

# **HEARING STATEMENT RESPONSE TO MATTER 15, ISSUE 2, POLICY P3 QUESTION 1**

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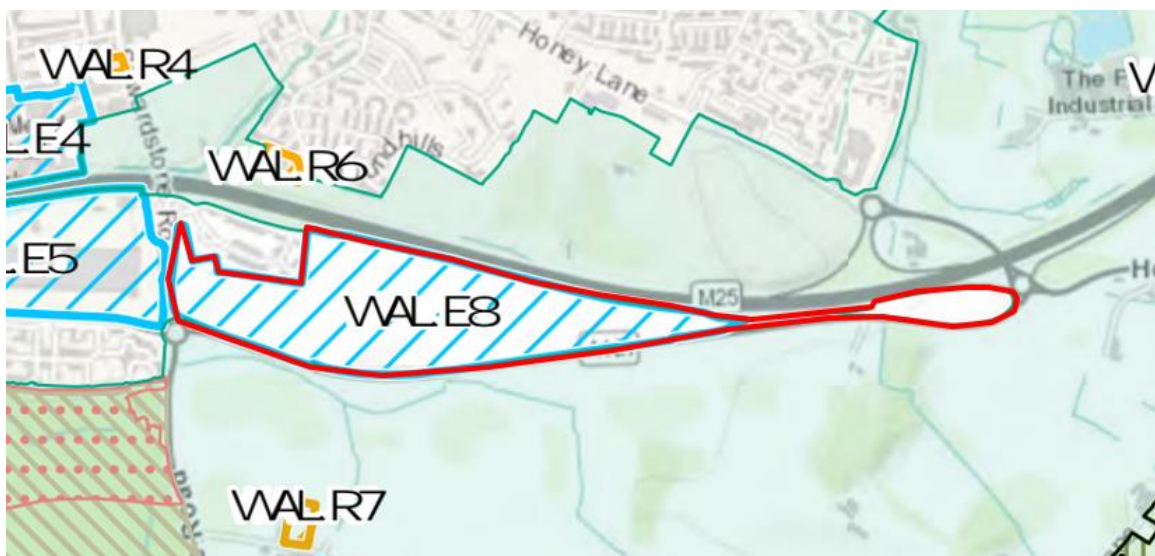
DRAWING 173131\_A12 SUBMITTED WITH APPLICATION EPF/1413/18

### Appendix 4

HIGHWAYS ENGLAND CONSULTATION RESPONSE TO APPLICATION EPF/1413/18

## 1.0 Introduction

- 1.1 This Hearing Statement has been prepared by Bidwells on behalf of Trinity Hall in support of the land within its ownership at Quinton Hill Farm, Waltham Abbey (hereafter “the Site”).
- 1.2 The Site is located on the southern edge of Waltham Abbey, currently within the Green Belt. It is entirely enclosed by strategic roads, with the M25 along the northern boundary, the roundabout at Junction 26 of the M25 to the east and the A121 (Dowding Way) to the south. An oval shaped parcel of land also falls within the Site boundary, on the south side of Junction 26 of the M25 (hereafter “the teardrop”). The Site comprises fields of differing shapes and sizes, occasional hard standings and a small number of dilapidated former farm buildings. The Site boundary is marked indicatively in red on the below extract.



**Figure 1: Extract of the Epping Forest District Council Submission Local Plan Policies Map with indicative site boundary**

- 1.3 The Site is allocated for employment uses in the Epping Forest District Council (hereafter “EFDC”) Submission Local Plan (hereafter “SLP”) under the allocation reference WAL.E8 – land north of A121. 10 hectares is expected to come forward in the current plan period which the Local Plan states should be on the eastern end of the site. Trinity Hall fully supports the removal of the site from the Green Belt and its allocation for employment. The teardrop is proposed for removal from the Green Belt and is not proposed to be designated for a specific use in planning policy terms.
- 1.4 Bidwells submitted representations to the EFDC Regulation 19 Local Plan Consultation on behalf of Trinity Hall strongly supporting both the proposed release of the Site from the Green Belt in its entirety and the allocation WAL.E8. The representations confirmed a commitment to deliver the allocation site, and an application has now been submitted by Next PLC and Trinity Hall for the development of up to 80,000 square metres of employment floorspace on the eastern part of the WAL.E8 designation, in accordance with the Local Plan’s aspirations. This application was the subject of extensive pre- and post-application discussions with EFDC and Highways England (hereafter “HE”) to develop appropriate mitigation measures to alleviate impacts on the M25, particularly Junction 26. This Hearing Statement has been prepared in coordination with Next

PLC's planning consultants, Quod, and includes information of relevance from discussions held with Highways England regarding that planning application.

1.5 Trinity Hall is only responding to the Matters, Issues and Questions of relevance to the Site, namely:

- Matter 15: Places and Sites (Policies P1-P15)
  - Issue 2:
    - Policy P3 Question 1.



## 2.0 Responses to the Inspector's Matters, Issues and Questions

### Matter 15: Places and Sites (Policies P1-P15)

**Issue 2: Are the Plan's policies for the specific places and sites within the District justified, effective and consistent with national policy; and are the specific site allocations they include justified and deliverable?**

#### **Policy P3: Waltham Abbey**

**1. Can the M25, particularly Junction 26, accommodate the level of growth proposed at Waltham Abbey? (Reps HE).**

- 2.1 This Inspector's question makes reference to the representations submitted by HE in response to the EFDC Regulation 19 Local Plan consultation which raised a high-level concern regarding the impact of allocations at Waltham Abbey on Junction 26 of M25:

*"Waltham Abbey he proposed level of development in Waltham Abbey altham Abbey likely to have an impact upon the M25 and it Junction particularly 26 this will need to be accessed and mitigation as appropriate."<sup>1</sup>*

- 2.2 Concurrently, representations were submitted by Bidwells on behalf of Trinity Hall in response to the EFDC Regulation 19 Local Plan consultation supporting the proposed removal of the Site in its entirety from the Green Belt and the allocation of the land for employment development under policy WAL.E8.

- 2.3 The representations included:

- a demonstration of commitment to the delivery of the allocation, stating that:

*"Trinity Hall is already in discussions with a national retail PLC to bring the site forward for the development of a storage and distribution centre on the land proposed for allocation WAL.E8. Trinity Hall intends to work with its commercial partners, the Council and other stakeholders to enable the delivery of the site as soon as possible."*

- suggested amended wording to the quantum of development allocated to allow for the inclusion of mezzanine flooring as follows, where the red text signifies the suggested amendments:

*"Approximate Net Capacity (GEA) 40,000 sq.m excluding any mezzanine floorspace."*

- 2.4 In fulfilling this commitment, a hybrid planning application was submitted jointly by Next PLC and Trinity Hall on 18 May 2018 (EFDC ref. EPF/1413/18) following a period of positive pre-application discussions. A comprehensive overview of the application is contained in the report at Appendix 1.

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<sup>1</sup> Quoted directly with grammatical errors from Highways England representations to the Epping Forest District Council Local Plan Regulation 19 consultation.

For the purposes of this Hearing Statement, the key aspects relating to the question posed by the Inspector at Matter 15, Issue 2, Policy P3 Question 1 are extracted and discussed.

2.5 Planning permission was sought for the following development:

*“Hybrid: Full planning application for erection of 1 no. warehouse with ancillary accommodation (Class B8), including access and servicing arrangements, car parking and landscaping, roof-mounted photovoltaic array and associated works including new vehicular access to A121 (phase 1), gatehouse and sprinkler tanks; outline planning application for up to 22,733 square metres (GIA) of employment floorspace (Classes B1(c), B2 and B8) with all matters reserved (phase 2).”*

2.6 It is intended that Next PLC will occupy and operate a new Regional Service Centre from the single warehouse unit proposed under Phase 1.

2.7 The application was supported by an extensive suite of technical reports including, but not limited to:

- Transport Assessment, prepared by Vectos;
- Framework Travel Plan, prepared by Vectos; and
- Draft Section 106 Heads of Terms.

2.8 It is noteworthy that the application proposals include mezzanine floorspace in accordance with the suggested amendments to the wording of the allocation as set out in the Bidwells representations responding to the EFDC Regulation 19 Local Plan consultation. Supporting technical evidence was prepared based on a quantum of development that included this mezzanine floorspace.

2.9 Highways impact was an integral consideration in the pre-application discussions with both EFDC and HE. These impacts were considered in detail in the accompanying Transport Assessment (hereafter “TA”) and Framework Travel Plan and are summarised below, along with the proposed mitigation measures as set out in the planning application. The Transport Assessment is included at Appendix 2 of this Hearing Statement for ease of reference.

