Proposed Transport Distribution Point, Tile Kiln Green, Stansted

Transport Assessment Addendum Note

on behalf of

FKY Ltd

March 2023

INTERMODAL TRANSPORTATION
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IT1896

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1 INTRODUCTION

1.1 Intermodal Transportation Ltd (ITL), an independent consultancy specialising in highway engineering and transportation planning, has been appointed by FKY Ltd to produce this Transport Assessment (TA) Addendum note to support a Section 62A application for a sui generis 'just in time' transport distribution / transfer point on land to the east of Tilekiln Green near Stansted Airport. The operation at the site would primarily involve Heavy Goods Vehicles (HGVs) delivering pre-packed kitchens to the site from the company's warehouses in the north of England, which would then be loaded on to other HGVs for distribution to customers.

1.2 The operation proposed at the site is currently based on a temporary basis at a site at Stansted Airport and has previously operated from a site at Hoddesdon.

1.3 Earlier applications (reference: UTT/21/0332/FUL and UTT/22/0267/FUL) for a similar proposal were refused planning permission by Uttlesford District Council (UDC).

1.4 The reasons for refusal for application UTT/21/0332/FUL, included highway related reasons. However, those reasons were addressed in a revised Transport Assessment (TA) report dated January 2022. A copy of the TA can be found in Appendix A of this Addendum note. Following review of the January 2022 TA report and extensive pre-application discussions / negotiations Essex Highways did not object to application UTT/22/0267/FUL. Furthermore, the reasons for refusal for application UTT/22/0267/FUL did not include any highway reasons. A copy of the Essex Highways consultation response for application UTT/22/0267/FUL is contained at Appendix B of this Addendum note, whilst a copy of Uttlesford District Council's decision notice for the application is contained at Appendix C.

1.5 The site is located within close proximity of M11 junction 8 and the majority of the traffic associated with the proposal would utilise the M11 junction. As such National Highways were consulted in relation to applications UTT/21/0332/FUL and UTT/22/0267/FUL but raised no objection to either. A copy of National Highways consultation response in relation to planning application UTT/22/0267/FUL is contained at Appendix D of this report.

1.6 As noted above, following submission of the January 2022 TA, extensive discussions / negotiations were held with Essex Highways. The key aspects of those discussions / negotiations are outlined within the following chapter of this note along with any other key highway and transportation matters that arose during the determination period of planning application UTT/22/0267/FUL.

2 DISCUSSIONS / NEGOTIATIONS WITH ESSEX HIGHWAYS

2.1 As indicated in the preceding chapter, extensive discussions / negotiations were held with Essex Highways during the determination period of planning application UTT/22/0267/FUL. The discussions negotiations predominantly focused on the proposed vehicular access arrangements for the development and included extensive email correspondence and telephone discussions as well as discussions during two virtual Teams meetings.

2.2 As a result of the pre-application discussions / negotiations with Essex Highways a number of iterations of the proposed vehicular access junction arrangements were submitted for their consideration. In addition, AutoTrack swept path analyses, including animated swept path videos, were provided to Essex Highways in order to satisfy them, in their role as local Highway Authority, that the proposed vehicular access arrangements for the scheme were acceptable.

2.3 Drawing IT1896/SK001/K is appended to this note and shows the proposed vehicular access arrangements that were approved in principle by Essex Highways, whilst the swept path sketches at Appendix E of this note confirm that the proposed access arrangements could acceptably accommodate a 16.5m maximum legal articulated heavy goods vehicle.

2.4 Within the third party representations made for application UTT/22/0267/FUL and at the planning committee meeting for that application it was suggested that the proposed vehicular access arrangements for the development may not be able to acceptably accommodate an 18.75m HGV and trailer combination, which is a type of vehicle that would make movements to / from the site. However, as shown by the swept path sketches contained at Appendix F of this note that vehicle could acceptably negotiate the proposed vehicular access arrangements.

2.5 During the pre-application discussions / negotiations with Essex Highways they raised concerns in relation to the available forward visibility for vehicles entering the B1256 form M11 junction 8. As a result the applicants indicated that they would be prepared to trim / clear vegetation within the limit of the adopted highway on the northern side of the B1256 and relocate any road signs blocking the forward visibility shown in principle on drawing IT1896/SK/1001, which is appended to this report, in conjunction with the development proposal.

2.6 It is considered that the proposed access arrangements / amendments for the scheme would offer the highway benefits to all members of the travelling public of; removal of the straight over movement from Tilekiln Green into the petrol filling station opposite and vice versa; widening of the junction bellmouth; increasing the width of the ghosted right turn lane on the B1256; straightening the immediate approach of Tilekiln Green to the B1256; increasing the visibility of the Advanced Directional Sign (ADS) adjacent to the junction; and increasing forward visibility for vehicles entering the B1256 from M11 junction 8.

3 CONCLUSIONS

3.1 Intermodal Transportation Ltd (ITL), an independent consultancy specialising in highway engineering and transportation planning, has been appointed by FKY Ltd to produce this Transport Assessment (TA) addendum note to support a Section 62A application for a sui generis 'just in time' transport distribution / transfer point on land to the east of Tilekiln Green near Stansted Airport. The operation at the site would primarily involve Heavy Goods Vehicles (HGVs) delivering pre-packed kitchens to the site from the company's warehouses in the north of England, which would then be loaded on to other HGVs for distribution to customers.

3.2 Earlier applications (reference: UTT/21/0332/FUL and UTT/22/0267/FUL) for a similar proposal were refused planning permission by Uttlesford District Council.

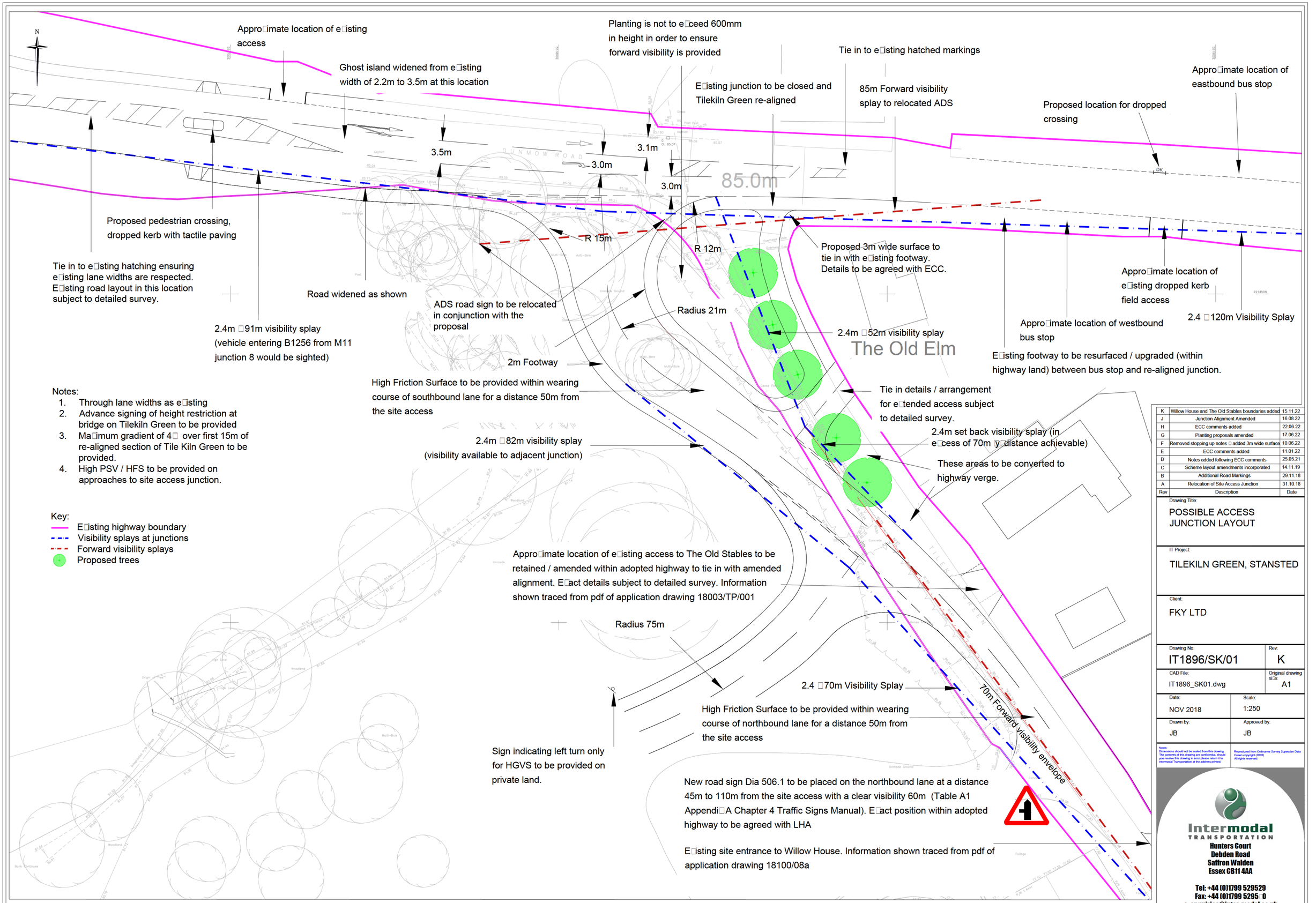
3.3 This note should be read in conjunction with the January 2022 Transport Assessment (TA) report submitted in conjunction with planning application UTT/22/0267/FUL, a copy of which is appended.

3.4 This note summarises the key aspects of the extensive discussions / negotiations that were held with Essex Highways following submission of the January 2022 TA along with any other key highway and transportation matters that arose during the determination period of planning application UTT/22/0267/FUL.

3.5 This note confirms that neither Essex Highways in their capacity as Local Highway Authority nor National Highways in their capacity as Highway Authority for the strategic road network objected to planning application UTT/22/0267/FUL. Furthermore, this note confirms that Uttlesford District Council did not include highway reasons within the reasons for refusal for planning application UTT/22/0267/FUL.

3.6 It is, therefore, considered that in the context of the National Planning Policy Framework (NPPF) which clearly indicates that less weight should be attached to traffic issues and that *"…Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the local road network would be severe.*" the development proposal should be regarded as acceptable.

DRAWINGS



Notes:

1. Through lane widths as existing
2. Advance signing of height restriction at bridge on Tilekiln Green to be provided
3. Maximum gradient of 4 over first 15m of re-aligned section of Tile Kiln Green to be provided.
4. High PSV / HFS to be provided on approaches to site access junction.

Key:

- Existing highway boundary
- Visibility splays at junctions
- Forward visibility splays
- Proposed trees

Rev	Description	Date
K	Willow House and The Old Stables boundaries added	15.11.22
J	Junction Alignment Amended	16.08.22
H	ECC comments added	22.06.22
G	Planting proposals amended	17.06.22
F	Removed stopping up notes added 3m wide surface	10.06.22
E	ECC comments added	11.01.22
D	Notes added following ECC comments	25.05.21
C	Scheme layout amendments incorporated	14.11.19
B	Additional Road Markings	29.11.18
A	Relocation of Site Access Junction	31.10.18

Drawing Title:
POSSIBLE ACCESS JUNCTION LAYOUT

IT Project:
TILEKILN GREEN, STANSTED

Client:
FKY LTD

Drawing No: IT1896/SK/01
Rev: K

CAD File: IT1896_SK01.dwg
Original drawing size: A1

Date: NOV 2018
Scale: 1:250

Drawn by: JB
Approved by: JB

Notes: Dimensions should not be scaled from this drawing. The contents of this drawing are confidential, should you receive this drawing in error please return it to Intermodal Transportation at the address printed.

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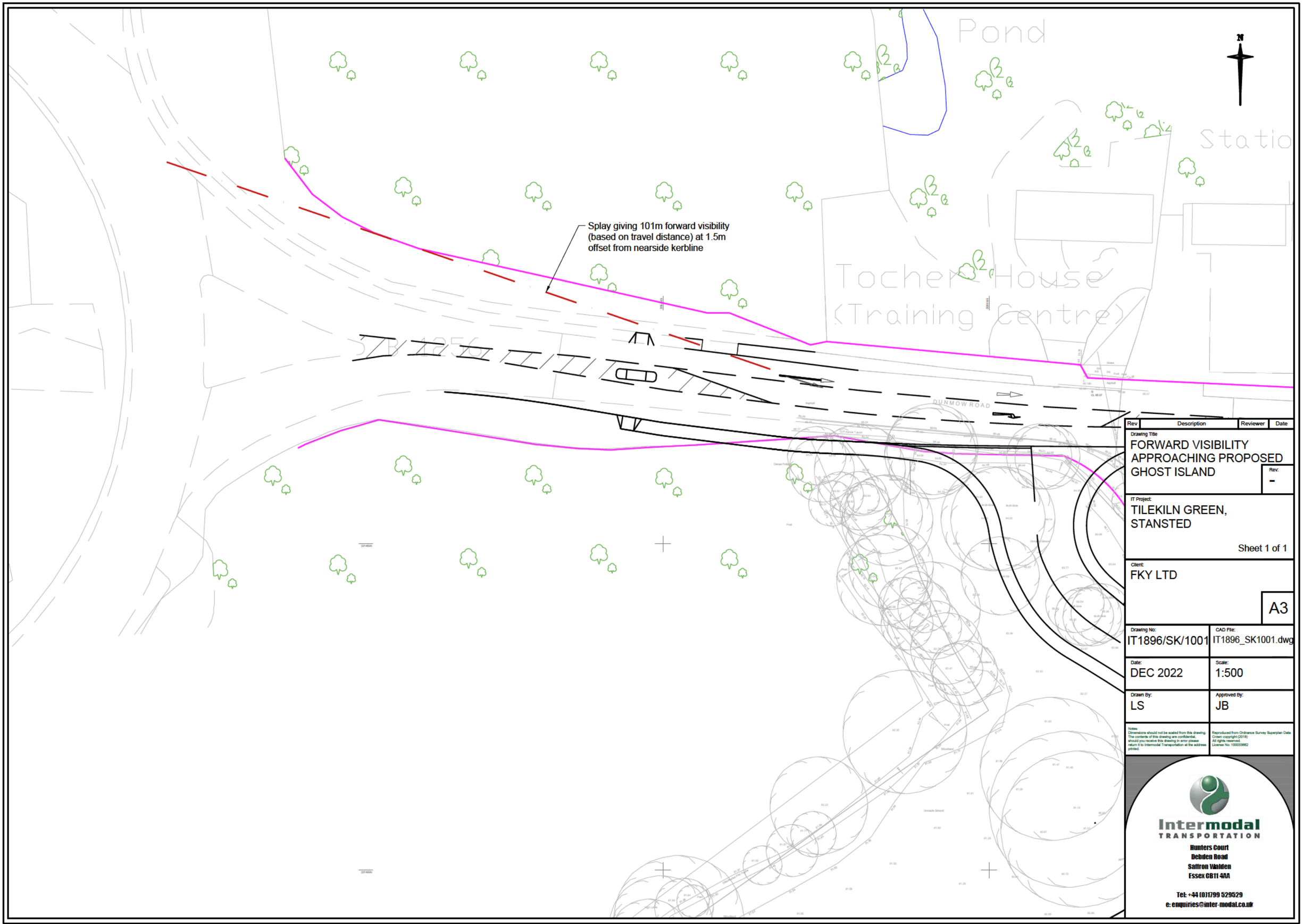

Rev	Description	Reviewer	Date

Drawing Title
FORWARD VISIBILITY APPROACHING PROPOSED GHOST ISLAND

Rev.
-

IT Project:
TILEKILN GREEN, STANSTED

Sheet 1 of 1

Client:
FKY LTD

A3

Drawing No:	CAD File:
IT1896/SK/1001	IT1896_SK1001.dwg
Date:	**Scale:**
DEC 2022	1:500
Drawn By:	**Approved By:**
LS	JB

Notes:
Dimensions should not be scaled from this drawing. The contents of this drawing are confidential, should you receive this drawing in error please return it to Intermodal Transportation at the address printed.

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APPENDIX A

TRANSPORT ASSESSMENT JANUARY 2022

Proposed Transport Distribution Point, Tile Kiln Green, Stansted

Transport Assessment

on behalf of

FKY Ltd

January 2022

INTERMODAL TRANSPORTATION
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IT1896

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IT1896/ST/001B	PROPOSED AREA TO BE STOPPED UP

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APPENDIX J	PICADY PRINT OUTS
APPENDIX K	PERSONAL INJURY ACCIDENT DATA

1 INTRODUCTION

1.1 Intermodal Transportation Ltd (ITL), an independent consultancy specialising in highway engineering and transportation planning, has been appointed by FKY Ltd to produce this Transport Assessment (TA) report to support a planning application for a sui generis 'just in time' transport distribution / transfer point on land to the east of Tilekiln Green near Stansted Airport. The operation at the site would primarily involve Heavy Goods Vehicles (HGVs) delivering pre-packed kitchens to the site from the company's warehouses in the north of England, which would then be loaded on to other HGVs for distribution to customers.

1.2 The operation proposed at the site is currently based on a temporary basis at a site at Stansted Airport and as previously operated from a site at Hoddesdon.

1.3 An earlier application (reference:UTT/21/0332/FUL) for a similar proposal was refused planning permission by Uttlesford District Council (UDC) and the following highway reasons, which were raised by Essex County Council (ECC), were included within the reasons for refusal: -

2. As far as can be determined from the submitted plans the proposed road layout of Tilekiln Green and the B1256 could lead to an unacceptable conflict in the highway to the detriment of highway safety. In particular:

1.1. Whilst there is a 15m straight section back from the junction to be provided, it is in combination with a centre line radius that appears to be less than 44m given this junction is likely to be used extensively by articulated vehicles. Additional clarification is therefore required regarding the approach angle of the cab at the stop line on the B1256 to ensure that vehicles will not be encroaching over the centre line and footway and not be at an angle where visibility will be difficult to achieve.

1.2. Confirmation that the gradient at the junction will meet requirements of DMRB is required.

1.3. The road has a 7.5 tonne weight limit (accept for access). No measures have been shown to ensure that large vehicles do not turn right out of the site and contravene the ban.

1.4. A pedestrian crossing of the B1256 is shown to the west of the site entrance. Some aspects of this were raised in the safety audit, including conflict with a private access. The highway authority would want the conflict understood at this planning stage to ensure it is deliverable, so a swept path analysis should be undertaken. The desire line of the crossing is to the east of Tilekiln Green and so would be preferable if it were relocated to the east.

1.5. As identified in the safety audit, high PSV and HFS will be required by the highway authority on the approaches to the access.

1.6. The forward visibility splay to the repositioned directional sign should be shown on the plan. The proposal as it stands is therefore contrary to the NPPF and Policy GEN1 a), GEN1 b) and GEN1 c) of the Uttlesford Local Plan (adopted 2005) relating to highway safety and capacity.

3. The applicant has not demonstrated that a general use for B8 for which this permission would be granted would not lead to queuing at the junction of the B1256 and Tilekiln Road to the detriment of highway safety.

2.1. The highway authority is satisfied with the trip generation and distribution shown for this site. However, the permission will be for a general B8 use. A sensitivity test for a general B8 distribution site should be undertaken to ensure that there is no detrimental queuing on the B1256. The proposal as it stands is therefore contrary to the NPPF and Policy GEN1 a), GEN1 b) and GEN1 c) of the Uttlesford Local Plan (adopted 2005) relating to highway safety and capacity.

4. The applicant has not clearly demonstrated that the layout of the development will adequately accommodate the use on the site and will not lead to parking or manoeuvring on the highway to the detriment of highway safety. In particular:

3.1. The parking bay sizes appear to be 4.8m by 2.3m. This is below the minimum size of 5m by 2.5m to be used in exceptional circumstances and not the preferred bay size of 5.5m by 2.9m.

3.2. It is not clear from the submitted plans how large HGVs will be able turn within the site when there are other HGV vehicles parked.

3.3. The space for the cycle parking is limited. Fewer better designed cycle parking spaces would make them more attractive to users. The proposal is therefore contrary to the NPPF Policy GEN1 a), GEN1 b) and GEN1 c) and Policy GEN8 of the Uttlesford Local Plan (adopted 2005) relating to highway safety and capacity and ECC adopted parking standards.

1.4 It is demonstrated within this report that the current application addresses the above highway comments and therefore that no highway grounds for refusing the application remain.

1.5 It should be recognised that National Highways (NH), formerly Highways England, did not object to the earlier application and correspondence confirming that is contained at Appendix A of this report.

1.6 In producing the TA report submitted for the earlier application, representatives of ITL visited the site and agreed the scope of the study with ECC, the Local Highway Authority (LHA) for the local road network and with NH the Highway Authority for motorways and trunk roads. Scoping correspondence with both parties is contained at Appendix A and it is considered that the earlier agreed scope remains valid for the current study.

1.7 In accordance with the scoping discussions, this report will include: -

- A description of the site location and the local road network;
- A description of the proposed development;
- Review of the accessibility of the site by non–car transport modes, i.e. walking, cycling and public transport;
- With reference to log data from the current operation at Stansted Airport, confirmation of the typical traffic levels associated with the proposed development;
- Capacity assessment of the following junctions: -
    - The junction of Tilekiln Green with the B1256
    - The site access junction with Tilekiln Green
- Confirmation that the proposal would not have a material impact on M11 junction 8;
- Confirmation of the proposed vehicular access arrangements including reference to the results of a stage 1 road safety audit;

- Consideration of the Personal Injury Accident (PIA) record of the local road network; and
- Consideration of the appropriate parking levels at the development in the context of the relevant local standards.

2 SITE LOCATION AND LOCAL ROAD NETWORK

Site Location

2.1 The site is located directly south of the B1256 (former A120) just east of the M11 junction 8. The site is bounded to the north by the B1256 and to the east by Tilekiln Green. To the south the site is bounded by a disused railway line, which is also part of the Flitch Way pedestrian / cyclist route, whilst the site's western boundary is formed by agricultural fields. The site location in the local and wider context is shown on drawing IT1896/TA/01.

2.2 As is desirable for transport distribution / transfer point uses that have the propensity to attract HGV movements, the proposal would, therefore, be located within close proximity of the strategic road network.

Local Road Network

2.3 The B1256 is subject to a 40mph speed limit and runs in an east to west alignment within the vicinity of the site connecting the M11 junction 8 in the immediate west with Takeley in the east and the A120 further east of that point. The B1256 is approximately 8.6m wide adjacent to the site, including a 2.2m wide ghosted right turn. To the south of the road, adjacent to the site, there is a verge, whilst to the north of the site there is verge and a footway. Plate 1 below shows a view along the B1256 looking east within the vicinity of the site, whilst plate 2 shows a view looking west.

Plate 1: A view east on the B1256

Plate 2: A view west on the B1256

2.4 Tilekiln Green forms a priority junction with the B1256 at the site's north eastern corner. The access / egress to a petrol filling station is located opposite Tilekiln Green on the northern side of the B1256 effectively forming a crossroads junction. As indicated above, there is a substandard width ghosted right turn of 2.2m in width at the junction of Tilekiln Green with the B1256.

2.5 Tilekiln Green runs in a north to south alignment adjacent to the site and is subject to a 40mph speed limit. The road is approximately 5.3m in width adjacent to the site and rises as it heads northwards to the B1256. Approximately 230m south of the B1256 there is a bridge with a 12 feet 9 inch height restriction, whilst there is an except for access 7.5 tonne HGV restriction in force on the road from a point approximately 10m south of the B1256.

2.6 Approximately 140 metres west of Tilekiln Green the B1256 joins with M11 junction 8, which also includes a connection with the A120. From the junction it is possible to commence a journey to London, Cambridge, Stansted Airport, Colchester and in the local context Bishops Stortford. The site is approximately 4.5km south east of Stansted Airport 'as the crow flies' and is approximately 2.6km east of Bishops Stortford 'as the crow flies'. As such, it can be seen that the site would have excellent transport links.

3 PROPOSED DEVELOPMENT

3.1 As indicated in chapter 1, the development proposal would involve the provision of a 'just in time' transport distribution / transfer point on land to the east of Tilekiln Green near Stansted Airport. The operation at the site would primarily involve Heavy Goods Vehicles (HGVs) delivering pre-packed kitchens to the site from the company's warehouses in the north of England, which would then be loaded on to other HGVs for distribution to customers.

3.2 The operation proposed at the site is currently based, on a temporary basis, at a site at Stansted Airport. Previously the operation had been based at Hoddesdon and moved to Stansted at the end of May 2018.

3.3 Only a small number of permanent staff would be based at the site, although there would be a reasonable number of delivery drivers and their assistants operating from the site. Log data provided by the Client of their existing operation indicates that on a typical weekday very few / none of the vehicle movements to / from the site would occur during the typical weekday peak hours, i.e. delivery staff would arrive at the site early in the morning (from 4am) to commence their delivery rounds and would not return until later in the day. Other than hardstanding and car parking the built development at the site is likely to be limited to 2 portacabins. The proposed layout of the site is shown on the architect's layout plan at Appendix B.

3.4 Vehicular access to the site is proposed from Tilekiln Green towards the north eastern corner of the site. In addition, it is proposed to realign the northern part of Tilekiln Green and widen the B1256 to the south in order to improve vehicular access to the site and to eliminate the existing deficiencies / highway safety issues associated with the local road network. It is considered that the realignment of the road would remove the currently achievable 'straight across' movement between Tilekiln Green and the petrol filling station (PFS) to the north and which, as demonstrated in Chapter 6, has attributed to PIAs on the local road network.

3.5 It is considered that the effectively redundant section of Tilekiln Green that would be created as a result of the proposed highway improvements could be stopped up if deemed appropriate / beneficial by the LHA. Drawing IT1896/ST/001A of this report shows the extent of the section of the currently adopted highway that could be stopped up in conjunction with the development proposal. Notwithstanding the latter, it is considered that the land indicated on drawing IT1896/ST/001A to be stopped up could

remain as public highway following the implementation of the development proposal and that the development proposal should not be regarded as dependant on stopping up the land. Correspondence with Essex Highways (EH) in relation to the potential stopping up order is contained at Appendix A. It can be seen that EH indicated that in principle they would not object to the proposed stopping up.

3.6 The proposed access arrangements are shown on drawing IT1896/SK/01E appended to this report. As shown on the drawing it is proposed to widen the existing substandard ghosted right turn lane at the junction of Tilekiln Green with the B1256 from 2.2m in width to 3.5m in width. In addition, it is proposed to provide a 7.3m wide site access with a 10m radius northern kerb and a 12m radius southern kerb. There is evidence on site of vehicles overrunning the northern verge of the B1256 within the vicinity of the junction with Tilekiln Green. This is considered to be due to the narrow width of the ghosted right turn at the junction, which is not of a sufficient width to accommodate larger vehicles without them blocking the eastbound lane of the B1256. In conjunction with the development the ghost island would be widened to a width that would comfortably accommodate larger vehicles without risk of them blocking the eastbound lane of the B1256 thus significantly reducing the likelihood of vehicles overrunning the northern verge of the B1256.

3.7 A speed recording Automatic Traffic Counter (ATC) was placed on Tilekiln Green within the vicinity of the proposed site access junction for 7 days commencing 19th September 2018. In addition, an ATC was also placed on the B1256 to the west of Tilekiln Green during the same time period.

3.8 The ATC on Tilekiln Green recorded unadjusted 85th %tile north and southbound speeds of 33.7mph and 35.7mph respectively. Using the visibility splay calculation formula set out in Manual for Streets (MfS) but adopting a cautious skid resistance 'g' factor of 0.375 and a driver reaction time of 2 seconds it can be calculated that for a vehicle speed of 33.7mph a visibility 'y' distance of 63m would provide a safe solution. As shown on drawing IT1896/SK/01E, a visibility splay of 2.4m x 70m is proposed to the right at the proposed site access, which is considered as acceptable in the light of the results of the speed survey. The drawing also shows that to the left, from a set back of 2.4m, a driver emerging on the site access would be able to sight a vehicle entering Tilekiln Green at the junction with the B1256.

3.9 The ATC on the B1256 to the east of Tilekiln Green recorded unadjusted 85th %tile east and westbound speeds of 43.4mph and 42mph respectively, i.e. generally consistent with the posted 40mph speed limit. As shown on drawing IT1896/SK/01E to the right at the junction of Tilekiln Green with the B1256 a visibility splay of 2.4m x 120m, i.e. the Design Manual for Roads and Bridges (DMRB) requirement for a 40mph speed limit, would be achievable. To the left at the junction, from a set back of 2.4m, a driver emerging on Tilekiln Green would be able to sight a vehicle entering the B1256 from M11 junction 8.

3.10 The AutoTrack swept paths at Appendix C of this report demonstrate that a maximum legal articulated HGV would be able to acceptably access and egress the site.

3.11 In accordance with the pre-application discussions with ECC a stage 1 safety audit of the proposed access junction layout was commissioned and a copy of the audit report is enclosed at Appendix D of this report along with ITL's designer's response to the audit. It can be seen from the Stage 1 Audit and the Designer's Response that the proposed access junction should be regarded as acceptable from a fundamental highway safety design perspective.

3.12 The layout and location of the proposed access junction was discussed with Essex County Council (ECC), the Local Highway Authority (LHA), prior to the preparation of the earlier TA. In addition, during the preparation of this report an amended copy of the access junction arrangement drawing taking on board ECC's consultation comments in relation to the proposed layout of the junction was emailed to ECC. Copies of the pre-application correspondence with ECC is contained at Appendix A of this report.

3.13 As part of the proposed improvements to the junction of Tilekiln Green and the B1256 it would be necessary to relocate the existing large Advanced Directional sign on the approach to M11 junction 8 on the B1256. Correspondence with both ECC and HE in relation to the relocation of the sign is contained at Appendix A of this report. The correspondence confirms that neither party object in principle to the proposed relocation of the sign and that in fact the proposed position of the sign would represent an improvement compared to the existing position.

3.14 FKY have confirmed that if a Travel Plan document is deemed by ECC to be required at the development then they would not object to an appropriately worded planning condition requiring that such a document be provided.

3.15 Within the following paragraphs the highway related reasons for refusal in relation to the earlier planning application are discussed and it is demonstrated that the current application addresses those reasons for refusal. ITL would highlight that the proposed amendments to the junction of Tilekiln Green with the B1256 would, as demonstrated within this report, offer highway safety benefit to all road users.

Reason for Refusal

2. As far as can be determined from submitted plans the proposed road layout of Tilekiln Green and the B1256 could lead to unacceptable conflict in the highway to the detriment of highway safety. In particular:

1.1. While there is a 15m straight section back from the junction is provided it is in combination with a centre line radius that appears to be less than 44m, given this junction is likely to be used extensively by articulated vehicles additional clarification is required regarding the approach angle of the cab at the stop line on the B1256 to ensure that vehicles will not be encroach over the centre line and footway and not be at an angle where visibility will be difficult to achieve.

1.2. Confirmation that the gradient at the junction will meet requirements of DMRB is required

1.3. The road has a 7.5 ton weight limit (accept for access) no measures have been shown to ensure that large vehicles do not turn right out of the site and contravene the ban.

1.4. A pedestrian crossing of the B1256 is shown to the west of the site entrance, some aspects of this were raised in the safety audit, including conflict with a private access the highway authority would want the conflict understood at this planning stage to ensure it deliverable, so a swept path analysis should be undertaken. The desire line of the crossing is to the east of the Tilekiln Green and so would be preferable if it were relocated to the east.

1.5. As identified in the safety audit high PSV and HFS will be required by the highway authority on the approaches to the access.

1.6. The forward visibility splay to the repositioned directional sign should be shown on the plan.

ITL Response

3.16 It is confirmed that the centre line bend radius is less than 44m. However, the provision of a centreline bend radius of that size is not considered essential on the immediate approach to a junction and is considered more applicable in the context of highway link design. Furthermore, it is noted that there are numerous locations on the local road

network where a radius of that size is not achieved, with the nearest being the near 90 degree bend to the south of the site. It is also noted that when ECC provided pre-application comments in relation to the junction layout in 2016 they did not raise the requirement for a 44m centre line bend radius.

3.17 Notwithstanding the above, ITL would highlight that the Autotrack swept paths contained at Appendix C of this report confirm that the cab of an articulated HGV would be perpendicular to the main road as it waited at the give way line at the junction with the B1256. That vehicle is regarded to represent the worst case that would use the junction and as such it is considered that the proposed alignment should be regarded as acceptable.

3.18 ITL would confirm that at the detailed design stage of the project it would be ensured that the gradient at the proposed junction is no worse than that at the existing junction, which based on available topographical survey information ITL would estimate to be 4% over the first 15m and therefore at the limit of what is accepted in paragraph 5.3 of CD123 of the Design Manual for Roads and Bridges (DMRB). A note confirming that a maximum gradient of 4% over the first 15m of the re-aligned section of Tilekiln Green would be provided has been added to drawing IT1896/SK/01E, which is appended to this report.

3.19 ITL would highlight that the bridge with a height restriction of approximately 3.88m to the south of the site would prevent larger covered HGVs from travelling south towards Great Hallingbury. Furthermore, based on the distribution information contained in the TA from the existing operation at Stansted Airport, ITL do not consider that there would be a natural demand for HGVs to look to travel south on Tilekiln Green from the site.

3.20 Notwithstanding the above, the applicant would have no objection to the imposition of an HGV routing agreement, via a section 106 agreement, on any subsequent planning permission that is granted. In addition, as shown on drawing IT1896/SK/01E, the applicant would be prepared to install signage on site instructing drivers of HGVs to turn left from the access.

3.21 ITL would confirm that the proposed splitter island and dropped crossings of the B1256 shown on drawing IT1896/SK/01C were positioned such that they would not conflict with the existing private access to the north of the B1256. In that regard, the centre of the private access is located approximately 66m west of the centreline of Tilekiln Green, whereas the proposed splitter island and dropped crossings are located some 80m west

of the same point, i.e. 14m further west. Drawing IT1896/SK/01E shows the location of the private access and confirms that there would not be a conflict between that access and the proposed splitter island and dropped crossing.

3.22 In addition, ITL would confirm that the applicant would additionally be prepared to fund the provision of a dropped crossing at a suitable point to the east between Tilekiln Green and the nearest westbound bus stop along with upgrading / resurfacing the existing footway on the southern side of the B1256, within highway land, between the proposed new junction and the proposed dropped crossing on the southern side of the road. A suggested location for the dropped crossing is shown on drawing IT1896/SK/01E along with a note confirming that the section of footway in question would be upgraded / resurfaced.

3.23 ITL would confirm that the applicant would not object to the provision of high friction surfacing (HFS) on the approaches to the proposed access and a note to that effect has been added to drawing IT1896/SK/01E.

3.24 As requested the forward visibility achievable to the relocated directional sign has been added to drawing IT1896/SK/01E. As indicated in ITL's email of 25th November 2019, which is included at Appendix A of this report, the relocation of the sign would result in improved forward visibility to it.

Reason for Refusal

2. The applicant has not demonstrated that a general use for B8 for which this permission would be granted would not lead to queuing at the junction of the B1256 and Tilekiln Road to the detriment of highway safety.

2.1. The highway authority is satisfied with the trip generation and distribution shown for this site, however the permission will be for a general B8 use. A sensitivity test for a general B8 distribution site should be undertaken to ensure that there is not detrimental queuing on the B1256.

