and accessible bus stop design guidance will also be provided. The provision of Silkstream Bridge and associated pedestrian links to the north of the site and a new pedestrian bridge adjacent to Cool Oak Lane will also enhance pedestrian connections to the wider context outside the site.

## 4.4 Condition 98

### 4.4.1 Traffic Flows

Condition 98 of the outline permission states:

*“Prior to the commencement of the development of any purchase the details of the interim re-timing of traffic signals are to be re-submitted and approved by the Highway Authority in consultation with TfL prior to submitting to and approved by the Local Planning Authority in writing”.*

In order to determine that the highway modelling undertaken as part of the Transport Assessment dated March 2013 remains relevant, Automated Traffic Counts (ATC's) were undertaken on Monday 6<sup>th</sup> June 2016. These flows were then compared to the classified turning counts from Thursday 10<sup>th</sup> March 2011. The observed flows compared to the existing can be seen in **Table 4.1** below.

**Table 4.1**  
*Observed Traffic Flows*

Link	Time	Northbound			Southbound		
		TA (2013)	New Data (2016)	Difference	TA (2013)	New Data (2016)	Difference
Station Road	08:00-09:00	729	629	-100	681	638	-43
	17:00-18:00	644	547	-97	798	516	-282
West Hendon Broadway	08:00-09:00	606	644	+38	612	649	+35
	17:00-18:00	702	696	-13	614	590	-24
Perryfield Way	08:00-09:00	511	438	-73	-	-	-
	17:00-18:00	535	485	-50	-	-	-

The most recent data shows the following:

- Station Road – shows a major decrease in traffic numbers from that of the March 2013 ES and TA of around 200 vehicles (two-way) in both identified peak periods.
- West Hendon Broadway – showed a minor increase in traffic numbers from that of the March 2013 ES and TA of around 25 vehicles (two-way) in both identified peak periods.
- Perryfield Way – showed a minor decrease in traffic numbers from that of the March 2013 ES and TA of around 123 vehicles in both identified peak periods.

From the observed flows it can be concluded that the general trend in the area has been a modest reduction in flows. There is a budget allowance in the S106 for potential interim modifications to traffic signal timings if agreed between the developer and the highway authority. Any signal timing adjustment requires agreement with TfL, who would implement any changes.

The appropriateness of any such alterations is also likely to depend on the programmed implementation of the major works, which is yet to be determined. As there appears to be no overall increase in traffic it is not considered that any such changes are necessary to accommodate the additional traffic of the first units of Phase 4 in advance of the requirement for the major highway works and hence there is no specific proposed alterations to signal timings put forward in association with this interim transport statement.

## 4.5 Major Highway Works

### 4.5.1 S106 Agreement

Schedule D of the S106 agreement includes the clause:

*“The Developer shall not permit more than 1058 Residential Units to be in Occupation until the Major Highway Works have been constructed and completed”.*

This threshold will be passed during Phase 4 of the development. The Major Highway Works are as detailed on CH2M Drawings DWGWHPAS-C-DWG-4400 - DWGWHPAS-C-DWG-4405. A copy of these drawings are provided within **Appendix E**. The proposed highway works, will include.

- Construction of a new access at Ravenstone Road connecting with West Hendon Broadway comprising two lanes outbound and one lane inbound including signalisation of the pedestrian crossing over the estate access road;
- improvements to Cool Oak Lane signalised junction with the A5 including improved geometry for vehicles turning left into Cool Oak Lane from the A5;
- provision of a two lane approach for the A5 northbound and Cool Oak Lane;
- provision of staggered pedestrian crossings with a central island on the northbound A5 approach;
- carriageway widening to Station Road to create two lanes ahead and one right turn lane;
- widening of Cool Oak Lane to accommodate two ahead and one right turn lanes together with a staggered pedestrian crossing with a traffic island;
- removal of Perryfield way gyratory and widening of Station Road to allow two-way flow with two right turn and one left turn lanes westbound and one merging lane eastbound including provision of staggered crossing;
- provision of controlled pedestrian crossing north of Borthwick Road on the A5;
- provision of controlled pedestrian crossing south of Stanley Road including a central island;
- removal of northbound and southbound bus lanes between Cool Oak Lane and Perryfield Way and Garrick Road and Park Road respectively;
- creation of a left-in left-out priority junction with West Hendon Broadway at Milton Road (enforced by a means of a central kerbed median strip);
- reversal of one-way traffic flow on Herbert Road;
- closure of vehicular access to Stanley Road and Borthwick Road;
- provision of a right turn lane into Garrick Road from the A5;
- Re-paved footways between Ramsey Close and Cool Oak Lane on the A5 and to the junction with Hendon Station along Station Road;
- Re-provision of the bus stand from Perryfield Way to Wilberforce Road.

The Main highway improvement will be the central section of West Hendon Broadway which will be realigned to accommodate the new junctions and the closure of the Perryfield Way loop will involve the introduction of direct right turn movements between the A5 and A504 Station Road and the site via the 2 junctions noted above. The major highway works also involve the widening of Station Road and the introduction of 2-way working from the A5 to the M1 over-bridge allowing the removal of through traffic from Garrick Road, Wilberforce Road and Herbert Road. The new layout will provide a fully linked signalised layout with 2 lanes for all traffic north and southbound on the A5 which results in the removal of the short section of bus lanes currently providing some bus priority along this corridor.

It should be noted that CH2M have been working alongside Capita, who have been undertaking a 'Technical Audit' on behalf of LBB on the proposed design for the Major Highway Works. These comments and actions have been addressed. With an initial agreement between both parties that the scheme in terms of design is acceptable and therefore could proceed to the detail design stage. A copy this 'Technical Audit & Designers Response' is provided within **Appendix F** of this TS.

It is envisaged that the signals would be remotely managed via UTC control and SCOOT controlled to maximise capacity and allow for variation of signal timings. The Major highway works provide significant benefits to the local environment. They result in the removal of convoluted traffic routing and ensure improved journey times for cars with no overall impact on bus journey times despite the removal of dedicated bus lanes. A copy of CH2M technical note that has been issued to Transport for London (TfL) in order to review and provide comment on the updated VISSIM model is provided for reference within **Appendix G**.

A specification and General Arrangement Plan for the works has been developed and is submitted in parallel with the Planning Application for Phase 4 as required by Schedule D of the S106:

*“The Developer shall submit to the Council with the first RM Application for Phase 4 a detailed specification (including scaled plans and drawings) for the Major Highway Works for the Council’s approval in writing “*

A copy of which is provided on CH2M drawing DWGWHPAS-C-DWG-4406 - DWGWHPAS-C-DWG-4410 and is located within **Appendix H** of this Transport Statement.

# Appendices