#### Quantitative Analysis

2.10 In considering the impact of development on highways, the TA submitted with the application assessed the development traffic effect at AM (08:00 – 09:00) and PM (17:00 – 18:00) peak periods in 2021, the year of opening for the proposals, and 2033, the end of the emerging Local Plan period, against the baseline traffic data for 2017. It then carried out a capacity assessment on the highway network to identify the potential impacts of development. Worthy of note, the TA confirms that due to Next’s operational traffic movements, the proposed development would be unlikely to generate the movements anticipated by the Trip Rate Information Computer Systems (TRICS)

calculations, so the findings of the TA are considered worst-case scenario and in reality traffic impacts are likely to be reduced<sup>2</sup>.

- 2.11 The results of the assessments can be seen in Figures 6.6 and 6.7 of the TA<sup>3</sup>. In 2021, the proposed development is considered likely to result in an increase in journey times on the westbound off-slip of Junction 26 of the M25 in the AM of 64 seconds and the PM of 48 seconds above the baseline 'no development' scenario. The westbound on-slip, eastbound on-slip and eastbound off-slip calculations resulted in negligible increases to journey times. 2033 calculations resulted in an even lower increase in journey times between the baseline 'no development' and 'with development' scenarios when accounting for the associated background traffic added in to the modelling<sup>4</sup>.
- 2.12 The local highway authority confirmed the presence of suppressed traffic demand on the M25. In this instance, and taking account of the results of the highways network capacity assessment, the most appropriate response would not be to build bigger junctions for more capacity based on negligible average increases in delays (post development) during commuter peak periods as this would be subsumed by existing suppressed demand on the strategic highway network. Instead the development proposes some highways improvements alongside a comprehensive Travel Plan and package of sustainable transport improvements to mitigate the effects of development<sup>5</sup>.

#### Contributions for transport Improvements

- 2.13 Recognising the delays to journey times anticipated predominantly on the westbound-off slip of Junction 26 of the M25, the application proposes improvements to the signage and lining to provide two lanes. This would avoid traffic queuing along the off-slip and backing up onto the main carriageway. The proposals are shown in the submitted drawing 173131\_A12 at Appendix 3 of this Hearing Statement.
- 2.14 The Draft S106 Heads of Terms submitted with the application included contributions towards improvements to the Public Right of Way to the west of the site (£150,000), and subsidisation of Demand Responsive Transport (£650,000).
- 2.15 The £150,000 contribution is proposed to:
- Upgrade the Public Right of Way (hereafter "PRoW") 211\_62 which links Round Hills to Lodge Lane; and
  - Deliver a new footway on the north side of Dowding Way from the pedestrian overbridge and PRoW to the Site boundary;
- 2.16 The £650,000 contribution is proposed to:

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<sup>2</sup> Transport Assessment paragraph 6.11

<sup>3</sup> Transport Assessment paragraph 6.14

<sup>4</sup> Transport Assessment paragraph 6.17

<sup>5</sup> Transport Assessment paragraph 6.19

- Fund an hourly bus service and Demand Responsive Transport (DRT) bus service between 05:00 and 01:00 seven days a week for 2 years.

2.17 Discussion with the local bus operator have been undertaken to discern the potential for diverting the 505 bus route to the Site. Given the nature of the Next PLC operation, employment will be primarily shift based with a proportion of staff working traditional working hours between 08:00 to 18:00. Therefore, in addition to a regular bus service the proposals include a DRT service that is more flexible to the demand of shift workers allowing more employees to choose a public transport option for their commute. A proposal has been obtained from Arriva Click for providing this service<sup>6</sup>. The funding is intended to cover 2 years of the service, after which the service will be commercially viable and self-sustaining.

Delivering sustainable transport choice

2.18 Beyond the above improvements to the highway network and sustainable transport options, the proposals also include an extensive Framework Travel Plan, to be supplemented by a Travel Plan in due course, designed to encourage employees to adopt sustainable travel behaviours. The following initiatives are included:

- Travel2Next: Next are committed to ensuring that travel to all of their sites is undertaken as sustainably as possible. They have an in-house 'Travel2Next team' that are highly decorated for their efforts<sup>7</sup>. They aim to encourage the use of a variety of sustainable travel methods through financial incentives, personalised travel planning, discounted bicycles and a guaranteed ride home service for car sharers.
- 'Liftshare' car sharing scheme: Next already operate a successful Car Sharing scheme, based on Liftshare, throughout their sites. This site will be no different and staff will be rewarded through travel vouchers for car sharing and also with car parking spaces which are nearest to the building entrances.

2.19 The list above is not exhaustive, and the full range of initiatives can be reviewed in detail in the TA, Framework Travel Plan and awaited Travel Plan documentation.

2.20 Significantly, HE has now submitted its response to the application which acknowledges that the modelling for a 'Do Nothing' scenario could result in queues along the M25 junction 26 westbound off-slip and back onto the main carriageway. The proposed improvements to the lining and signing on the westbound off-slip were confirmed as acceptable mitigation to the potential impacts on the junction. The proposals to promote sustainable transport measures were also supported.

2.21 The response proposes that two planning conditions are attached to the eventual planning permission. These are summarised as:

1. Completion of highways improvement works are required prior to the occupation of the development.

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<sup>6</sup> Transport Assessment paragraph 4.21

<sup>7</sup> Transport Assessment paragraph 4.8

2. Workplace Travel Plan is to be submitted to and approved by the Council (in consultation with Highways England) prior to occupation of the development.

2.22 A copy of the consultation response is provided at Appendix 4.

2.23 Securing these conditions against the granting of planning permission removes any objection from HE to the development of this site in accordance with the Local Plan's proposed allocation. It can therefore be seen that the package of improvements and sustainable transport measures appropriately addressed the initial concerns raised by HE in their Regulation 19 Local Plan representations regarding the capacity of M25 junction 26.

## 3.0 Summary and Conclusion

- 3.1 This Hearing Statement is submitted by Bidwells on behalf of Trinity Hall in response to the Inspector's Matters, Issues and Questions published in November 2018 in respect of the examination in public of the Epping Forest District Council Submission Local Plan. It responds to Matter 15, Issue 2, Policy P3 Question 1 raised by the Inspector in November 2018. This question asks:

*"Can the M25, particularly Junction 26, accommodate the level of growth proposed at Waltham Abbey? (Reps HE)."*

- 3.2 The Site is allocated for employment uses in the emerging Plan under the policy reference WAL.E8. An application was submitted on 18 May 2018 seeking permission for a Regional Service Centre on behalf of Next PLC, in accordance with the Plan's policy objective. This application was the subject of extensive pre-application discussions with Epping Forest District Council and Highways England and was supported by a suite of technical evidence reports focused on highways and sustainable transport.
- 3.3 As part of the development, the following key elements were proposed:
- Improvements to lining and signing on the M25 westbound off-slip;
  - £150,000 contribution towards the improvements to a Public Right of Way and the provision of a new footpath;
  - £650,000 of funding to provide a subsidised Demand Responsive Transport; and
  - Promotion of sustainable travel methods, including the 'Liftshare' and 'Travel2Next' employee schemes.
- 3.4 In responding to the application as a consultee on 27 February 2019, Highways England confirmed that the above mitigation measures were sufficient to overcome their initial concerns regarding the capacity of junction 26 of the M25. In response to Matter 15, Issue 2, Policy P3 Question 1, it can therefore be seen that the allocation can be sufficiently accommodated by junction 26 of the M25.

## APPENDIX 1

# APPLICATION EPF/1413/18 OVERVIEW PROVIDED BY QUOD

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# PLANNING APPLICATION SUMMARY

## LAND NORTH OF A121 DOWDING WAY, WALTHAM ABBEY

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### 1 Introduction

- 1.1 This Planning Application Summary has been prepared by Quod, on behalf of Next plc, in support of Trinity Hall's representations to Epping Forest Local Plan Regulation 19 Submission. Those representations strongly support to the proposed green belt release of the land to the north of A121, Waltham Abbey and its allocation for B1c, B2 and B8 uses under draft Policy E1 (allocation WALE8). A number of detailed changes to the WALE8 policy wording, contained within Appendix 6 of the draft Local Plan, have been put forward by Trinity Hall which Next also fully support.
- 1.2 Next plc has exchanged contracts to acquire part of the WALE8 allocation from Trinity Hall and, acting as joint applicants with Next, have submitted a hybrid planning application to develop the eastern part of the site for Class B uses. Next plc has an outstanding requirement for a new Regional Service Centre (RSC) to serve its stores and customers south-east, and following a comprehensive site search, the Application Site has been identified as being capable of meeting this commercial need.