ITL Response

3.25 ITL would confirm that planning permission is sought for a sui generis 'just in time' transport distribution / transfer point that would be consistent with the existing temporary operation at Stansted Airport and not for open B8 use. The traffic attraction calculations summarised within this report are based on surveys of the existing temporary use at Stansted Airport and as such they are considered to represent an appropriate

assessment of the proposed use. Therefore, no further assessment of the likely traffic implications of the proposal is deemed to be required.

Reason for Refusal

3. The applicant has not clearly demonstrated that the layout of the development will adequately accommodate the use on site and will not lead to parking or manoeuvring on the highway to the detriment of highway safety. In particular:

3.1. The parking bay sizes appear to be 4.8m by 2.3m this is below the minimum size of 5m by 2.5m to be used in exceptional circumstances and not the preferred bays size of 5.5m by 2.9m.

3.2. It is not clear from the submitted plans how large HGVs will be able turn within the site when there are other HGV vehicles parked.

3.3. The space for the cycle parking is limited, fewer better designed cycle parking spaces would make them more attractive to users.

ITL Response

3.26 ITL would confirm that the parking bays shown on the updated layout plan contained at Appendix B are shown to the minimum required ECC dimensions of 2.5m x 5m.

3.27 Swept path sketches attached at Appendix C of this report confirm that even with other HGVs parked around the perimeter of the two main parking areas on site a 16.5m max legal articulated HGV would be able to comfortably turn within those areas.

3.28 The layout plan at Appendix B of this report shows that in accordance with the ECC consultation response in relation to the original planning application it is proposed to provide fewer, high quality cycle parking spaces rather than looking to provide the number that can be calculated to be required using the ECC storage and distribution parking standards. Since the proposal is regarded to be sui-generis the approach adopted is regarded as acceptable and the number of spaces to be provided, i.e. 20, is considered to be more than adequate to meet the likely level of demand at the site. In that regard, it should be recognised that the 2011 journey to work census data for the local area indicates that at that time 0.93% of journeys to work in the area were undertaken by cycle. If that proportion is applied to the 112 employees that would be based at the study site it can be calculated that 1 would be likely to travel to / from the site by cycle and therefore it is considered that the provision of 20 cycle parking spaces provides scope for growth in the use of the bicycle as a method of transport to / from the site in the future.

4 ACCESSIBILITY BY ALTERNATIVE MODES

Walking

4.1 The 2019 National Travel Survey indicates that 80% of journeys under one mile (1.609km) are undertaken on foot and as such this distance is considered as acceptable in order to provide an indication of the likely walk–in catchment for the development proposal.

4.2 As indicated in the previous chapter there is a footway on the northern side of the B1256 within the vicinity of the site. Furthermore, it is proposed to provide footways on the eastern and western sides of Tilekiln Green from the proposed site access up to the B1256 in conjunction with the proposal along with a central pedestrian refuge on the B1256 in order that pedestrians can access the site from the north. Furthermore, as noted in the previous chapter, the applicant would additionally be prepared to fund the provision of a pair of dropped crossings at a suitable point to the east between Tilekiln Green and the nearest westbound bus stop along with upgrading / resurfacing the existing footway on the southern side of the B1256, within highway land, between the proposed new junction and the proposed dropped crossing on the southern side of the road.

4.3 The north eastern edge of Bishops Stortford, the southern part of Birchanger village and some residential dwellings on Tilekiln Green and the B1256 fall within 1.6km of the site. As such it is apparent that there would be a limited number of residential properties within walking distance of the site.

Cycle

4.4 The generally recognised maximum typical cycling distance is 5km. A large proportion of Bishops Stortford is, therefore, within cycling distance of the site as is the majority of Takeley. The latter can be accessed via the traffic free cycle, pedestrian and equestrian route of the Flitch Way, which can be accessed from Tilekiln Green at a point approximately 120m south of the site. The Flitch Way route accommodates National Cycle Route 16 and connects the site with Braintree in the east via Takeley and Great Dunmow.

Public Transport

Bus

4.5 It is generally recognised that the maximum convenient walking distance in order to access urban bus services is around 500m. This walking distance to a bus stop has emerged from theoretical studies and has been supported by research undertaken for the National Travel Survey (NTS). There are east and westbound bus stops on the B1256 only 120m from the proposed site access. Table 4.1 below summarises the bus services which call at the stops near to the site.

Table 4.1: Bus Service Summary

Service No.	Route Summary			
508	Harlow – Sawbridgeworth – Bishops Stortford – Takeley – Stansted Airport			
441	Takeley – Birchanger – Stansted Mountfitchet – Elsenham – Quendon – Newport – Saffron Walden			
Service No.	Monday - Friday		Saturday	
	Operating Times	Frequency	Operating Times	Frequency
508	06:03 - 19:30	1 per hour	06:10 – 19:06	1 per hour
441	07:07 & 15:30	1 per day in each direction (School)	n/a	n/a

4.6 It should be recognised that Stansted Airport, which provides express rail services to London Liverpool Street would only be approximately a 10 minute bus journey from the site using the 508 service. As such, the opportunity would exist for employees and visitors to access the site via a multimodal public transport trip incorporating rail and bus. In addition, the site is only a short bus journey from Bishops Stortford, where it is considered some employees could live.

4.7 Bishops Stortford Station rail station, which also provides express rail services to London, is approximately 3 km from the application site. The station is, therefore, within cycling distance of the site and the opportunity would exist for employees and visitors to access the site via a multimodal public transport trip incorporating rail and cycle.

5 TRAFFIC ATTRACTION AND DISTRIBUTION

Introduction

5.1 Within this section the likely level of traffic attracted to the development proposal is considered along with the distribution of that traffic.

Traffic Attraction

5.2 In order to establish the likely traffic levels associated with the proposal log data from the operation at Stansted Airport was provided by the Client. In addition, the postcodes of the staff working at the Stansted Airport depot and the routes of HGVs from the depot on a typical week were also provided. A copy of the data is contained at Appendix E.

5.3 The data at Appendix E indicates that at the time the log data was recorded there were 112 staff working from the depot. Notwithstanding that the log data shows that very little / none of the vehicle movements to / from the site typically coincide with the traditional road network peak hours, for the purposes of a robust assessment it has been assumed that 25% of staff would arrive / depart during the typical road network peak hours. Furthermore, it has been assumed that all staff would drive to the site alone, which as discussed later in this report should be regarded as robust. On that basis, the staff related traffic movements assumed to occur during the weekday peak hours for the purposes of this assessment are set out in Table 5.1 below.

Table 5.1: Staff Traffic Levels

Time Period	Arrivals	Departures
Weekday AM peak hour (0800 – 0900)	28	0
Weekday PM peak hour (1700 – 1800)	0	28

5.4 The data at Appendix E also indicates that there were 217, one way, HGV movements from the depot during the week of information provided. If those movements are averaged over a 5 day week and, for robustness, a 10 hour day then it can be calculated that the development proposal would be likely to attract the HGV movements during the typical weekday peak hours shown in Table 5.2 over the page.

Table 5.2: HGV Traffic Levels

Time Period	Arrivals	Departures
Weekday AM peak hour (0800 – 0900)	4	4
Weekday PM peak hour (1700 – 1800)	4	4

5.5 The information shown in Tables 5.1 and 5.2 above confirms that the proposal would be unlikely to attract significant traffic levels during the typical weekday peak hours.

Traffic Distribution

5.6 The staff postcode data contained at Appendix E was analysed and the likely route from each postcode to the site was derived using on-line route finder software. On that basis it has been calculated that staff movements to / from the site are likely to be distributed as summarised in Table 5.3.

Table 5.3: Staff Traffic Distribution

Direction	Proportion of Staff Movements
M11 North	4%
A120 West	30%
M11 South	44%
A120 East	12%
B1256 East	6%
Tilekiln Lane South	4%

5.7 The HGV routing data contained at Appendix E was analysed and the likely route from the site to each destination was derived using on-line route finder software. On that basis it has been calculated that HGV movements to / from the site are likely to be distributed as summarised in Table 5.4.

Table 5.4: HGV Traffic Distribution

Direction	Proportion of Staff Movements
M11 North	8.8%
A120 West	2.8%
M11 South	78.8%
A120 East	9.7%

5.8 Traffic Flow Figures G1 and G2 respectively at Appendix G show the development traffic distributed in accordance with the above distributions at the junction of Tilekiln Green at the B1256 as relevant during the weekday peak hours. The calculated distributions are contained at Appendix F of this report.

6 NETWORK PERFORMANCE

Introduction

6.1 As agreed with ECC during the scoping discussions for the earlier application the performance of the proposed site access junction and the improved junction of Tilekiln Green with the B1256 have been assessed as part of this study.

6.2 In order to provide the basis for the junction capacity assessments, a manual classified traffic count was undertaken at the junction of the B1256 with Tilekiln Green on 20th September 2018 between 0730 and 0930 and again between 1630 and 1830. The results of the traffic surveys are contained at Appendix H of this report, whilst Traffic Flow Figures G3 and G4 respectively at Appendix G show the typical weekday AM and PM peak hours flows extracted from the surveys.

6.3 An opening year of 2023 and a design year of 2028 has been adopted for this assessment. NTM / TEMPRO growth factors as shown in Table 6.1 were applied to the observed peak hour flows shown on Traffic Flow Figures G3 and G4 in order to derive the opening year (2023) and design year (2028) background flows utilised in the capacity assessment.

Table 6.1: NTM / TEMPRO Growth Factors

Growth Period	AM Peak	PM Peak
2018 – 2023	1.0768	1.0766
2018 – 2028	1.1236	1.1262

6.4 The opening year and design year flows are shown on Traffic Flow figures G5 and G6 and G7 and G8 respectively at Appendix G. The development traffic flows shown on Traffic Flow Figures G1 and G2 were then added to the opening year and design year flows in order to derive the 2023 and 2028 base plus development flows shown on Traffic Flow Figures G9 and G10 and G11 and G12 respectively.

Site Access Junction

6.5 The proposed site access junction was initially analysed for the 2028 base plus development AM and PM peak hour scenarios using the PICADY software package. The print outs from the PICADY assessments at the site access junction are contained at Appendix J of this report and summarised below in Table 6.2.

Table 6.2: 2028 Base Plus Development PICADY Assessment at Access Junction

Scenario	Site Access		Tilekiln Green (N)	
	Max Q	Max RFC	Max Q	Max RFC
2028 AM Base + Development	0.00	0.00	0.17	0.09
2028 PM Base + Development	0.07	0.06	0.02	0.02

6.6 The PICADY assessment results summarised above in Table 6.2 confirm that the site access junction would operate with ample spare capacity in 2028 during the typical weekday AM and PM peak hours. In that regard, no queues of any note are forecast.

Tilekiln Green / B1256 Junction

6.7 The proposed improved junction of Tilekiln Green with the B1256 was initially analysed for the 2028 base plus development AM and PM peak hour scenarios using the PICADY software package. The print outs from the PICADY assessments at the junction are contained at Appendix J of this report and summarised below in Table 6.3.

Table 6.3: 2028 Base Plus Development PICADY Assessment at Junction of Tilekiln Green with B1256

Scenario	Tilekiln Green		B1256 (W)	
	Max Q	Max RFC	Max Q	Max RFC
2028 AM Base + Development	2.70	0.74	0.65	0.40
2028 PM Base + Development	2.03	0.68	0.38	0.27

6.8 The PICADY assessment results summarised above in Table 6.3 confirm that the improved junction of Tilekiln Green with the B1256 would operate with ample spare capacity in 2028 during the typical weekday AM and PM peak hours. In that regard, no queues of any note are forecast and it is demonstrated that vehicles queuing on the B1256 waiting to turn right in to Tilekiln Green would not back up towards the M11 junction 8.

M11 Junction 8

6.9 Some of the traffic associated with the proposal is already travelling via M11 junction 8 to / from the temporary operation at Stansted Airport and, as demonstrated by the vehicle log data at Appendix E, the majority of the traffic associated with the proposal would not coincide with the typical weekday peak hours. To set the likely level of additional traffic travelling via the junction in context ITL have calculated that on the basis of a 24 hour operation and a 5 day operating week, based on data provided by the

Client and consideration of the distribution of the traffic associated with the proposal, the relocation of the operation from the current site at Stansted Airport to the study site would only be likely to lead to an average of 3 additional HGV movements and 4 additional light vehicle / car movements per hour at the junction. In the context of the existing flows at M11 junction 8, traffic levels of that nature, which robustly assume that all traffic associated with the temporary operation at Stansted Airport travelling to / from the south uses junction 8a, are regarded as very modest and not worthy of detailed assessment.

6.10 The expected additional traffic volumes using M11 junction 8 as a result of the proposal discussed above were calculated by distributing the anticipated daily staff and HGV movements set out in Tables 5.1 and 5.2. In that regard, on the basis that there were 112 staff recorded to be working from the existing Stansted Airport depot within the log data at Appendix E it has been robustly assumed that the proposal would give rise to 224 two way vehicle movements per day associated with staff travel. That calculation makes no allowance for car sharing or public transport use. The log data at Appendix E also indicates that there were 217 one way HGV movements from the existing depot at Stansted Airport during the week of information provided. If those movements are averaged over a 5 day week it can be calculated that the existing operation at Stansted Airport attracted 86 two way HGV movements per day.

6.11 If the aforementioned daily staff and HGV movements are then distributed in accordance with the distributions contained within Tables 5.3 and 5.4 respectively it can be calculated that the following levels of traffic associated with the transport distribution operation would be likely to be travelling via M11 junction 8 with the operation in its current location at Stansted Airport and then if it was moved to the study site: -

Table 6.4: Daily Two Way Movements Travelling via M11 Junction 8

Use	Staff	HGV
Existing Use	99	10
Proposed Use	202	87

6.12 If the level of existing movements are subtracted from the proposed movements and divided by 24 then the average modest additional hourly movements discussed at paragraph 6.9 above can then be calculated.

6.13 Even if it were robustly assumed that all vehicle movements were condensed in to a 12 hour period, which is clearly not the case based on the vehicle log data at Appendix E, then it can be seen that the average hourly increase in vehicle movements at the junction would still be very modest in context.

6.14 In the light of the above, as set out within the scoping correspondence at Appendix A, it was agreed with HE during the scoping stage of the previous application that assessment of the performance of M11 junction 8 was not required as part of this assessment.

7 OTHER HIGHWAY ISSUES

Parking

7.1 As indicated in chapter 1 of this report the development proposal represents a sui-generis use. It is considered that the closest matching category to the development proposal within the September 2009 ECC publication: Parking Standards Design and Good Practice is the storage and distribution category. As such, that category has been used to provide an indication of the appropriate parking levels at the site. Those standards are reproduced below in Table 7.1.

Table 7.1: ECC parking Standards

ECC Category	Maximum Car Parking Standard	Minimum Cycle Parking Standard	Minimum Motorcycle Parking Standard	Minimum Disabled Car Parking Standard
Storage and Distribution Use	1 space per 150 sq m	1 space per 500 sq m for staff plus 1 space per 1000 sq m for visitors	1 space, + 1 per 20 car spaces	2 bays or 5% of total capacity, whichever is greater

7.2 As indicated in Chapter 3, other than hardstanding and car parking the built development at the site is likely to be limited to 2 portacabins. As such, given the nature of the proposal it is considered appropriate to utilise the area of the proposed hardstanding in order to calculate the possible parking levels at the development. Application of the standards shown above, as relevant, to the area of the proposed hardstanding (20,700m^2) results in the calculation of the following levels of parking at the development proposal.

Table 7.2: Permissible parking provision

Maximum Car Parking Provision	Minimum Cycle Parking Provision	Minimum Motorcycle Parking Provision	Minimum Disabled Car Parking Provision
138	63	6	5

7.3 The information shown in Table 7.2 above confirms that if the proposed car parking provision at the development is measured relative to the closest matching ECC parking standard category then the proposed provision of 107 car parking spaces should be regarded as acceptable as it does not exceed the calculated maximum provision. Furthermore, if it is considered that not all of the 112 staff likely to be based at the site would drive there alone and that the modal split for journeys to work in the local area,

which can be extracted from the 2011 Census, would apply it can be calculated that 93 members of staff would typically be likely to drive to the site. As such, it is concluded that the proposed provision of 107 car parking spaces should be regarded as acceptable to serve the development proposal.

7.4 The site layout plan at Appendix B confirms that the minimum levels of motorcycle and disabled parking required by the ECC distribution and storage standard would be met at the development. The layout plan also confirms that electric vehicle charging points are proposed at the site.

7.5 As indicated in chapter 3, in accordance with the ECC consultation response in relation to the original planning application it is proposed to provide fewer, high quality cycle parking spaces rather than looking to provide the number that can be calculated to be required using the ECC storage and distribution parking standards. Since the proposal is regarded to be sui-generis the approach adopted is regarded as acceptable and the number of spaces to be provided, i.e. 20, is considered to be more than adequate to meet the likely level of demand at the site. In that regard, it should be recognised that the 2011 journey to work census data for the local area indicates that at that time 0.93% of journeys to work in the area were undertaken by cycle. If that proportion is applied to the 112 employees that would be based at the study site it can be calculated that 1 would be likely to travel to / from the site by cycle and therefore it is considered that the provision of 20 cycle parking spaces provides scope for growth in the use of the bicycle as a method of transport to / from the site.

Personal Injury Accident Assessment

7.6 Personal Injury Accident (PIA) or Crash data was obtained from Essex Highways for the 5 year period from October 2016 to September 2021 for the local road network within the vicinity of the site. At the time of the scoping discussions for the previous application it was agreed with NH that given the insignificant additional traffic levels using M11 junction 8 as a result of the development that it would not be necessary to consider the PIA record of the junction. A copy of the obtained PIA data and an accident plot are contained at Appendix K of this report.

7.7 The data was examined for correlations and / or patterns connected to a specific road network location which may indicate a trend and therefore a common reason why accidents would occur in the same area or location.

7.8 In the obtained five year period from October 2016 to September 2021, there were 3 recorded accidents within the vicinity of the existing junction of the B1256 / Tilekiln

Green / the PFS. Out of the 3 accidents, 2 were recorded to involve serious injuries and 1 involved slight injuries.

7.9 Furthermore, 2 accidents involved movements into the petrol filling station opposite and were classed as serious accidents. The remaining accident involved a car turning right from Tilekiln Green into the path of an eastbound vehicle on the B1256 and was classed as a slight accident.

7.10 All three accidents were attributed to a slippery road surface due to weather conditions or driver errors such as those listed below.

- Failed to look properly;
- Following too close;
- Travelling too fast for conditions;
- Failed to judge other persons path or speed; and
- Sudden braking.

7.11 As part of previous submissions, accident data was also obtained for the preceding period from December 2013 to September 2016.

7.12 A total of 6 accidents were recorded in the preceding time period. Out of the 6 accidents there were 2 recorded incidents at the entry to M11 Junction 8 from the B1256, both of which were recorded to involve “slight” injuries. In the light of the response from HE the circumstances of those accidents were not investigated further.

7.13 The remaining recorded collisions (4) took place in the vicinity of the B1256 / Tilekiln Green / the PFS junction and all involved manoeuvres into / out of the PFS opposite with two of those five accidents involving the manoeuvre from Tilekiln Green across the B1256 into the PFS. It is considered that the junction improvements shown on drawing IT1896/SK/01E would go some way to alleviating the potential for these accidents, particularly those involving the manoeuvre from Tilekiln Green across the B1256 into the PFS.

7.14 It is therefore concluded that the junction of the B1256 / Tilekiln Green does not display an adverse highway safety record at present. Furthermore, it is considered that the improvements proposed at the junction in conjunction with the development proposal would improve highway safety rather than exacerbate it.

8 CONCLUSIONS

8.1 Intermodal Transportation Ltd (ITL), an independent consultancy specialising in highway engineering and transportation planning, has been appointed by FKY Ltd to produce this Transport Assessment (TA) report to support a planning application for a sui generis 'just in time' transport distribution / transfer point on land to the east of Tilekiln Green near Stansted Airport.

8.2 The operation proposed at the site is currently based on a temporary basis at a site at Stansted Airport and as previously operated from a site at Hoddesdon.

8.3 An earlier application (reference: UTT/21/0332/FUL) for a similar proposal was refused planning permission by Uttlesford District Council (UDC) and highway reasons, which were raised by Essex County Council (ECC), were included within the reasons for refusal for that application. It is confirmed within this report that the current application / the investigations undertaken for this study have addressed the highway reasons for refusal that were raised in relation to the earlier application. It should be noted that National Highways (NH), formerly Highways England (HE), did not object to the earlier application.

8.4 As part of the earlier investigations, representatives of ITL visited the site and agreed the scope of the study with Essex County Council (ECC), the Local Highway Authority (LHA) for the local road network and with NH the Highway Authority for motorways and trunk roads. In addition, ITL held pre-application discussions with ECC, their agents Essex Highways and NH in relation to the proposal and have reached in principle agreements in relation to a number of the key highway aspects of the development proposal. It is considered that the scoping agreements for the earlier application remain valid for the current study.

8.5 The operation at the site would primarily involve Heavy Goods Vehicles (HGVs) delivering pre-packed kitchens to the site from the company's warehouses in the north of England, which would then be loaded on to other HGVs for distribution to customers. Other than hardstanding and car parking the built development at the site is likely to be limited to 2 portacabins.

8.6 Vehicular access to the site is proposed from Tilekiln Green towards the north eastern corner of the site. In addition, it is proposed to realign the northern part of Tilekiln Green and widen the B1256 to the south in order to improve vehicular access to the site and to eliminate the existing deficiencies / highway safety issues associated with the local road network. It is demonstrated within section 3 of this report that the proposed access junction should be regarded as sufficient to accommodate the largest vehicles likely to use it, i.e. a max legal Heavy Goods Vehicle (HGV) and a large rigid HGV. It is further demonstrated with reference to a stage 1 safety audit of the proposed junction layout and the results of an ATC speed survey that the proposed access junction should be regarded as acceptable from a fundamental highway safety design perspective.

8.7 The likely level of traffic attracted to the proposed development is established in section 5 of this report and it is demonstrated that the proposal would be unlikely to attract significant traffic levels during the weekday AM and PM peak hours.

8.8 Notwithstanding the above the performance of the site access junction and the improved junction of Tilekiln Green and the B1256 have been considered during the typical weekday AM and PM peak hours within this assessment. The capacity assessments were undertaken for a future year of 2028. The junction capacity assessments demonstrate that no capacity issues are expected well in to the future.

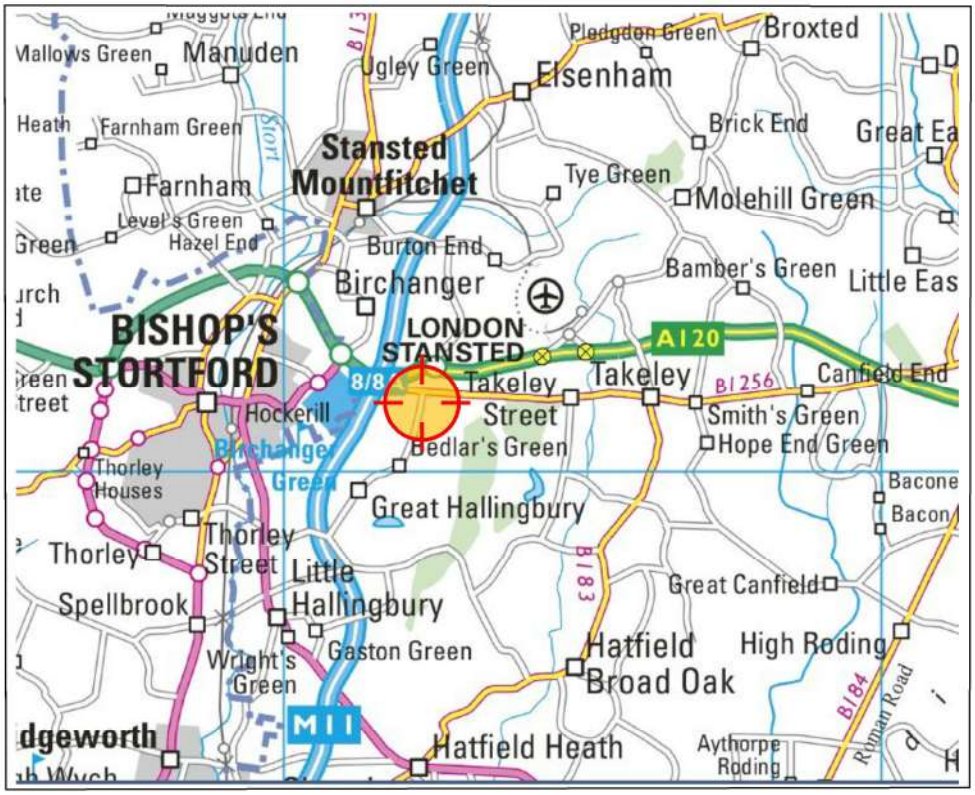
8.9 It is demonstrated in chapter 7 of this report that the proposed parking provision at the development should be regarded as acceptable.

8.10 The PIA record of the local road network has been examined as part of this study and it is has been established that the improvements proposed to the local road network in conjunction with the development proposal would remediate existing highway safety issues associated with the local road network.

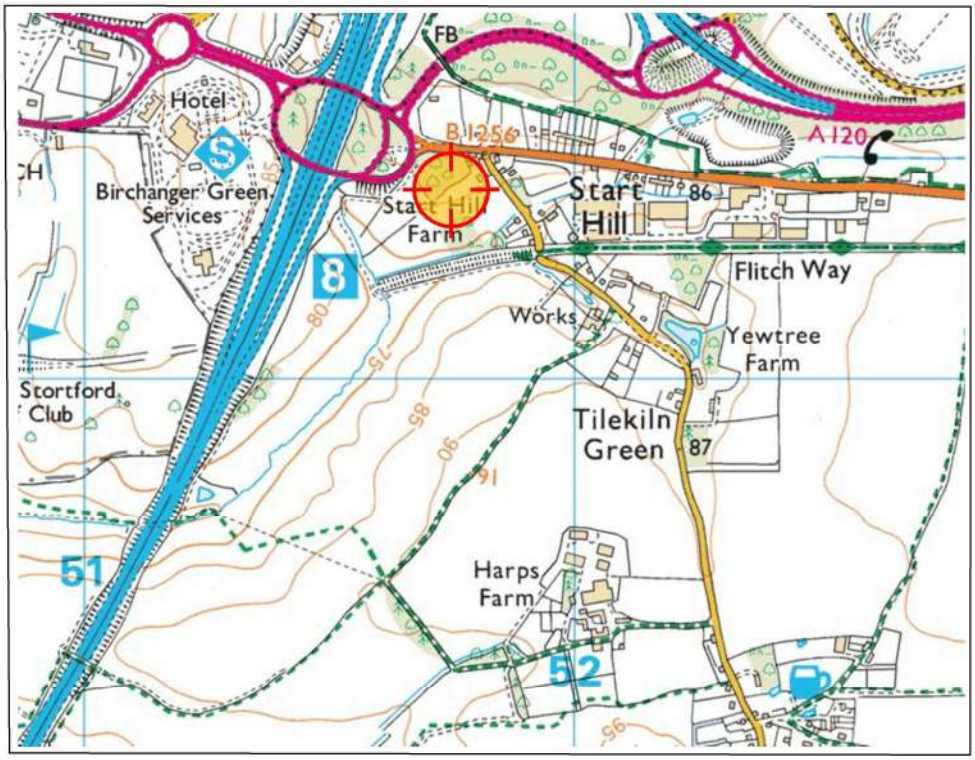
8.11 It is, therefore, considered that in the context of the National Planning Policy Framework (NPPF) which clearly indicates that less weight should be attached to traffic issues and that "*…Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the local road network would be severe.*" the development proposal should be regarded as acceptable.

DRAWINGS

WIDER CONTEXT



LOCAL CONTEXT



SITE LOCATION

Rev	Description	Date

IT Project:
PROPOSED TRANSPORT DISTRIBUTION POINT, TILE KILN GREEN, STANSTED

Rev: -

Drawing Title:
SITE LOCATION IN LOCAL AND WIDER CONTEXT

Sheet 1 of 1

Client:
FKY LIMITED

Drawn By:	Approved By:	Drawing No:	CAD File:
GH	JB	IT1896/TA/01	IT1896/TA/01.DWG

A4

Notes:
Dimensions should not be scaled from this drawing. The contents of this drawing are confidential, should you receive this drawing in error please return it to Intermodal Transportation at the address printed.

Date:	Scale:
MAY 2019	NTS

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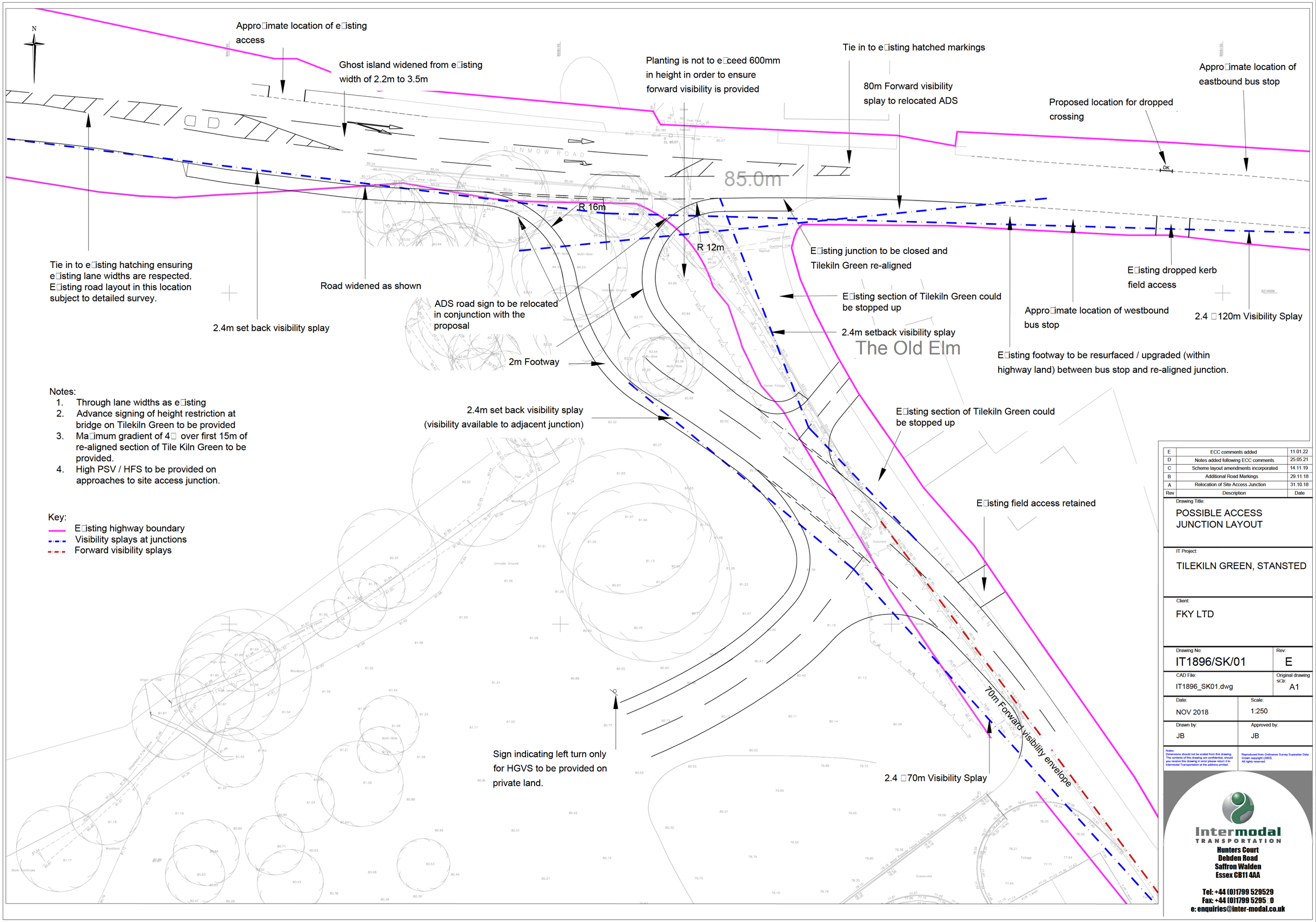

Notes:

1. Through lane widths as existing
2. Advance signing of height restriction at bridge on Tilekiln Green to be provided
3. Maximum gradient of 4 over first 15m of re-aligned section of Tile Kiln Green to be provided.
4. High PSV / HFS to be provided on approaches to site access junction.

Key:

- Existing highway boundary
- Visibility splays at junctions
- Forward visibility splays

Rev	Description	Date
E	ECC comments added	11.01.22
D	Notes added following ECC comments	25.05.21
C	Scheme layout amendments incorporated	14.11.19
B	Additional Road Markings	29.11.18
A	Relocation of Site Access Junction	31.10.18

Drawing Title:
POSSIBLE ACCESS JUNCTION LAYOUT

IT Project:
TILEKILN GREEN, STANSTED

Client:
FKY LTD

Drawing No:	Rev:
IT1896/SK/01	E

CAD File:	Original drawing size:
IT1896_SK01.dwg	A1

Date:	Scale:
NOV 2018	1:250

Drawn by:	Approved by:
JB	JB

Notes:
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e: enquiries@inter-modal.co.uk

DUNMOW ROAD

85.0m

Stane Street

The Old Elm

TILEKILN GREEN

Ppg Sta

N

KEY:

EXISTING HIGHWAY BOUNDARY

AREA TO BE STOPPED UP

INDICATIVE EXTENT OF AREA OF NEW HIGHWAY

Rev	Description	Reviewer	Date
A	Area for adoption added	LS	09/21
B	Area for adoption amended	JB	09/21

Drawing Title

PROPOSED AREA TO BE STOPPED UP

Rev: B

IT Project:

TILEKILN GREEN, STANSTED

Sheet 1 of 1

Client:

FKY LTD

A3

Drawing No:	CAD File:
IT1896/ST/01	IT1896_SK001_REVD.dwg
Date:	**Scale:**
NOV 2019	1:500
Drawn By:	**Approved By:**
AS	JB

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APPENDIX A

PRE-APPLICATION CORRESPONDENCE WITH ECC / EH / HE

Justin Bass

From: Justin Bass <[redacted]
Sent: 12 January 2022 11:26
To: 'Katherine Wilkinson, Strategic Development Engineer'
Cc: 'David Walton'; 'Richard Norman'; 'Kellie Hainsworth'
Subject: RE: TILEKILN GREEN, STANSTED
Attachments: IT1896_ATR_001 (Access).pdf; IT1896_ATR_002 (Access).pdf; IT1896_SK001_REV E.pdf

Dear Katherine,

Further to my email below and our TEAMS meeting of Monday afternoon, as agreed, please find attached the following information for you to discuss / share with your engineering colleagues: -

- Drawing IT1896/SK/001E showing the proposed site access arrangements along with the proposed improvements at the junction of Tilekiln Green with the B1256. The layout shown is consistent with that which we have previously discussed but in response to the comments contained within your consultation response in relation to the previous planning application we have also now indicated the following on the drawing: -
    - The proposed left turn only signage for HGVs leaving the site;
    - The existing private access on the northern side of the B1256 to the east of the proposed pedestrian splitter island;
    - The proposed location of the dropped crossing of the B1256 to the east of the improved junction of Tilekiln Green with the B1256 along with the commitment to upgrade / resurface (within highway land) the footway between the westbound bus stop and the improved junction;
    - The improved forward visibility to the relocated ADS road sign (our email of 25th November 2019 confirms the substantial improvement in forward visibility that is achieved as a result of the proposed improvements at the junction);
    - Confirmation that high PSV / HFS would be provided on the approaches to the site access junction; and
    - Confirmation that a maximum (DMRB compliant) gradient of 4% would be provided over the first 15m of the re-aligned section of Tilekiln Green.
- AutoTrack swept path sketch IT1896/ATR/001 showing that when approaching the B1256 at the junction with Tilekiln Green the cab of a max legal articulated HGV would be perpendicular to the main road and therefore visibility along the B1256 for the driver of the vehicle would not be difficult. In addition, the swept path sketch confirms that the worst case vehicle likely to use the junction would not over-sail the centreline of the road or mount the kerb. As discussed, we acknowledge that the centreline bend radius of Tilekiln Green on the approach to the improved junction is less than 44m. However, we consider that the provision of a centreline bend radius of that size on the immediate approach to a junction, where vehicles will naturally be slowing, is not essential and that the provision of such a radius is more applicable in the context of highway link design away from junctions. We would, also highlight that the improvements proposed at the junction will offer highway safety benefits for existing road users and that in particular shifting the junction of the B1256 / Tilekiln Green away from the adjacent petrol filling station access should be regarded to represent a highway safety benefit. For completeness we also attach swept path sketch IT1896/ATR/002 showing a max legal articulated HGV entering the site.

