

From: [REDACTED]
Sent: 03 May 2019 16:10
To: [REDACTED]
Subject: RE: 190503 Maple Cross proposed B8 development- A412 Denham Way site access

Thanks [REDACTED] for your prompt response, which is very much appreciated.

All noted. We will provide a full overview and include for any changes in the TA.

Enjoy the extended weekend.

Kind regards

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From: [REDACTED]@hertfordshire.gov.uk]
Sent: 03 May 2019 10:34
To: [REDACTED]@bwbconsulting.com>
Subject: RE: 190503 Maple Cross proposed B8 development- A412 Denham Way site access

Hi [REDACTED]

The agreement of an acceptable junction arrangement will require consultation with a number of colleagues and is likely to require a few iterations (and therefore some time). This would normally be undertaken through the Pre-application process for which there would be a charge. However, given your time pressures and our earlier pre-application discussions I can confirm the following:

- The delivery of traffic signalled controlled junction on A412 Denham Way at the location shown is acceptable in principle.
- The junction should deliver 2 lane entries on both A412 approaches for a distance of approximately 100m and appropriate merge lengths on the junction exits.
- The design should acknowledge that it is likely to require the relocation of one (or both) of the bus stops close to the junction.
- Crossing facilities for pedestrians and cyclists would be incorporated within the design, either within the proposed junction or a relocation of the existing controlled crossing to a separate location.

I believe an acceptable solution could be agreed subject to the above. Please let me know if you have any questions.

Regards

[REDACTED]
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Hertfordshire – County of Opportunity

From: [REDACTED]@bwbconsulting.com>
Sent: 03 May 2019 08:14
To: [REDACTED]@hertfordshire.gov.uk>
Subject: 190503 Maple Cross proposed B8 development- A412 Denham Way site access
Importance: High

Hello [REDACTED]

Thanks for taking my call yesterday.

As you are aware, we are looking at the proposed B8 development the subject of the attached scoping note, which we have been in discussions with you on, and I would be grateful for some informal advice now with regards to access, rather than simply set this out in our TA.

In summary:

- i) We were expecting issues with the operation of the existing A412 Denham Way/site access ghost island junction, but as you'll see in the J9 extract below, the RFCs are off the chart, even in the 2029 base case. Hence there are forecast to be significant delays to the existing, low number of vehicles which exit the side road to which we are looking to gain access from.

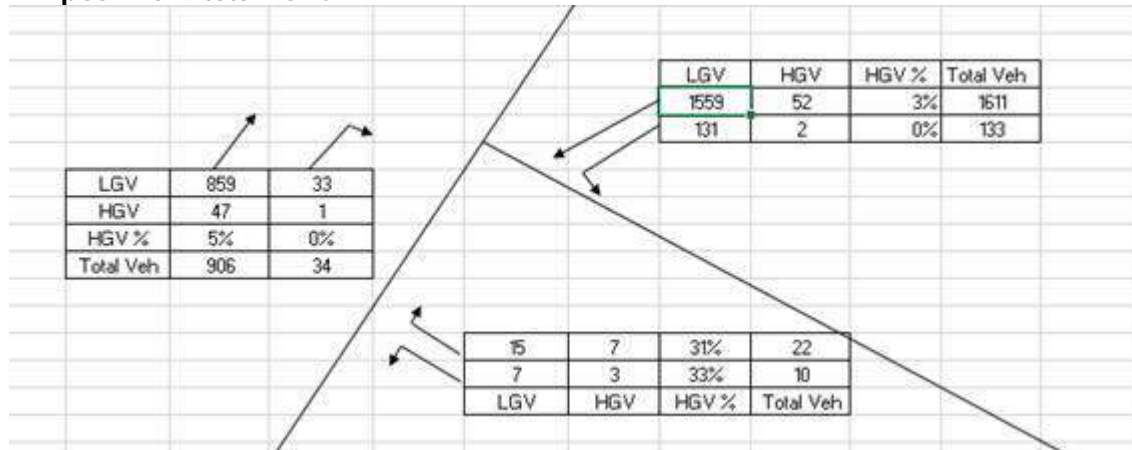
J9 results

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
Maple Cross T-Junction - 2029 Base								
Stream B-C	4.4	1376.10	999999999.00	F	8.3	1624.24	999999999.00	F
Stream B-A	6.2	1459.19	999999999.00	F	21.9	1579.12	999999999.00	F
Stream C-AB	0.1	16.82	0.07	C	0.0	10.30	0.03	B
Maple Cross T-Junction - 2029 Base + Development								
Stream B-C	5.5	1481.77	999999999.00	F	20.1	1779.39	999999999.00	F
Stream B-A	12.4	1563.25	999999999.00	F	67.7	1719.30	999999999.00	F
Stream C-AB	0.2	20.98	0.18	C	0.0	10.43	0.04	B