### 2 Overview

- 2.1 A hybrid planning application was submitted jointly by Next plc and Trinity Hall to Epping Forest District Council (EFDC) on 18 May 2018, following a period of pre-application discussions (EFDC ref. EPF/1413/18). Planning permission is sought for the following development.
- "Hybrid: Full planning application for erection of 1 no. warehouse with ancillary accommodation (Class B8), including access and servicing arrangements, car parking and landscaping, roof-mounted photovoltaic array and associated works including new vehicular access to A121 (phase 1), gatehouse and sprinkler tanks; outline planning application for up to 22,733 square metres (GIA) of employment floorspace (Classes B1(c), B2 and B8) with all matters reserved (phase 2)"*
- 2.2 An illustrative masterplan showing the extent of the Application Site is appended at **Document 1**. Next plc will occupy and operate a new Regional Service Centre from the single warehouse unit proposed under Phase 1, with Phase 2 providing flexible employment floorspace under the "outline" element.
- 2.3 The proposed development is compliant with an emerging Local Plan allocation for the Site. However, as Site remains in the Green Belt the planning application sets out "very special circumstances" to justify the development.
- 2.4 The significance of the environmental effects are assessed in the Environmental Statement which supports the application, the scope of which was agreed at pre-application stage by EFDC.

### 3 Proposed Quantum

#### Phase 1 – Full Planning Application

- 3.1 Phase 1 is proposed to be accommodated on a plot in the western part of the Application Site which extends to approximately 7.97 hectares.



## NOTE continued

- 3.2 It is proposed to erect 1 no. Class B8 (Storage and Distribution) warehouse unit with ancillary accommodation. The proposed unit will have a gross internal floor area (GIA) of 57,267 square metres and will measure 20 metres to the underside of haunch. There are 3 no. mezzanine levels proposed internally along with offices and associated welfare facilities.
- 3.3 The Phase 1 unit can be broken down into the following floor areas (GIA):

**Table 4.1 – Phase 1 Schedule of Accommodation**

Accommodation	Gross Internal Area (GIA) (sqm)
Warehouse	23,939
Ancillary Accommodation (Ground Floor)	3,704
Ancillary Accommodation (First Floor)	1,830
Mezzanine (Level 1)	9,258
Mezzanine (Level 2)	9,258
Mezzanine (Level 3)	9,258
Gatehouse	20

- 3.4 The proposed warehouse has been designed to the specifications of the end occupier, Next Plc, who require a new Regional Service Centre (RSC) for the south east.
- 3.5 Access will be gained from a new junction in the form of a roundabout to the south west of the Site. This roundabout will also provide access to Phase 2, from another arm of the roundabout. A new 3m pedestrian and cycle way is also proposed to connect Phase 1 to the existing Public Right of Way to the west of the Site.
- 3.6 The RSC is expected to provide between 175 and 325 full time jobs on its first day, depending on growth (the upper limit reflecting full installation of proposed mezzanine floorspace). 25 no. jobs will be attributed to seasonal jobs and the remainder of employees will be employed in one of the following roles: LGV Drivers; Van Drivers; Warehouse Operatives; Supervisory/Management Positions; and Admin

### Phase 2 – Outline Planning Application

- 3.7 Phase 2 is on the eastern part of the Application Site. This plot extends to approximately 4.04 hectares.
- 3.8 Up to 22,733 square metres (GIA) of B1c, B2 and B8 floorspace is proposed and each individual unit will be a maximum height of 21 metres from the existing site levels.
- 3.9 Access to Phase 2 will be taken from the proposed new roundabout off the A121 (Dowding Way), but the exact position of the access into the Phase 2 will be dependent on the final layout of the proposed units. Access will be subject to a reserved matters application.
- 3.10 All matters are reserved and will be subject to a separate reserved matters application.

## NOTE continued

### Summary

3.11 In total, the proposed development will provide up to 80,000 sqm (GIA) of employment floorspace.

## 4 Planning Application Content

4.1 The following documents were submitted in support of the planning application:

- Planning application forms;
- Certificate B and Agricultural Holdings Certificate;
- Draft Section 106 Heads of Terms;
- Site Location Plan, prepared by Chetwoods;
- Planning Statement, prepared by Quod;
- Design and Access Statement, prepared by Chetwoods;
- Environmental Statement, prepared by Quod Environmental Planning;
- Statement of Economic Benefits, prepared by Quod Socio Economics;
- Statement of Community Involvement, Cascade Communications;
- Transport Assessment, prepared by Vectos;
- Framework Travel Plan, prepared by Vectos;
- Ecological Assessment, prepared by SES;
- Flood Risk Assessment and Drainage Strategy, prepared by Adept;
- Site Investigation, prepared by CGL;
- Landscape Strategy, prepared by Tyler Grange;
- Arboricultural Implications Assessment, prepared by Tyler Grange;
- Sustainability Statement, prepared by Envision;
- Energy Statement, prepared by Envision;
- Utilities Statement, prepared by Envision;
- Archaeological Desk Based Assessment, prepared by CgMs;
- Air Quality Assessment, prepared by WYG;
- Noise Assessment, prepared by WYG;
- Lighting Strategy (Phase 1 only), prepared by NG Bailey;
- Parameter Plan – Phase 2, prepared by Chetwoods;
- Illustrative Masterplan, prepared by Chetwoods;
- Illustrative CGIs, prepared by Chetwoods; and
- Existing and Proposed Phase 1 Planning Drawings and Phase 2 Parameter Plans.

## NOTE continued

- 4.2 The Draft S106 Heads of Terms including contributions towards improvements to the Public Right of Way to the west of the site (£150,000), and subsidisation of Demand Responsive Transport (£650,000).

## 5 Environmental Impact Assessment

- 5.1 The Applicant voluntarily committed to undertaking an Environmental Impact Assessment (EIA) process which carried out in-line with the Town and Country Planning (Environmental Impact Assessment) Regulations 2017.
- 5.2 On 23 February 2018, an EIA Scoping Note was submitted to EFDC. The scope of the Environmental Impact Assessment was subsequently agreed during subsequent pre-application discussions leading up to the application's submission in May 2018. Specifically it was agreed that the following matters were environmentally sensitive:
- Biodiversity;
  - Transport and Access;
  - Air Quality;
  - Noise and Vibration;
  - Socio Economics;
  - Landscape and Visual Impact;
  - Archaeology;
  - Agriculture and Soils.
- 5.3 The EIA, which involves a series of technical studies was carried out and the Environmental Statement was submitted with the planning application in May 2018.

## 6 Community Consultation

- 6.1 A public exhibition was held on Monday 9<sup>th</sup> and Tuesday 10<sup>th</sup> of July 2018. This was attended by 65 people in total. The key matters raised in the questionnaires that were available on the night were:
- Opportunities for employment and training;
  - Transport and access;
  - Public Footpath Route;
  - Design;
  - Construction Management; and
  - Environment and Ecology.
- 6.2 Cascade Communications, as the appointed public relations consultant, manage comments received and provide a point of contact between the public and the Applicant.

## NOTE continued

### 7 Draft Local Plan Allocation Compliance

7.1 In developing the scheme the Applicant has had regard to the “Development Requirements” as set out in the Appendix 6: Site Specific Requirements for Site Allocations Epping Forest District Local Plan Submission Version December 2017 (WAL.E8 Land North of A121). In particular:

- The development is located on the eastern part of the site;
- The proposals are being considered and informed by the Quality Review Panel with review meetings held on 24 April 2018 and 11 October 2018 with a third review earmarked for 17 May 2019;
- The development does not impact on the High Pressure Gas Pipeline to the east of the site;
- Noise and air quality impacts have been assessed and mitigation proposed as necessary;
- Vehicular access to the site is limited to Dowding Way (A121) via Junction 26 of the M25 motorway;
- The Dowding Way access is capable of serving development on both eastern and western parts of the site;
- The layout of the proposals on the eastern part of the site facilitate the future development on the west of the site;
- The proposals look to integrate with and enhance the existing Public Right of Way, which is located to the west of Beechfield Walk;
- The application is supported by a Transport Assessment and Travel Plan;
- Improvements to public transport are proposed including a significant financial contribution for provide Demand Response Transport which will provide far reaching community benefits in terms of improvement local accessibility levels;
- Off-site highways improvement works are proposed to the M25 Junction 26 west-bound off-slip – those works have been agreed with Highways England and a suitable condition proposed to secure the works prior to occupation of the development; and
- Further off-site highway works, including improvements to M25/southern roundabout with A121 Honey Lane/Dowding Way, are being discussed with Essex County Council.