We trust that the above and attached is sufficient for your immediate needs and addresses the points that you raised previously in relation to the proposed site access arrangements and the proposed improvements at the junction of Tilekiln Green with the B1256. As discussed, our Client is aiming to submit the revised planning application at the end of this month and as such your earliest response would be much appreciated.

Please do not hesitate to contact us should you have any queries or wish to discuss this matter further.

Regards

Justin

Justin Bass
Director
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tel: 01799 529529
fax: 01799 529530
[redacted]

From: Justin Bass [redacted]
Sent: 23 December 2021 10:20
[redacted] 'Richard Norman' [redacted]
Subject: RE: TILE KILN GREEN, STANSTED

Dear Katherine,

Further to my email below just a short note to confirm that if we could have a telephone conversation at the earliest opportunity please in order to run through your consultation response for the previous application that would be much appreciated.

Please do not hesitate to contact me should you have any queries or wish to discuss this matter further.

Regards

Justin

Justin Bass

Justin Bass

From: Norman, Mark <[redacted]
Sent: 18 June 2021 14:21
To: Justin Bass
Cc: [redacted]
Subject: RE: UTT/21/0332 Transport Assessment Review - Information Request

Justin,

I can confirm we have reviewed the information you have submitted and we are content the development will not have a severe impact upon the Strategic Road and we will withdrawing our holding response and raising no objections to the application shortly.

Regards

Mark

Mark Norman
Spatial Planner
Network Operations
Highways England | Woodlands | Manton Lane | Bedford | MK41 7LW
[redacted]
Web: http://www.highways.gov.uk
[redacted]

From: Justin Bass [redacted]
Sent: 10 June 2021 09:16
To: Norman, Mark <[redacted]
[redacted]
<Katherine.Wilkinson@essex.gov.uk>; Devesh.Shrivastava@inter-modal.co.uk; will.swarbrick@walton-co.co.uk
Subject: RE: UTT/21/0332 Transport Assessment Review - Information Request

Dear Mark

Just a short note to ask whether you / Aecom have had the opportunity as of yet to consider our email below.

Regards

Justin

Justin Bass

Director
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Essex CB11 4AA

tel: 01799 529529
fax: 01799 529530
[redacted]

From: Justin Bass [redacted]
Sent: 04 May 2021 11:25
To: 'Norman, Mark' <[redacted]
[redacted]
Subject: RE: UTT/21/0332 Transport Assessment Review - Information Request

Dear Mark

Thank you for your email below including Aecom's review of the submitted Transport Assessment (TA) for this scheme. We would confirm that we have reviewed Aecom's note and having done so our understanding is that clarification is sought essentially in relation to the 2 matters listed below. We note that, notwithstanding that clarification is sought in relation to the 2 matters below, Aecom have commented at paragraph 3.7 of their review that "*Overall, the development is expected to attract 32 vehicle arrivals (28 cars and 4 HGVs) and 4 vehicle departures (4 HGVs) during the AM peak, and 4 vehicle arrivals (4 HGVs) and 32 vehicle departures (28 cars and 4 HGVs) during the PM peak. The distribution of these vehicles will be explored in the subsequent section of the TN, however it is anticipated that this volume of traffic at the new site is not likely to cause major impact on the LRN and SRN.*"

- The traffic growth factors utilised in the assessment; and
- The number of additional traffic movements likely to be using M11 junction 8 as a result of the proposal.

We discuss the 2 matters separately below.

Traffic Growth Factors

We acknowledge that the traffic growth factors quoted at paragraph 6.3 of the TA do not match those shown on the traffic flow diagrams at Appendix G. We would confirm that the growth factors shown on the traffic flow diagrams were utilised for the purposes of raising the observed traffic flows to the assumed opening (2021) and design (2026) years for the assessment. We note that the growth factors shown on the traffic flow figures of the TA are regarded as robust by Aecom and as such we would conclude that the results of the capacity assessments contained within the TA, which do not indicate to queuing or delay problems on the local road network, should also be regarded as robust. We would confirm that the growth factors shown on the traffic flow diagrams of the TA were calculated using a spreadsheet adjustment of TEMPRO factors rather than using the NTM adjustment tool now available within the TEMPRO program.

Notwithstanding the above, for completeness, we have re-calculated the 2021 and 2026 base flows and subsequently the 2021 and 2026 base plus development flows on the basis of the growth factors advocated by Aecom and which we have matched using TEMPRO 7.2 and the NTM adjustment tool contained within the program. We attach the revised traffic flow diagrams. We also attach revised PICADY assessments of the site access junction and the junction of Tile Kiln Lane with the B1256, which have been run on the basis of the amended flows. The results of the attached PICADY assessments are consistent with those summarised within the TA, albeit that they actually indicate to the local road network operating in a slightly improved manner compared to the assessments contained within the TA.

Additional Movements Likely to be using M11 Junction 8

The expected additional traffic volumes using M11 junction 8 as a result of the proposal discussed at paragraph 6.8 of the TA were calculated by distributing the anticipated daily staff and HGV movements listed at paragraphs 5.3 and 5.4. In that regard, on the basis that there were 112 staff recorded to be working from the existing Stansted Airport depot within the log data at Appendix E of the TA it was robustly assumed that the proposal would give rise to 224 two way vehicle movements per day associated with staff travel. That calculation makes no allowance for car sharing or public transport use. The log data at Appendix E of the TA also indicates that there were 217 one way HGV movements from the existing depot at Stansted Airport during the week of information provided. If those movements are averaged over a 5 day week it can be calculated that the existing operation at Stansted Airport attracted 86 two way HGV movements per day.

If the aforementioned daily staff and HGV movements are then distributed in accordance with the distributions contained within Tables 5.3 and 5.4 of the TA it can be calculated that the following levels of traffic associated with the transport distribution operation would be likely to be travelling via M11 junction 8 with the operation in its current location at Stansted Airport and then if it was moved to the study site: -

Daily Two Way Movements Travelling via M11 Junction 8

	Staff	HGV
Existing Use	99	10
Proposed Use	202	87

If the level of existing movements are subtracted from the proposed movements and divided by 24 then the average modest additional hourly movements discussed at paragraph 6.8 of the TA can be calculated.

We trust that this message is sufficient for your needs and welcome your earliest response. In the meantime, however, please do not hesitate to contact us should you have any queries or wish to discuss this matter further.

Regards

Justin

Justin Bass
Director

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Essex CB11 4AA

tel: 01799 529529
fax: 01799 529530
[redacted]

From: Norman, Mark [redacted]
Sent: 22 April 2021 11:14
To: Justin Bass <[redacted]
[redacted]
Subject: RE: UTT/21/0332 Transport Assessment Review - Information Request

Justin,

Please accept my apologies for not getting this to you sooner

Please find attached Aecom Tech note 1 the content of which I agree

Regards

Mark

Mark Norman
Spatial Planner
Network Operations
Highways England | Woodlands | Manton Lane | Bedford | MK41 7LW
[redacted]
Web: http://www.highways.gov.uk
[redacted]

From: Justin Bass [redacted]
Sent: 13 April 2021 17:25
To: Norman, Mark [redacted]
Subject: RE: UTT/21/0332 Transport Assessment Review - Information Request

Dear Mark

Further to my email below to Caroline Brooks just a short note to ask whether the review of the submitted Transport Assessment has been concluded as of yet and if so whether there are any matters arising that you wish to discuss prior to issuing your consultation response in relation to the planning application.

Please do not hesitate to contact us should you have any queries or wish to discuss this matter further.

Regards

Justin

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[redacted]

From: Justin Bass [redacted]
Sent: 31 March 2021 09:33
To: 'Brooks, Caroline' <[redacted]
Subject: RE: UTT/21/0332 Transport Assessment Review - Information Request

Dear Caroline

Further to your email below please find attached .dwg copy of drawing IT896/SK/01C as requested.

Whilst writing, as requested, we would confirm that the In order to establish the likely traffic levels associated with the proposal log data from the existing operation at Stansted Airport, which it is proposed would be relocated to the study site, was provided by the Client. In addition, the postcodes of the staff working at the Stansted Airport depot and the routes of HGVs from the depot on a typical week were also provided. A copy of the data is contained at Appendix E of the Transport Assessment (TA).

The data at Appendix E of the TA indicates that at the time the log data was recorded there were 112 staff working from the depot. Notwithstanding that the log data shows that very little / none of the vehicle movements to / from the site typically coincide with the traditional road network peak hours, for the purposes of a robust assessment it was assumed that 25% of staff would arrive / depart during the typical road network peak hours. On that basis, the staff related traffic movements assumed to occur during the weekday peak hours for the purposes of the assessment are set out in Table 5.1 of the TA, which is reproduced below for ease of reference.

Table 5.1: Staff Traffic Levels

Time Period	Arrivals	Departures
Weekday AM peak hour (0800 – 0900)	28	0
Weekday PM peak hour (1700 – 1800)	0	28

The data at Appendix E of the TA also indicates that there were 217, one way, HGV movements from the existing depot at Stansted Airport during the week of information provided. If those movements are averaged over a 5 day week and, for robustness, a 10 hour day then it can be calculated that the development proposal would be likely to attract the HGV movements during the typical weekday peak hours shown in Table 5.2 of the TA, which is reproduced below for ease of reference.

Table 5.2: HGV Traffic Levels

Time Period	Arrivals	Departures
Weekday AM peak hour (0800 – 0900)	4	4
Weekday PM peak hour (1700 – 1800)	4	4

Staff postcode and HGV routing data from the existing depot was analysed in order to calculate the likely distribution of the traffic flows attracted to the development proposal. The staff postcode and HGV routing data is also contained at Appendix E of the TA.

We trust that the above and attached is sufficient for your needs, however please do not hesitate to contact us should you have any queries or wish to discuss this matter further.

Regards

Justin

Justin Bass
Director

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fax: 01799 529530
[redacted]

From: Brooks, Caroline[redacted]
Sent: 26 March 2021 08:16
To: [redacted]
Cc: N[redacted]
Subject: UTT/21/0332 Transport Assessment Review - Information Request

Dear Mr Bass,

AECOM have been instructed by Highways England to undertake a review of the Transport Assessment prepared by Intermodal Transportation to accompany the planning application, reference UTT/21/0332, for the proposed Transport Distribution Point at Tile Kiln Green, Stansted. To assist with our review, would it be possible for you to please provide us with the following two items:

- Calculations or detail on how the number of new trips associated with the development have been generated; and
- A DWG version of drawing number IT/1896/SK/01 which sets out the proposed access junction layout to allow us to undertake a check of the geometric data utilised in the Junctions 9 capacity assessment.

Provision of this information, if possible, would be greatly beneficial to the review being carried out

We look forward to receipt of any information which you can provided however if you have any queries then please do not hesitate to contact me.

Kind regards

Caroline

Caroline Brooks, BSc (Hons) MTPS
Principal Transport Planner
Development Planning & Infrastructure - Transportation
[redacted]

[redacted]
AECOM
Cavell House
Stannard Place
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Justin Bass

From: Katherine Wilkinson, Strategic Development Engineer [redacted]
Sent: 17 October 2018 16:42
To: Justin Bass
Subject: RE: 25802 SITE ADJACENT TO M11 JUNCTION 8 / TILE KILN LANE, STANSTED

Hi Justin,

Please see below my comments. I am in tomorrow if you wish to discuss anything.

Thanks

Katherine

Katherine Wilkinson
Strategic Development Engineer
Transportation and Smarter Travel

Essex County Council
Telephone: [redacted]
[redacted] | **www.essex.gov.uk**

Please note I work Tuesday - Thursday

From: Justin Bass [redacted]
Sent: 17 September 2018 11:46
To: Katherine Wilkinson, Strategic Development Engineer
Cc: [redacted]
Subject: 25802 SITE ADJACENT TO M11 JUNCTION 8 / TILE KILN LANE, STANSTED

Dear Katherine

Further to our recent telephone conversation in relation to this project we write in order to set out the suggested scope of the Transport report that we have been commissioned to produce in conjunction with our Client's development proposal at the above location. For ease of reference we attach a plan showing the site location in the local and wider context.

Our Client's development proposal would consist of a 'just in time' transport distribution / transfer point for a fitted kitchen reseller. The operation at the site would primarily involve HGVs delivering pre-packed kitchens to the site from the company's warehouses in the north of England, which would then be loaded directly on to other HGVs for distribution to customers. The operation proposed at the site is currently based, on a temporary basis, at a site at Stansted Airport. Previously the operation had been based at Hoddesdon and moved to Stansted at the end of May 2018.

There would only be a small number of permanent staff based at the site, although there would be a reasonable number of delivery drivers and their assistants operating from the site. Log data provided by the Client of their existing operation indicates that on a typical weekday very few / none of the vehicle movements to / from the site

would occur during the typical weekday peak hours, i.e. delivery staff would arrive at the site early in the morning (from 4am) to commence their delivery rounds and would not return until later in the day. Other than hardstanding and car parking the built development at the site is likely to be limited to 2 portacabins. As the majority of the traffic associated with the proposal would already be travelling via M11 junction 8 to / from the temporary operation at Stansted Airport and given that the majority of the traffic associated with the proposal would not coincide with the typical weekday peak hours we do not consider that assessment of the performance of M11 junction 8 should be required in conjunction with the development proposal. In addition, we would question whether capacity assessment of local junctions is required.

We set out below the issues which we propose to examine within the transport report: -

- A description of the site location and the local road network;
- A description of the proposed development;
- Review of the accessibility of the site by non–car transport modes, i.e. walking, cycling and public transport;
- With reference to log data from our Client's previous operation at Hoddesdon, confirmation of the typical traffic levels associated with the proposed development. To set the development proposal in context we would confirm that our initial analysis of log data provided by the Client indicates that on average on a weekday the proposal would only attract in the order 140 two way (combined arrivals and departures) light vehicle movements over a 24 hour day and only in the order of 70 two way HGV movements during the same period. Flows of that magnitude should be regarded as modest in context;

1. Identify movements in the peak period.
2. Undertake assessment of accident data
3. Liaise with the Highways England for impact on J8 in terms of capacity and safety.

- Possibly, subject to your scoping response, undertake capacity assessment of the following junctions:

▪ Tile Kiln Lane / B1256 priority junction;

4. I would want to see a capacity assessment, I am most concerned about potential queuing back onto Junction 8, the percentage impact on Takeley junction would also be helpful
5. Depending on response from Highways England and the traffic generation assessment a contribution to the Junction 8 capacity scheme may be required.

▪ Proposed site access junction;

- Confirmation of the proposed vehicular access arrangements for the proposed development. In conjunction with a previous development proposal we have previously discussed and effectively agreed that, subject to a stage 1 safety audit, in principle the proposed access arrangement and amendments to the junction of Tile Kiln Lane with the B1256 shown on attached drawing IT1639/SK/01A would be acceptable. The arrangement shown on drawing IT1639/SK/01A would be checked in the light of the relatively recent minor amendment works on the B1256 approach to M11 junction 8 and amended if necessary and then audited by an independent ECC approved audit team with the stage 1 audit report along with our Designer's response included within the appendices of the TA report;

6. Agree RSA needed
7. Speed surveys to inform the visibility splays should be provided
8. Please highlight any departure from standards on the drawing.
9. The forward to the B1256 is shown in a strange place, is it meant to be across the that land and at that angle? Could you confirm the distance on the plan of the forward vis.
10. It is noted that there is a large directional sign on the corner on the existing road, this will have to be relocated out of the visibility splay
11. Visibility splay from the new exit from Old Elm should be shown on the drawing.

- Undertake AutoTrack swept path assessments in order to demonstrate that the proposed access arrangements could acceptably accommodate all vehicles likely to access the site; and
- Consideration of the appropriate levels of car and cycle parking at the development proposal in the context of the relevant local standards.

12. It is also noted that there is a weight restriction on the road, did you get any information on this in your last pre-application? I will follow up here if not.

We trust that this message is sufficient for your needs and welcome your earliest confirmation as to whether you are in agreement with the proposed study scope. In the meantime, however, please do not hesitate to contact us should you have any queries or wish to discuss this matter further.

Please note the following:
The content of this communication is based on information supplied at the time of the enquiry and is not a formal response to a planning application. Please be aware that it may not reflect the contents of any formal reply made by the Highway Authority in response to an official consultation from the LPA on a planning application submitted for a proposal containing more detailed information and following comprehensive internal consultation with appropriate departments of Essex Highways; particularly if in the opinion of the Highway Authority highway safety, efficiency and accessibility standards cannot be achieved.

Regards

Justin

Justin Bass
Technical Director
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[redacted]

Justin Bass

From: Norman, Mark <[redacted]
Sent: 07 February 2019 10:25
To: Justin Bass
Cc: [redacted]
Subject: RE: SITE ADJACENT TO M11 JUNCTION 8 / TILE KILN LANE, STANSTED

Justin,

Sorry it has taken this long to get back to you we are extremely busy at the moment

Ideally there should be a Transport Statement or Transport Assessment for this site. This should consider the impact of traffic turning into and out of site access on Tile Kiln Lane; and into and out of Tile Kiln Lane at its junction with the B1256, and should quantify the risk of vehicles queueing to take either of these right turns causing a queue of traffic to tail back along the B1256 as far as the M11 junction 8 roundabout, some 160m to the west. A Junctions 9 (PICADY) model should be run for the B1256/ Tile Kiln Lane junction and a collision review should be undertaken of this junction and its immediate vicinity. The results of these assessments would be required before we could state we have no objection to the proposed development.

The numbers of vehicles counted at the existing site access; the proportion of these that occur in the peak hour; and the fact that this is a proposed relocation of an existing site located in the vicinity of Stansted Airport all suggest that neither a junction capacity model nor a collision assessment of M11 Junction 8 itself is necessary.

In terms of the proposed upgrade to the B1256/ Tile Kiln Lane junction, this will be a matter for Essex County Council as Local Highway Authority to determine whether the layout proposed is acceptable, since both the B1256 and Tile Kiln Lane are Local Roads. However, the operation of this junction has the potential to affect the safe and free operation of M11 Junction 8 and we would therefore seek confirmation that Essex County Council are satisfied with the proposed junction modifications before stating that have we no objections to the proposed development.

Regards

Mark

Mark Norman
Highways England | Woodlands | Manton Lane | Bedford | MK41 7LW
[redacted]
Web: http://www.highwaysengland.co.uk
[redacted]

From: Justin Bass [redacted]
Sent: 02 January 2019 10:00
To: Norman, Mark <[redacted]
[redacted]
Subject: RE: SITE ADJACENT TO M11 JUNCTION 8 / TILE KILN LANE, STANSTED

Dear Mark

Further to our exchange of emails below we write in relation to our Client's development proposal at land adjacent to M11 junction 8. We attach a site location plan for ease of reference. We would confirm that following our exchange of emails below we have investigated the possibility of providing vehicular access to the site from Tile Kiln Lane and that the scheme is being progressed on that basis.

We would confirm that we have agreed the scope of the Transport Assessment (TA) that will be submitted with the planning application for the proposal with Essex County Council (ECC) in so far as the County road network is concerned. However, Katherine Wilkinson at ECC indicated that we should liaise with yourselves in order to determine the need for capacity or safety assessment of the proposal at M11 junction 8.

As indicated previously, we would confirm that our Client's development proposal would consist of a 'just in time' transport distribution / transfer point for a fitted kitchen reseller. The operation at the site would primarily involve HGVs delivering pre-packed kitchens to the site from the company's warehouses in the north of England, which would then be loaded directly on to other HGVs for distribution to customers. We would confirm that the product doesn't leave the container, and that the containers are interchangeable between the lorries. The operation proposed at the site is currently based, on a temporary basis, at a site at Stansted Airport. Previously the operation had been based at Hoddesdon and moved to Stansted at the end of May 2018.

There would only be a small number of permanent staff based at the site, although there would be a reasonable number of delivery drivers and their assistants operating from the site. Other than hardstanding and car parking the built development at the site is likely to be limited to 2 portacabins. The attached log data provided by the Client of their existing operation sets out the typical daily traffic profile at the proposal.

Some of the traffic associated with the proposal is already travelling via M11 junction 8 to / from the temporary operation at Stansted Airport and, as demonstrated by the attached, the majority of the traffic associated with the proposal would not coincide with the typical weekday peak hours. To set the likely level of additional traffic travelling via the junction in context we would advise that on the basis of a 24 hour operation and a 5 day operating week, based on data provided by the Client and consideration of the distribution of the traffic associated with the proposal, we calculate that the relocation of the operation from the current site at Stansted airport to the study site would only be likely to lead to an average of 3 additional HGV movements and 4 additional light vehicle / car movements per hour at the junction. In the context of the existing flows at M11 junction 8 traffic levels of that nature should be regarded as very modest and not worthy of detailed assessment. Even if it were robustly assumed that all vehicle movements were condensed in to a 12 hour period, which is clearly not the case based on the attached spreadsheet summary, then it can be seen that the average hourly increase in vehicle movements at the junction would still be very modest in context.

In the light of the above we do not consider that assessment of the capacity or safety record of M11 junction 8 should be required in conjunction with the development proposal and we would welcome your earliest confirmation as to whether you are in agreement with us in relation to that matter.

Please do not hesitate to contact us should you have any queries or wish to discuss this matter further.

Regards

Justin Bass
Director
Intermodal
TRANSPORTATION
Hunters Court
Debden Road
Saffron Walden
Essex CB11 4AA

tel: 01799 529529
fax: 01799 529530
[redacted]

From: Norman, Mark [redacted]
Sent: 11 July 2018 13:36
To: Justin Bass [redacted]
Subject: RE: SITE ADJACENT TO M11 JUNCTION 8 / TILE KILN LANE, STANSTED

Justin,

I refer to your email of the 3 July 2018

As you may be aware M11 J8 is one of the busiest junctions on the M11 and often suffers because of a lack of capacity.

Based upon the photograph provided, the proposed location for the access appears to show a possible existing access, this access does not however appear to be in use. Given its poor location, the potential safety and operation concerns that would arise with its use, this access may have been officially closed in the past. Where an existing access is likely to cause, or has caused, danger to road users, action can be taken by the Highway Authority to stop it up. As you are aware direct access on to trunk roads should be avoided, where feasible access should be to a local road.

Based online photography it appears that the site could potentially be accessed off the road leading from the B1256 (opposite the petrol Filling station). it is recommended that an explanation is provided of how the site is currently accessed and why this access could not be used for the proposed freight transfer / storage facility.

You have indicated that the proposal is for the apparent access to be used as freight transfer / storage facility. Details of the permitted land uses for the site are not provided, my assumption is however that this would require a planning application to be submitted for a change of land use, this should be confirmed with the potential applicant. Given that the existing access does not appear to be in use, the proposed use would result in a material change in the volume and/or type of traffic entering or leaving the trunk road and it is likely that when consulted we would lodge a formal objection.

A plan showing the layout of the apparent existing access has not been provided or the layout proposed in its 'improved form'. The existing access is not under traffic signal control, it is unclear if the access in its 'improved form' is intended to be signalised. If signalisation is intended this could have a significantly detrimental impact upon the performance of the busy M11 Junction 8 gyratory. If signalisation is not proposed this is likely to give rise to specific concerns relating to safety and confusion of an unsignalised access at this location. Additional concerns are also apparent with respect to the visibility splays that would be available and whether a design could be provided that meets with current DMRB standards

Intermodal have indicated that the apparent access location would be used by HGVs. Based upon online photography the existing apparent access appears to be inadequate for this use. The width may not be sufficient to accommodate two way movements. Vehicles wishing to access the site may be prevented from doing so by another vehicle wish to exit the site. This could result in vehicles standing on the roundabout circulatory carriageway blocking through traffic which would detrimental the operation of M11 Junction 8 gyratory and may increase the risk of collisions occurring. It is recommended that a scale plan of the access layout junction is provided which would allow better assessment of the access junction proposed for use. Online photography also suggests that the apparent existing access may not be able to accommodate the swept path requirements entering and egressing the site. Based upon online photography it appears that the internal site is heavily wooded. There would be the requirement that vehicles entering the site should be able to turn within the site and exit within a forward direction

Details of the full extent of the site are not provided, the area available for or intended to be used could potentially be quite extensive, this should be confirmed by the applicant.

Intermodal have provided a description of the expected use of the site, however precise details of the anticipated turning movements have not been provided. In the absence of land uses proposed, site area, and floor area there is a significant risk that if the site is brought into use the trip generation potential could be far greater than that currently anticipated.

Overall based upon the information submitted to date, I anticipate that an access at this location could potentially result in operational problems and increase the risk of collisions occurring. The existing access does not appear suitable to accommodate large vehicles or two way movements and existing visibility splays appear to be restricted. The access does not appear to presently be under signal control, but is located within a signalised junction. Signalisation of the access is likely to have an adverse impact on operational performance of M11 J8. It may not be possible to accommodate acceptable corner radii and tapers required to facilitate the HGV movements outlined. I anticipate that the swept path for large vehicles could require more than one lane of the circulatory carriageway to access and egress the site with consequential safety and operation concerns. It is likely that we would object to this proposal.

I know the above will come as a disappointment but hope you can understand the reason why I cannot agree to this proposal

Regards

Mark

Mark Norman
Highways England | Woodlands | Manton Lane | Bedford | MK41 7LW
[redacted]
Web: http://www.highways.gov.uk
[redacted]

From: Justin Bass [redacted]
Sent: 03 July 2018 14:41
To: Norman, Mark
Cc: [redacted]
Subject: SITE ADJACENT TO M11 JUNCTION 8 / TILE KILN LANE, STANSTED

Dear Mark

Further to our telephone conversation at the end of April in relation to this project we write in order to set out our Client's proposal to provide vehicular access to their site adjacent to the M11 junction 8. As discussed, we would confirm that as shown in the attached photograph the site has an existing direct left in / left out access on to the junction. The access is located on the section of the roundabout circulatory carriageway between the B1256 entry to the roundabout and the M11 southbound on-slip. It is proposed to improve that access to serve our Client's development, which would consist of a 'just in time' transport distribution / transfer point for a fitted kitchen reseller. The operation at the site would primarily involve HGVs delivering pre-packed kitchens to the site from the company's warehouses in the north of England, which would then be loaded directly on to other HGVs for distribution to customers. There would only be a small number of permanent staff based at the site, although there would be a reasonable number of delivery drivers and their assistants operating from the site. The majority of vehicle movements to / from the site would, however, occur outside of the peak hours, i.e. delivery staff would arrive at the site early in the morning (from 4am) to commence their delivery rounds and would not return until later in the day. Other than hardstanding and car parking the built development at the site is likely to be limited to 2 portacabins. The operation proposed at the site is currently based, on a temporary basis, at a site in Hoddesdon and will shortly be relocating, again on a temporary basis, to a site at Stansted Airport. As such, from a traffic capacity perspective the traffic associated with the operation would already be travelling via the junction.

We trust that this message is sufficient for your immediate needs and we would be grateful for your earliest indication as to whether, subject to the submission of further details, HE would support the use of the existing access, in an improved form, to serve the development proposal. We would confirm that if deemed beneficial we would be happy to meet on site in order to discuss this matter further. In the meantime, however, please do not hesitate to contact us should you have any queries or wish to discuss this matter further.

Regards

Justin

Justin Bass
Technical Director

Intermodal
TRANSPORTATION
Hunters Court
Debden Road
Saffron Walden
Essex CB11 4AA

tel: 01799 529529
fax: 01799 529530
[redacted]

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Registered in England and Wales no 9346363 | Registered Office: Bridge House, 1 Walnut Tree Close, Guildford, Surrey GU1 4LZ

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Justin Bass

From: removalofhighwayrights <[redacted]>
Sent: 27 November 2019 11:58
To: [redacted]
Cc: Katherine Wilkinson
Subject: RE: PROPOSED STOPPING UP ORDER, TILE KILN GREEN, STANSTED

Dear Justin,

Thank you for your email.

I can confirm I have discussed this briefly with my colleagues in Development Management who have confirmed that in principal they are satisfied with the proposal.

In regards to the improvement/realignment works, we would request that the stopping up is conditional upon works being completed to the highway authority's satisfaction and the realignment is adopted as publicly maintainable highway. When submitting the stopping up plan to the DFT, please ensure your plan shows both the area to be stopped up, as well as the improvement works and the realignment works as part of this. Should this be satisfied, I cannot see any reason for an objection the highway authority will lodge concerning this application.

I hope this information assists.

Kind regards,

George Munyard | Land Charges & Searches Team Leader

Essex Highways

[redacted]
W: www.essex.gov.uk/highways

Essex Highways is a partnership between
Ringway Jacobs and Essex County Council

Please consider the environment before printing this email

Think Safe Home Safe

From: Justin Bass [redacted]
Sent: 15 November 2019 11:47
To: Highway Records [redacted]
Cc: Katherine Wilkinson <[redacted]>
Subject: PROPOSED STOPPING UP ORDER, TILE KILN GREEN, STANSTED

FAO George Manyard

Dear George

In conjunction with a proposed transport distribution / transfer point for a fitted kitchen reseller the junction improvements shown on attached drawing IT1896/SK/001C, including the realignment of Tile Kiln Green at its junction with the B1256, are proposed. For the avoidance of doubt we would confirm that we have discussed the improvements shown with your colleague Katherine Wilkinson and a planning application with all necessary supporting information is proposed in due course.

As noted on the attached drawing, it is considered that a redundant area of existing adopted highway land that would be created by the junction improvements could be stopped up following the implementation of the works. Taking in to consideration highway layout requirements including visibility splays, we have marked on attached drawing IT1896/ST/001 the area of land that we consider could be stopped up. We assume that the Local Highway Authority (LHA) does not wish to retain the maintenance liability for redundant areas of existing highway land and as such we would be grateful for confirmation that in principle Essex County Council (ECC) as LHA would not object to the area shown hatched on drawing IT1896/ST/001 being stopped up. We acknowledge that, notwithstanding any in principle confirmation that is provided at this stage, it will be necessary to formally apply for the area in question to be stopped up in due course.

We trust that the above and attached is sufficient for you to process our inquiry and we will look forward to receiving your earliest response. In that regard, we have a team meeting on Thursday 28th November 2019 and any feedback before that meeting would be much appreciated.

Please do not hesitate to contact us should you have any queries or wish to discuss this matter further.

Regards

Justin

Justin Bass
Director
Intermodal
TRANSPORTATION
Hunters Court
Debden Road
Saffron Walden
Essex CB11 4AA

tel: 01799 529529
fax: 01799 529530
[redacted]

This email has been scanned by the Symantec Email Security.cloud service.

Justin Bass

From: Norman, Mark <[redacted]
Sent: 27 November 2019 09:55
To: Justin Bass
Cc: T[redacted]
Subject: RE: TILE KILN GREEN, STANSTED

Justin,

I've had a look at this and if the figures in your email below are correct, then this would appear to be an improvement over the existing situation. From an Highways England perspective the sign will sit approximately 105m away from the junction (stop line), the recommended range given by TSM Chapter 7 Appendix E is 90-150m, therefore this would be acceptable.

As the sign would be positioned so close to the proposed footway, I would suggest that the sign should have a mounting height of 2400mm to make safe provision for cyclists using the footway adjacent to the sign. Although this is not a concern for Highways England, it would potentially be something that could be raised as an issue during a Road Safety Audit or WCHAR assessment on M11 J8. It is a ultimately, however, a matter for the local highway authority to consider.

The orientation of the sign looks to be improved and more akin to the 95 degrees required by TSM Chapter 1 para 5.5. From looking at google street view, the existing sign has been rotated to afford greater visibility to the sign (due to the hedgerow of the property to the east), albeit making the sign more difficult to read due to its viewing angle. The increased distance between the hedgerow and sign, and orientation would in combination be an improvement over the existing situation.

Regards

Mark

Mark Norman
Highways England | Woodlands | Manton Lane | Bedford | MK41 7LW
[redacted]
[redacted]co.uk
[redacted]

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Customer Contact Centre is available 24/7 on 0300 123 5000 or info@highwaysengland.co.uk

From: Justin Bass [redacted]
Sent: 25 November 2019 15:17
To: Norman, Mark <[redacted]
Cc: 'K[redacted]
Subject: TILE KILN GREEN, STANSTED

Dear Mark

In conjunction with the previously discussed development proposal in this location it is proposed to relocate the existing Advanced Directional Sign (ADS) on the approach to M11 junction 8 on the B1256. It is proposed that the sign would be located slightly closer to M11 junction 8 as a result of the proposals. We attach drawing IT1896/SK/01C showing the proposed location of the sign.

We have discussed this matter with Essex County Council (ECC) who have indicated that we should also contact Highways England (HE) in relation to the relocation of the sign.

The relocated sign would be positioned approximately 105m from the signal stop line on the B1256 approach to M11 junction 8 and 112m from the edge of the roundabout circulatory carriageway. Both of those distances fall within the range of 90m to 150m set out within the table at Appendix E of Chapter 7 of the Traffic Signs Manual for 85th %tile approach speeds of between 41mph to 50mph. The attached ATC results confirm that the recorded westbound speed of vehicles on the B1256 to the east of Tile Kiln Green was 42mph.

The relocation of the sign would provide the opportunity to increase visibility of the sign for westbound drivers on the B1256. In that regard, the Traffic Signs Manual in Chapter 7 indicates that at speeds between 40mph and 50mph, 105m clear vision of the sign should be provided. However, the majority of the current sign is only visible from approximately 70m back and is only all visible from 35m away. The proposed location of the sign would provide clear visibility of approximately 80m to the complete sign or a greater distance for a portion of the sign only. As such, the relocation of the sign would improve the situation. We propose to include an additional drawing(s) within the Transport Assessment confirming the visibility improvements as a result of the relocation of the sign.