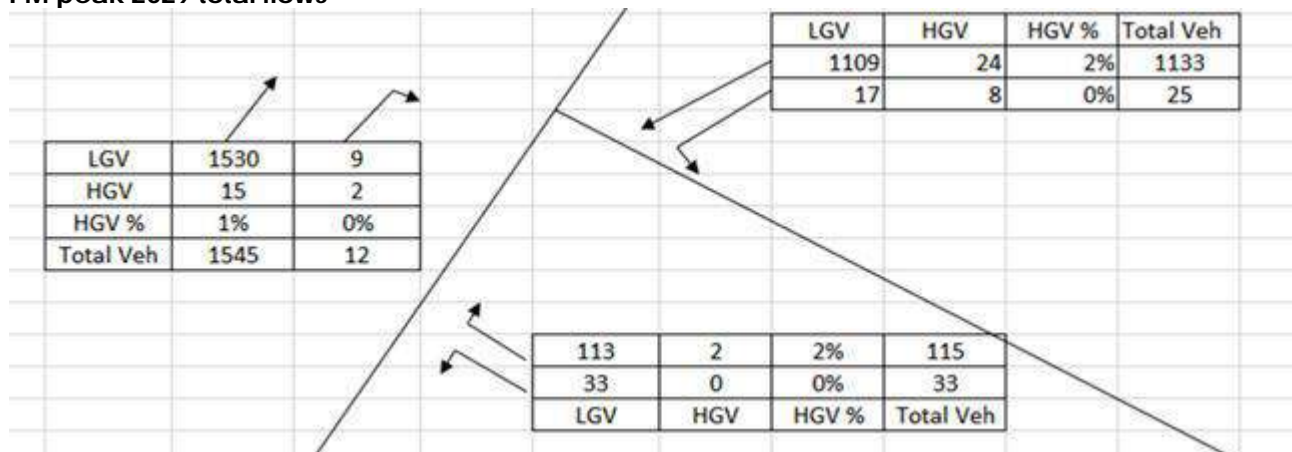
- ii) The addition of our development traffic, whilst not huge in terms of numbers, adds to this. Therefore, as it stands, this would be of no benefit to the applicant, not that you would approve this anyway.
- iii) I note that a large hotel led development has planning consent on the SW corner of the junction. Whilst they have nearly 400 parking spaces (some directly onto the side road, which I find very surprising) it does not appear that they produced a TA for whatever reason. I understand that the signal controlled pedestrian crossing to the southwest of the junction was introduced as a result of the development, but their traffic will only add to the above issue, because we have been unable to include for any flows associated with said development as a result of the lack of a TA.
- iv) As a result, even if we weren't having this conversation, and the B8 development was not proposed, from your perspective there could be a real issue in the future as additional hotel traffic looks to exit the site access in the future. This could lead to such drivers getting frustrated and taking chances exiting the side arm, creating a road safety issue.

- v) The forecast total traffic flows, including our proposed development, are presented below. because of the high number of vehicles travelling along the A412. The only way in which we can get a signalised junction to work is therefore to include for two lanes travelling in either direction on the A412, as presented in the attached drawing, which is designed to operate within capacity, even with an all red stage for pedestrians (because we have insufficient width to stagger such movements). To the northeast these can tie into the A412/Denham Way/Uxbridge Road roundabout. Whilst we have not concluded our capacity finding here, and I doubt we'll have a material impact beyond the site access anyway, the proposals would provide additional capacity at said roundabout regardless. We have also tied the two lanes back to the SW before the next junction.

AM peak 2029 total flows



PM peak 2029 total flows



- vi) The drawing has been prepared by a colleague who is also a qualified Road Safety Auditor. To get the most out of this email I highlight the following points which we have considered in our design, on the basis that there is only so much land available:
- There is a pinch point to the SW, resulting in the running lanes measuring 2.65m, as highlighted. However, as shown above, there are very few HGVs traveling along the A412 (one per minute maximum on average in the AM) hence this should be acceptable.
 - The right turn lane into the site access measures 2.5m, but as shown above such flows are low, because the majority of the traffic, including HGVs associated with the B8 development, would access it to/from the north and M25 in particular.
 - We are of the opinion that the bus stops should be fine to remain in their current position, on the basis that they are currently on the live carriageway, and we will be increasing the space available for passing vehicles to overtake at the NE bound one (the SW bound one remains as existing).
 - The farm access can be retained informally within the junction as shown, on the basis that vehicle trips will be low, or formally signalised as a worst-case (on a demand led basis).
- vii) Full details would be provided in the TA. However, in summary, the attached design helps resolve any capacity issues on the side arm, as well as help resolve a future safety issue by providing such vehicles with the opportunity to safely exit, which will not be the case with the current design, and will be exacerbated by hotel led development to which the moment has passed to address.


As discussed, the applicant has asked us to seek your initial comments as a matter of urgency before we commit to progress matters further, because of the complexities associated with this issue. However, it should be acceptable to HCC, because whilst it benefits us to provide access to the proposed B8 development, it equally should assist yourselves with the future safe operation of the junction.

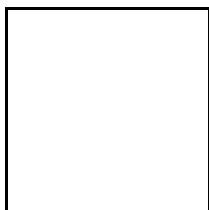
I hope the above/attached is of use and we would be extremely grateful for your comments at your earliest possible opportunity. Should you have any queries when you and your colleagues review this please do not hesitate to contact us. Thanks in advance.

Kind regards

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