7.2 In short, the proposals fully comply with the site’s emerging allocation.

### 8 Statutory Consultees

8.1 There a limited number of objections from statutory consultees including Waltham Abbey Town Council and Loughton Town Council. All other consultees have either made no substantive comments, requested further information or suggested planning conditions are imposed to overcome concerns/mitigate impacts.

8.2 Significantly, Highways England have now submitted their response to the application which proposes 2no. planning conditions in the event that planning permission should be granted. Further technical evidence was submitted to HE on 14 December 2018 which appears at **Document 2**. A meeting took place on 14 January 2019 to review this information agreed minutes of which appear as **Document 3**. A copy of HE’s final consultation response appears as **Document 4**.

## NOTE continued

### 9 Current Status

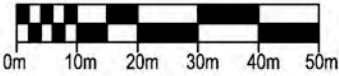
- 9.1 The planning application is currently pending with discussions with EFDC and consultees ongoing.
- 9.2 Following advice from EFDC's 2018 Quality Review Panel in October 2018 scheme revisions are being considered which will be submitted in the coming months with a decision on the application anticipated later this year.

ENDS

Tim Rainbird  
Director, Quod  
25-Apr-2019



NOTES:  
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Subject to statutory approvals and survey.  
Building areas are liable to adjustment over the course of the design process due to the ongoing construction detailing developments.  
Please note the information contained within this drawing is solely for the benefit of the employer and should not be relied upon by third parties.  
The CDM hazard management procedures for the Chetwoods aspects of the design of this project are to be found on the "Chetwoods - Hazard Analysis and Design Risk Assessment" and/or drawings. The full project design team comprehensive set of hazard management procedures are available from the Principle Designer appointed for the project.



SUBJECT TO CONSTRAINTS SURVEYS  
AND PLANNING

DRAWING BASED ON OS PLAN DATA



PL1	First issue	18/05/18	AW/SF
Rev	Revision Description	Date	Author/Reviewer

PLANNING

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Project

LAND NORTH OF DOWDING WAY,  
WALTHAM ABBEY

Client

NEXT PLC & TRINITY HALL

Drawing Title

ILLUSTRATIVE MASTERPLAN

Scale	Size	Drawn	Checked	Date			
1:1250	A1	SF	NH	10/05/2018			
Project	Originator	Zone	Level	Type	Role	Number	Rev
4314	CA	00	00	DR	A	00052	PL1



# **Next plc & Trinity Hall**

**Land to the north of Dowding Way, Waltham Abbey**

**Technical Note**

**December 2018**

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# 1 INTRODUCTION

- 1.1 Vectos is appointed by Next plc and Trinity Hall to provide transport and highways advice in relation to development proposed on Land north of Dowding Way, Waltham Abbey.
- 1.2 Vectos supplied a Transport Assessment (TA) (Ref: R01-Transport Assessment - 173131 - Final Issue) which was submitted in support of the planning application (Ref: EPF/1413/18) of 80,000 sqm GFA B1/B2/B8 at Land north of Dowding Way, Waltham Abbey, with phase 1 to be operated by Next.
- 1.3 The TA set out that the effect on the WB slip at M25 Junction 26 was +28 vehicles during the AM peak and +10 vehicles in the PM peak.
- 1.4 This Technical Note has been produced to provide further clarification on the assessment work undertaken to date and specifically provides additional analysis of the traffic effect from the development on M25 Junction 26 westbound (WB) offslip. Notably, Highways England (HE) have confirmed that Junction 26, is not on their programme for junction improvement works.

## 2 TRAFFIC EFFECT ASSESSMENT

### Background Traffic

- 2.1 The development traffic effect has been previously assessed during the AM and PM peak hours in the year of opening, 2021, and the end of plan year, 2033. TEMPRO generated NTEM factors were used to growth the surveyed 2017 (October) background traffic to these future years. The growth factors used were 4.3 % and 4.8 % for the 2021 AM and PM peaks respectively, and 12.7 % and 13.6 % for the 2033 AM and PM peaks respectively.
- 2.2 The growth factors were applied globally to all background flows on the network. This is considered to be an overly robust and unrealistic approach, for the following reasons.
- 2.3 The Department for Transport (DfT) traffic statistics have been examined for the nearest three sites to the development, namely the M25 Motorway (between junctions 25 and 26), Honey Lane (between the two M25 slip-road roundabouts) and Dowding Way.
- Counter ID (17957) – between 2013 and 2017 the M25 Motorway experienced a 24.5 % growth in daily background traffic flow (AADF);
  - Counter ID (75062) – there is a lack of actual survey information for this location on Honey Lane. However, between 2001 and 2012 there was only a 0.43 % increase in daily background traffic flow (AADF); and
  - Counter ID (73344) – between 2013 and 2017 Dowding Way only experienced a 0.34 % growth in daily background traffic flow (AADF).
- 2.4 Our interpretation of the above statistics is that whilst traffic travelling along the M25 Motorway itself appears to have increased, the traffic on the local highway network has remained largely stagnant. This suggests that the increase in traffic on the Motorway is not translating into additional traffic movements onto the local highway network at this junction, therefore traffic on the slip roads is unlikely to have increased either.
- 2.5 Based on this it may be appropriate to apply growth to the mainline flows on the motorway but not the slip roads and surrounding local road network.

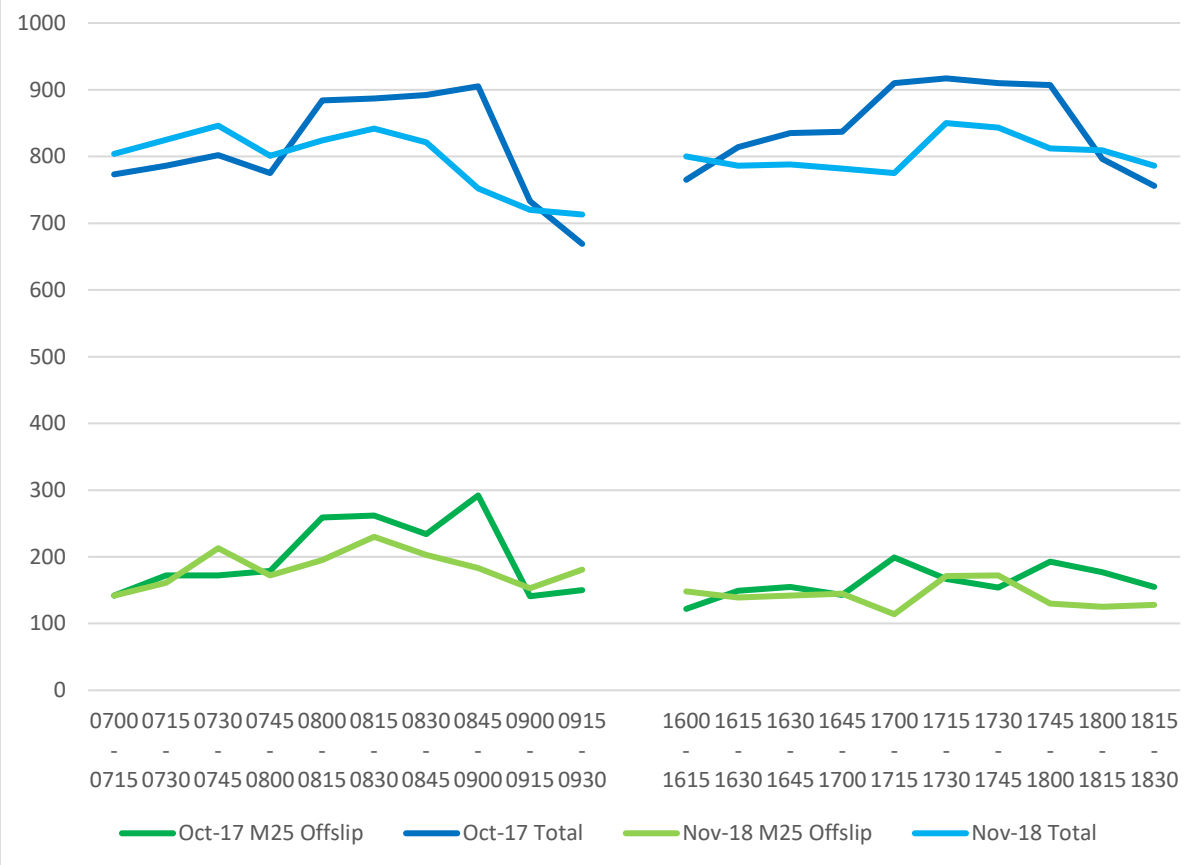
- 2.6 If background traffic growth was removed from the traffic model it would remove 23 and 69 vehicles from the WB offslip during the AM peak, for the 2021 and 2033 future year scenarios respectively.
- 2.7 DfT traffic data is included at **Appendix A**.