We would be grateful for confirmation that in principle Highways England would not object to the proposed relocation of the sign as shown on attached drawing IT1896/SK/01C.

We trust that the above and attached is sufficient for you to process our enquiry and we will look forward to your earliest response. In the meantime, however, please do not hesitate to contact us should you have any queries or wish to discuss this matter further.

Regards

Justin Bass
Director

Intermodal
TRANSPORTATION
Hunters Court
Debden Road
Saffron Walden
Essex CB11 4AA

tel: 01799 529529
fax: 01799 529530
[redacted]
[redacted]

APPENDIX B

ARCHITECTS LAYOUT PLAN

KEY:

2.4m high closeboarded sound retardant fence

81 x Standard car spaces
20 x EV car charging spaces
6 x Disabled car parking

107 x Total car spaces

20 x Cycle spaces (Sheffield stands)

13 x EV HGV charging spaces

Scale 1:1250

0 50 100 m

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GU21 6HT

01483 494 350

info@prc-group.com
www.prc-group.com

Revisions:

		Drawn / Chked:	Date:
A	PARKING EXTENTS & FENCE ADJUSTED	MC/SC	20.12.2021
B	APPLICATION BOUNDARY ADJUSTED	MC/SC	05.01.2022
C	HGV EV PARKING ADDED	MC/SC	07.01.2022
D	LEVELS REMOVED	MC/SC	11.01.2022
E	CYCLE SPACES AMENDED	MC/SC	13.01.2022

Client: FKY LTD

Project: TILEKILN GREEN

Drawing Title: PROPOSED LAYOUT

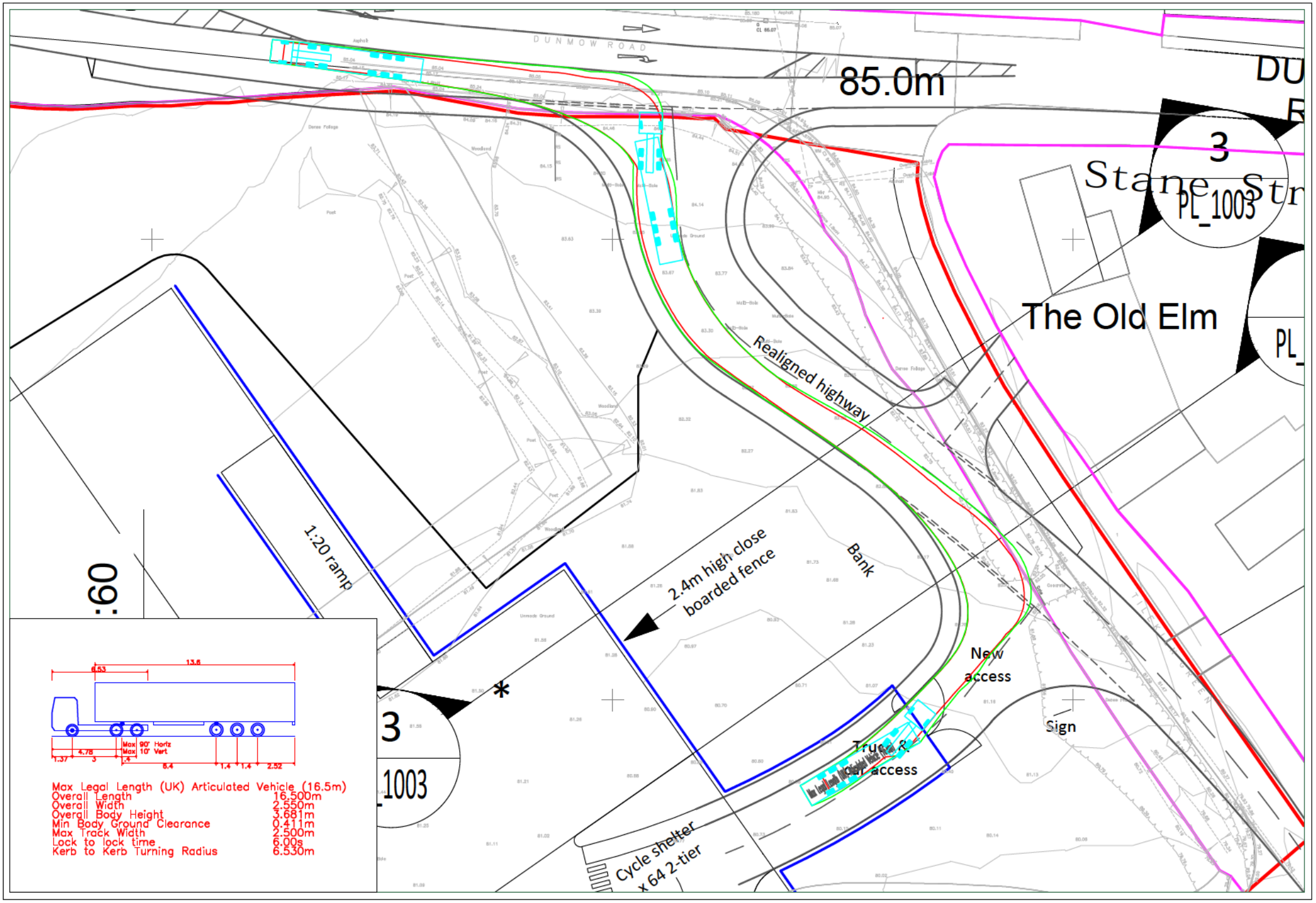
Checked by:	Scale @ A3:	Date:
SC	1 : 1250	12/02/21
Job No:	Stage _ Drawing No:	Rev:
11008	PL_1001	E

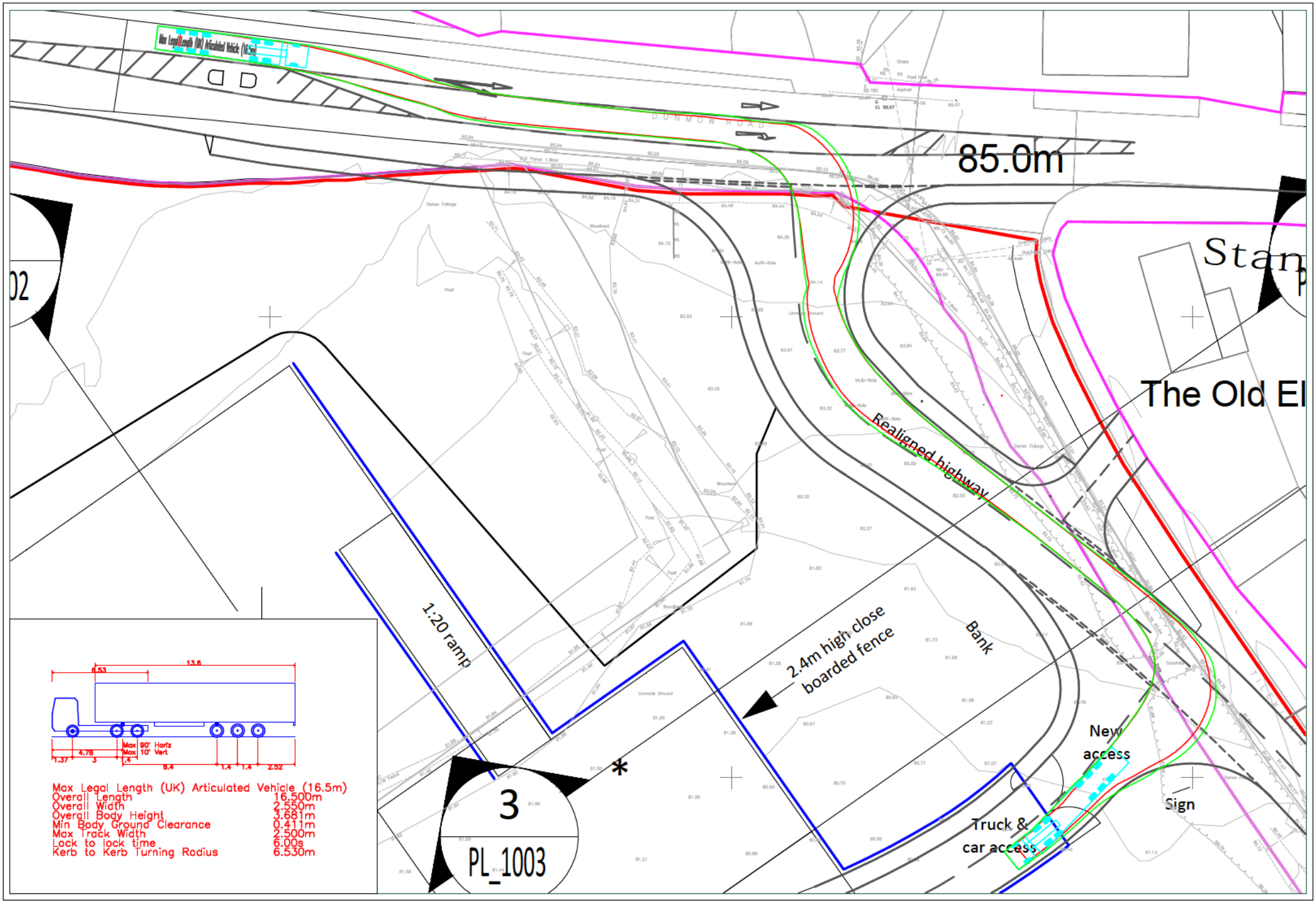
Construction ☐ Preliminary ☐ Information ☐
Approval ■ Tender ☐

PRC Architecture & Planning

APPENDIX C

AUTOTRACK SWEPT PATHS


DUNMOW ROAD
85.0m
3
PL_1003
The Old Elm
Realigned highway
1:20 ramp
2.4m high close boarded fence
Bank
New access
Sign
Cycle shelter x64 2-tier
Max Legal Length (UK) Articulated Vehicle (16.5m)
Overall Length 16.500m
Overall Width 2.550m
Overall Body Height 3.681m
Min Body Ground Clearance 0.411m
Max Track Width 2.500m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 6.530m


85.0m
Realigned highway
1:20 ramp
2.4m high close boarded fence
Bank
New access
Truck & car access
Sign
3
PL_1003
Max Legal Length (UK) Articulated Vehicle (16.5m)
Overall Length 16.500m
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Overall Body Height 3.681m
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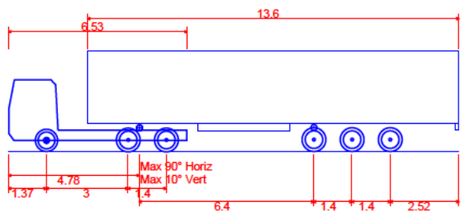

Ma□Legal Length (UK) Articulated Vehicle (16.5m)	
Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Ma□Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

(Training Centre)
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The Old Elm
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Gerald Villa
Track
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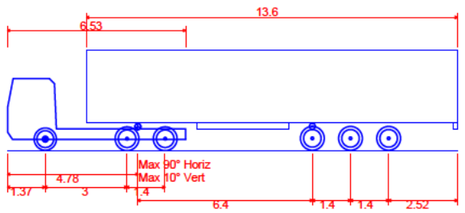

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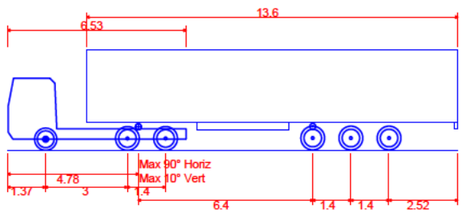

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(Training Centre)

B 1256

85.0m

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Stane Street

The Old Elm

Proposed parking spaces

Proposed parking spaces

Proposed parking spaces

Proposed parking spaces

Proposed parking spaces

Proposed parking spaces

Proposed parking spaces

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Brookside

Rivendell

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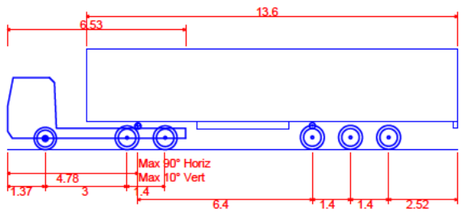
Gerald Terrace

Gerald Villa

Track

Track



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Gerald Terrace
Gerald Villa
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APPENDIX D

STAGE 1 SAFETY AUDIT INFORMATION

TILE KILN LANE
STANSTED
ESSEX

PROPOSED SITE ACCESS AND RELOCATED JUNCTION ARRANGEMENT

Stage 1 Road Safety Audit

December 2018

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Revision Status	Prepared by: (Name)	Checked by: (Name)	Approved by: (Signature)	Date Approved:
Original - Draft	John Bowman	Beth Newiss	[redacted]	.12.18
Designer's Response				
Authority's Response				
Audit Response				

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2. Items Raised During This Stage 1 Road Safety Audit 6

3. Road Safety Audit Team Statement 8

Appendix A – Drawings and Documents supplied by Intermodal Transportation Ltd for this Stage 1 Road Safety Audit

Appendix B – Annotated Drawing showing locations of the problems highlighted in this Stage 1 Road Safety Audit

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Intermodal Transportation – Justin Bass	2	1

1. Introduction

1.1 This report has been produced as a result of a Stage 1 Road Safety Audit (RSA) carried out at the request of Intermodal Transportation Limited, based at Hunters Court, Debden Road, Saffron Walden, Essex, CB11 4AA.

1.2 The RSA considered the proposals associated with the provision of a new access and re-location of an existing junction on the western side of Tile Kiln Green and the southern side of Dunmow Road, in Stansted, Essex, for a transport distribution / transfer point for an industrial works. In summary, the proposals considered as part of this Stage 1 RSA are:

- The provision of a new access on the western side of Tile Kiln Green;
- The re-location of the existing junction of Tile Kiln Green with Dunmow road to the west;
- The widening of Dunmow Road on the western side of the proposed new access;
- The re-alignment of the northern end of Tile Kiln Green and the provision of a new access to private dwellings on the eastern side;
- The provision of a 2.0m wide footway on the southern side of Dunmow Road and western side of Tile Kiln Green and into the new access road;
- The provision of a 2.0m wide footway on the eastern side of Tile Kiln Green and the southern side of Dunmow Road;
- The provision of plants not exceeding 600mm on the eastern side of Tile Kiln Green between Dunmow Road and the new access to the private dwellings;
- The re-location of existing ADS on the western side of Tile Kiln Green for westbound road users on Dunmow Road westwards;
- The widening of the existing ghost island into Tile Kiln Green from 2.2m to 3.5m and increasing the length of the deceleration lane, and
- Associated road markings.

1.3 The Stage 1 RSA was carried out at the request of Justin Bass, of Intermodal Transportation Limited in Saffron Walden, Essex, based at Hunters Court, Debden Road, Saffron Walden CB11 4AA.

1.4 The Road Safety Audit Brief was supplied by Justin Bass, (e-mail: [redacted] : T: [redacted] of Intermodal Transportation.

1.5 The Audit was carried out on Monday 10th December 2018. The Audit Team, which is independent of the project design team, has had no involvement with the project.

The Audit Team membership was as follows:

John Bowman	MCIHT MSoRSA JB Road Safety Consultancy Ltd
Beth Newiss	MCIHT MSoRSA Road Safety Consultant

1.6 The report has been prepared in accordance with General Principles and Scheme Governance General Information, GG 119, Road Safety Audit, of the Design Manual for Roads and Bridges.

1.7 The Audit consisted of a study of the drawings and documents provided by the Design Organisation, listed below and given in *Appendix A* to this report.

- **Drawing Number IT 1896 / SK / 01 Revision A – Possible Access Junction Layout – Intermodal Transportation Limited.**
- **Drawing Number IT 1896 / ATR / 01 – Swept path – Maximum Length Articulated Vehicle – Intermodal Transportation Limited.**

Other document referred to for the purpose of this Stage 1 RSA were

- **Audit Brief - Intermodal Transportation Limited.**
- **Speed Data - Contained within the Audit brief**

1.8 No details of any Departures of Standard have been provided to the Audit Team by the Design Organisation

1.9 The Stage 1 Road Safety Audit site visit was undertaken by the Audit Team detailed above and the site was visited, with both Audit Team members in attendance during the morning of Monday 10th December 2018, when the weather conditions were dry and cloudy and but the road surface was damp.

1.10 During the site visit traffic movements on Tile Kiln Green was moderate, but traffic on Dunmow Road in both directions was heavier and constant in the vicinity of the site. No equestrians or pedal cyclists were seen, but there was one pedestrian walking from the garage.

Dunmow Road and Tile Kiln Green are both subject to a 40mph speed limit and the Audit Team estimated that speeds of road users seen during the site visit varied between 35 and 45mph.

1.11 Collision data was not provided by the Design Team but a search of 'Essex County Council Traffic website for collision data showed a number of collisions in the vicinity of the proposal.
However, a number of these are at or near the roundabout to the west of the scheme and may be discounted upon analysis.
It is therefore recommended that the latest 3-year period of collision data available be obtained and provided for analysis.

1.12 No details of any Departures from Standard have been provided by the Design Organisation.

1.13 Issues relating to the Health & Safety of operatives constructing, operating or maintaining the highway are not covered by Road Safety Audit. Only issues relating to the design and construction of facilities for highway maintenance that may potentially contribute to a Road Safety matter are considered by the Road Safety Audit process.

1.14 Road Safety Audit is not a technical check that the design conforms to Standards and/or best practice guidance. Design Organisations are responsible for ensuring that their designs have been subjected to the appropriate design reviews (including, where applicable, Walking, Cycling & Horse Riding Assessment & Review) prior to Road Safety Audit

1.15 Road Safety Audit is not a check that the scheme has been constructed in accordance with the design.

1.16 Whilst reference is made to certain design standards, where safety may be compromised by a reduction in standard, this report is not intended to provide a design check. The Auditors have only reported on matters that might have an adverse effect on road safety in the context of the chosen design. No attempt has been made to comment on the justification of the scheme or the appropriateness of the design. Consequently, the Auditors accept no responsibility for the design or construction of the scheme.

1.17 The recommendations in this report are aimed at addressing the road safety problems; however, there may be other alternative acceptable ways to overcome a specific problem, when other practical issues are considered. The recommendations contained herein do not absolve the Designer of his/her responsibilities.

1.18 The Auditors would be pleased to discuss the acceptability of alternative solutions to problems identified during the Audit and would encourage the Designer to consult them on this matter.

1.19 The Overseeing Organisation response to the RSA should be formally recorded and reported to the Designer and the RSA Team so that a record of the Audit process is contained in the *As Built* design pack to be provided and retained by the Overseeing Organisation on final completion.

1.20 All problems identified in this Road Safety Audit Report are indicated on a location plan in *Appendix B* to this report.

2. Items Raised During This Stage 1 Road Safety Audit

As a result of an examination of the drawings and documents supplied by Intermodal Transportation Limited, and the site inspection undertaken on the morning of Monday 10th December 2018, the problems highlighted below in Sections 2 were identified. The recommended course of action that should be taken in respect of each problem was also indicated, and the locations are shown on the A3 drawing in Appendix B.

2.1 GENERAL

The drawings and documentation provided make no reference of the following:

a) Lighting – the provision of any new lighting columns in the vicinity of the crossing point,

b) Drainage – the provision or re-location of any gullies.

c) Signage details – a full signage schedule to be provided to show relocation, replacement or proposed new signs, including the existing ADS for the roundabout and location of all signage posts;

d) Carriageway dimensions – The running lanes on Dunmow Road adjacent to the widened ghost island;

e) Vegetation – removal of vegetation that falls within the visibility splays of both new accesses, and

f) Tactile paving – provision of at the relocated Tile Kiln Green junction with Dunmow Road

g) Swept Path analysis – new access into The Old Elm off Tile Kiln Green

RECOMMENDATION

It is recommended that all details should be provided at the Detailed Design for the Stage 2 Road Safety Audit.

2.2 PROBLEM

Location A: Dunmow Road – west of Tile Kiln Green

Summary: Proposed Double 'D' type island

The drawing provided shows the provision of a Double 'D' type island on Dunmow Road, to the west of the junction with Tile Kiln Green. It is not known if this island is merely a traffic island or intended as a pedestrian refuge island, as no construction details have been provided and it appears to be at the western end of the proposed new footway.
The provision of such an island in the vicinity of a pedestrian facility, the footway, without adequate provision for pedestrians to identify its location by way of tactile paving increases the risk of them attempting to cross Dunmow Road at various locations and coming into conflict with other road users.

RECOMMENDATION

It is recommended that all details should be provided at the Detailed Design for the Stage 2 Road Safety Audit.

2.3 PROBLEM

Location B: Dunmow Road – west of Tile Kiln Green

Summary: Proposed Double 'D' type island - potential obstruction of vehicle cross over

The drawing provided shows the provision of a Double 'D' type island on Dunmow Road, to the west of the junction with Tile Kiln Green. It is not known if this island is merely a traffic island or intended as a pedestrian refuge island, as no construction details have been provided and it appears to be at the western end of the proposed new footway.
The island is in close proximity of a private residence entry and vehicle crossover on the northern side of Dunmow Road and may present difficulties for access and egress to the same.

RECOMMENDATION

It is recommended that all details, including swept path analysis, should be provided at the Detailed Design for the Stage 2 Road Safety Audit.

2.4 PROBLEM

Location C: Dunmow Road – northern footway west of Tile Kiln Green

Summary: Pedestrian footway – subject of vehicle over-run – risk of pedestrian conflict

The drawing provided shows the provision of a Double 'D' type island on Dunmow Road, to the west of the junction with Tile Kiln Green. It is not known if this island is merely a traffic island or intended as a pedestrian refuge island.

Currently there is an existing footway on the northern side of Dunmow Road but there is no footway on the southern side. However, it is proposed to provide a new 2.0m wide footway following the re-alignment of the junction.

It is unclear if the proposed island is intended to be a new pedestrian facility to offer a link-up between the two footways. If the intention is to provide a pedestrian crossing link to the opposing footway further details will be required.

The existing footway is in a very poor condition, with evidence of heavy over-run, ponding and vegetation encroachment. See photograph 1 below.

Photograph 1 showing northern footway

RECOMMENDATION

It is recommended that the existing footway should be cleared of all vegetation, and measures such as but not limited to, bollards or a post and rail type fence, be implemented to prevent vehicle over-run, All details should be provided at the Detailed Design for the Stage 2 Road Safety Audit.

2.5 PROBLEM

Location D: Tile Kiln Green – proposed re-alignment

Summary: HGV's exiting onto road – lack of advanced information to other road users

The drawing provided shows the existing junction of Tile Kiln Green with Dunmow Road as being re-aligned to the west and tying back in with the existing road layout on Tile Kiln Green approximately 85 metres south of the junction.

Tile Kiln Green is an undulating road with heavy vegetation on both sides.

The proposed new access will have HGV's exiting onto this road at low speeds and no details have been provided as to the carriageway surface as having a higher PSV or HFS being applied on the approaches to the new access to assist road users.

The Audit Team are concerned that the approach speed of northbound road users, coupled with the low speeds of exiting HGV's increases the risk of rear end type collisions or sudden braking resulting in potential loss of control.

It has been noted that vegetation will be removed due to the realignment and the drawing provided shows visibility for exiting road users as 70 metres to the right.

The Audit Team noted that the speed of northbound road users on Tile Kiln Green was generally within the 40mph speed limit and uphill.

RECOMMENDATION

It is recommended that a high PSV or HFS should be provided on both approaches to the proposed new access on Tile Kiln Green and that advance warning signs should be provided for northbound road users. All details should be provided at the Detailed Design for the Stage 2 Road Safety Audit.

3. Road Safety Audit Team Statement

We certify that this audit has been undertaken in accordance with the principles of GG 119.

AUDIT TEAM LEADER:

Name: **John Bowman MCIHT MSoRSA**

Position: Director

Organisation: JB Road Safety Consultancy Ltd

Address: [redacted]

Signed [redacted]

Date 14th Dec 2018

AUDIT TEAM MEMBER:

Name: **Beth Newiss MCIHT MSoRSA**

Position: Road Safety Consultant

Organisation: JB Road Safety Consultancy Ltd

Address: [redacted]

Signed: [redacted]

Date 14th Dec 2018

Audit Team Leader's Contact Details:

Direct Telephone: [redacted]

Email address: [redacted]

Appendix A

(Details of the Drawings and Documents Supplied by Client for This Stage 1 Road Safety Audit)

Drawing Number IT 1896 / SK / 01 Revision A – Possible Access Junction Layout – Intermodal Transportation Limited.

Drawing Number IT 1896 / ATR / 01 – Swept path – Maximum Length Articulated Vehicle – Intermodal Transportation Limited.

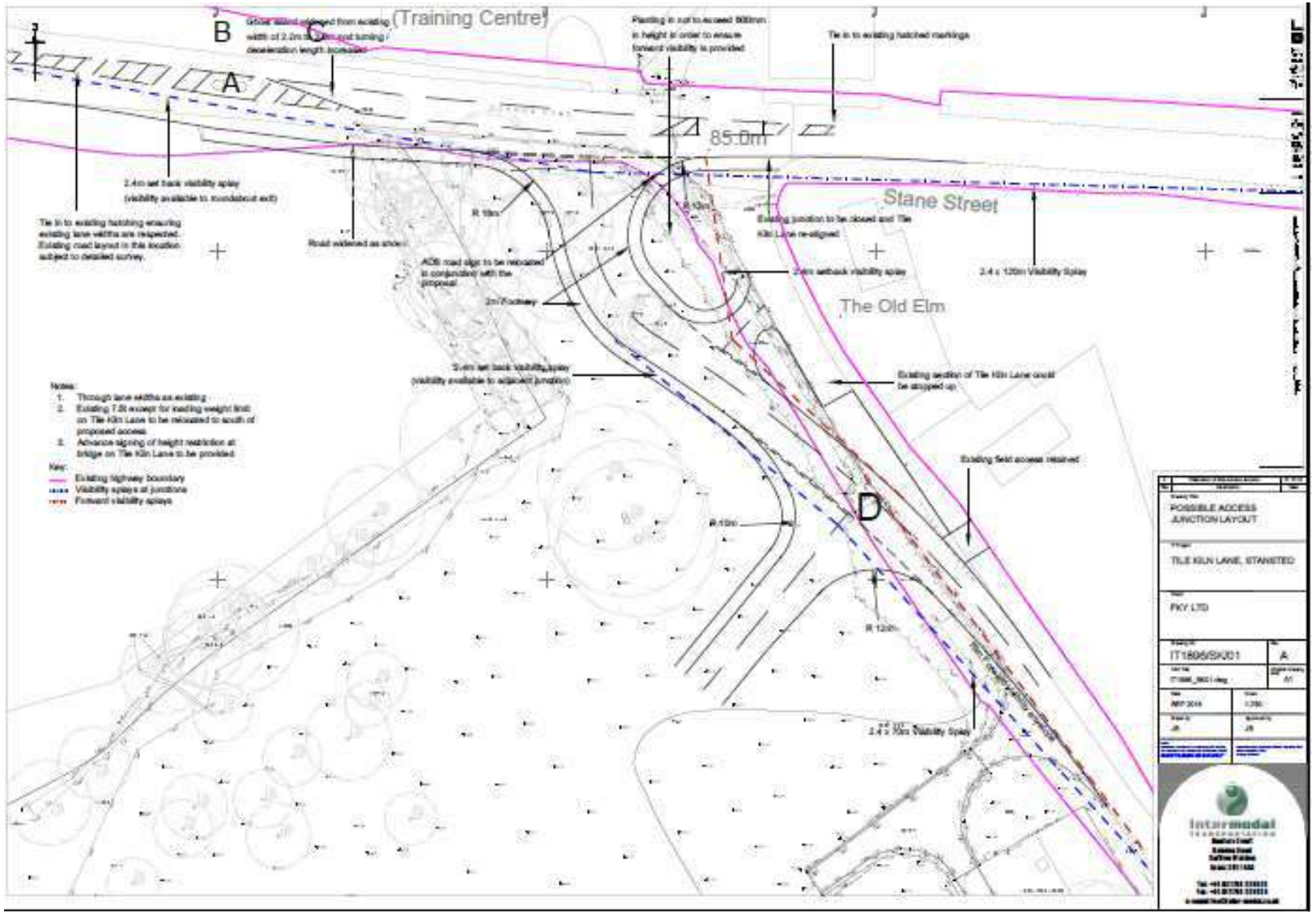
Other document referred to for the purpose of this Stage 1 RSA were

Audit Brief - Intermodal Transportation Limited.

Speed Data - Contained within the Audit brief

Appendix B

(Annotated Drawings showing locations of Problems
Highlighted in This Stage 1 Road Safety Audit)


(Training Centre)
A
B
C
D
85.0m
Stane Street
The Old Elm
Tie in to existing hatching ensuring existing lane widths are respected. Existing road layout in this location subject to detailed survey.
2.4m set back visibility splay (visibility available to roundabout exit)
Road widened as shown
Tie in to existing hatched markings
Existing junction to be closed and Tile Kiln Lane re-aligned
2.4 x 120m Visibility Splay
2m Footway
Existing section of Tile Kiln Lane could be stopped up
Existing field access retained
Notes:
1. Through lane widths as existing
2. Existing 7.5t except for existing weight limit on Tile Kiln Lane to be relocated to south of proposed access
3. Advance signing of height restriction at bridge on Tile Kiln Lane to be provided
Key:
Existing highway boundary
Visibility splays at junctions
Forward visibility splays
POSSIBLE ACCESS JUNCTION LAYOUT
TILE KILN LANE, STANSTED
PKY LTD
IT1895/SK/01
A
Intermodal

Audit Team Leader's Contact Details:

JB Road Safety Consultancy Ltd
12 Dorset Avenue
Chelmsford
Essex CM2 9TZ

Telephone: [redacted]

Email address: [redacted]

IT1896 – Tile Kiln Lane, Stansted, Essex, Proposed Site Access and Relocated Junction Arrangement
Road Safety Audit Designer's Response (Stage 1)

Intermodal TRANSPORTATION

* Designers Response to be read in conjunction with the Audit Report:				
Safety Audit Problem Number/ Summary	**RSA Recommendation**	**Designer's Response to Recommendation: Acceptance details + design proposals OR Rejection details + alternative design proposals**	**Audit Team Comments following designer's response**	**Exception Report Required**
2.2 The provision of a double 'D' island in the vicinity of a pedestrian facility, the footway, without adequate provision for pedestrians to identify its location by way of tactile paving increases the risk of them attempting to cross Dunmow Road at various locations and coming into conflict with other road users.	It is recommended that all details should be provided at the Detailed Design for the Stage 2 Road Safety Audit.	Accepted, details will be provided at the Detailed Design stage for the Stage 2 Road Safety Audit.		

2.3 The provision of a double 'D' island in close proximity of a private residence entry and vehicle crossover on the northern side of Dunmow Road may present difficulties for access and egress to the same.	It is recommended that all details, including swept path analysis, should be provided at the Detailed Design for the Stage 2 Road Safety Audit.	Accepted, details will be provided at the Detailed Design stage for the Stage 2 Road Safety Audit in order to demonstrate that the location chosen for the island would not compromise access to / from the private residence.		
2.4 The existing footway on the northern side of Dunmow Road is in a very poor condition, with evidence of heavy over-run, ponding and vegetation encroachment.	It is recommended that the existing footway should be cleared of all vegetation, and measures such as but not limited to, bollards or a post and rail type fence, be implemented to prevent vehicle over-run, All details should be provided at the Detailed Design for the Stage 2 Road Safety Audit.	Only partially accepted, vegetation should be cleared, although that is a routine highway maintenance issue and should not be required in conjunction with the development proposal. The proposed improvement scheme at the junction involves significantly widening the existing ghosted right turn so that vehicles waiting to turn right would no longer block the eastbound ahead movement on Dunmow Road thus removing the potential for blocking vehicles to lead to overrunning of the verge. As such, bollards or a fence are not considered to be required in conjunction with the development proposal.		

2.5 The proposed new access will have HGV's exiting onto this road at low speeds and no details have been provided as to the carriageway surface as having a higher PSV or HFS being applied on the approaches to the new access to assist road users. The Audit Team are concerned that the approach speed of northbound road users, coupled with the low speeds of exiting HGV's increases the risk of rear end type collisions or sudden braking resulting in potential loss of control.	It is recommended that a high PSV or HFS should be provided on both approaches to the proposed new access on Tile Kiln Green and that advance warning signs should be provided for northbound road users. All details should be provided at the Detailed Design for the Stage 2 Road Safety Audit.	Not accepted, as confirmed in the Transport Assessment (TA) report existing vehicle speeds on Tile Kiln Green are comfortably below the posted speed limit of 40mph, which is to be expected within close proximity of the junction of Tile Kiln Green with Dunmow Road. Furthermore, it is also demonstrated within the TA report that safe visibility splays are proposed at the site access junction in order to ensure that vehicles passing on Tile Kiln Green would have good vision of vehicles emerging from the site. As such, provision of PSV or HFS is not considered necessary.		
DESIGN TEAM REPRESENTATIVE		ROAD SAFETY AUDIT TEAM LEADER		

Name*: Justin Bass		**Name:**
Position:	Director	**Position:**
Signed:	[redacted]	**Signed:**
Date:		**Date:**

*The design team have carefully considered the problems and recommendations raised as part of this Road Safety Audit Report.

APPENDIX E

DATA RELATING TO EXISTING OPERATIONS AT STANSTED AIRPORT

Postcodes of Staff Working at Existing Stansted Airport Operation

DN6 9DX	CO9 3HS	CM17 9PJ	CB11 3NR
AL10 9GT	SG2 8TR	EN7 5DB	CM18 6XY
CM20 3EE	E4 7QD	LU3 3HR	CM7 2LS
IG10 3JR	EN7 6RX	CM5 0GQ	CM8 2RF
SG9 0AS	SG1 4PL	SS7 5RX	CM23 4JZ
CM1 3BS	IP28 8FA	E4 6LU	EN11 0NU
SG12 7HB	CM18 6RJ	EN1 1ER	CB10 2GT
CM24 8FF	E17 4LA	SS8 7NY	IG10 3LY
SS14 2RE	CM20 1EA	CM6 1HX	CM7 9LP
EN11 8RU	N7 9FB	RM13 9ES	CM23 4HU
CM19 4DE	N10 1AF	SS0 0AH	CM18 6PB
EN11 9NR	SG13 7SG	CM7 3QY	N9 8NH
RM13 9AD	CM19 5PL	CM24 8GU	CM22 6FJ
SG1 2LG	CM77 6AD	CM3 1RS	CM8 1DR
SG1 5PX	SG2 8UU	E4 7QD	CO4 5DL
EN4 8DG	CM18 6NW	EN11 0NU	CM6 1SU
EN9 1FJ	EN3 4HU	EN11 0NU	CM1 4JJ
CM17 9EX	EN10 6HB	CM19 5SQ	CM23 3BA
CM6 6JE	EN11 0NU	EN10 6FN	CM20 2PZ
SG1 3XT	EN10 6EB	CM23 3RD	CM1 2BQ
SG1 5QG	EN7 6JZ	CM8 3QQ	EN7 6JF
EN11 9FS	SG13 7TP	CO3 0HA	EN11 8US
CB2 9FW	EN7 6JU	CM7 1GL	SG11 1QD
CM20 3QL	EN11 9HR	CM18 6QJ	CM17 9NZ
SG12 9FH	SG13 7DR	CM77 8RA	CM23 4EA
HA8 0PL	CM20 1PH	CM18 7NU	
EN3 5UJ	SG13 8RH	CM3 3BY	
CM16 6RP	EN8 7AH	CM5 0BN	
CM8 1HW	EN9 3TT	CB10 2GB	

Delivery Destinations from Existing Stansted Operation

Postcode Area	Postcode Name	No. Routes
SE	South East London	14
TN	Tunbridge Wells	11
NR	Norwich	10
CT	Canterbury	10
HP	Hemel Hempstead	10
MK	Milton Keynes	9
IP	Ipswich	9
IG	Ilford	8
BN	Brighton	7
SW	South West London	7
CM	Chelmsford	7
RM	Romford	6
SG	Stevenage	6
GU	Guildford	6
UB	Uxbridge	6
SS	Southend-on-Sea	6
DA	Dartford	6
RH	Redhill	6
PO	Portsmouth	5
HA	Harrow	5
BR	Bromley	5
CO	Colchester	5
AL	St Albans	4
E	East London	4
TW	Twickenham	4
EN	Enfield	4
KT	Kingston upon Thames	4
N	North London	4
ME	Maidstone	4
E	East London	3
N	North london	3
LU	Luton	3
SL	Slough	3
NW	North West London	3
CB	Cambridge	3
SM	Sutton	2
WD	Watford	2
W	West London	2
CR	Croydon	1
Grand Total		218

Sunday

Stansted Site Movements

Time	7.5t		3.5t		18t		45ft		Cars	
	In	Out	In	Out	In	Out	In	Out	In	Out
00:00-01:00										
01:00-02:00										
02:00-03:00										
03:00-04:00										
04:00-05:00										
05:00-06:00									6	
06:00-07:00			2			1		2		
07:00-08:00										
08:00-09:00										
09:00-10:00										
10:00-11:00										
11:00-12:00										
12:00-13:00										
13:00-14:00										
14:00-15:00										
15:00-16:00					1		2			6
16:00-17:00										
17:00-18:00										
18:00-19:00										
19:00-20:00										
20:00-21:00										
21:00-22:00									3	
22:00-23:00										
23:00-00:00							1	1		

Monday

Stansted Site Movements

Time	7.5t		3.5t		18t		45ft		Cars	
	In	Out	In	Out	In	Out	In	Out	In	Out
00:00-01:00										
01:00-02:00										
02:00-03:00										
03:00-04:00									2	
04:00-05:00									11	1
05:00-06:00		5				5			45	2
06:00-07:00		12		1		16			24	
07:00-08:00										
08:00-09:00										
09:00-10:00										
10:00-11:00			1							2
11:00-12:00					2					5
12:00-13:00	3				6					22
13:00-14:00	2				5			1		10
14:00-15:00	3				5			3		18
15:00-16:00	4				2		1	1		3
16:00-17:00	3				1		1	2		7
17:00-18:00	1				1					7
18:00-19:00	1									2
19:00-20:00									2	2
20:00-21:00									1	3
21:00-22:00							4			2
22:00-23:00							3	4		1
23:00-00:00							2	3		2

Tuesday

Stansted Site Movements

Time	7.5t		3.5t		18t		45ft		Cars	
	In	Out	In	Out	In	Out	In	Out	In	Out
00:00-01:00					1		2			3
01:00-02:00							1			
02:00-03:00								1		
03:00-04:00									1	
04:00-05:00									20	
05:00-06:00									37	
06:00-07:00									18	3
07:00-08:00									1	
08:00-09:00										
09:00-10:00									3	
10:00-11:00									1	
11:00-12:00					1	2			1	5
12:00-13:00	1	3			3	6			2	4
13:00-14:00	3	2			2	5				6
14:00-15:00	4	3			6	5				8
15:00-16:00	4	2			4	2				22
16:00-17:00	2	2			3	1				16
17:00-18:00	1	1			3	1				9
18:00-19:00		1								7
19:00-20:00									3	
20:00-21:00							2		1	3
21:00-22:00							3	2		2
22:00-23:00							2	3		1
23:00-00:00							2	2		2

Wednesday

Stansted Site Movements										
Time	7.5t		3.5t		18t		45ft		Cars	
	In	Out	In	Out	In	Out	In	Out	In	Out
00:00-01:00					1		2			3
01:00-02:00							1	1		
02:00-03:00										
03:00-04:00									2	
04:00-05:00						2			25	
05:00-06:00		11		1		9			42	2
06:00-07:00		3				10			4	2
07:00-08:00									1	
08:00-09:00										
09:00-10:00										
10:00-11:00										
11:00-12:00	2				3					
12:00-13:00	2				2		1			
13:00-14:00	3		1		3		2			
14:00-15:00	3				3					
15:00-16:00	3				4					
16:00-17:00	1				2					
17:00-18:00					2					
18:00-19:00					1					
19:00-20:00									3	4
20:00-21:00									1	2
21:00-22:00							4	4		
22:00-23:00							5	3		
23:00-00:00							3	2		2

Thursday

Stansted Site Movements										
Time	7.5t		3.5t		18t		45ft		Cars	
	In	Out	In	Out	In	Out	In	Out	In	Out
00:00-01:00										
01:00-02:00							1			1
02:00-03:00										
03:00-04:00									2	
04:00-05:00		2				2			25	2
05:00-06:00		8				11			2	2
06:00-07:00		6		1		8			45	
07:00-08:00									4	
08:00-09:00		2							2	
09:00-10:00										
10:00-11:00										2
11:00-12:00					4					1
12:00-13:00	2				2					20
13:00-14:00	3				2					9
14:00-15:00	5				4					11
15:00-16:00	2				4			1		16
16:00-17:00	1				2			1		5
17:00-18:00	1							2		5
18:00-19:00										7
19:00-20:00					1	1			3	1
20:00-21:00	1						4	4	1	4
21:00-22:00							2	2		2
22:00-23:00							1	1		
23:00-00:00							1			1

Friday

Stansted Site Movements										
Time	7.5t		3.5t		18t		45ft		Cars	
	In	Out	In	Out	In	Out	In	Out	In	Out
00:00-01:00							2			2
01:00-02:00							2			2
02:00-03:00										
03:00-04:00									4	
04:00-05:00		2				3			24	
05:00-06:00		9				10			48	
06:00-07:00		7				8			5	
07:00-08:00									1	
08:00-09:00										
09:00-10:00										
10:00-11:00									3	
11:00-12:00					1				1	4
12:00-13:00	1				5				1	10
13:00-14:00	3				3		2			14
14:00-15:00	4				6		2			17
15:00-16:00	3				4		2			12
16:00-17:00	4									10
17:00-18:00	2									4
18:00-19:00	2									1
19:00-20:00					1					1
20:00-21:00										4
21:00-22:00							2	2		
22:00-23:00							2	2		
23:00-00:00							3			3

Sunday

Stansted Site Movements

Time	7.5t		3.5t		18t		45ft		Cars	
	In	Out	In	Out	In	Out	In	Out	In	Out
00:00-01:00							2			2
01:00-02:00										
02:00-03:00										
03:00-04:00										
04:00-05:00										3
05:00-06:00										
06:00-07:00										
07:00-08:00										
08:00-09:00										
09:00-10:00										
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20:00-21:00										
21:00-22:00										
22:00-23:00										
23:00-00:00										

APPENDIX F

CALCULATED TRAFFIC DISTRIBUTIONS

Distribution of Existing HGV Movements

Postcode Area	Postcode Name	No. Routes				
SE	South East London	14	M11 south	M11 south =	171	78.8%
TN	Tunbridge Wells	11	M11 south	M11 north =	19	8.8%
NR	Norwich	10	M11 north	A120 east =	21	9.7%
CT	Canterbury	10	M11 south	A120 west =	6	2.8%
HP	Hemel Hempstead	10	M11 south		217	100.0%
MK	Milton Keynes	9	M11 north			
IP	Ipswich	9	A120 east			
IG	Ilford	8	M11 south			
BN	Brighton	7	M11 south			
SW	South West London	7	M11 south			
CM	Chelmsford	7	A120 east			
RM	Romford	6	M11 south			
SG	Stevenage	6	A120 west			
GU	Guildford	6	M11 south			
UB	Uxbridge	6	M11 south			
SS	Southend-on-Sea	6	M11 south			
DA	Dartford	6	M11 south			
RH	Redhill	6	M11 south			
PO	Portsmouth	5	M11 south			
HA	Harrow	5	M11 south			
BR	Bromley	5	M11 south			
CO	Colchester	5	A120 east			
AL	St Albans	4	M11 south			
E	East London	4	M11 south			
TW	Twickenham	4	M11 south			
EN	Enfield	4	M11 south			
KT	Kingston upon Thames	4	M11 south			
N	North London	4	M11 south			
ME	Maidstone	4	M11 south			
E	East London	3	M11 south			
N	North london	3	M11 south			
LU	Luton	3	M11 south			
SL	Slough	3	M11 south			
NW	North West London	3	M11 south			
CB	Cambridge	3	M11 north			
SM	Sutton	2	M11 south			
WD	Watford	2	M11 south			
W	West London	2	M11 south			
CR	Croydon	1	M11 south			
Grand Total		217				

Calculated Distribution of Staff Movements Based on Postcode

Postcode	Route From Site	Number of Trips
DN6 9DX	Left out of the Site (Dunmow Rd) B1256 - Right along the M11 (1st exit)	1
AL10 9GT	Left out of the Site (Dunmow Rd) B1256 - Straight ahead on A120 (2nd Exit)	1
CM20 3EE	Left out of the Site (Dunmow Rd) B1256 - Left along the M11 (3rd Exit)	1
IG10 3JR	Left out of the Site (Dunmow Rd) B1256 - Left along the M11 (3rd Exit)	1
SG9 0AS	Left out of the Site (Dunmow Rd) B1256 - Straight ahead on A120 (2nd Exit)	1
CM1 3BS	Left out of the Site (Dunmow Rd) B1256 - Straight ahead on A120 (2nd Exit)	1
SG12 7HB	Left out of the Site (Dunmow Rd) B1256 - Straight ahead on A120 (2nd Exit)	1
CM24 8FF	Left out of the site (Dunmow Rd) B1256 - Left onto the A120 - Left along Round Coppice Rd	1
SS14 2RE	Left out of the Site (Dunmow Rd) B1256 - Left along the M11 (3rd Exit)	1
EN11 8RU	Left out of the Site (Dunmow Rd) B1256 - Straight ahead on A120 (2nd Exit)	1
CM19 4DE	Left out of the Site (Dunmow Rd) B1256 - Left along the M11 (3rd Exit)	1
EN11 9NR	Left out of the Site (Dunmow Rd) B1256 - Left along the M11 (3rd Exit)	1
RM13 9AD	Left out of the Site (Dunmow Rd) B1256 - Left along the M11 (3rd Exit)	1
SG1 2LG	Left out of the Site (Dunmow Rd) B1256 - Straight ahead on A120 (2nd Exit)	1
SG1 5PX	Left out of the Site (Dunmow Rd) B1256 - Straight ahead on A120 (2nd Exit)	1
EN4 8DG	Left out of the Site (Dunmow Rd) B1256 - Left along the M11 (3rd Exit)	1
EN9 1FJ	Left out of the Site (Dunmow Rd) B1256 - Left along the M11 (3rd Exit)	1
CM17 9EX	Left out of the Site (Dunmow Rd) B1256 - Left along the M11 (3rd Exit)	1
CM6 6JE	Left out of the site (Dunmow Rd) B1256 - continue towards Barnston	1
SG1 3XT	Left out of the Site (Dunmow Rd) B1256 - Straight ahead on A120 (2nd Exit)	1
SG1 5QG	Left out of the Site (Dunmow Rd) B1256 - Straight ahead on A120 (2nd Exit)	1
EN11 9FS	Left out of the Site (Dunmow Rd) B1256 - Straight ahead on A120 (2nd Exit)	1
CB2 9FW	Left out of the Site (Dunmow Rd) B1256 - Right along the M11 (1st exit)	1
CM20 3QL	Left out of the Site (Dunmow Rd) B1256 - Left along the M11 (3rd Exit)	1
SG12 9FH	Left out of the Site (Dunmow Rd) B1256 - Straight ahead on A120 (2nd Exit)	1
HA8 0PL	Left out of the Site (Dunmow Rd) B1256 - Left along the M11 (3rd Exit)	1
EN3 5UJ	Left out of the Site (Dunmow Rd) B1256 - Left along the M11 (3rd Exit)	1
CM16 6RP	Left out of the Site (Dunmow Rd) B1256 - Left along the M11 (3rd Exit)	1
CM8 1HW	Left out of the site (Dunmow Rd) B1256 - continue towards Barnston	1
CO9 3HS	Left out of the site (Dunmow Rd) B1256 - Left onto the A120 - Right at Priory Wood Roundabout - A120/Thremhall Ave	1
SG2 8TR	Left out of the Site (Dunmow Rd) B1256 - Straight ahead on A120 (2nd Exit)	1
E4 7QD	Left out of the Site (Dunmow Rd) B1256 - Left along the M11 (3rd Exit)	1
EN7 6RX	Left out of the Site (Dunmow Rd) B1256 - Left along the M11 (3rd Exit)	1
SG1 4PL	Left out of the Site (Dunmow Rd) B1256 - Straight ahead on A120 (2nd Exit)	1
IP28 8FA	Left out of the Site (Dunmow Rd) B1256 - Right along the M11 (1st exit)	1
CM18 6RJ	Left out of the Site (Dunmow Rd) B1256 - Left along the M11 (3rd Exit)	1
E17 4LA	Left out of the Site (Dunmow Rd) B1256 - Left along the M11 (3rd Exit)	1
CM20 1EA	Right out of site, church road, A1060/Sawbridgeworth Road	1
N7 9FB	Left out of the Site (Dunmow Rd) B1256 - Left along the M11 (3rd Exit)	1
N10 1AF	Left out of the Site (Dunmow Rd) B1256 - Left along the M11 (3rd Exit)	1
SG13 7SG	Left out of the Site (Dunmow Rd) B1256 - Straight ahead on A120 (2nd Exit)	1
CM19 5PL	Left out of the Site (Dunmow Rd) B1256 - Left along the M11 (3rd Exit)	1
CM77 6AD	Left out of the site (Dunmow Rd) B1256 - Left onto the A120 - Right at Priory Wood Roundabout - A120/Thremhall Ave	1
SG2 8UU	Left out of the Site (Dunmow Rd) B1256 - Straight ahead on A120 (2nd Exit)	1
CM18 6NW	Left out of the Site (Dunmow Rd) B1256 - Left along the M11 (3rd Exit)	1
EN3 4HU	Left out of the Site (Dunmow Rd) B1256 - Left along the M11 (3rd Exit)	1
EN10 6HB	Left out of the Site (Dunmow Rd) B1256 - Straight ahead on A120 (2nd Exit)	1
EN11 0NU	Left out of the Site (Dunmow Rd) B1256 - Straight ahead on A120 (2nd Exit)	1
EN10 6EB	Left out of the Site (Dunmow Rd) B1256 - Straight ahead on A120 (2nd Exit)	1
EN7 6JZ	Left out of the Site (Dunmow Rd) B1256 - Left along the M11 (3rd Exit)	1
SG13 7TP	Left out of the Site (Dunmow Rd) B1256 - Straight ahead on A120 (2nd Exit)	1
EN7 6JU	Left out of the Site (Dunmow Rd) B1256 - Left along the M11 (3rd Exit)	1
EN11 9HR	Left out of the Site (Dunmow Rd) B1256 - Straight ahead on A120 (2nd Exit)	1
SG13 7DR	Left out of the Site (Dunmow Rd) B1256 - Straight ahead on A120 (2nd Exit)	1
CM20 1PH	Right out of site, church road, A1060/Sawbridgeworth Road	1
SG13 8RH	Left out of the Site (Dunmow Rd) B1256 - Straight ahead on A120 (2nd Exit)	1
EN8 7AH	Left out of the Site (Dunmow Rd) B1256 - Left along the M11 (3rd Exit)	1
EN9 3TT	Left out of the Site (Dunmow Rd) B1256 - Left along the M11 (3rd Exit)	1
CM17 9PJ	Left out of the Site (Dunmow Rd) B1256 - Left along the M11 (3rd Exit)	1
EN7 5DB	Left out of the Site (Dunmow Rd) B1256 - Left along the M11 (3rd Exit)	1
LU3 3HR	Left out of the Site (Dunmow Rd) B1256 - Left along the M11 (3rd Exit)	1
CM5 0GQ	Left out of the Site (Dunmow Rd) B1256 - Left along the M11 (3rd Exit)	1
SS7 5RX	Left out of the Site (Dunmow Rd) B1256 - Left along the M11 (3rd Exit)	1
E4 6LU	Left out of the Site (Dunmow Rd) B1256 - Left along the M11 (3rd Exit)	1
EN1 1ER	Left out of the Site (Dunmow Rd) B1256 - Left along the M11 (3rd Exit)	1
SS8 7NY	Left out of the Site (Dunmow Rd) B1256 - Left along the M11 (3rd Exit)	1
CM6 1HX	Left out of the Site (Dunmow Rd) B1256 - Left along the M11 (3rd Exit)	1
RM13 9ES	Left out of the Site (Dunmow Rd) B1256 - Left along the M11 (3rd Exit)	1
SS0 0AH	Left out of the Site (Dunmow Rd) B1256 - Left along the M11 (3rd Exit)	1
CM7 3QY	Left out of the site (Dunmow Rd) B1256 - continue towards Barnston	1
CM24 8GU	Left out of the Site (Dunmow Rd) B1256 - Straight ahead on A120 (2nd Exit)	1
CM3 1RS	Left out of the site (Dunmow Rd) B1256 - Left onto the A120 - Right at Priory Wood Roundabout - A120/Thremhall Ave	1
E4 7QD	Left out of the Site (Dunmow Rd) B1256 - Left along the M11 (3rd Exit)	1
EN11 0NU	Left out of the Site (Dunmow Rd) B1256 - Straight ahead on A120 (2nd Exit)	1
EN11 0NU	Left out of the Site (Dunmow Rd) B1256 - Straight ahead on A120 (2nd Exit)	1
CM19 5SQ	Left out of the Site (Dunmow Rd) B1256 - Left along the M11 (3rd Exit)	1
EN10 6FN	Left out of the Site (Dunmow Rd) B1256 - Straight ahead on A120 (2nd Exit)	1
CM23 3RD	Left out of the Site (Dunmow Rd) B1256 - Straight ahead on A120 (2nd Exit)- Left onto A1250	1
CM8 3QQ	Left out of the site (Dunmow Rd) B1256 - Left onto the A120 - Right at Priory Wood Roundabout - A120/Thremhall Ave	1
CO3 0HA	Left out of the site (Dunmow Rd) B1256 - Left onto the A120 - Right at Priory Wood Roundabout - A120/Thremhall Ave	1
CM7 1GL	Left out of the site (Dunmow Rd) B1256 - continue towards Barnston	1
CM18 6QJ	Left out of the Site (Dunmow Rd) B1256 - Left along the M11 (3rd Exit)	1
CM77 8RA	Left out of the site (Dunmow Rd) B1256 - Left onto the A120 - Right at Priory Wood Roundabout - A120/Thremhall Ave	1
CM18 7NU	Left out of the Site (Dunmow Rd) B1256 - Left along the M11 (3rd Exit)	1
CM3 3BY	Left out of the site (Dunmow Rd) B1256 - Left onto the A120 - Right at Priory Wood Roundabout - A120/Thremhall Ave - Right towards Barnston	1

CM5 0BN	Left out of the Site (Dunmow Rd) B1256 - Left along the M11 (3rd Exit)	1
CB10 2GB	Left out of the Site (Dunmow Rd) B1256 - Right along the M11 (1st exit)	1
CB11 3NR	Left out of the site (Dunmow Rd) B1256 - Left onto the A120 - Left along Round Coppice Rd	1
CM18 6XY	Left out of the Site (Dunmow Rd) B1256 - Left along the M11 (3rd Exit)	1
CM7 2LS	Left out of the site (Dunmow Rd) B1256 - continue towards Barnston	1
CM8 2RF	Left out of the site (Dunmow Rd) B1256 - Left onto the A120 - Right at Priory Wood Roundabout - A120/Thremhall Ave	1
CM23 4JZ	Left out of the Site (Dunmow Rd) B1256 - Straight ahead on A120 (2nd Exit)	1
EN11 0NU	Left out of the Site (Dunmow Rd) B1256 - Straight ahead on A120 (2nd Exit)	1
CB10 2GT	Left out of the Site (Dunmow Rd) B1256 - Straight ahead on A120 (2nd Exit)	1
IG10 3LY	Left out of the Site (Dunmow Rd) B1256 - Left along the M11 (3rd Exit)	1
CM7 9LP	Left out of the site (Dunmow Rd) B1256 - continue towards Barnston	1
CM23 4HU	Right out of site, church road, A1060/Sawbridgeworth Road	1
CM18 6PB	Left out of the Site (Dunmow Rd) B1256 - Left along the M11 (3rd Exit)	1
N9 8NH	Left out of the Site (Dunmow Rd) B1256 - Left along the M11 (3rd Exit)	1
CM22 6FJ	Left out of the Site (Dunmow Rd) B1256 - Straight ahead on A120 (2nd Exit)	1
CM8 1DR	Left out of the site (Dunmow Rd) B1256 - continue towards Barnston	1
CO4 5DL	Left out of the site (Dunmow Rd) B1256 - Left onto the A120 - Right at Priory Wood Roundabout - A120/Thremhall Ave	1
CM6 1SU	Left out of the site (Dunmow Rd) B1256 - Left onto the A120 - Right at Priory Wood Roundabout - A120/Thremhall Ave	1
CM1 4JJ	Left out of the site (Dunmow Rd) B1256 - Left onto the A120 - Right at Priory Wood Roundabout - A120/Thremhall Ave	1
CM23 3BA	Left out of the Site (Dunmow Rd) B1256 - Straight ahead on A120 (2nd Exit) - Left onto A1250	1
CM20 2PZ	Left out of the Site (Dunmow Rd) B1256 - Left along the M11 (3rd Exit)	1
CM1 2BQ	Right out of site, church road, A1060/Sawbridgeworth Road	1
EN7 6JF	Left out of the Site (Dunmow Rd) B1256 - Left along the M11 (3rd Exit)	1
EN11 8US	Left out of the Site (Dunmow Rd) B1256 - Straight ahead on A120 (2nd Exit)	1
SG11 1QD	Left out of the Site (Dunmow Rd) B1256 - Straight ahead on A120 (2nd Exit)	1
CM17 9NZ	Left out of the Site (Dunmow Rd) B1256 - Left along the M11 (3rd Exit)	1
CM23 4EA	Right out of site, church road, A1060/Sawbridgeworth Road	1
		112

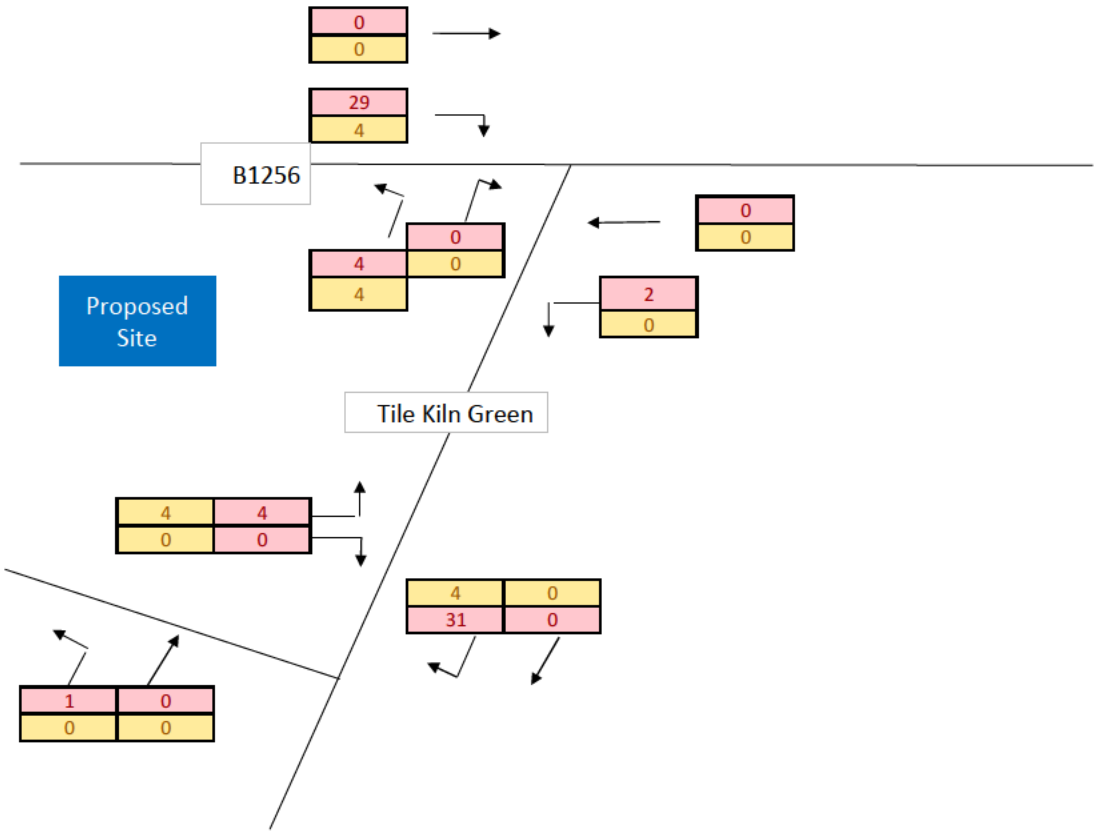
Routes	Trips	%
Left out of the Site (Dunmow Rd) B1256 - Right along the M11 (north)	4	4%
Left out of the Site (Dunmow Rd) B1256 - Straight ahead on A120 (west)	34	30%
Left out of the Site (Dunmow Rd) B1256 - Left along the M11 (South)	49	44%
Right out of site, church road, A1060/Sawbridgeworth Road	5	4%
Left out of the site (Dunmow Rd) B1256 - continue towards Barnston	7	6%
Left out of the site (Dunmow Rd) B1256 - Left onto the A120 - Right at Priory Wood Roundabout - A120/Thremhall Ave /Coppice Rd (East)	13	12%
	112	100%

APPENDIX G

TRAFFIC FLOW FIGURES

AM

Total
HGV + Bus



IT PROJECT: Tile Kiln Green			
	Rev	Description	Date
Drawing Title: AM peak hour development traffic	**Drawing No:** G1	**Date** Dec-21	
Client: FKY Ltd	**Drawn By:** DS	**Approved By :** JB	

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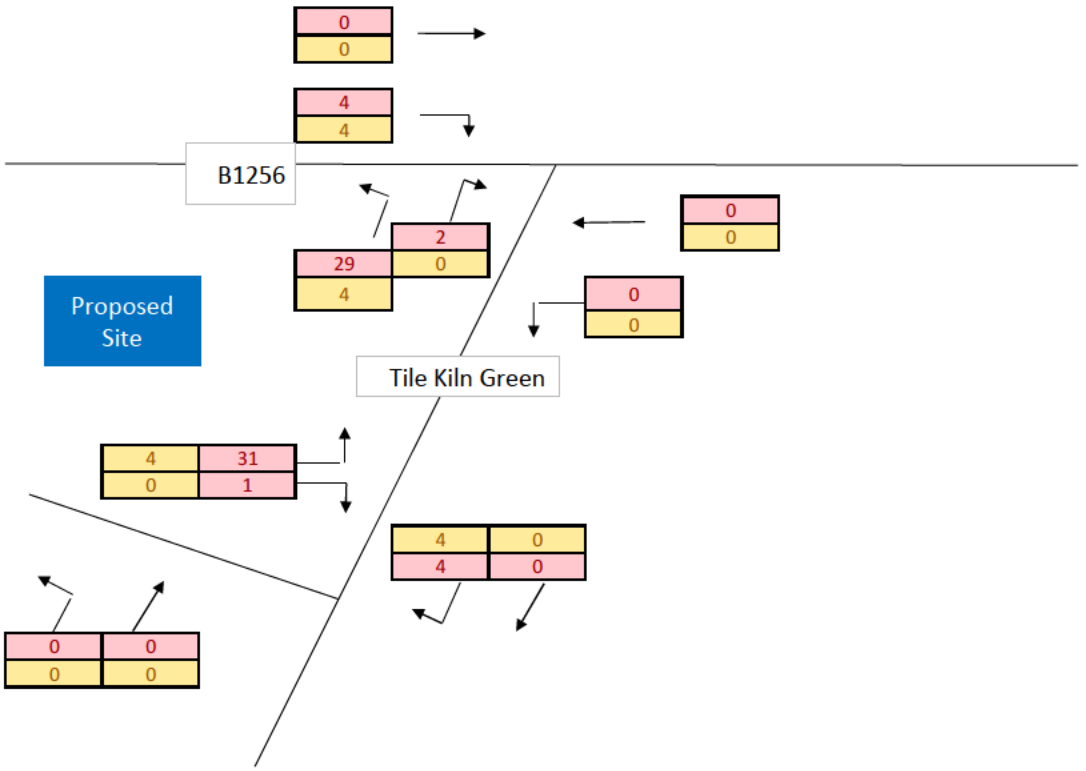
PM

Total
HGV + Bus



IT PROJECT:			
Tile Kiln Green			
	Rev	Description	Date
Drawing Title:	Drawing No:	Date	
PM peak hour development traffic	G2	Dec-21	
Client:	Drawn By:	Approved By :	
FKY Ltd	DS	JB	

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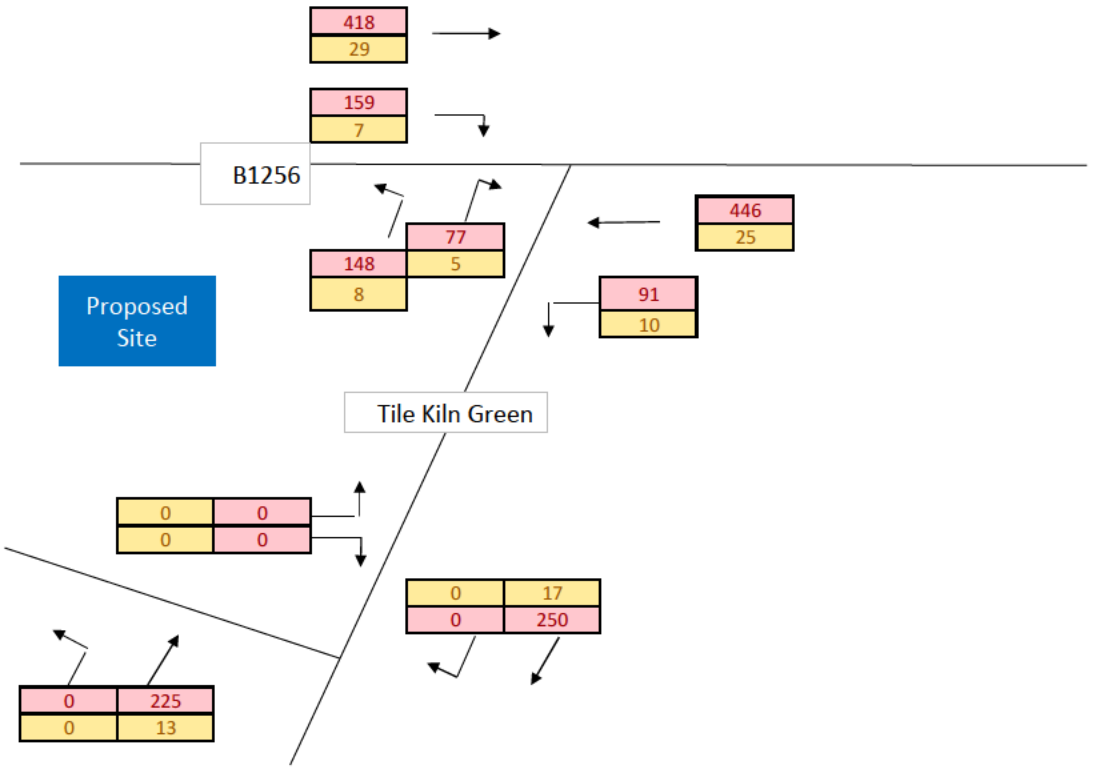
AM

Total
HGV + Bus



IT PROJECT: Tile Kiln Green			
	Rev	Description	Date
Drawing Title: 2018 observed AM peak hour flows	**Drawing No:** G3	**Date** Dec-21	
Client: FKY Ltd	**Drawn By:** DS	**Approved By :** JB	

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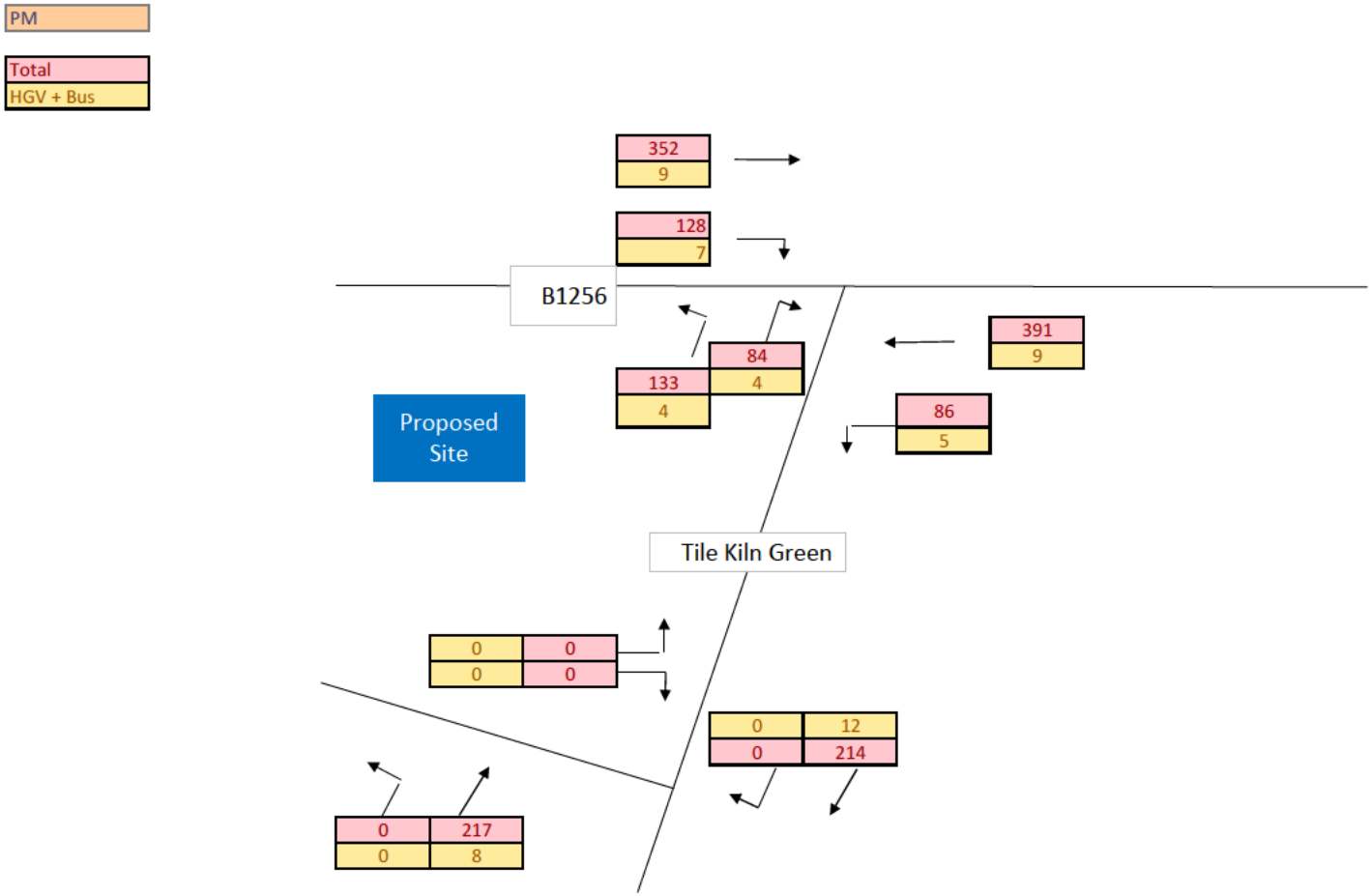