### **Additional Traffic Surveys**

- 2.8 HE has previously raised concerns relating to the forecast queue lengths on the westbound offslip in the VISSIM model. Further investigation was undertaken to understand why the base model queues were showing significantly longer queues than those observed during the surveys.
- 2.9 The VISSIM model only included a two-lane approach of 100 m from the junction. However, it was noted that the effective width of the slip road accommodates two lanes of traffic for the majority of its length and to this end, a complete resurvey of this junction was undertaken in November 2018, with additional resources allocated to the westbound offslip to better understand the existing use. The November 2018 surveys demonstrated that the westbound offslip accommodates over 300 m of two-lane traffic approach to the junction and hence the VISSIM model was significantly underestimating the capacity of the slip road. Data from the November 2018 traffic survey is provided at **Appendix B**.
- 2.10 The November traffic survey demonstrates that queuing traffic on the westbound offslip does not queue back on to the M25 Motorway. The maximum recorded queue length is 55 vehicles or c 330m and this is confirmed by email by the survey company, provided at **Appendix C**. The length of the WB slip road is 430m.
- 2.11 A comparison of the October 2017 traffic surveys with the November 2018 traffic surveys shows that:
- During the AM peak hour, there are some 300 less vehicles passing through the southern roundabout at M25 Junction 26 in November 2018 compared to October 2017. This equates to a c10% reduction in traffic at this junction compared to the October 2017 surveys.
  - There are 236 less vehicles on the WB off slip during the AM peak hour in November 2018 compared to the modelled October 2017 surveys.

2.12 This variation in observed traffic flows between the October 2017 and November 2018 surveys, for both the whole junction and the M25 WB offslip, and in both the AM and PM peak hours, is illustrated in **Figure 2.1**.

**Figure 2.1 - Observed Traffic Volumes during 2017 & 2018 Surveys**



## Sustainable Travel Initiatives

2.13 Whilst a framework Travel Plan has been provided for the entire site, the known operator of the phase one site, Next, has an industry-leading sustainable travel ethos that was not previously considered in detail as part of the TA. Next have excellent branding and quality material for staff highlighting the travel initiatives available to them. An example of this material is contained in **Appendix D**. The following provides a brief summary of the sustainable travel ethos currently championed by Next at their other facilities across the UK.



2.14 Next have recently received the following accolades:

- Gold Accredited Travel Plan (Awarded to Head Office)
- Silver Accredited Travel Plan (Awarded to Yorkshire Warehouses)
- Runner up - Vibes awards (Edinburgh Fort Store)
- Best Sustainable Team
- Runner Up – Best project under £1000
- Winner – Best sustainable Travel Initiative
- Runner Up – Greener Travel – Best UK Travel Plan
- Runner Up – Healthy Streets most active workplace

2.15 The Waltham Abbey specific sustainable travel initiatives are set out below:

- A comprehensive Travel Plan.
- The on-site parking provision will be less than permissible by the Essex Parking Standards (2009). The standard of 1 space per 150 sqm GFA would allow for circa 534 car parking spaces. The current proposal is to provide 152 spaces on a surface level car park, with the ability to introduce an additional deck in the future, if required. This is over a 70 % reduction in on-site parking provision over the permissible quantum. This will reduce the ability for staff to travel to site by single occupancy motor vehicles.
- A £2 per day financial contribution made to staff to travel by sustainable means.
- Provision of personalised travel planning for all staff, from day one.
- Demand responsive transport (DRT) service, to be fully funded from day one as set out in the TA. The service will provide a dedicated service for development staff as well as the general public and staff at the local employment areas. It is likely that the DRT service will run within cover an area of 15-20km, hence its ability to attract passengers on other parts of the network is significant.

## Development Traffic Generation

- 2.16 As detailed in our previous Technical Note (173131-Technical Note 01-Issued), the assessment work undertaken as part of our Transport Assessment (R01-Transport Assessment - 173131 - Final Issue) used TRICS generated trip rates, rather than Next-specific data. In order to provide a realistic traffic effect of the M25 WB offslip, the flowing analysis replaces the TRICS data with Next-specific data. In addition, the proposed development comprises Next (Phase 1) and also other B8 uses (Phase 2). The proposed floor areas are Phase 1 – 57,2267m<sup>2</sup> and Phase 2 – 22,733m<sup>2</sup>.
- 2.17 Applying Next-specific data rather than TRICS data to the Next (Phase 1) element of the development, results in 35 person trips arriving on site during the AM peak hour (08:00 to 09:00).
- 2.18 There would also be four HGV arrivals and two HGV departures in the same hour to the Next warehouse. Next actively seek to minimise the quantum of HGV and Van movements during the commuter peaks when the network is busiest. Logistically and commercially it does not make sense to route vehicles during busy periods as goods are delayed reaching stores and fuel costs increase. As such, it is likely that HGV / LGV traffic would be kept to an absolute minimum during peak hours.
- 2.19 Next have provided modal split data for their existing warehouse and distribution depots across the UK and the proportion of staff driving to work in a single occupancy vehicle is around 72 %. The complete modal split is contained in **Table 2.1**.

**Table 2.1 – Existing Next modal split data**

Mode	Proportion
Car Alone	72%
Car Passenger (Sharing)	6%
Car Passenger (Dropped Off)	10%
Walking	4%
Bus	4%
Cycle	2%
Train	1%
Motorcycle	1%

- 2.20 However, at the Waltham Abbey site there will be DRT provided from day one, in addition to all of the other standard Next sustainable travel initiatives detailed above. There are also constraints in terms of the number of parking spaces available. Therefore, we would anticipate a 50/50 split for office-based staff travelling during the commuter peaks, by private vehicle/sustainable mode.
- 2.21 On this basis we would expect only circa 17 vehicles arrivals to be generated by the 35 staff, 23.1 % of which may route via the M25 WB offslip. Other Phase 2 development traffic travelling via the WB offslip includes a minor volume of HGVs, as well as Phase 2 traffic, to which a mode shift of 20 % has been applied.
- 2.22 Using the above methodology, the revised net traffic effect of the proposed development on the M25 WB offslip during the AM peak, is 19 vehicles. This amounts to less than one additional vehicle every three minutes and will be significantly less new traffic compared to the daily variation in background traffic. Traffic flow diagrams are provided in **Appendix E**.
- 2.23 As set out above, the observed background traffic on the WB offslip reduced by 236 vehicles between October 2017 and November 2018. The revised forecast development traffic effect on the WB offslip is 19 vehicles, which equates to 8 % of the observed fluctuation in traffic on this slip road between the 2017 and 2018 surveys.
- 2.24 Moreover, this analysis does not consider the ancillary beneficial effect of the proposed DRT bus service which is not specific to Next or the development. DRT would be new in this part of Essex and it is logical to assume that over time, this new attractive public transport option will seek to remove existing private car trips from the local highway network including Dowding Way and Honey Lane. Logically, therefore, DRT has the potential to remove existing traffic from the local roads comprising the M25 Junction 26 junction which should enhance the capacity of the two dumbbell roundabouts, including movements from the slip roads.

## Highway Improvements

- 2.25 Essex County Council have stated that it has a draft improvement scheme for the A121 Honey Lane east approach to the southern roundabout at Junction 26. We understand that this improvement scheme includes localised widening to provide a flared two-lane approach to the roundabout. This will improve the operational performance and capacity of the

roundabout. The development will provide a contribution to the implementation of this scheme and we are presently awaiting details from Essex County Council.