IT PROJECT: Tile Kiln Green			
	Rev	Description	Date
Drawing Title: 2018 observed PM peak hour flows	**Drawing No:** G4	**Date** Dec-21	
Client: FKY Ltd	**Drawn By:** DS	**Approved By :** JB	

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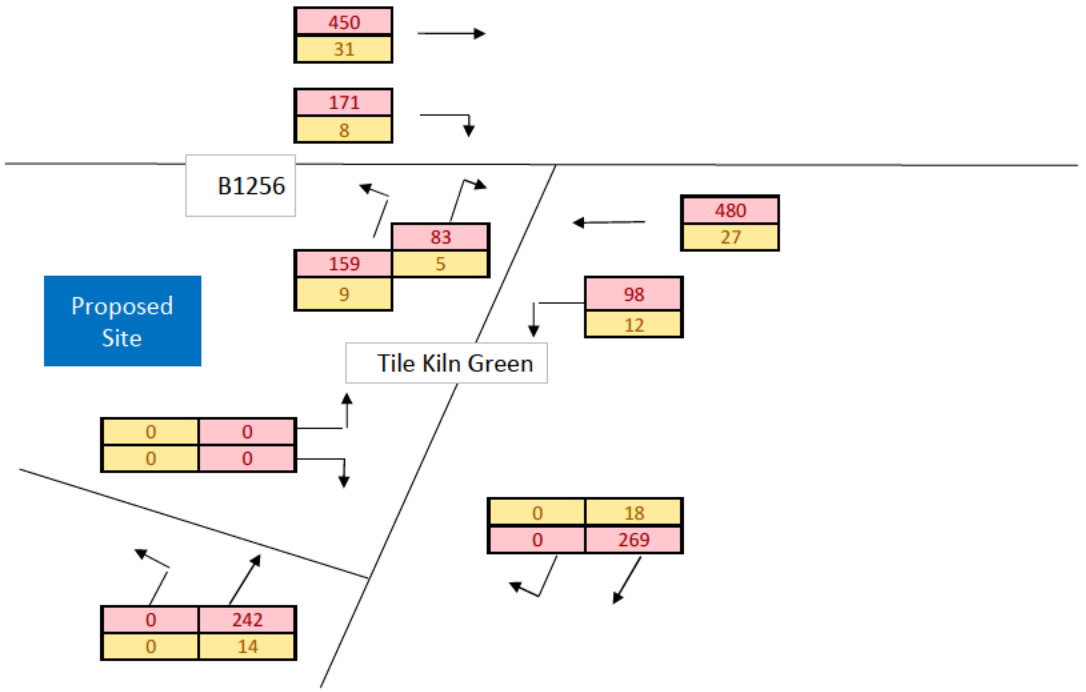
AM

Total
HGV + Bus



Growth Factor 2018-2023: 1.0768

IT PROJECT: Tile Kiln Green		Rev / Description / Date	
Drawing Title: 2023 base AM peak hour flows	**Drawing No:** G5	**Date** Dec-21	
Client: FKY Ltd	**Drawn By:** DS	**Approved By :** JB	

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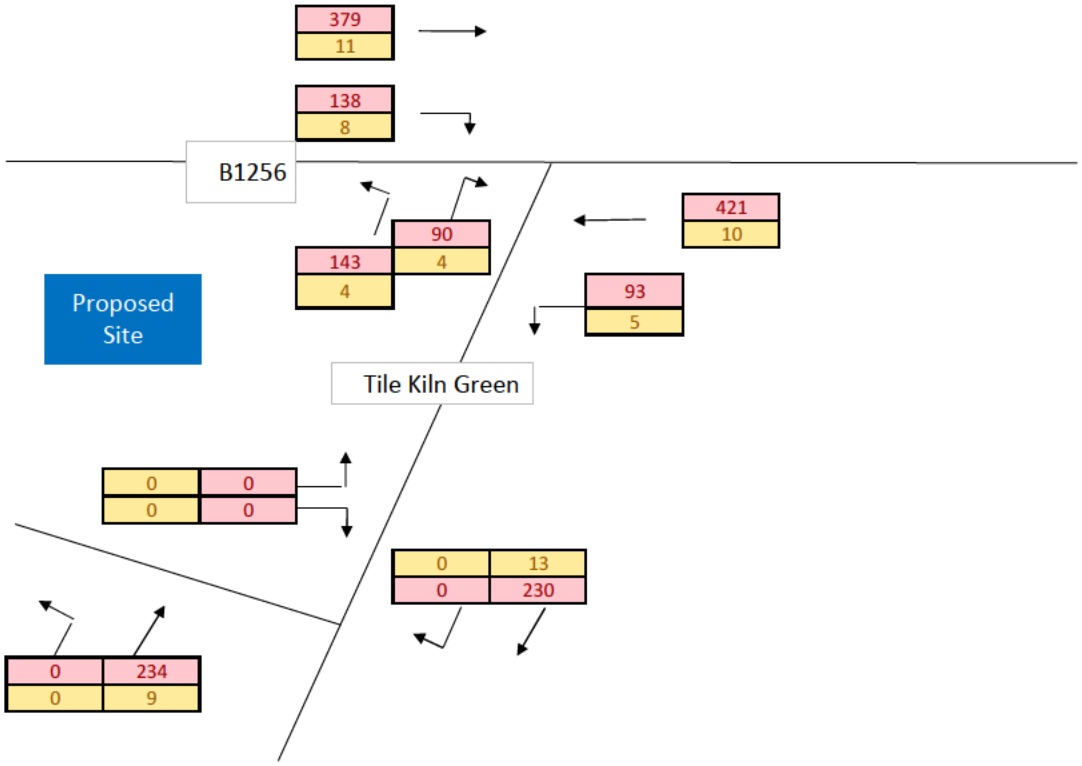
PM

Total
HGV + Bus



Growth Factor 2018-2023: 1.0766

IT PROJECT: Tile Kiln Green			
	Rev	Description	Date
Drawing Title: 2023 base PM peak hour flows	**Drawing No:** G6	**Date** Dec-21	
Client: FKY Ltd	**Drawn By:** DS	**Approved By :** JB	

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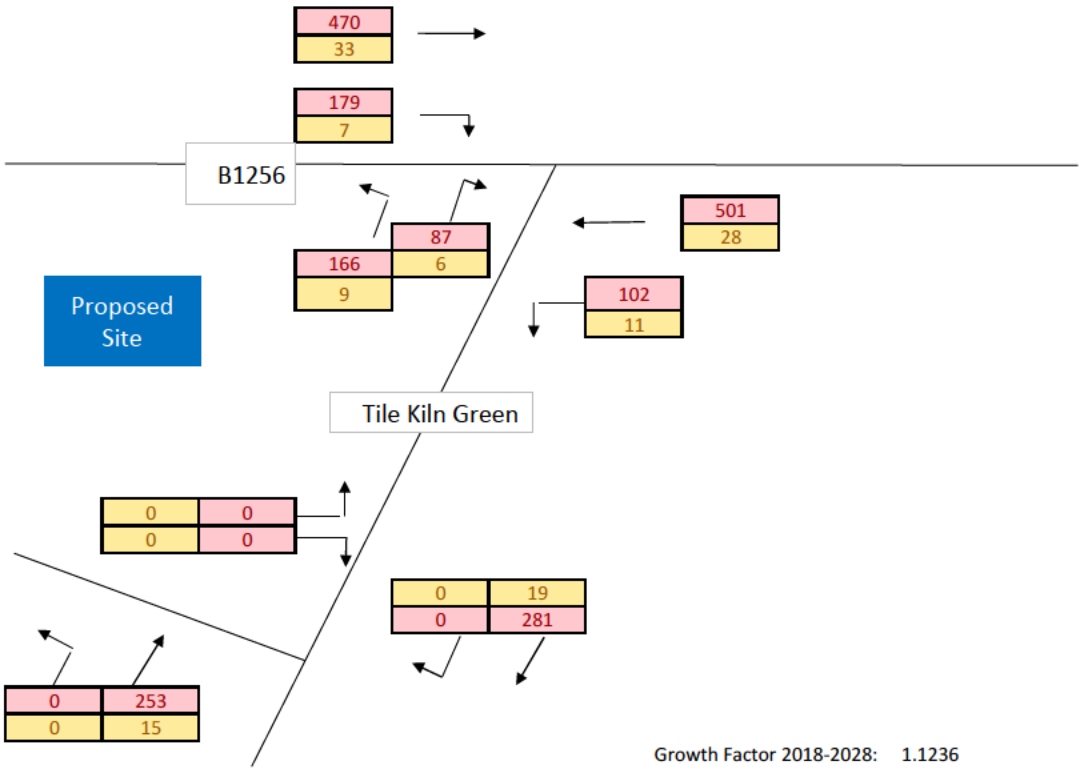
AM

Total
HGV + Bus



Growth Factor 2018-2028: 1.1236

IT PROJECT:			
Tile Kiln Green			
	Rev	Description	Date
Drawing Title:	Drawing No:	Date	
2028 base AM peak hour flows	G7	Dec-21	
Client:	Drawn By:	Approved By :	
FKY Ltd	DS	JB	

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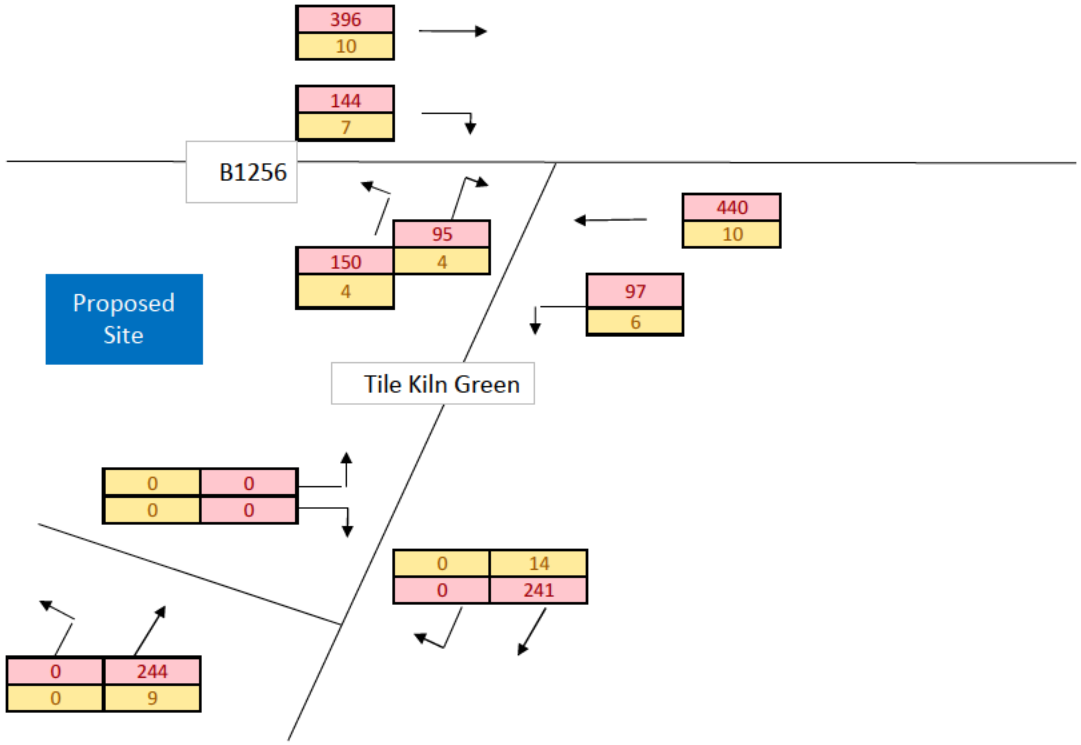
PM

Total
HGV + Bus



Growth Rate 2018-2028: 1.1262

IT PROJECT: Tile Kiln Green	Rev / Description / Date	
Drawing Title: 2028 base PM peak hour flows	**Drawing No:** G8	**Date** Dec-21
Client: FKY Ltd	**Drawn By:** DS	**Approved By :** JB

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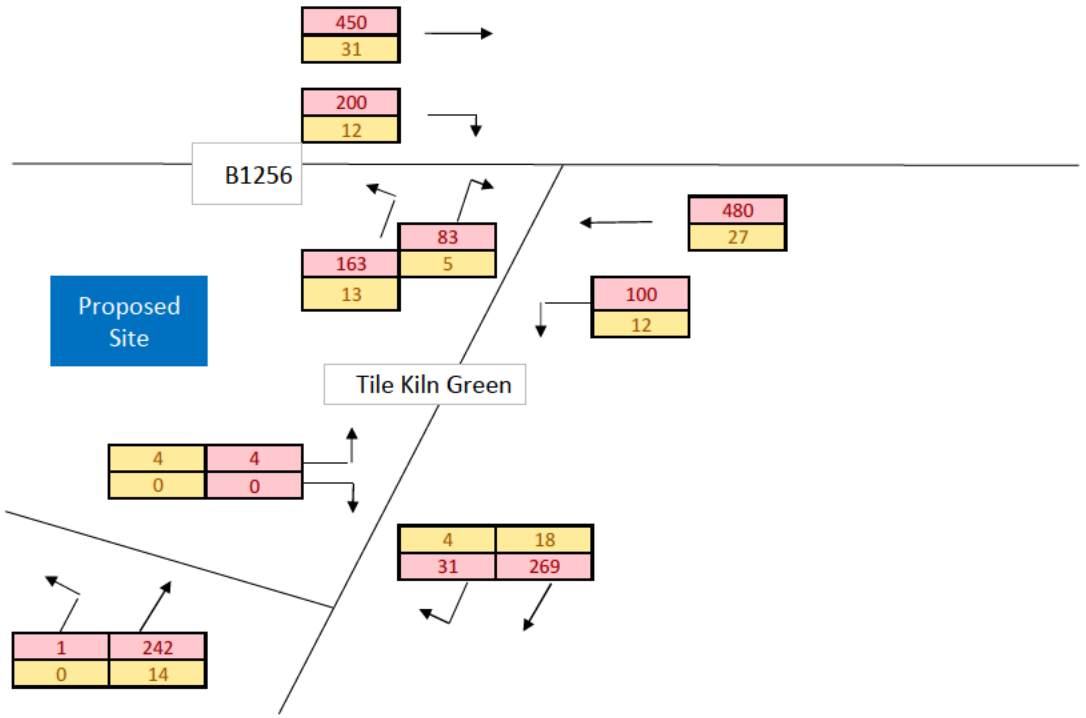
AM

Total
HGV + Bus



IT PROJECT:			
Tile Kiln Green			
	Rev	Description	Date
Drawing Title:	Drawing No:	Date	
2023 base + development AM peak hour flows	G9	Dec-21	
Client:	Drawn By:	Approved By :	
FKY Ltd	DS	JB	

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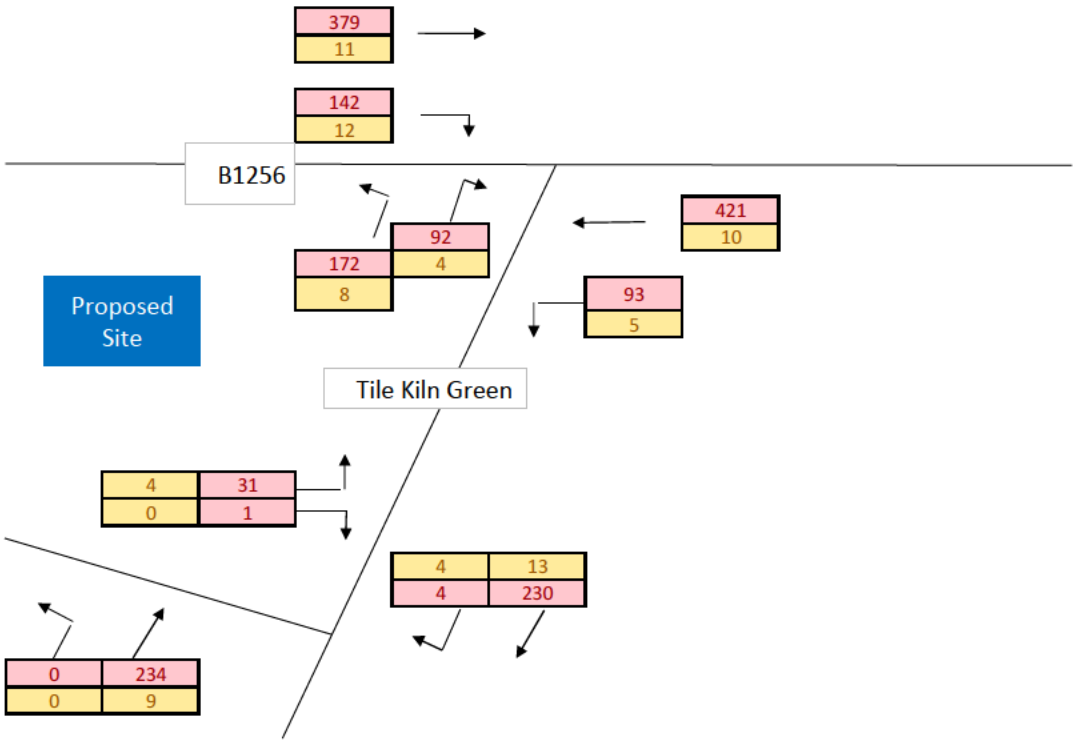
PM

Total
HGV + Bus



IT PROJECT: Tile Kiln Green			
	Rev	Description	Date
Drawing Title: 2023 base + development PM peak hour flows	**Drawing No:** G10	**Date** Dec-21	
Client: FKY Ltd	**Drawn By:** DS	**Approved By :** JB	

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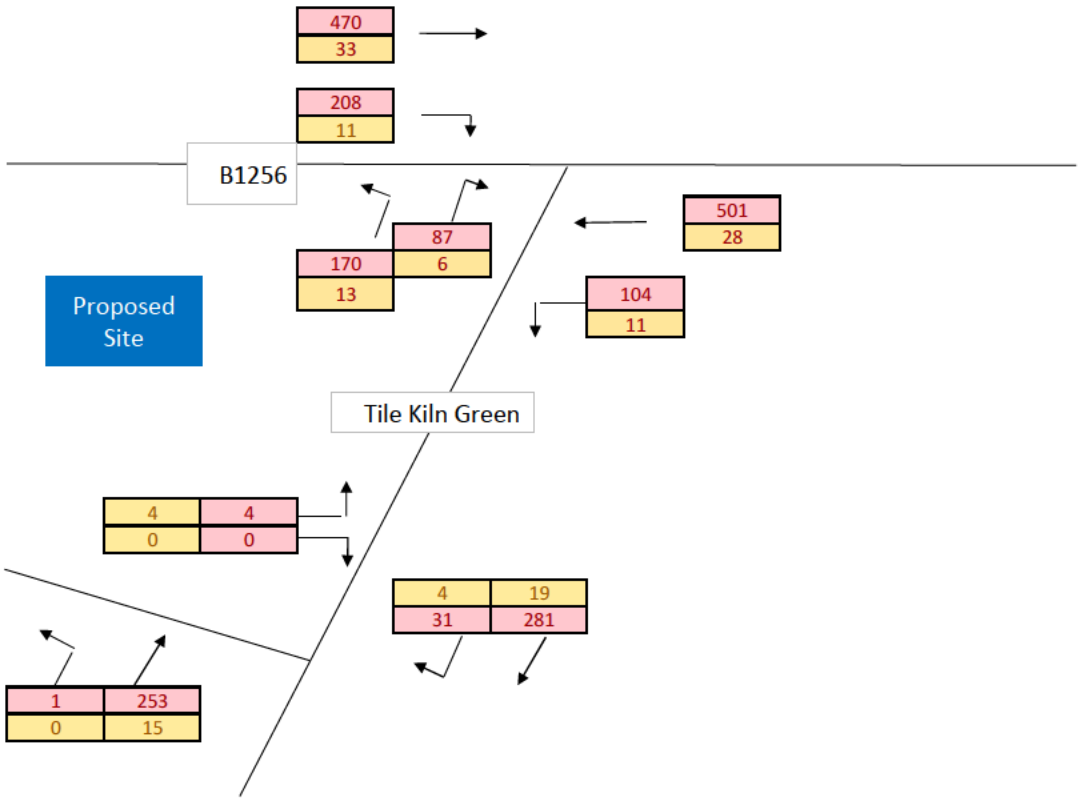
AM

Total
HGV + Bus



IT PROJECT: Tile Kiln Green			
	Rev	Description	Date
Drawing Title: 2028 base + development AM peak hour flows	**Drawing No:** G11	**Date** Dec-21	
Client: FKY Ltd	**Drawn By:** DS	**Approved By :** JB	

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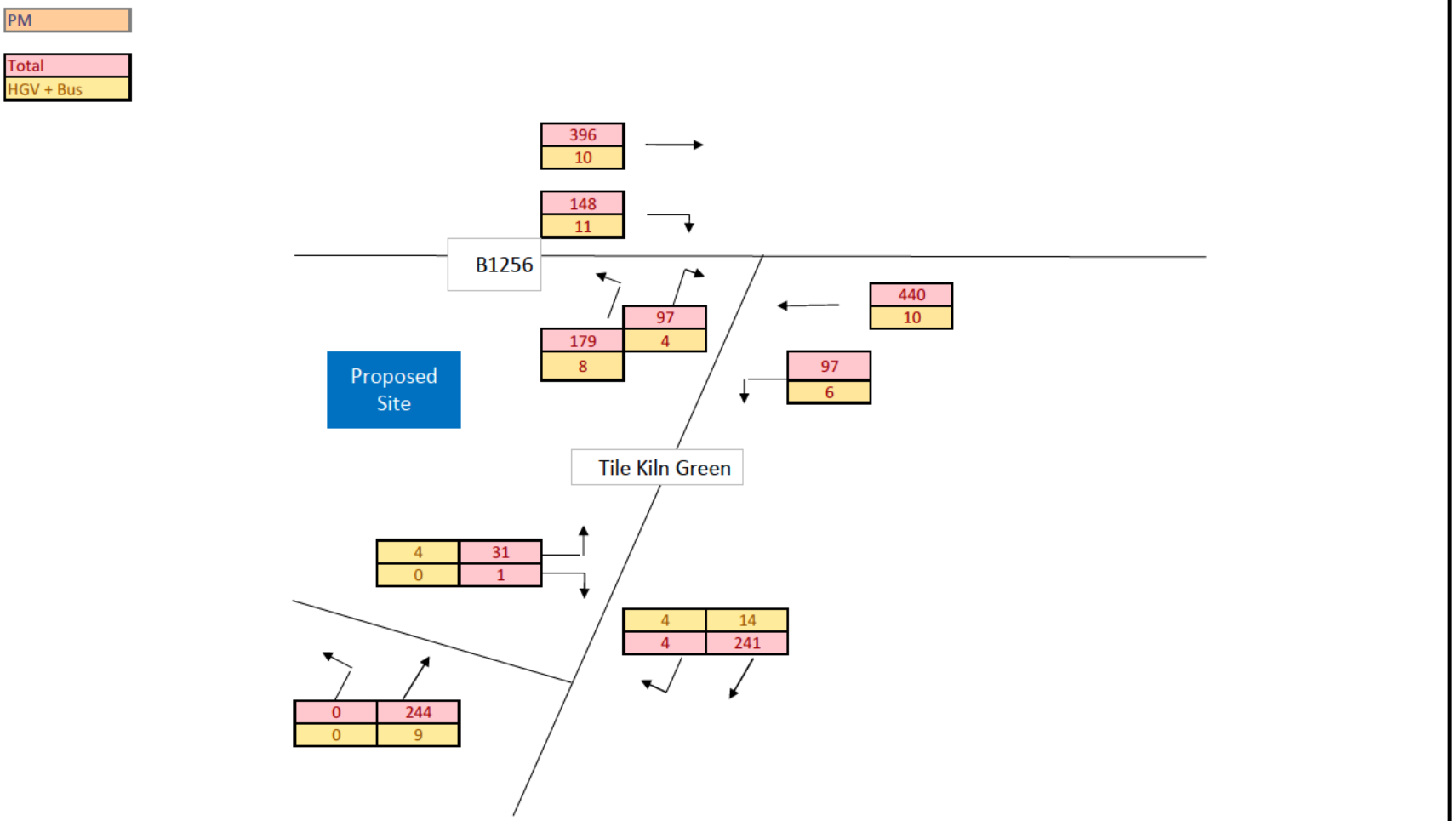

IT PROJECT: Tile Kiln Green			
	Rev	Description	Date
Drawing Title: 2028 base + development PM peak hour flows	**Drawing No:** G12	**Date** Dec-21	
Client: FKY Ltd	**Drawn By:** DS	**Approved By :** JB	

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APPENDIX H

TRAFFIC SURVEY DATA

K&MTRAFFIC SURVEYS

SITE : SITE 1 BISHOPS STORTFORD TILE KILN LANE LOCATION :50M South from main rd

GRID REF 51.870230, 0.204722 DIRECTION : SOUTHBOUND SPEED LIMIT : 40mph

	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Averages	
	19-Sep	20-Sep	21-Sep	22-Sep	23-Sep	24-Sep	25-Sep	1 - 5	1 - 7
Hour									
0000-0100	14	11	17	15	12	5	9	11.2	11.9
0100-0200	7	4	9	10	12	4	4	5.6	7.1
0200-0300	2	6	4	9	11	2	3	3.4	5.3
0300-0400	2	2	6	8	10	8	1	3.8	5.3
0400-0500	6	10	8	8	8	10	10	8.8	8.6
0500-0600	14	5	13	11	7	12	9	10.6	10.1
0600-0700	64	39	51	26	10	49	51	50.8	41.4
0700-0800	162	160	132	33	12	155	163	154.4	116.7
0800-0900	244	224	182	67	13	231	198	215.8	165.6
0900-1000	111	92	103	70	27	82	104	98.4	84.1
1000-1100	94	73	73	75	54	78	78	79.2	75
1100-1200	86	78	71	83	66	66	93	78.8	77.6
1200-1300	82	85	97	103	66	88	66	83.6	83.9
1300-1400	82	72	90	100	96	74	104	84.4	88.3
1400-1500	95	109	98	78	83	82	93	95.4	91.1
1500-1600	130	108	123	66	76	122	163	129.2	112.6
1600-1700	152	167	163	80	64	149	182	162.6	136.7
1700-1800	188	212	154	89	58	191	214	191.8	158
1800-1900	129	150	105	63	57	106	140	126	107.1
1900-2000	62	75	67	55	47	47	66	63.4	59.9
2000-2100	39	43	47	30	38	31	42	40.4	38.6
2100-2200	36	46	29	37	25	21	35	33.4	32.7
2200-2300	24	17	29	22	14	19	29	23.6	22
2300-2400	13	10	13	24	12	15	17	13.6	14.9
Totals									
0700-1900	1555	1530	1391	907	672	1424	1598	1499.6	1296.7
0600-2200	1756	1733	1585	1055	792	1572	1792	1687.6	1469.3
0600-0000	1793	1760	1627	1101	818	1606	1838	1724.8	1506.1
0000-0000	1838	1798	1684	1162	878	1647	1874	1768.2	1554.4
AM Peak	800	800	800	1100	1100	800	800		
	244	224	182	83	66	231	198		
PM Peak	1700	1700	1600	1200	1300	1700	1700		
	188	212	163	103	96	191	214		

K&MTRAFFIC SURVEYS

SITE : SITE 2 BISHOPS STORTFORD B1256 LOCATION : Attached to low bridge warning sign

GRID REF 51.870929, 0.206311 DIRECTION : EASTBOUND SPEED LIMIT : 40mph

	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Averages	
	19-Sep	20-Sep	21-Sep	22-Sep	23-Sep	24-Sep	25-Sep	1 - 5	1 - 7
Hour									
0000-0100	26	28	34	42	66	18	29	27	34.7
0100-0200	20	22	34	36	34	18	18	22.4	26
0200-0300	18	13	12	18	24	7	11	12.2	14.7
0300-0400	19	13	20	19	19	15	16	16.6	17.3
0400-0500	42	35	33	35	29	28	28	33.2	32.9
0500-0600	65	68	77	35	28	83	61	70.8	59.6
0600-0700	128	149	149	67	34	136	175	147.4	119.7
0700-0800	312	286	264	100	43	304	302	293.6	230.1
0800-0900	413	456	423	165	72	422	454	433.6	343.6
0900-1000	359	351	323	200	120	334	307	334.8	284.9
1000-1100	329	276	288	255	140	296	283	294.4	266.7
1100-1200	313	300	338	317	227	293	306	310	299.1
1200-1300	282	332	329	342	249	294	285	304.4	301.9
1300-1400	326	334	361	318	274	346	314	336.2	324.7
1400-1500	362	362	388	321	243	331	387	366	342
1500-1600	382	366	449	262	243	414	410	404.2	360.9
1600-1700	439	389	439	293	282	369	421	411.4	376
1700-1800	499	415	472	265	213	512	474	474.4	407.1
1800-1900	370	382	392	256	186	359	391	378.8	333.7
1900-2000	269	326	260	185	159	239	295	277.8	247.6
2000-2100	162	235	154	150	117	143	182	175.2	163.3
2100-2200	129	169	138	98	88	117	147	140	126.6
2200-2300	97	118	114	87	75	78	84	98.2	93.3
2300-2400	55	69	89	79	39	43	58	62.8	61.7
Totals									
0700-1900	4386	4249	4466	3094	2292	4274	4334	4341.8	3870.7
0600-2200	5074	5128	5167	3594	2690	4909	5133	5082.2	4527.9
0600-0000	5226	5315	5370	3760	2804	5030	5275	5243.2	4682.9
0000-0000	5416	5494	5580	3945	3004	5199	5438	5425.4	4868
AM Peak	800	800	800	1100	1100	800	800		
	413	456	423	317	227	422	454		
PM Peak	1700	1700	1700	1200	1600	1700	1700		
	499	415	472	342	282	512	474		

K&MTRAFFIC SURVEYS

SITE : SITE 2 BISHOPS STORTFORD B1256 LOCATION : Attached to low bridge warning sign

GRID REF 51.870929, 0.206311 DIRECTION : WESTBOUND SPEED LIMIT : 40mph

	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Averages	
	19-Sep	20-Sep	21-Sep	22-Sep	23-Sep	24-Sep	25-Sep	1 - 5	1 - 7
Hour									
0000-0100	19	18	26	34	41	19	15	19.4	24.6
0100-0200	11	13	17	23	30	13	19	14.6	18
0200-0300	12	6	15	15	17	5	9	9.4	11.3
0300-0400	18	17	11	11	10	9	10	13	12.3
0400-0500	30	25	28	22	17	29	25	27.4	25.1
0500-0600	104	114	104	47	29	122	111	111	90.1
0600-0700	277	314	278	93	38	297	302	293.6	228.4
0700-0800	494	483	457	190	62	486	537	491.4	387
0800-0900	476	451	481	261	109	491	483	476.4	393.1
0900-1000	344	366	355	312	202	349	393	361.4	331.6
1000-1100	276	330	363	310	265	287	332	317.6	309
1100-1200	316	360	316	329	244	315	298	321	311.1
1200-1300	311	301	356	338	220	305	300	314.6	304.4
1300-1400	327	319	352	305	214	325	318	328.2	308.6
1400-1500	314	330	337	267	235	324	297	320.4	300.6
1500-1600	355	353	391	192	238	372	331	360.4	318.9
1600-1700	359	376	407	210	180	356	380	375.6	324
1700-1800	477	470	390	247	175	471	480	457.6	387.1
1800-1900	276	306	302	207	164	248	290	284.4	256.1
1900-2000	194	232	233	147	113	167	164	198	178.6
2000-2100	118	127	121	128	96	108	115	117.8	116.1
2100-2200	66	117	94	70	60	58	91	85.2	79.4
2200-2300	71	79	65	68	39	46	77	67.6	63.6
2300-2400	24	38	64	66	24	28	31	37	39.3
Totals									
0700-1900	4325	4445	4507	3168	2308	4329	4439	4409	3931.6
0600-2200	4980	5235	5233	3606	2615	4959	5111	5103.6	4534.1
0600-0000	5075	5352	5362	3740	2678	5033	5219	5208.2	4637
0000-0000	5269	5545	5563	3892	2822	5230	5408	5403	4818.4
AM Peak	700	700	800	1100	1000	800	700		
	494	483	481	329	265	491	537		
PM Peak	1700	1700	1600	1200	1500	1700	1700		
	477	470	407	338	238	471	480		

K&M TRAFFIC SURVEYS

DATE : WEDNESDAY THURSDAY 20TH SEPTEMBER 2018

LOCATION : B1256 DUNMOW ROAD / TILE KILN LANE, STANSTED, ESSEX

	TILE KILN LANE OUT LEFT TO B1256 DUNMOW RD WEST / M11						TILE KILN LANE OUT RIGHT TO B1256 DUNMOW RD EAST						TILE KILN LANE RIGHT TURN IN FROM B1256 DUNMOW RD WEST / M11						TILE KILN LANE LEFT TURN IN FROM B1256 DUNMOW RD EAST					
	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT
0730-0745	31					31	7					7	25	1				26	21	1				22
0745-0800	37	2				39	11					11	38					38	15	3				18
0800-0815	45	1				46	28	2				30	34	2				36	35	3				38
0815-0830	23	2	1			26	13	1				14	26	3				29	6	2		1		9
0830-0845	35	2				37	20	2				22	54	2				56	24	2				26
0845-0900	27	3				30	15	1				16	26	2				28	9	2				11
0900-0915	24	1				25	10	1		1	1	13	17	1				18	6	1				7
0915-0930	20					20	19	1				20	18					18	5					5
0730-0930	**242**	**11**	**1**	**0**	**0**	**254**	**123**	**8**	**0**	**1**	**1**	**133**	**238**	**11**	**0**	**0**	**0**	**249**	**121**	**14**	**0**	**1**	**0**	**136**
0730-0830	136	5	1	0	0	142	59	3	0	0	0	62	123	6	0	0	0	129	77	9	0	1	0	87
0745-0845	140	7	1	0	0	148	72	5	0	0	0	77	152	7	0	0	0	159	80	10	0	1	0	91
0800-0900	130	8	1	0	0	139	76	6	0	0	0	82	140	9	0	0	0	149	74	9	0	1	0	84
0815-0915	109	8	1	0	0	118	58	5	0	1	1	65	123	8	0	0	0	131	45	7	0	1	0	53
0830-0930	106	6	0	0	0	112	64	5	0	1	1	71	115	5	0	0	0	120	44	5	0	0	0	49

	TILE KILN LANE OUT LEFT TO B1256 DUNMOW RD WEST / M11						TILE KILN LANE OUT RIGHT TO B1256 DUNMOW RD EAST						TILE KILN LANE RIGHT TURN IN FROM B1256 DUNMOW RD WEST / M11						TILE KILN LANE LEFT TURN IN FROM B1256 DUNMOW RD EAST					
	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT
1630-1645	29	1			2	32	15					15	36	1				37	12	1		1		14
1645-1700	24	2				26	16	1				17	38	1				39	6	2				8
1700-1715	32					32	15					15	18					18	28					28
1715-1730	27	1				28	22	2				24	35	2			1	38	13	2				15
1730-1745	35	1				36	21	1				22	38	3				41	23	1				24
1745-1800	35	2				37	22	1				23	29	2				31	17	2				19
1800-1815	20					20	16					16	28					28	14				2	16
1815-1830	21	2				23	14					14	39					39	5					5
1630-1830	**223**	**9**	**0**	**0**	**2**	**234**	**141**	**5**	**0**	**0**	**0**	**146**	**261**	**9**	**0**	**0**	**1**	**271**	**118**	**8**	**0**	**1**	**2**	**129**
1630-1730	112	4	0	0	2	118	68	3	0	0	0	71	127	4	0	0	1	132	59	5	0	1	0	65
1645-1745	118	4	0	0	0	122	74	4	0	0	0	78	129	6	0	0	1	136	70	5	0	0	0	75
1700-1800	129	4	0	0	0	133	80	4	0	0	0	84	120	7	0	0	1	128	81	5	0	0	0	86
1715-1815	117	4	0	0	0	121	81	4	0	0	0	85	130	7	0	0	1	138	67	5	0	0	2	74
1730-1830	111	5	0	0	0	116	73	2	0	0	0	75	134	5	0	0	0	139	59	3	0	0	2	64

K&M TRAFFIC SURVEYS

DATE : WEDNESDAY THURSDAY 20TH SEPTEMBER 2018

LOCATION : B1256 DUNMOW ROAD / TILE KILN LANE, STANSTED, ESSEX

	B1256 DUNMOW ROAD FROM WEST / M11 STRAIGHT AHEAD TO B1256 DUNMOW ROAD EAST						B1256 DUNMOW ROAD FROM EAST STRAIGHT AHEAD TO B1256 DUNMOW ROAD WEST / M11					
	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT
0730-0745	53	3	2	5		63	94	7	1	2		104
0745-0800	83	6		1		90	108	4	1			113
0800-0815	147	7	1	2		157	157	5	2		1	165
0815-0830	49	5	1	2	1	58	48	2	1	1		52
0830-0845	104	7	2			113	106	9	1			116
0845-0900	70	9	2			81	63	1	2			66
0900-0915	70	8	3	1		82	57	9	2			68
0915-0930	64	13	2			79	81	10	2	1		94
0730-0930	**640**	**58**	**13**	**11**	**1**	**723**	**714**	**47**	**12**	**4**	**1**	**778**
0730-0830	332	21	4	10	1	368	407	18	5	3	1	434
0745-0845	383	25	4	5	1	418	419	20	5	1	1	446
0800-0900	370	28	6	4	1	409	374	17	6	1	1	399
0815-0915	293	29	8	3	1	334	274	21	6	1	0	302
0830-0930	308	37	9	1	0	355	307	29	7	1	0	344

	B1256 DUNMOW ROAD FROM WEST / M11 STRAIGHT AHEAD TO B1256 DUNMOW ROAD EAST						B1256 DUNMOW ROAD FROM EAST STRAIGHT AHEAD TO B1256 DUNMOW ROAD WEST / M11					
	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT
1630-1645	88	5				93	94	8		1		103
1645-1700	94	4				98	72	2	1	1		76
1700-1715	70	4				74	119	3	1	1		124
1715-1730	76	1				77	77	1		1	1	80
1730-1745	110	1	1			112	110	1				111
1745-1800	85	1	1	2		89	73	3				76
1800-1815	95	1		1		97	75	1	1			77
1815-1830	100	3	2	1		106	71	2	1			74
1630-1830	**718**	**20**	**4**	**4**	**0**	**746**	**691**	**21**	**4**	**4**	**1**	**721**
1630-1730	328	14	0	0	0	342	362	14	2	4	1	383
1645-1745	350	10	1	0	0	361	378	7	2	3	1	391
1700-1800	341	7	2	2	0	352	379	8	1	2	1	391
1715-1815	366	4	2	3	0	375	335	6	1	1	1	344
1730-1830	390	6	4	4	0	404	329	7	2	0	0	338

APPENDIX J

PICADY PRINT OUTS

Junctions 8

PICADY 8 - Priority Intersection Module

Version: 8.0.6.541 [19821,26/11/2015]

Filename: Tile Klin Lane - Site Access Junction - 2028.arc8
Path: P:\IT 1890-1899\IT 1896 Tile Kiln Lane, Stansted\Calcs & Drawings\TA 2021\PICADY\Site Access Junction
Report generation date: 08/12/2021 17:20:31

» (Default Analysis Set) - Base & Dev 2028, AM
» (Default Analysis Set) - Base & Dev 2028, PM

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
	A1 - Base & Dev 2028							
Stream B-AC	0.00	0.00	0.00	A	0.07	6.76	0.06	A
Stream C-AB	0.17	5.85	0.09	A	0.02	8.42	0.02	A
Stream C-A	-	-	-	-	-	-	-	-
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-

Values shown are the maximum values over all time segments. Delay is the maximum value of average delay per arriving vehicle.

"D4 - Base & Dev 2028, AM " model duration: 07:45 - 09:15
"D5 - Base & Dev 2028, PM" model duration: 17:45 - 19:15

Run using Junctions 8.0.6.541 at 08/12/2021 17:20:30

File summary

Title	Tile Kiln Lane
Location	Stansted
Site Number	
Date	11/09/2018
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	IT1896
Enumerator	GH
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

Units

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
m	kph	Veh	Veh	perHour	s	-Min	perMin

(Default Analysis Set) - Base & Dev 2028, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
Base & Dev 2028, AM	Base & Dev 2028	AM		ONE HOUR	07:45	09:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C	5.85	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Tile Klin Lane (South)		Major
B	B	Site Access		Minor
C	C	Tile Klin Lane (North)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	7.65		0.00		2.20	67.00	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	4.30										28	19

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	560.282	0.095	0.239	0.151	0.342
1	B-C	718.306	0.102	0.258	-	-
1	C-B	612.764	0.220	0.220	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	254.00	100.000
B	ONE HOUR	✓	4.00	100.000
C	ONE HOUR	✓	312.00	100.000

Turning Proportions

Turning Counts / Proportions (Veh/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	1.000	253.000
	B	0.000	0.000	4.000
	C	281.000	31.000	0.000

Turning Proportions (Veh) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.00	1.00
	B	0.00	0.00	1.00
	C	0.90	0.10	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.059
	B	1.000	1.000	2.000
	C	1.068	1.130	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.0	0.0	5.9
	B	0.0	0.0	100.0
	C	6.8	13.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.00	0.00	0.00	A
C-AB	0.09	5.85	0.17	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (07:45-08:00)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	366.90	0.000	0.00	0.000	A
C-AB	33.90	33.58	0.00	648.83	0.052	0.08	5.851	A
C-A	200.99	200.99	0.00	-	-	-	-	-
A-B	0.75	0.75	0.00	-	-	-	-	-
A-C	190.47	190.47	0.00	-	-	-	-	-

Main results: (08:00-08:15)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	356.35	0.000	0.00	0.000	A
C-AB	43.46	43.35	0.00	669.76	0.065	0.11	5.757	A
C-A	237.02	237.02	0.00	-	-	-	-	-
A-B	0.90	0.90	0.00	-	-	-	-	-
A-C	227.44	227.44	0.00	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	341.65	0.000	0.00	0.000	A
C-AB	60.56	60.33	0.00	703.92	0.086	0.16	5.609	A
C-A	282.96	282.96	0.00	-	-	-	-	-
A-B	1.10	1.10	0.00	-	-	-	-	-
A-C	278.56	278.56	0.00	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	341.62	0.000	0.00	0.000	A
C-AB	60.63	60.63	0.00	704.05	0.086	0.17	5.601	A
C-A	282.89	282.89	0.00	-	-	-	-	-
A-B	1.10	1.10	0.00	-	-	-	-	-
A-C	278.56	278.56	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	356.31	0.000	0.00	0.000	A
C-AB	43.55	43.77	0.00	669.98	0.065	0.11	5.738	A
C-A	236.93	236.93	0.00	-	-	-	-	-
A-B	0.90	0.90	0.00	-	-	-	-	-
A-C	227.44	227.44	0.00	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	366.84	0.000	0.00	0.000	A
C-AB	34.03	34.14	0.00	649.05	0.052	0.08	5.850	A
C-A	200.86	200.86	0.00	-	-	-	-	-
A-B	0.75	0.75	0.00	-	-	-	-	-
A-C	190.47	190.47	0.00	-	-	-	-	-

(Default Analysis Set) - Base & Dev 2028, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
Base & Dev 2028, PM	Base & Dev 2028	PM		ONE HOUR	17:45	19:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C	7.17	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Tile Klin Lane (South)		Major
B	B	Site Access		Minor
C	C	Tile Klin Lane (North)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	7.65		0.00		2.20	67.00	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	4.30										28	19

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	560.282	0.095	0.239	0.151	0.342
1	B-C	718.306	0.102	0.258	-	-
1	C-B	612.764	0.220	0.220	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	244.00	100.000
B	ONE HOUR	✓	32.00	100.000
C	ONE HOUR	✓	245.00	100.000

Turning Proportions

Turning Counts / Proportions (Veh/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	244.000
	B	1.000	0.000	31.000
	C	241.000	4.000	0.000

Turning Proportions (Veh) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.00	1.00
	B	0.03	0.00	0.97
	C	0.98	0.02	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.037
	B	1.000	1.000	1.129
	C	1.058	2.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.0	0.0	3.7
	B	0.0	0.0	12.9
	C	5.8	100.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.06	6.76	0.07	A
C-AB	0.02	8.42	0.02	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (17:45-18:00)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	24.09	23.92	0.00	588.51	0.041	0.04	6.375	A
C-AB	5.05	5.00	0.00	432.52	0.012	0.01	8.419	A
C-A	179.40	179.40	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	183.70	183.70	0.00	-	-	-	-	-

Main results: (18:00-18:15)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	28.77	28.73	0.00	579.73	0.050	0.05	6.533	A
C-AB	6.60	6.59	0.00	456.91	0.014	0.02	8.101	A
C-A	213.65	213.65	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	219.35	219.35	0.00	-	-	-	-	-

Main results: (18:15-18:30)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	35.23	35.18	0.00	567.58	0.062	0.07	6.761	A
C-AB	9.07	9.05	0.00	489.58	0.019	0.02	7.606	A
C-A	260.68	260.68	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	268.65	268.65	0.00	-	-	-	-	-

Main results: (18:30-18:45)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	35.23	35.23	0.00	567.58	0.062	0.07	6.761	A
C-AB	9.08	9.08	0.00	489.84	0.019	0.02	7.491	A
C-A	260.67	260.67	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	268.65	268.65	0.00	-	-	-	-	-

Main results: (18:45-19:00)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	28.77	28.82	0.00	579.73	0.050	0.05	6.534	A
C-AB	6.61	6.64	0.00	457.47	0.014	0.02	7.826	A
C-A	213.64	213.64	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	219.35	219.35	0.00	-	-	-	-	-

Main results: (19:00-19:15)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	24.09	24.13	0.00	588.51	0.041	0.04	6.380	A
C-AB	5.07	5.09	0.00	433.41	0.012	0.01	8.270	A
C-A	179.37	179.37	0.00	-	-	-	-	-
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	183.70	183.70	0.00	-	-	-	-	-

Junctions 8

PICADY 8 - Priority Intersection Module

Filename: B1256 - Tile Klin Green Junction 2028.arc8
Path: P:\IT 1890-1899\IT 1896 Tile Kiln Lane, Stansted\Calcs & Drawings\TA 2021\PICADY\B1256 - Tile Klin Green
Report generation date: 08/12/2021 16:56:28

» (Default Analysis Set) - Base 2028, AM
» (Default Analysis Set) - Base 2028, PM
» (Default Analysis Set) - Base & Dev 2028, AM
» (Default Analysis Set) - Base & Dev 2028, PM

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
	A1 - Base & Dev 2028							
Stream B-AC	2.70	36.17	0.74	E	2.03	24.90	0.68	C
Stream C-A	-	-	-	-	-	-	-	-
Stream C-B	0.65	10.37	0.40	B	0.38	8.38	0.27	A
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
	A1 - Base 2028							
Stream B-AC	2.24	30.13	0.70	D	1.52	20.73	0.61	C
Stream C-A	-	-	-	-	-	-	-	-
Stream C-B	0.50	9.28	0.34	A	0.35	8.00	0.26	A
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-

Values shown are the maximum values over all time segments. Delay is the maximum value of average delay per arriving vehicle.

"D1 - Base 2028, AM " model duration: 07:45 - 09:15
"D2 - Base 2028, PM" model duration: 17:45 - 19:15
"D4 - Base & Dev 2028, AM" model duration: 07:45 - 09:15
"D5 - Base & Dev 2028, PM" model duration: 17:45 - 19:15

Run using Junctions 8.0.6.541 at 08/12/2021 16:56:26

File summary

Title	Tile Kiln Lane
Location	Stansted
Site Number	
Date	11/09/2018
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	IT1896
Enumerator	GH
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

Units

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
m	kph	Veh	Veh	perHour	s	-Min	perMin

(Default Analysis Set) - Base 2028, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
Base 2028, AM	Base 2028	AM		ONE HOUR	07:45	09:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C	21.57	C

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	B1256 (East)		Major
B	B	Tile Klin Green		Minor
C	C	B1256 (West)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	7.16		0.00	✓	3.50	250.00		

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	4.72										30	57

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	604.070	0.104	0.264	0.166	0.377
1	B-C	773.442	0.113	0.285	-	-
1	C-B	820.431	0.302	0.302	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	603.00	100.000
B	ONE HOUR	✓	253.00	100.000
C	ONE HOUR	✓	649.00	100.000

Turning Proportions

Turning Counts / Proportions (Veh/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	102.000	501.000
	B	87.000	0.000	166.000
	C	470.000	179.000	0.000

Turning Proportions (Veh) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.17	0.83
	B	0.34	0.00	0.66
	C	0.72	0.28	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.105	1.056
	B	1.056	1.000	1.053
	C	1.069	1.038	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.0	10.5	5.6
	B	5.6	0.0	5.3
	C	6.9	3.8	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.70	30.13	2.24	D
C-A	-	-	-	-
C-B	0.34	9.28	0.50	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (07:45-08:00)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	190.47	188.00	0.00	492.16	0.387	0.62	11.745	B
C-A	353.84	353.84	0.00	-	-	-	-	-
C-B	134.76	133.72	0.00	649.90	0.207	0.26	6.960	A
A-B	76.79	76.79	0.00	-	-	-	-	-
A-C	377.18	377.18	0.00	-	-	-	-	-

Main results: (08:00-08:15)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	227.44	226.02	0.00	453.58	0.501	0.97	15.718	C
C-A	422.52	422.52	0.00	-	-	-	-	-
C-B	160.92	160.58	0.00	622.63	0.258	0.34	7.786	A
A-B	91.70	91.70	0.00	-	-	-	-	-
A-C	450.39	450.39	0.00	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	278.56	273.89	0.00	396.79	0.702	2.14	28.266	D
C-A	517.48	517.48	0.00	-	-	-	-	-
C-B	197.08	196.46	0.00	584.93	0.337	0.50	9.252	A
A-B	112.30	112.30	0.00	-	-	-	-	-
A-C	551.61	551.61	0.00	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	278.56	278.16	0.00	396.59	0.702	2.24	30.132	D
C-A	517.48	517.48	0.00	-	-	-	-	-
C-B	197.08	197.07	0.00	584.93	0.337	0.50	9.281	A
A-B	112.30	112.30	0.00	-	-	-	-	-
A-C	551.61	551.61	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	227.44	232.23	0.00	453.31	0.502	1.04	16.614	C
C-A	422.52	422.52	0.00	-	-	-	-	-
C-B	160.92	161.52	0.00	622.63	0.258	0.35	7.818	A
A-B	91.70	91.70	0.00	-	-	-	-	-
A-C	450.39	450.39	0.00	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	190.47	192.06	0.00	491.81	0.387	0.65	12.071	B
C-A	353.84	353.84	0.00	-	-	-	-	-
C-B	134.76	135.11	0.00	649.90	0.207	0.26	6.997	A
A-B	76.79	76.79	0.00	-	-	-	-	-
A-C	377.18	377.18	0.00	-	-	-	-	-

(Default Analysis Set) - Base 2028, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
Base 2028, PM	Base 2028	PM		ONE HOUR	17:45	19:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C	15.97	C

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	B1256 (East)		Major
B	B	Tile Klin Green		Minor
C	C	B1256 (West)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	7.16		0.00	✓	3.50	250.00		

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	4.72										30	57

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	604.070	0.104	0.264	0.166	0.377
1	B-C	773.442	0.113	0.285	-	-
1	C-B	820.431	0.302	0.302	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	537.00	100.000
B	ONE HOUR	✓	245.00	100.000
C	ONE HOUR	✓	540.00	100.000

Turning Proportions

Turning Counts / Proportions (Veh/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	97.000	440.000
	B	95.000	0.000	150.000
	C	396.000	144.000	0.000

Turning Proportions (Veh) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.18	0.82
	B	0.39	0.00	0.61
	C	0.73	0.27	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.050	1.022
	B	1.041	1.000	1.026
	C	1.025	1.047	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.0	5.0	2.2
	B	4.1	0.0	2.6
	C	2.5	4.7	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.61	20.73	1.52	C
C-A	-	-	-	-
C-B	0.26	8.00	0.35	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (17:45-18:00)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	184.45	182.30	0.00	521.72	0.354	0.54	10.542	B
C-A	298.13	298.13	0.00	-	-	-	-	-
C-B	108.41	107.64	0.00	663.77	0.163	0.19	6.463	A
A-B	73.03	73.03	0.00	-	-	-	-	-
A-C	331.26	331.26	0.00	-	-	-	-	-

Main results: (18:00-18:15)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	220.25	219.20	0.00	489.36	0.450	0.80	13.271	B
C-A	356.00	356.00	0.00	-	-	-	-	-
C-B	129.45	129.22	0.00	640.54	0.202	0.25	7.037	A
A-B	87.20	87.20	0.00	-	-	-	-	-
A-C	395.55	395.55	0.00	-	-	-	-	-

Main results: (18:15-18:30)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	269.75	267.03	0.00	442.96	0.609	1.48	20.150	C
C-A	436.00	436.00	0.00	-	-	-	-	-
C-B	158.55	158.16	0.00	608.43	0.261	0.35	7.987	A
A-B	106.80	106.80	0.00	-	-	-	-	-
A-C	484.45	484.45	0.00	-	-	-	-	-

Main results: (18:30-18:45)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	269.75	269.59	0.00	442.84	0.609	1.52	20.728	C
C-A	436.00	436.00	0.00	-	-	-	-	-
C-B	158.55	158.54	0.00	608.43	0.261	0.35	8.001	A
A-B	106.80	106.80	0.00	-	-	-	-	-
A-C	484.45	484.45	0.00	-	-	-	-	-

Main results: (18:45-19:00)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	220.25	222.95	0.00	489.19	0.450	0.84	13.655	B
C-A	356.00	356.00	0.00	-	-	-	-	-
C-B	129.45	129.83	0.00	640.54	0.202	0.26	7.053	A
A-B	87.20	87.20	0.00	-	-	-	-	-
A-C	395.55	395.55	0.00	-	-	-	-	-

Main results: (19:00-19:15)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	184.45	185.58	0.00	521.46	0.354	0.56	10.753	B
C-A	298.13	298.13	0.00	-	-	-	-	-
C-B	108.41	108.65	0.00	663.77	0.163	0.20	6.487	A
A-B	73.03	73.03	0.00	-	-	-	-	-
A-C	331.26	331.26	0.00	-	-	-	-	-

(Default Analysis Set) - Base & Dev 2028, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
Base & Dev 2028, AM	Base & Dev 2028	AM		ONE HOUR	07:45	09:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C	24.75	C

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	B1256 (East)		Major
B	B	Tile Klin Green		Minor
C	C	B1256 (West)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	7.16		0.00	✓	3.50	250.00		

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	4.72										30	57

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	604.070	0.104	0.264	0.166	0.377
1	B-C	773.442	0.113	0.285	-	-
1	C-B	820.431	0.302	0.302	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	605.00	100.000
B	ONE HOUR	✓	257.00	100.000
C	ONE HOUR	✓	678.00	100.000

Turning Proportions

Turning Counts / Proportions (Veh/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	104.000	501.000
	B	87.000	0.000	170.000
	C	470.000	208.000	0.000

Turning Proportions (Veh) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.17	0.83
	B	0.34	0.00	0.66
	C	0.69	0.31	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.106	1.056
	B	1.069	1.000	1.076
	C	1.070	1.053	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.0	10.6	5.6
	B	6.9	0.0	7.6
	C	7.0	5.3	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.74	36.17	2.70	E
C-A	-	-	-	-
C-B	0.40	10.37	0.65	B
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (07:45-08:00)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	193.48	190.84	0.00	479.22	0.404	0.66	12.374	B
C-A	353.84	353.84	0.00	-	-	-	-	-
C-B	156.59	155.31	0.00	640.29	0.245	0.32	7.403	A
A-B	78.30	78.30	0.00	-	-	-	-	-
A-C	377.18	377.18	0.00	-	-	-	-	-

Main results: (08:00-08:15)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	231.04	229.41	0.00	439.56	0.526	1.07	16.996	C
C-A	422.52	422.52	0.00	-	-	-	-	-
C-B	186.99	186.54	0.00	613.31	0.305	0.43	8.425	A
A-B	93.49	93.49	0.00	-	-	-	-	-
A-C	450.39	450.39	0.00	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	282.96	277.05	0.00	380.58	0.744	2.55	33.028	D
C-A	517.48	517.48	0.00	-	-	-	-	-
C-B	229.01	228.15	0.00	576.01	0.398	0.65	10.323	B
A-B	114.51	114.51	0.00	-	-	-	-	-
A-C	551.61	551.61	0.00	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	282.96	282.33	0.00	380.30	0.744	2.70	36.166	E
C-A	517.48	517.48	0.00	-	-	-	-	-
C-B	229.01	228.99	0.00	576.01	0.398	0.65	10.372	B
A-B	114.51	114.51	0.00	-	-	-	-	-
A-C	551.61	551.61	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	231.04	237.24	0.00	439.19	0.526	1.15	18.328	C
C-A	422.52	422.52	0.00	-	-	-	-	-
C-B	186.99	187.83	0.00	613.31	0.305	0.44	8.477	A
A-B	93.49	93.49	0.00	-	-	-	-	-
A-C	450.39	450.39	0.00	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	193.48	195.32	0.00	478.78	0.404	0.69	12.782	B
C-A	353.84	353.84	0.00	-	-	-	-	-
C-B	156.59	157.06	0.00	640.29	0.245	0.33	7.459	A
A-B	78.30	78.30	0.00	-	-	-	-	-
A-C	377.18	377.18	0.00	-	-	-	-	-

(Default Analysis Set) - Base & Dev 2028, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
Base & Dev 2028, PM	Base & Dev 2028	PM		ONE HOUR	17:45	19:15	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C	19.03	C

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	B1256 (East)		Major
B	B	Tile Klin Green		Minor
C	C	B1256 (West)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	7.16		0.00	✓	3.50	250.00		

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	4.72										30	57

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	604.070	0.104	0.264	0.166	0.377
1	B-C	773.442	0.113	0.285	-	-
1	C-B	820.431	0.302	0.302	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	537.00	100.000
B	ONE HOUR	✓	276.00	100.000
C	ONE HOUR	✓	544.00	100.000

Turning Proportions

Turning Counts / Proportions (Veh/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	97.000	440.000
	B	97.000	0.000	179.000
	C	396.000	148.000	0.000

Turning Proportions (Veh) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.18	0.82
	B	0.35	0.00	0.65
	C	0.73	0.27	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.062	1.023
	B	1.041	1.000	1.045
	C	1.025	1.074	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.0	6.2	2.3
	B	4.1	0.0	4.5
	C	2.5	7.4	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.68	24.90	2.03	C
C-A	-	-	-	-
C-B	0.27	8.38	0.38	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (17:45-18:00)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	207.79	205.22	0.00	524.90	0.396	0.64	11.157	B
C-A	298.13	298.13	0.00	-	-	-	-	-
C-B	111.42	110.60	0.00	646.68	0.172	0.21	6.706	A
A-B	73.03	73.03	0.00	-	-	-	-	-
A-C	331.26	331.26	0.00	-	-	-	-	-

Main results: (18:00-18:15)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	248.12	246.76	0.00	493.18	0.503	0.98	14.526	B
C-A	356.00	356.00	0.00	-	-	-	-	-
C-B	133.05	132.80	0.00	623.97	0.213	0.27	7.326	A
A-B	87.20	87.20	0.00	-	-	-	-	-
A-C	395.55	395.55	0.00	-	-	-	-	-

Main results: (18:15-18:30)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	303.88	299.96	0.00	447.50	0.679	1.96	23.778	C
C-A	436.00	436.00	0.00	-	-	-	-	-
C-B	162.95	162.53	0.00	592.58	0.275	0.37	8.362	A
A-B	106.80	106.80	0.00	-	-	-	-	-
A-C	484.45	484.45	0.00	-	-	-	-	-

Main results: (18:30-18:45)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	303.88	303.60	0.00	447.38	0.679	2.03	24.903	C
C-A	436.00	436.00	0.00	-	-	-	-	-
C-B	162.95	162.94	0.00	592.58	0.275	0.38	8.379	A
A-B	106.80	106.80	0.00	-	-	-	-	-
A-C	484.45	484.45	0.00	-	-	-	-	-

Main results: (18:45-19:00)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	248.12	252.07	0.00	493.00	0.503	1.05	15.173	C
C-A	356.00	356.00	0.00	-	-	-	-	-
C-B	133.05	133.46	0.00	623.97	0.213	0.27	7.347	A
A-B	87.20	87.20	0.00	-	-	-	-	-
A-C	395.55	395.55	0.00	-	-	-	-	-

Main results: (19:00-19:15)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-AC	207.79	209.29	0.00	524.64	0.396	0.67	11.471	B
C-A	298.13	298.13	0.00	-	-	-	-	-
C-B	111.42	111.68	0.00	646.68	0.172	0.21	6.734	A
A-B	73.03	73.03	0.00	-	-	-	-	-
A-C	331.26	331.26	0.00	-	-	-	-	-

APPENDIX K

PERSONAL INJURY ACCIDENT DATA

Colour-coding by SEVERITY
Total Accidents (3)

Fatal	(0)
Serious	(2)
Slight	(1)

Total Casualties (6)

Fatal	(0)
Serious	(2)
Slight	(4)

Selected Range of Accidents between dates 01/10/2016 and 30/09/2021
Selected using Manual Selection

Essex Highways

DRAWING TITLE

1950 Devesh Shrivastava

SCALE	1 : 2610
DATE	21/12/2021
DRAWING No.	
DRAWN BY	

Accidents between dates **01/10/2016** **and** **30/09/2021** (60) months

Selection: **Notes:**

Selected using Manual Selection

17174557 19/04/2017 Time 1954 Vehicles 2 Casualties 1 Serious
E: 551856 N: 221470 First Road: B 1256 Road Type Single carriageway
Speed limit: 40 Junction Detail: Pri Drive Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEHICLE ONE WAS TRAVELLING ALONG THE B1256 AWAY FROM TAKELY TOWARDS THE M11. VEHICLE ONE HAS STOPPED TO TURN RIGHT INTO THE ESSO GARAGE. DRIVER OF VEHICLE ONE HAS FAILED TO SEE VEHICLE TWO TRAVELLING TOWARDS HIM ALONG THE B1256 COMING FROM THE M11 TOWA RDS TAKELEY AND CROSSED INTO HIS PATH. BOTH VEHICLES HAVE COLLIDED AND DAMAGE WAS CAUSED TO BOTH VEHICLES. RIDER OF VEHICLE TWO HAS COME OFF HIS BIKE AND INJURED HIS LEG.

Occurred on DUNMOW ROAD B1256 ESSO GARAGE

Vehicle Reference 1 Car Turning right
Vehicle movement from E to N No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Leaving main road First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 59 Male
Not hit and run Breath test Negative
Driver Postcode: VRM:

Vehicle Reference 2 Motorcycle over 500cc Going ahead other
Vehicle movement from W to E No tow / articulation
On main carriageway Skidded
Location at impact Jct Approach First impact Front Hit vehicle:
Hit object in road Bollard / Refuge Off road: Oth perm objects
Nearside Age of Driver 50 Male
Not hit and run Breath test Negative
Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 50 Male Driver/rider Severity: Serious
Postcode Seatbelt

Accidents between dates **01/10/2016** **and** **30/09/2021** (60) months

Selection: **Notes:**

Selected using Manual Selection

18264920 05/02/2018 Time 1820 Vehicles 2 Casualties 4 Slight
E: 551827 N: 221464 First Road: B 1256 Road Type Single carriageway
Speed limit: 60 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEHICLE 1 WAS WAITING TO PULL OUT ONTO DUNMOW ROAD. VEHICLE 2 WAS PROCEEDING ALONG DUNMOW ROAD HEADING IN THE GENERAL DIRECTION OF TAKELEY. VEHICLE 1, BELIEVING VEHICLE 2 HAD PASSED, PULLED OUT. VEHICLE 1 COLLIDED INTO VEHICLE 2. MINOR INJURIES SUSTA INED TO BOTH DRIVERS AND TWO PASSENGERS IN VEHICLE 2.

Occurred on DUNMOW ROAD B1256 AT JN WITH GREAT HALLINGBURY ROAD

Vehicle Reference 1 Car Turning right
Vehicle movement from S to E No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 44 Female
Not hit and run Breath test Negative
Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 44 Female Driver/rider Severity: Slight
Postcode Seatbelt

Accidents between dates **01/10/2016** **and** **30/09/2021** (60) months

Selection: **Notes:**

Selected using Manual Selection

Vehicle Reference 2 Car Going ahead other
Vehicle movement from W to E No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 25 Male
Not hit and run Breath test Negative
Driver Postcode: VRM:

Casualty Reference: 2 Vehicle: 2 Age: 25 Male Driver/rider Severity: Slight
Postcode Seatbelt

Casualty Reference: 3 Vehicle: 2 Age: 30 Male Passenger Severity: Slight
Postcode Seatbelt
Back seat

Casualty Reference: 4 Vehicle: 2 Age: 24 Female Passenger Severity: Slight
Postcode Seatbelt
Back seat

Accidents between dates **01/10/2016** **and** **30/09/2021** (60) months

Selection: **Notes:**

Selected using Manual Selection

211074492 05/08/2021 Time 1644 Vehicles 2 Casualties 1 Serious
E: 551863 N: 221465 First Road: B 1256 Road Type Single carriageway
Speed limit: 40 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Slippery road (due to weather)	Vehicle 1	Possible
2nd:	Following too close	Vehicle 1	Possible
3rd:	Travelling too fast for conditions	Vehicle 1	Very Likely
4th:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
5th:	Sudden braking	Vehicle 2	Possible
6th:			

V1 MOTORCYCLE WAS BEING RIDDEN FROM EAST TO WEST ON STANE STREE TRAVELLING BEHIND V2 FORD FOCUS WHICH WAS ALSO BEING DRIVEN FROM EAST TO WEST ON STANE STREET. V2 STOPPED AND WAS HELD BY TRAFFIC AHEAD TO TURN RIGHT INTO PETROL STATION FORECOURT WA ITING FOR VEHICLES TO CLEAR. V1 HAS COLLIDED WITH THE REAR OF V2.

Occurred on STANE STREET (B1256) - 39 METRES FROM JUNCTION WITH BEDLARS GREEN ROAD

Vehicle Reference 1 Motor Cycle over 50 cc and up to 125cc Going ahead other
Vehicle movement from E to W No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 45 Male
Not hit and run Breath test Negative
Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 45 Male Driver/rider Severity: Serious
Postcode Seatbelt

Vehicle Reference 2 Car Going ahead but held up
Vehicle movement from E to W No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 34 Female
Not hit and run Breath test Negative
Driver Postcode: VRM:

Accidents between dates **01/10/2016** **and** **30/09/2021** (60) months

Selection:

Selected using Manual Selection

Notes:

Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	0	0	1	1
2-wheeled motor vehicles	0	2	0	2
Pedal cycles	0	0	0	0
Horses & other	0	0	0	0
Total	0	2	1	3

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	0	2	2
Passenger	0	0	2	2
Motorcycle rider	0	2	0	2
Cyclist	0	0	0	0
Pedestrian	0	0	0	0
Other	0	0	0	0
Total	0	2	4	6

APPENDIX B

ESSEX HIGHWAYS CONSULTATION RESPONSE FOR APPLICATION UTT/22/0267/FUL

Your Ref UTT/22/0267/FUL
Our Ref:HT/TPD /SD/KW/25802/4B
Date:- 17/01/2023

Essex County Council

CC: Essex Highways DM
Cllr Barker

Paul Crick
Director for Highways and Transportation

To: Uttlesford District Council
Assistant Director Planning & Building Control
Council Offices
London Road
SAFFRON WALDEN
Essex CB11 4ER

County Hall
Chelmsford
Essex CM1 1QH

Recommendation

Application No.	UTT/22/0267/FUL
Applicant	Creation of an open logistics facility with associated new access and ancillary office with amenity facilities
Site Location	Land At Tilekiln Green Start Hill Great Hallingbury
Proposal	Creation of an open logistics facility with associated new access and ancillary office with amenity facilities

Note
This application was accompanied by a Transport Assessment which has been reviewed by the highway authority in conjunction with a site visit and internal consultations. The assessment of the application and Transport Assessment was undertaken with reference to the National Planning Policy Framework 2021 and in particular paragraphs 110 – 112, the following was considered: access and safety; capacity; the opportunities for sustainable transport; and mitigation measures.

The application includes changes to the highway, in the form of a revised junction layout at Tile Gren and the B1256. Internal consultation has taken place between myself, the Essex Highways Development Management Engineers and Road Safety Engineers. Technical and road safety reviews have taken place and swept path analysis undertaken. Following the various reviews a number of changes were made to the layout and highway authority is now satisfied with the changes and that in highway terms they can accommodate the traffic and HGVs generated by the proposals.