## Revised Modelling

- 2.26 To provide a better understanding of the development effect on the strategic highway network, we have sought to rerun the VISSIM model based on circa 300 m of two-lane approach on the M25 WB offslip to the Honey Lane / Dowding Way roundabout.
- 2.27 The base year model still validates to the observed journey times, but the levels of queuing on the M25 WB offslip now better reflect those observed during the traffic surveys. The outputs are shown in **Appendix F**.
- 2.28 Notwithstanding the above information, which sets out the realistic traffic effect of the development, we have rerun the VISSIM model with a 'with development' AM peak scenario. This includes no traffic growth as it has been demonstrated that there has been no growth on the local highway network, only the M25 Motorway itself.
- 2.29 The 'with development' scenario includes the following conditions:
- Development traffic movements remain based on the higher TRICS trip rates;
  - No discounting of development traffic to account for the Next-specific sustainable travel ethos or Travel Plan initiatives;
  - No discounting of background traffic to account for a positive shift in travel mode from car to sustainable mode as a result of a successful introduction of a DRT service for development staff as well as the general public; and
  - No inclusion of the Honey Lane roundabout approach widening works that will improve the operation of the roundabout.
- 2.30 The results of the VISSIM rerun demonstrate that the forecast queues on the M25 WB offslip reach a maximum length of 370 m and hence do not block back to the mainline. As such, the proposed development would not contribute to significant adverse queuing on the M25 WB offslip and as such, would not be detrimental to highway safety.



### 3 SUMMARY

3.1 This note has set out an additional analysis of the effect of the proposed development at M25 Junction 26. It has done so on the basis of:

- Applying Next-specific trip rates to Phase 1;
- Applying modal shift anticipated from Next Travel Planning initiatives to Phase 1;
- Applying modal shift to Phase 2 development albeit lower than Next modal shift;
- Commissioning November 2018 traffic surveys which show a considerable decrease (c230 vehicles) in traffic on the WB offslip and motorway junction as a whole (10%) compared to October 2017 data.
- Revised VISSIM modelling of the WB offslip to account for 300m of two-lane queuing as opposed to 100m of two-lane queuing previously modelled. Noting that this revised model does not account for any of the points set out above.

3.2 It is likely that the proposed development will add an extra 19 trips to the WB offslip during the AM peak. Given the fluctuations in traffic at this location demonstrated by comparing the two sets of traffic survey data, this additional traffic will not have a detrimental effect on the operation of the junction and nor will it block back onto the M25 mainline. In other words, there will be no detrimental effect on highway safety.

3.3 The effect is less than 1 extra vehicle every 3 minutes during the AM peak hour. In any event, it is not the purpose of modern transport policy to provide additional traffic capacity to protect the convenience of the car commuter. The forecast effect is also considerably less than application of future traffic growth on the WB offslip or the variation in traffic on the slip road between the 2017/2018 surveys.

3.4 The analysis also makes no account for the wider beneficial effect on the local highway network following the introduction of DRT. It is difficult to quantify this beneficial effect on the local road network as this level of public transport does not currently exist. However, it would be reasonable to assume that over time, DRT will remove existing car trips on the network as it is promoted and as it becomes a more recognised travel option for residents of Waltham Abbey. In turn this ought to remove a proportion of non-motorway traffic passing through Junction 26, which will improve the throughout capacity of the motorway slip roads.

## **APPENDIX A**

AAD	FYear	CP	Estimation	Estimation_method_detailed	Region	Local	Autho	Road	RoadCate	gEasting	Northing	StartJuncti	EndJunctio	LinkLength	LinkLength	PedalCycle	Motorcycle	Cars	Taxis	Buses	Coacl	Light	Goods	V2AxleRigir	V3AxleRigir	V4or5AxleF	V3or4Axle/	V5AxleArtic	V6orMore/	AllIHGVs	AllMotorVe	
2000	17957	Counted	Manual count		East of England	Essex	M25	TM		538500	199900	26 LA Boundai		3	1.86	0	486	80050	673	12891	3979	419	235	1514	4767	3024	13938	108038				
2001	17957	Counted	Manual count		East of England	Essex	M25	TM		538500	199900	26 LA Boundai		3	1.86	0	572	77987	661	13834	4357	367	402	1879	6110	3979	17094	110148				
2002	17957	Counted	Manual count		East of England	Essex	M25	TM		538500	199900	26 LA Boundai		3	1.86	0	508	79633	531	13080	4617	532	580	1111	6075	4827	17742	111494				
2003	17957	Counted	Manual count		East of England	Essex	M25	TM		538500	199900	26 LA Boundai		3	1.86	0	491	67383	335	9948	3839	384	354	1466	5366	2725	14134	92291				
2004	17957	Counted	Manual count		East of England	Essex	M25	TM		538500	199900	26 LA Boundai		3	1.86	0	445	89641	468	13460	5320	511	386	1404	6834	3917	18372	122386				
2005	17957	Counted	Manual count		East of England	Essex	M25	TM		538500	199900	26 LA Boundai		3	1.86	0	472	83761	462	15885	3800	551	382	1159	7238	3918	17048	117628				
2006	17957	Estimated	Estimated using previous year's AADF on this link		East of England	Essex	M25	TM		538500	199900	26 LA Boundai		3	1.86	0	550	84011	440	17060	3933	556	418	1037	6391	4189	16524	118585				
2007	17957	Counted	Manual count		East of England	Essex	M25	TM		538500	199900	26 LA Boundai		3	1.86	0	685	84151	525	16052	3944	410	393	985	6670	4565	16967	118380				
2008	17957	Counted	Manual count		East of England	Essex	M25	TM		538500	199900	26 LA Boundai		3	1.86	0	612	79489	422	17460	3970	497	397	1131	6941	4246	17182	115165				
2009	17957	Counted	Manual count		East of England	Essex	M25	TM		538500	199900	26 LA Boundai		3	1.86	0	473	98354	320	15232	6453	416	566	537	6061	6011	20044	134423				
2010	17957	Counted	Manual count		East of England	Essex	M25	TM		538500	199900	26 LA Boundai		3	1.86	0	338	75026	379	15293	6537	420	623	595	4043	6783	19001	110037				
2011	17957	Counted	Manual count		East of England	Essex	M25	TM		538500	199900	26 LA Boundai		3	1.86	0	442	84875	274	21373	3461	723	425	565	3116	7960	16250	123214				
2012	17957	Counted	Manual count		East of England	Essex	M25	TM		538500	199900	26 LA Boundai		3	1.86	0	359	82440	217	17899	3231	323	352	619	2599	7934	15057	115973				
2013	17957	Counted	Manual count		East of England	Essex	M25	TM		538500	199900	26 LA Bounda		3	1.86	0	441	74993	304	19251	2636	842	465	716	4490	8183	17331	112320				
2014	17957	Counted	Manual count		East of England	Essex	M25	TM		538500	199900	26 LA Boundai		3	1.86	0	347	84732	280	19999	3000	743	575	552	3598	9338	17805	123164				
2015	17957	Counted	Manual count		East of England	Essex	M25	TM		538500	199900	26 LA Boundai		3	1.86	0	452	95450	219	23115	3254	751	454	597	5509	8460	19025	138261				
2016	17957	Estimated	Estimated using previous year's AADF on this link		East of England	Essex	M25	TM		538500	199900	26 LA Boundai		3	1.86	0	458	96230	215	24547	3422	734	529	613	5213	8797	19309	140759				
2017	17957	Counted	Manual count		East of England	Essex	M25	TM		538500	199900	26 LA Bounda		3	1.86	0	399	93006	351	25833	3225	642	658	867	11252	3562	20207	139797				

AADYear	CP	Estimation	Estimation_method_detailed	Region	LocalAuth	Road	Category	Easting	Northing	StartJunction	EndJunction	LinkLength	LinkLength	PedalCycle	Motorcycle	Cars	Taxis	Buses	Coacl	LightGoods	V2AxleRigic	V3AxleRigic	V4or5AxleFV3or4AxleF	V5AxleArtic	V6orMore	AllHGVs	AllMotorVe
2000	75062	Estimated	Estimated using previous year's AADF on this link	East of England	Essex	A121	PA	540600	199810	A121 main route	Old Shire Lane	0.5	0.31	24	150	14666	107	2255	403	33	32	79	99	43	689	17867	
2001	75062	Counted	Manual count	East of England	Essex	A121	PA	540600	199810	A121 main route	Old Shire Lane	0.5	0.31	21	166	15120	111	2381	397	38	32	71	88	50	676	18454	
2002	75062	Estimated	Estimated using previous year's AADF on this link	East of England	Essex	A121	PA	540600	199810	A121 main route	Old Shire Lane	0.5	0.31	23	169	15558	115	2400	407	42	35	66	79	56	685	18927	
2003	75062	Estimated	Estimated using previous year's AADF on this link	East of England	Essex	A121	PA	540600	199810	A121 main route	Old Shire Lane	0.5	0.31	19	183	15900	113	2657	423	46	40	63	71	62	705	19558	
2004	75062	Estimated	Estimated using previous year's AADF on this link	East of England	Essex	A121	PA	540600	199810	A121 main route	Old Shire Lane	0.5	0.31	19	187	16170	94	2957	452	52	47	61	63	69	744	20152	
2005	75062	Estimated	Estimated using previous year's AADF on this link	East of England	Essex	A121	PA	540600	199810	A121 main route	Old Shire Lane	0.5	0.31	20	179	16058	90	3093	455	51	50	55	56	74	741	20161	
2006	75062	Estimated	Estimated using previous year's AADF on this link	East of England	Essex	A121	PA	540600	199810	A121 main route	Old Shire Lane	0.5	0.31	19	193	16330	87	3241	468	51	53	50	50	80	752	20603	
2007	75062	Estimated	Estimated using previous year's AADF on this link	East of England	Essex	A121	PA	540600	199810	A121 main route	Old Shire Lane	0.5	0.31	19	195	16216	82	3592	477	52	60	43	48	83	763	20848	
2008	75062	Estimated	Estimated using previous year's AADF on this link	East of England	Essex	A121	PA	540600	199810	A121 main route	Old Shire Lane	0.5	0.31	19	190	16102	84	3599	465	58	62	41	45	88	759	20734	
2009	75062	Counted	Manual count	East of England	Essex	A121	PA	540600	199810	A121 main route	Old Shire Lane	0.5	0.31	11	165	13916	89	2811	333	63	95	80	355	368	1294	18275	
2010	75062	Estimated	Estimated using previous year's AADF on this link	East of England	Essex	A121	PA	540600	199810	A121 main route	Old Shire Lane	0.5	0.31	11	146	13582	95	2884	349	63	82	94	338	374	1300	18007	
2011	75062	Estimated	Estimated using previous year's AADF on this link	East of England	Essex	A121	PA	540600	199810	A121 main route	Old Shire Lane	0.5	0.31	9	144	13501	96	2950	343	66	91	72	328	389	1289	17980	
2012	75062	Counted	Manual count	East of England	Essex	A121	PA	540600	199810	A121 main route	Old Shire Lane	0.5	0.31	25	108	13904	101	3015	381	70	57	105	373	419	1405	18533	
2013	75062	Estimated	Estimated using previous year's AADF on this link	East of England	Essex	A121	PA	540600	199810	A121 main route	Old Shire Lane	0.5	0.31	25	114	13738	104	3201	388	77	66	81	367	441	1419	18576	
2014	75062	Estimated	Estimated using previous year's AADF on this link	East of England	Essex	A121	PA	540600	199810	A121 main route	Old Shire Lane	0.5	0.31	20	118	14054	117	3436	371	80	67	81	340	471	1409	19134	
2015	75062	Estimated	Estimated using previous year's AADF on this link	East of England	Essex	A121	PA	540600	199810	A121 main route	Old Shire Lane	0.5	0.31	20	122	14478	115	3819	388	90	70	104	352	488	1492	20026	
2016	75062	Estimated	Estimated using previous year's AADF on this link	East of England	Essex	A121	PA	540600	199810	A121 main route	Old Shire Lane	0.5	0.31	20	122	14658	113	4125	407	86	81	107	328	504	1513	20530	
2017	75062	Estimated	Estimated using previous year's AADF on this link	East of England	Essex	A121	PA	540600	199810	A121 main route	Old Shire Lane	0.5	0.31	20	118	14640	110	4365	419	89	84	109	329	518	1547	20781	

AAD	Year	CP	Estimation_method	Estimation_method_detailed	Region	LocalAuthority	Road	Categ	Eastings	Northing	StartJunction	EndJunction	LinkLength	LinkLength	PedalCycle	Motorcycle	Cars	Taxis	Buses	Coach	LightGoods	V2AxleRig	V3AxleRig	V4or5Axle	V3or4Axle	V5AxleArtic	V6orMore	AllHGVs	AllMotorVeh
2000	73344	Estimated	Estimated using previous year's AADF on this link		East of England	Essex	A121	PA	538900	199490	A112	A121 Honey Lane roundabout	2.2	1.37	5	123	8044	14	1815	463	137	66	51	113	34	864	10860		
2001	73344	Counted	Manual count		East of England	Essex	A121	PA	538900	199490	A112	A121 Honey Lane roundabout	2.2	1.37	5	137	8068	14	1877	457	159	66	46	99	39	866	10962		
2002	73344	Estimated	Estimated using previous year's AADF on this link		East of England	Essex	A121	PA	538900	199490	A112	A121 Honey Lane roundabout	2.2	1.37	5	135	8165	15	2025	469	177	73	44	90	45	898	11238		
2003	73344	Estimated	Estimated using previous year's AADF on this link		East of England	Essex	A121	PA	538900	199490	A112	A121 Honey Lane roundabout	2.2	1.37	5	165	8239	15	2282	461	183	78	42	78	48	890	11591		
2004	73344	Estimated	Estimated using previous year's AADF on this link		East of England	Essex	A121	PA	538900	199490	A112	A121 Honey Lane roundabout	2.2	1.37	4	170	8247	13	2300	478	201	89	39	69	53	929	11659		
2005	73344	Estimated	Estimated using previous year's AADF on this link		East of England	Essex	A121	PA	538900	199490	A112	A121 Honey Lane roundabout	2.2	1.37	5	158	8239	13	2415	467	192	91	33	59	55	897	11722		
2006	73344	Estimated	Estimated using previous year's AADF on this link		East of England	Essex	A121	PA	538900	199490	A112	A121 Honey Lane roundabout	2.2	1.37	4	133	8469	12	2534	476	190	98	31	55	61	911	12059		
2007	73344	Estimated	Estimated using previous year's AADF on this link		East of England	Essex	A121	PA	538900	199490	A112	A121 Honey Lane roundabout	2.2	1.37	4	133	8249	14	2795	519	207	118	29	56	68	997	12188		
2008	73344	Estimated	Estimated using previous year's AADF on this link		East of England	Essex	A121	PA	538900	199490	A112	A121 Honey Lane roundabout	2.2	1.37	4	132	7943	15	2795	488	220	118	26	51	69	972	11857		
2009	73344	Counted	Manual count		East of England	Essex	A121	PA	538900	199490	A112	A121 Honey Lane roundabout	2.2	1.37	5	88	8796	8	2068	313	85	73	70	271	296	1108	12068		
2010	73344	Estimated	Estimated using previous year's AADF on this link		East of England	Essex	A121	PA	538900	199490	A112	A121 Honey Lane roundabout	2.2	1.37	5	78	8629	8	2128	327	85	63	79	249	290	1093	11936		
2011	73344	Estimated	Estimated using previous year's AADF on this link		East of England	Essex	A121	PA	538900	199490	A112	A121 Honey Lane roundabout	2.2	1.37	4	85	8655	8	2251	334	93	73	61	247	307	1115	12114		
2012	73344	Estimated	Estimated using previous year's AADF on this link		East of England	Essex	A121	PA	538900	199490	A112	A121 Honey Lane roundabout	2.2	1.37	4	79	8412	8	2362	338	101	83	45	230	307	1104	11965		
2013	73344	Counted	Manual count		East of England	Essex	A121	PA	538900	199490	A112	A121 Honey Lane roundabout	2.2	1.37	2	134	10808	20	2586	439	69	54	78	344	392	1377	14925		
2014	73344	Estimated	Estimated using previous year's AADF on this link		East of England	Essex	A121	PA	538900	199490	A112	A121 Honey Lane roundabout	2.2	1.37	2	138	11057	22	2776	420	72	55	79	318	419	1363	15356		
2015	73344	Estimated	Estimated using previous year's AADF on this link		East of England	Essex	A121	PA	538900	199490	A112	A121 Honey Lane roundabout	2.2	1.37	2	143	11390	22	3086	439	81	58	101	330	434	1442	16083		
2016	73344	Estimated	Estimated using previous year's AADF on this link		East of England	Essex	A121	PA	538900	199490	A112	A121 Honey Lane roundabout	2.2	1.37	2	143	11531	22	3332	461	78	67	104	308	448	1464	16493		
2017	73344	Counted	Manual count		East of England	Essex	A121	PA	538900	199490	A112	A121 Honey Lane roundabout	2.2	1.37	4	120	10668	15	2743	385	82	74	70	398	421	1430	14975		