The revised junction would be moved to the west of the service station, removing an area of conflict. The ghosted right hand turn lane would be widened and junction straightened up. These changes would remove current points of conflict on the highway.

It is noted that the site is located close to the strategic network, so the impact on local roads will be limited and that National Highways have not objected to the application. The traffic generation for the site has been based on the surveys from the current site in Stansted Airport. This shows that most of the movements in and out of the site will be outside the

morning and afternoon peak period so will not affect the highway when least capacity is available.

From a highway and transportation perspective the impact of the proposal is acceptable to the Highway Authority subject to the following mitigation and conditions:

1. A condition should be put in place by the planning authority to ensure that the permission is specific to this site and not a general B8 facility that could generate different levels of traffic.

2. No development shall take place, including any ground works or demolition, until a Construction Management Plan has been submitted to, and approved in writing by, the local planning authority. The approved plan shall be adhered to throughout the construction period. The Plan shall provide for;

    I. the parking of vehicles of site operatives and visitors,
    II. loading and unloading of plant and materials,
    III. storage of plant and materials used in constructing the development,
    IV. wheel and underbody washing facilities.
    V. Routing strategy for construction vehicles
    VI. Before and after condition survey to identify defects to highway in the vicinity of the access to the site and where necessary ensure repairs are undertaken at the developer expense where caused by developer.

    Reason: To ensure that on-street parking of these vehicles in the adjoining streets does not occur and to ensure that loose materials and spoil are not brought out onto the highway in the interests of highway safety and Policy DM 1 of the Highway Authority's Development Management Policies February 2011.

3. **Access** Prior to occupation of the development, the access, and highway works shown in principle on drawing number IT196/SK/01 REV K shall be provided, including:
    (i) Clear to ground visibility splays shown on the plans from the access onto Tile Kiln Road, and from Tile Kiln Road on to the B1256 and the forward visibility from the M11 junction to the west to the right-hand turn lane onto Tile Kiln Road (as shown in principle in drawing number IT1896/SK/1001. Any signing within the splays to be relocated and vegetation to be removed. The vehicular visibility splays shall be retained free of any obstruction at all times thereafter.
    (ii) Realignment of junction of Tile Kiln Road including ghosted right-hand turn
    (iii) Provision of footways minimum width 2m
    (iv) Provision of drop kerb crossing point to the east of the junction with Tile Kiln Road and a drop kerb crossing with island to the west.
    (v) Signing of the Low bridge
    (vi) Landscaping of newly made verge and stopping up of any redundant carriageway once works are completed to the satisfaction of the highway authority and area to be stopped up agreed.

    All necessary works including the safety audits any relocation or provision of signage, lighting, utilities, drainage, associated resurfacing or works to the existing carriageway to facilitate widening to be carried out entirely at the developer's expense. **Reason**: To ensure that vehicles can enter and leave the highway in a controlled manner in forward gear with adequate

inter-visibility between vehicles using the access and those in the existing public highway in the interest of highway safety in accordance with policy DM1 of the Development Management Policies as adopted as County Council Supplementary Guidance in February 2011.

4. **Gates**: Any gates provided at the vehicular access shall be inward opening only and shall be set back a minimum of 12 metres from the back edge of the carriageway. **Reason**: To enable vehicles using the access to stand clear of the carriageway whilst gates are being opened and closed in the interest of highway safety in accordance with policy DM1 of the Development Management Policies as adopted as County Council Supplementary Guidance in February 2011.

5. **Car Parking**: The site shall not be occupied until such time as the vehicle parking area indicated on the approved plans including 107 car parking spaces of which 6 to be disabled, 20 EV car charging spaces and in addition 13 EV HGV charging spaces has been hard surfaced, sealed, marked out in parking bays and charging bays active. The vehicle parking areas and associated turning areas shall be retained in this form at all times. The vehicle parking shall not be used for any purpose other than the parking of vehicles that are related to the use of the development unless otherwise agreed with the Local Planning Authority. **Reason:** To ensure that on street parking of vehicles in the adjoining streets does not occur in the interests of highway safety and that appropriate parking is provided in accordance with Policy DM8 of the Development Management Policies as adopted as County Council Supplementary Guidance in February 2011.

6. **Cycle Parking:** Prior to occupation a minimum of 20 cycle and 7 motor cycle parking spaces as shown in principle on the submitted plans shall be provided. Such facilities shall be secure and covered and retained at all times. Reason: To ensure appropriate cycle parking is provided in the interest of highway safety and amenity in accordance with Policy DM8 of the Development Management Policies as adopted as County Council Supplementary Guidance in February 2011.

7. **Traffic routing management scheme**: Prior to occupation signing to be provided within the site to direct all traffic to the north. Owner of the site be required to sign a Traffic Routeing Management Agreement to ensure HGVs use the agreed routing to the strategic network and that signing is provided within the site and all staff and contractors are provided with this information. **Reason:** To ensure that drivers are aware of the appropriate route for vehicles to use avoiding the low bridge in the interest of highway safety in accordance with policy DM1 of the Development Management Policies as adopted as County Council Supplementary Guidance in February 2011.

8. **Workplace Travel Plan**: Prior to first occupation of the proposed development, the Developer shall submit a workplace travel plan to the Local Planning Authority for approval in consultation with Essex County Council. It shall be accompanied by a monitoring fee of £6,132 (plus the relevant sustainable travel indexation) to be paid before occupation to cover the 5 year period. **Reason**: In the interests of reducing the need to travel by car and promoting sustainable development and transport in accordance with policies DM9 and DM10 of the Highway Authority's Development Management Policies, adopted as County Council Supplementary Guidance in February 2011

The above conditions are required to ensure that the development accords with the Highway Authority's Development Management Policies, adopted as County Council Supplementary Guidance in February 2011 and Uttlesford Local Plan Policy GEN1.

Informatives:

(i) Any signal equipment, structures and non-standard materials proposed within the existing extent of the public highway or areas to be offered to the Highway Authority for adoption as public highway, will require a contribution (commuted sum) to cover the cost of future maintenance for a period of 15 years following construction. To be provided prior to the issue of the works licence.

(ii) All work within or affecting the highway is to be laid out and constructed by prior arrangement with, and to the requirements and satisfaction of, the Highway Authority, details to be agreed before the commencement of works. The applicants should be advised to contact the Development Management Team by email at development.management@essexhighways.org or by post to SMO2 - Essex Highways, Springfield Highways Depot, Colchester Road, Chelmsford. CM2 5PU.

(iii) Prior to any works taking place in public highway or areas to become public highway the developer shall enter into an appropriate legal agreement to regulate the construction of the highway works. This will include the submission of detailed engineering drawings for approval and safety audit.

(iv) The Applicant should provide for agreement, information regarding their drainage proposals i.e. draining by gravity/soakaways/pump assisted or a combination thereof. If it is intended to drain the new highway into an existing highway drainage system, the Developer will have to prove that the existing system is able to accommodate the additional water.

(v) The Highway Authority cannot accept any liability for costs associated with a developer's improvement. This includes design check safety audits, site supervision, commuted sums for maintenance and any potential claims under Part 1 and Part 2 of the Land Compensation Act 1973. To protect the Highway Authority against such compensation claims a cash deposit or bond may be required.

(vi) Mitigating and adapting to a changing climate is a national and Essex County Council priority. The Climate Change Act 2008 (amended in 2019) commits the UK to achieving net-zero by 2050. In Essex, the Essex Climate Action Commission proposed 160+ recommendations for climate action. Essex County Council is working with partners to achieve specific goals by 2030, including net zero carbon development. All those active in the development sector should have regard to these goals and applicants are invited to sign up to the Essex Developers' Group Climate Charter [2022] and to view the advice contained in the Essex Design Guide. Climate Action Advice guides for residents, businesses and schools are also available.

……

pp. Director for Highways and Transportation
Enquiries to Katherine Wilkinson
Internet: www.essex.gov.uk
Email:

APPENDIX C

UTTLESFORD DISTRICT COUNCIL DECISION NOTICE FOR
APPLICATION UTT/22/0267/FUL

UTTLESFORD DISTRICT COUNCIL

Council Offices, London Road, Saffron Walden, Essex CB11 4ER
Telephone (01799) 510510, Fax (01799) 510550
Textphone Users 18001
Email uconnect@uttlesford.gov.uk Website www.uttlesford.gov.uk

Mr Richard Norman
Lichfields And Walton & Co
The Minster Building
21 Mincing Lane
London
EC3R 7AG

Dated:14 February 2023

TOWN AND COUNTRY PLANNING ACT 1990 (AS AMENDED) TOWN AND COUNTRY PLANNING (DEVELOPMENT MANAGEMENT PROCEDURE) (ENGLAND) ORDER 2015

Application Number: UTT/22/0267/FUL
Applicant: FKY Limited

Uttlesford District Council **Refuses Permission** for:

Creation of an open logistics facility with associated new access and ancillary office with amenity facilities at Land At Tilekiln Green Start Hill Great Hallingbury CM22 7TA

The refused plans/documents are listed below:

Plan Reference/Version	Plan Type/Notes	Received
EXTERNAL LIGHTING STRATEGY	Other	23/03/2022
10398-EXT-01 B	Other	23/03/2022
10398-EXT-02	Other	23/03/2022
11008 PL_1002	Other	23/03/2022
11008 PL_1003 A	Other	23/03/2022
11008 PL_1000 A	Location Plan	23/03/2022
11008 PL_1001 E	Block Plan	23/03/2022
NC18.446-P204 B	Other	21/06/2022
NC18.446-P203 A	Other	29/11/2022
22-22956-01 A	Combined	
IT1896/SK/1001	Other	20/12/2022
IT1896/SK/01 K	Other	18/11/2022

Permission is refused for the following reasons:

1 The site lies outside development limits within an area designated as a Countryside Protection Zone (CPZ) within the Uttlesford Local Plan (adopted 2005). Policy S8 of the adopted local plan states that planning permission will only be granted for development within the CPZ that is required to be there or is appropriate to a rural area, adding that there will be strict control on new development. In particular, the policy states that development will not be permitted if either a) new buildings or uses would promote coalescence between the airport and existing development in the surrounding countryside, or b) it would adversely affect the open characteristics of the zone.

The site constitutes an integral part of the Countryside Protection Zone (CPZ) falling within CPZ Parcel 1 (Tilekiln Green) for the purposes of evaluation for the 'Uttlesford Countryside Protection Zone Study' (LUC, 2016) whereby the landscape value of the site is considered intrinsic to the maintenance of the function and integrity of the Countryside Protection Zone.

The proposed development by reason of its nature and magnitude would have a significant adverse impact on the existing open character and appearance of the site by filling an open gap.

The proposed development would therefore be contrary to Policies S8 and S7 of the Uttlesford Local Plan (adopted 2005).

2 The proposed development would cause less than substantial harm to the setting and significance of the listed building , The Old Elm, by encroaching upon the last remaining section of its original setting, paragraph 202 of the NPPF being relevant. The harm is considered on the low end of the scale. The proposals would fail to preserve the special interest of the listed buildings,contrary to Section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990, because of excessive development within their setting. These proposals are therefore considered contrary to Policy ENV2 of the adopted Uttlesford Local Plan 2005 and the NPPF.

3 The development would result in unacceptable material disturbance to occupiers of surrounding properties to the detriment of their residential amenity contrary to Uttlesford Local Plan Policy GEN4 and the NPPF.

4 The development fails to provide the necessary mechanism to secure the required provision of appropriate infrastructure to mitigate the development by way of lack of travel plan and associated monitoring fee ï¿½6,132, lack of financial contribution of ï¿½40,500 for the upgrade of the Flitch Way, and monitoring fee of ï¿½426, contrary to Policy GEN6 of the Adopted Local Plan 2005 and the NPPF.

In determining this application, the Local Planning Authority had regard to the following Development Plan Policies:

Policy	Local Plan	Local Plan Phase

ECP - ECC Parking Standards (Design & Good Practice) September 2009		
S7 - The Countryside	Uttlesford Local Plan 2005	Uttlesford Local Plan Adopted 2005
S8 - The Countryside Protection Zone	Uttlesford Local Plan 2005	Uttlesford Local Plan Adopted 2005
GEN1 - Access	Uttlesford Local Plan 2005	Uttlesford Local Plan Adopted 2005
GEN2 - Design	Uttlesford Local Plan 2005	Uttlesford Local Plan Adopted 2005
GEN3 - Flood Protection	Uttlesford Local Plan 2005	Uttlesford Local Plan Adopted 2005
GEN4 - Good Neighbours	Uttlesford Local Plan 2005	Uttlesford Local Plan Adopted 2005
GEN5 - Light Pollution	Uttlesford Local Plan 2005	Uttlesford Local Plan Adopted 2005
GEN6 - Infrastructure Provision to Support Development	Uttlesford Local Plan 2005	Uttlesford Local Plan Adopted 2005
GEN7 - Nature Conservation	Uttlesford Local Plan 2005	Uttlesford Local Plan Adopted 2005
GEN8 - Vehicle Parking Standards	Uttlesford Local Plan 2005	Uttlesford Local Plan Adopted 2005
ENV10 - Noise sensitive development and disturbance from aircraft	Uttlesford Local Plan 2005	Uttlesford Local Plan Adopted 2005
ENV2 - Development affecting Listed Buildings	Uttlesford Local Plan 2005	Uttlesford Local Plan Adopted 2005
ENV3 - Open spaces and trees	Uttlesford Local Plan 2005	Uttlesford Local Plan Adopted 2005
ENV4 - Ancient Monuments and Site of Archaeological Importance	Uttlesford Local Plan 2005	Uttlesford Local Plan Adopted 2005
ENV13 - Exposure to poor air quality	Uttlesford Local Plan 2005	Uttlesford Local Plan Adopted 2005
ENV14 - Contaminated land	Uttlesford Local Plan 2005	Uttlesford Local Plan Adopted 2005
ENV7 - The protection of the natural environment designated sites	Uttlesford Local Plan 2005	Uttlesford Local Plan Adopted 2005
ENV11 - Noise generators	Uttlesford Local Plan 2005	Uttlesford Local Plan Adopted 2005
Interim Climate Change Policy		
NPPF4 - National Planning Policy Framework July 2021		

[redacted]

Dean Hermitage
Director Planning

Notes:

0 Appeals to the Secretary of State

If you are aggrieved by the decision of your local planning authority to refuse permission for the proposed development or to grant it subject to conditions, then you can appeal to the Secretary of State under section 78 of the Town and Country Planning Act 1990.

If this is a decision on a planning application relating to the same or substantially the same land and development as is already the subject of an ENFORCEMENT NOTICE, if you want to appeal against your local planning authority's decision on your application, then you must do so within 28 days of the date of this notice.

If an ENFORCEMENT NOTICE is served relating to the same or substantially the same land and development as in your application and if you want to appeal against your local planning authority's decision on your application, then you must do so within: 28 days of the date of service of the enforcement notice, or within 6 months [12 weeks in the case of a householder appeal] of the date of this notice, whichever period expires earlier.

If this is a decision to REFUSE planning permission for a HOUSEHOLDER (HHF) application, if you want to appeal against your local planning authority's decision then you must do so within 12 weeks of the date of this notice.

If this is a decision to refuse planning permission for a MINOR COMMERCIAL application, if you want to appeal against your local planning authority's decision then you must do so within 12 weeks of the date of this notice.

If this is a decision to refuse express consent for the display of an ADVERTISEMENT, if you want to appeal against your local planning authority's decision then you must do so within 8 weeks of the date of receipt of this notice.

If you want to appeal against your local planning authority's decision then you must do so within 6 months of the date of this notice (for those not specifically mentioned above).

Appeals can be made online at:

Householder (HHF) - https://www.gov.uk/appeal-householder-planning-decision
FULL - https://www.gov.uk/appeal-planning-decision

If you are unable to access the online appeal form, please contact the Planning Inspectorate to obtain a paper copy of the appeal form on tel: 0303 444 5000.

The Secretary of State can allow a longer period for giving notice of an appeal but will not normally be prepared to use this power unless there are special circumstances which excuse the delay in giving notice of appeal.

The Secretary of State need not consider an appeal if it seems to the Secretary of State that the local planning authority could not have granted planning permission for the proposed development or could not have granted it without the conditions they imposed, having regard to the statutory requirements, to the provisions of any development order and to any directions given under a development order.

If you intend to submit an appeal that you would like examined by inquiry then you must notify the Local Planning authority and Planning Inspectorate (inquiryappeals@planninginspectorate.gov.uk) at least 10 days before submitting the appeal. Further details are on GOV.UK https://www.gov.uk/government/collections/casework-dealt-with-by-inquiries

APPENDIX D

NATIONAL HIGHWAYS CONSULTATION RESPONSE FOR
APPLICATION UTT/22/0267/FUL

National Highways Planning Response (NHPR 21-09)
Formal Recommendation to an Application for Planning Permission

From: Martin Fellows(Regional Director)
Operations Directorate
East Region
National Highways
[redacted]

To: Uttelsford District Council

CC: [redacted]

Council's Reference: UTT/22/0267/FULL **National Highways Ref:** 94516

Location: Land at Tilken Green Start Hill Great Hallingbury

Proposal: Creation of an open logistics facility with associated access and ancillary office and amity facility

Referring to the consultation on a planning application dated 24 March 2022 referenced above, in the vicinity of the A120 that forms part of the Strategic Road Network, notice is hereby given that National Highways' formal recommendation is that we:

a) offer no objection (see reasons at Annex A);

~~b) recommend that conditions should be attached to any planning permission that may be granted (see Annex A – National Highways recommended Planning Conditions & reasons);~~

~~c) recommend that planning permission not be granted for a specified period (see reasons at Annex A);~~

~~d) recommend that the application be refused (see reasons at Annex A)~~

Highways Act 1980 Section 175B is not relevant to this application.[1]

[1] Where relevant, further information will be provided within Annex A.

This represents National Highways' formal recommendation and is copied to the Department for Transport as per the terms of our Licence.

Should the Local Planning Authority not propose to determine the application in accordance with this recommendation they are required to consult the Secretary of State for Transport, as set out in the Town and Country Planning (Development Affecting Trunk Roads) Direction 2018, via transportplanning@dft.gov.uk and may not determine the application until the consultation process is complete.

Signature: [redacted]	**Date: 30 March 2022**
Name: Mark Norman	**Position:** Spatial Planner
National Highways Highways England | Woodlands | Manton Lane | Bedford | MK41 7LW	

Annex A National Highway's assessment of the proposed development

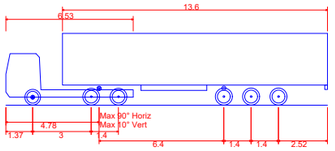
National Highways has been appointed by the Secretary of State for Transport as a strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the Strategic Road Network (SRN). The SRN is a critical national asset and as such we work to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity.

This response represents our formal recommendations with regards the above planning application and has been prepared by Mark Norman.

Our review of the revised Transport Assessment shows that the level of trip generation is broadly the same as per the previously reviewed submission from January 2021. Our review of the earlier Transport Assessment raised some points that were then resolved through the provision of additional information, following which we removed our holding objection. Given that the trips haven't increased and the developed area appears to be slightly less than in the previous application, we believe that there is no reason to object to this proposal.

APPENDIX E

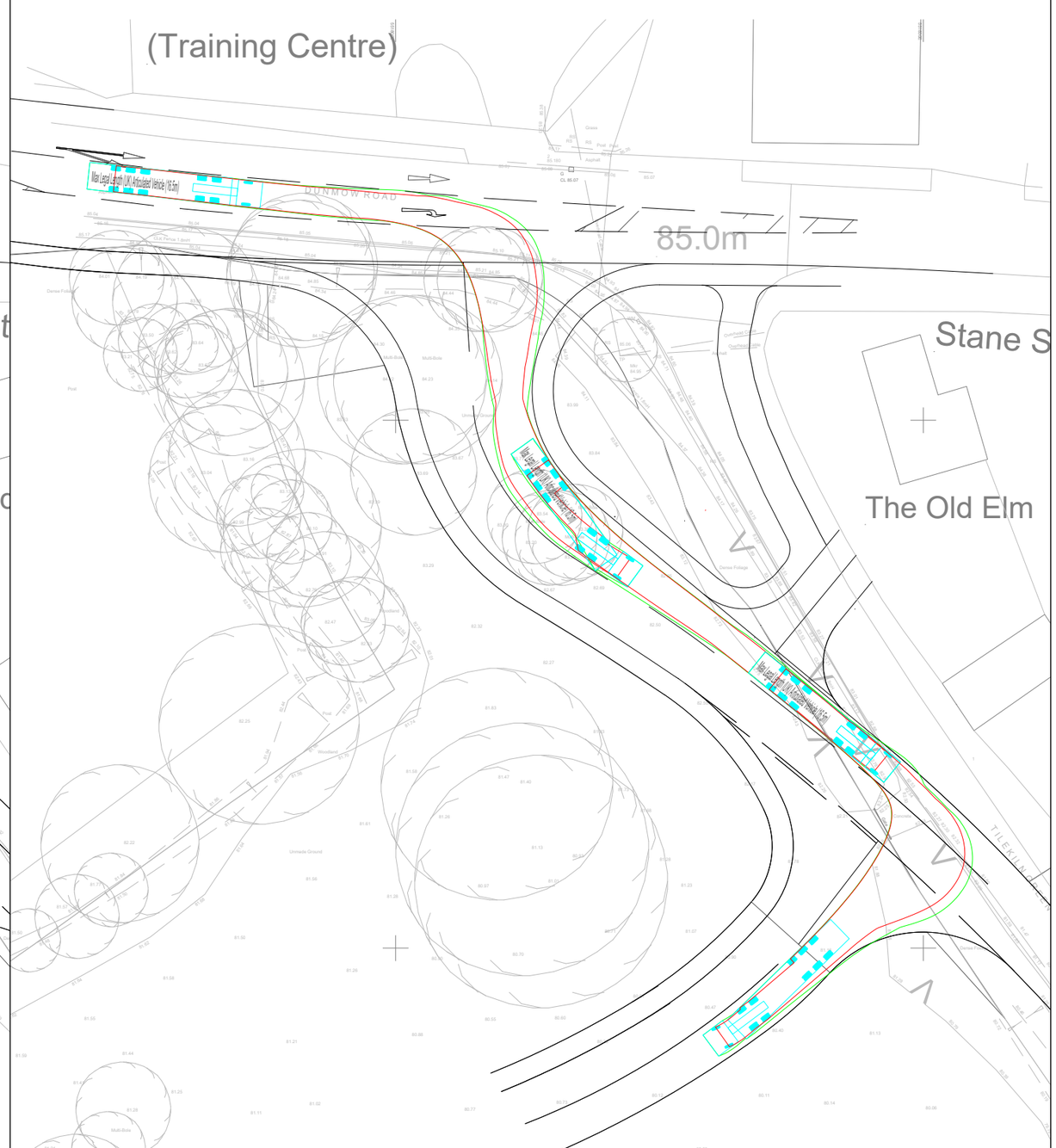
MAXIMUM LEGAL ARTICULATED HGV SWEPT PATH SKETCHES



Max Legal Length (UK) Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

Max Legal Articulated Vehicle Egressing Site
1:500

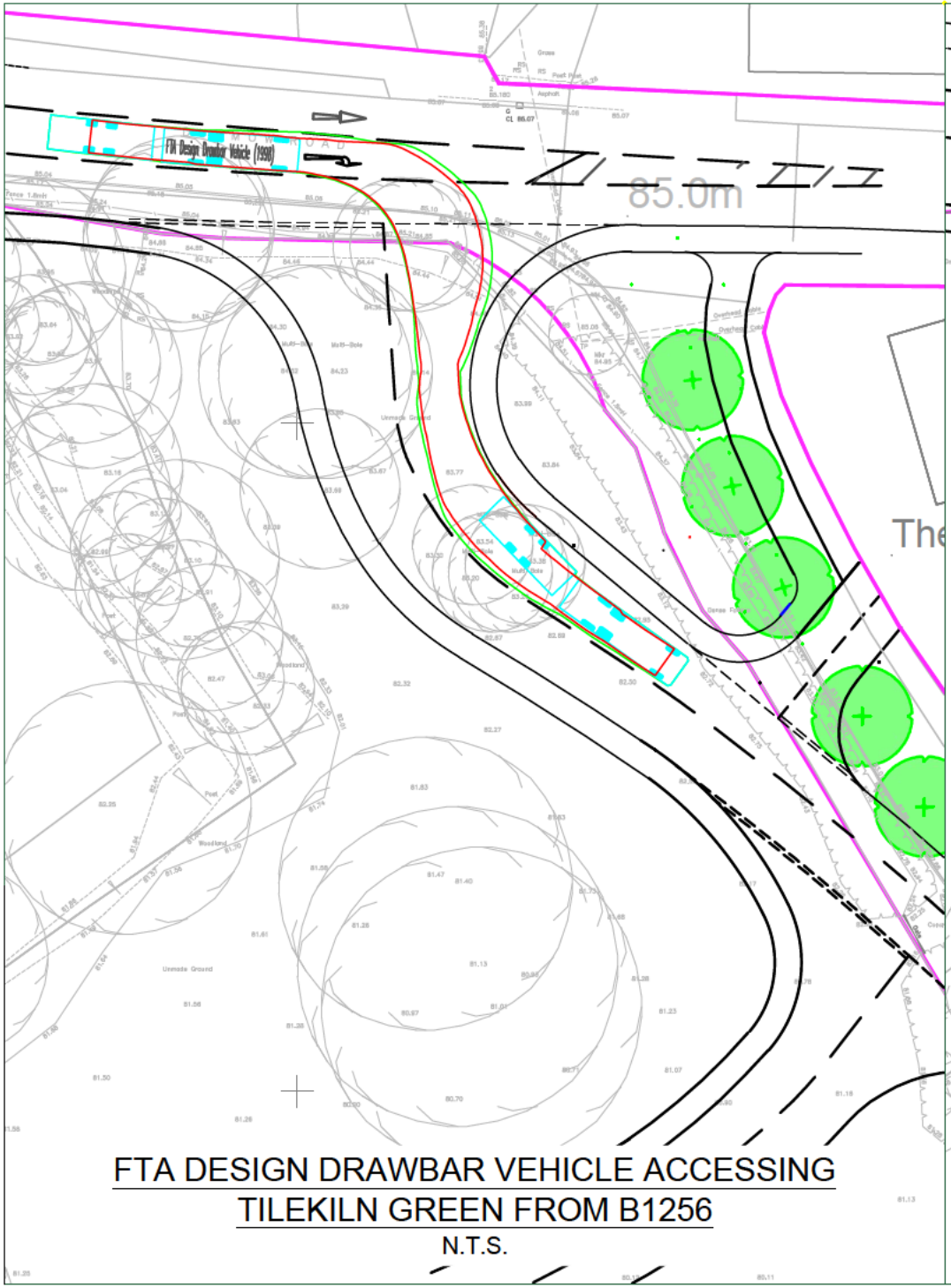


Max Legal Articulated Vehicle Accessing Site
1:500

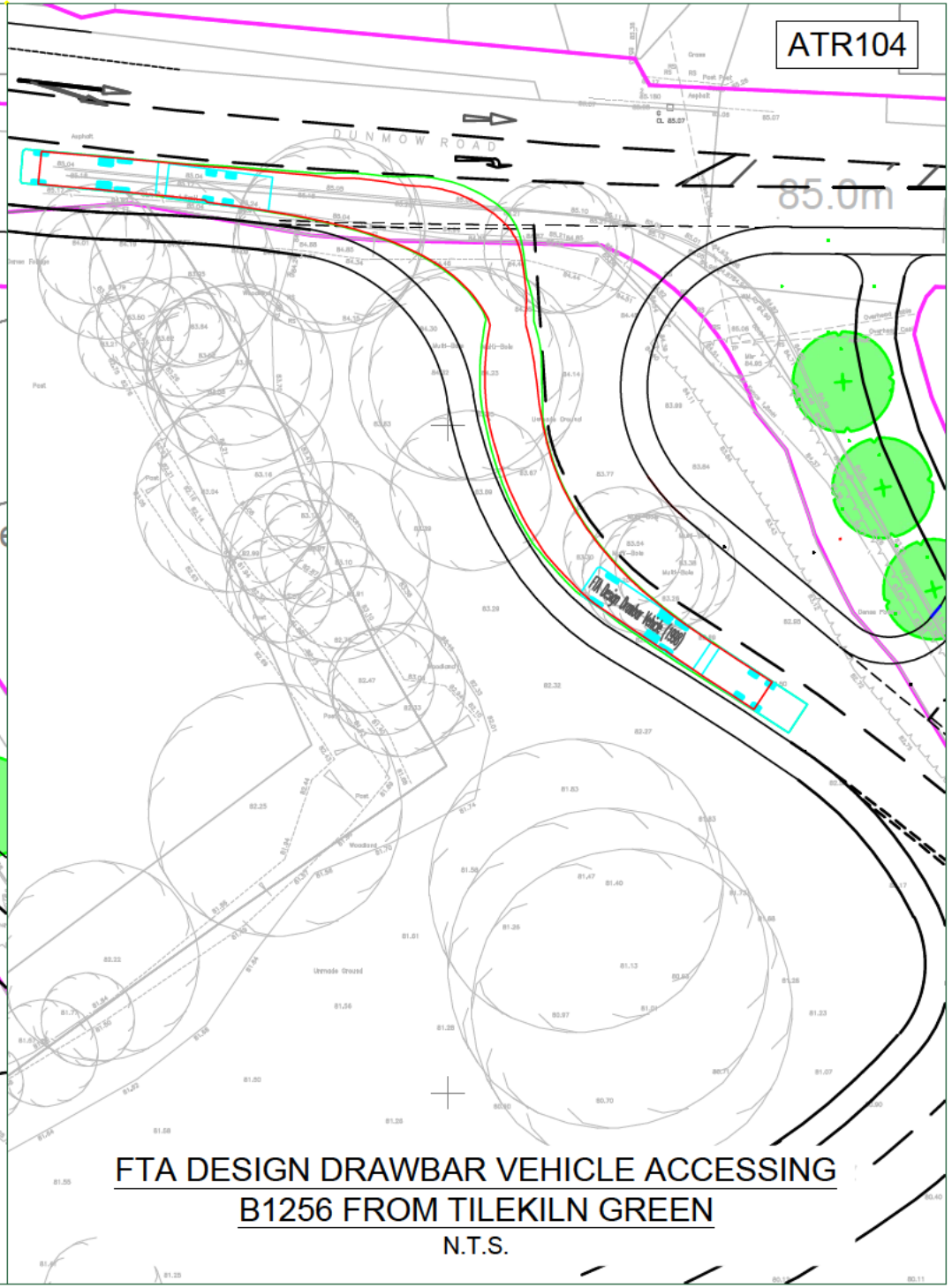
APPENDIX F

18.75M HGV AND TRAILER SWEPT PATH SKETCHES

ATR104

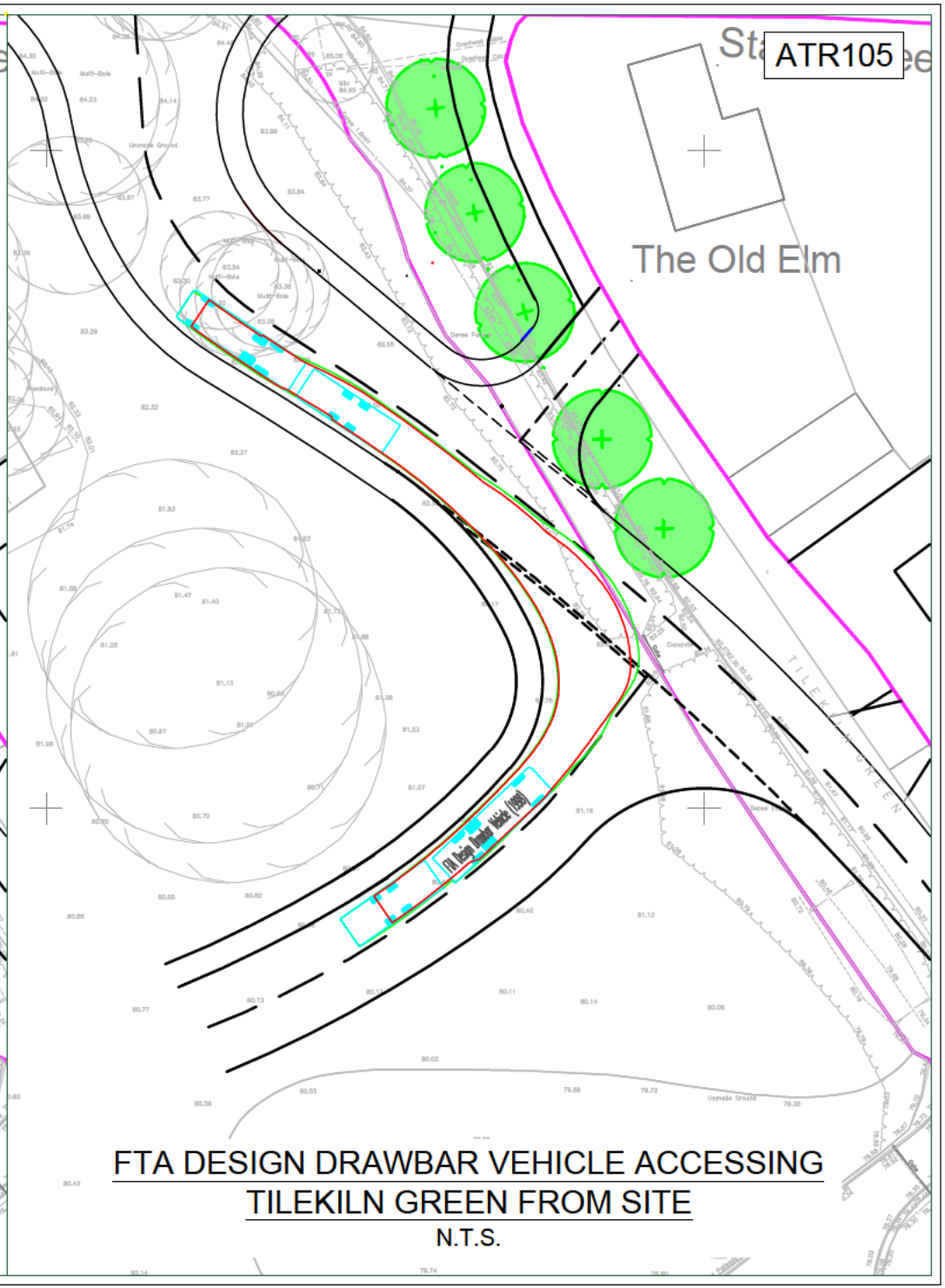


FTA DESIGN DRAWBAR VEHICLE ACCESSING
TILEKILN GREEN FROM B1256
N.T.S.



FTA DESIGN DRAWBAR VEHICLE ACCESSING
B1256 FROM TILEKILN GREEN
N.T.S.

FTA DESIGN DRAWBAR VEHICLE ACCESSING
TILEKILN GREEN FROM SITE
N.T.S.



FTA DESIGN DRAWBAR VEHICLE ACCESSING
TILEKILN GREEN FROM SITE
N.T.S.