## **APPENDIX B**

Waltham Abbey, Tuesday 20th November 2018

Junction: (2) Honey Lane / M25 Westbound Slips / A121

Approach: Honey Lane

TIME	First Left to M25 Off Slip								Second Left to A121 (East)								Ahead to A121 (West)								Right to M25 On Slip								U-Turn							
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0	135	36	1	0	2	174	0	0	39	10	2	5	0	56	0	0	38	26	2	1	0	67	0	0	0	1	1	0	0	2
0715 - 0730	0	0	0	0	0	0	0	0	0	0	112	27	6	1	1	142	0	1	34	10	2	4	0	51	0	0	30	17	8	4	0	59	0	0	0	1	0	1	0	2
0730 - 0745	0	0	0	0	0	0	0	0	0	1	103	20	8	0	0	132	0	1	29	8	3	6	0	47	0	0	41	21	1	3	0	66	0	0	0	0	0	1	0	1
0745 - 0800	0	0	0	0	0	0	0	0	0	0	114	24	9	0	0	147	0	0	31	10	5	10	0	56	0	0	42	4	0	2	1	49	0	0	0	0	1	0	0	1
Hourly Total	0	0	0	0	0	0	0	0	1	464	107	24	1	3	600	0	2	133	38	12	25	0	210	0	0	161	68	11	10	1	241	0	0	0	2	2	2	0	6	
0800 - 0815	0	0	0	0	0	0	0	0	0	0	107	20	11	0	1	139	0	1	44	11	3	3	0	62	0	0	39	9	2	0	0	50	0	0	0	1	0	0	0	1
0815 - 0830	0	0	0	0	0	0	0	0	0	1	85	23	9	0	1	119	0	0	44	11	4	5	0	64	0	0	23	9	1	6	0	39	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	85	17	5	1	1	110	0	1	42	16	4	8	0	71	0	0	33	8	2	4	0	47	0	0	0	0	0	3	0	3
0845 - 0900	0	0	0	0	0	0	0	0	0	2	97	16	2	2	0	119	0	0	41	7	2	6	1	57	0	0	33	7	3	1	0	44	0	0	0	0	0	7	0	7
Hourly Total	0	0	0	0	0	0	0	0	0	4	374	76	27	3	3	487	0	2	171	45	13	22	1	254	0	0	128	33	8	11	0	180	0	0	0	1	0	10	0	11
0900 - 0915	0	0	0	0	0	0	0	0	0	0	73	19	5	0	1	98	0	0	54	18	5	9	0	86	0	0	32	9	1	3	0	45	0	0	0	1	1	4	0	6
0915 - 0930	0	0	0	0	0	0	0	0	0	0	79	18	4	2	0	103	0	1	40	10	4	11	0	66	0	0	27	3	2	1	0	33	0	0	0	0	0	5	0	5
Hourly Total	0	0	0	0	0	0	0	0	0	0	152	37	9	2	1	201	0	1	94	28	9	20	0	152	0	0	59	12	3	4	0	78	0	0	0	1	1	9	0	11
Session Total	0	0	0	0	0	0	0	0	0	5	990	220	60	6	7	1288	0	5	398	111	34	67	1	616	0	0	338	113	22	25	1	499	0	0	0	4	3	21	0	28
1600 - 1615	0	0	0	0	0	0	0	0	0	0	115	25	3	0	1	144	0	3	22	11	1	3	0	40	0	0	17	9	1	2	0	29	0	0	0	0	0	2	0	2
1615 - 1630	0	0	0	0	0	0	0	0	0	0	100	10	6	0	1	117	0	0	37	7	3	2	0	49	0	0	29	10	0	1	0	40	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	135	9	4	1	1	150	0	0	19	13	3	6	0	41	0	0	14	12	1	3	0	30	0	0	0	0	0	4	0	4
1645 - 1700	0	0	0	0	0	0	0	0	0	0	115	18	2	0	0	135	0	0	37	8	2	0	0	47	0	0	25	8	2	10	0	45	0	0	0	0	2	2	0	4
Hourly Total	0	0	0	0	0	0	0	0	0	0	465	62	15	1	3	546	0	3	115	39	9	11	0	177	0	0	85	39	4	16	0	144	0	0	0	0	2	8	0	10
1700 - 1715	0	0	0	0	0	0	0	0	0	0	122	22	3	0	1	148	0	0	31	7	0	9	0	47	0	0	23	8	3	0	0	34	0	0	0	0	2	0	2	
1715 - 1730	0	0	0	0	0	0	0	0	0	1	138	11	4	0	6	160	0	0	30	10	5	7	0	52	0	0	18	14	3	0	0	35	0	0	0	0	1	5	0	6
1730 - 1745	0	0	0	0	0	0	0	0	0	0	128	10	0	0	1	139	0	0	35	6	3	8	0	52	0	0	24	8	1	2	0	35	0	0	0	0	0	2	0	2
1745 - 1800	0	0	0	0	0	0	0	0	0	0	139	18	4	0	0	161	0	0	45	7	0	12	0	64	0	0	35	10	1	0	0	46	0	0	0	0	0	3	0	3
Hourly Total	0	0	0	0	0	0	0	0	0	1	527	61	11	0	8	608	0	0	141	30	8	36	0	215	0	0	100	40	8	2	0	150	0	0	0	0	1	12	0	13
1800 - 1815	0	0	0	0	0	0	0	0	0	0	127	12	1	0	1	141	0	0	61	10	0	13	0	84	0	0	32	4	3	0	0	39	0	0	0	0	0	5	0	5
1815 - 1830	0	0	0	0	0	0	0	0	0	0	150	11	2	0	0	163	0	0	55	7	0	7	0	69	0	0	28	2	1	7	0	33	0	0	0	0	0	5	0	5
Hourly Total	0	0	0	0	0	0	0	0	0	0	277	23	3	0	1	304	0	0	116	17	0	20	0	153	0	0	60	6	5	1	0	72	0	0	0	0	0	10	0	10
Session Total	0	0	0	0	0	0	0	0	0	1	1269	146	29	1	12	1458	0	3	372	86	17	67	0	545	0	0	245	85	17	19	0	366	0	0	0	0	3	30	0	33

## Waltham Abbey, Tuesday 20th November 2018

Junction: (2) Honey Lane / M25 Westbound Slips / A121

### Approach: M25 Off Slip

	First Left to A121 (East)								Second Left to A121 (West)								Ahead to M25 On Slip								Right to Honey Lane								
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	
0700 - 0715	0	0	22	4	3	1	0	30	0	0	49	25	4	0	0	78	0	0	0	0	0	0	0	0	0	0	0	13	19	2	0	0	34
0715 - 0730	0	0	31	8	2	1	0	42	0	0	56	17	4	2	0	79	0	0	0	0	0	0	0	0	0	0	19	13	4	4	0	40	
0730 - 0745	0	0	31	13	1	0	0	45	0	2	78	25	6	4	0	115	0	0	0	0	0	0	0	0	0	0	29	18	1	5	0	53	
0745 - 0800	0	1	35	9	3	1	0	49	0	0	78	10	2	1	0	91	0	0	0	0	0	0	0	0	0	0	27	3	0	2	0	32	
Hourly Total	0	1	119	34	9	3	0	166	0	2	261	77	16	7	0	363	0	0	0	0	0	0	0	0	0	0	88	53	7	11	0	159	
0800 - 0815	0	0	40	13	0	0	0	53	0	0	72	20	6	5	0	103	0	0	0	0	0	0	0	0	0	0	30	6	2	1	0	39	
0815 - 0830	0	0	46	12	2	2	0	62	0	0	85	19	11	7	0	122	0	0	0	0	0	0	0	0	0	0	30	11	1	4	0	46	
0830 - 0845	0	0	48	12	8	2	0	70	0	0	67	14	4	6	0	91	0	0	0	0	0	0	0	0	0	0	29	5	2	6	0	42	
0845 - 0900	0	0	35	6	2	0	0	43	0	0	73	17	7	6	0	103	0	0	0	0	0	0	0	0	0	0	22	8	2	5	0	37	
Hourly Total	0	0	169	43	12	4	0	228	0	0	297	70	28	24	0	419	0	0	0	0	0	0	0	0	0	0	111	30	7	16	0	164	
0900 - 0915	0	0	34	9	0	0	0	43	0	0	51	15	6	6	0	78	0	0	0	0	0	0	0	0	0	0	19	6	1	6	0	32	
0915 - 0930	0	0	42	6	6	2	0	56	0	0	51	23	9	6	0	89	0	0	0	0	0	0	0	0	0	0	22	3	5	6	0	36	
Hourly Total	0	0	76	15	6	2	0	99	0	0	102	38	15	12	0	167	0	0	0	0	0	0	0	0	0	0	41	9	6	12	0	68	
Session Total	0	1	364	92	27	9	0	493	0	2	660	185	59	43	0	949	0	0	0	0	0	0	0	0	0	0	240	92	20	39	0	391	
1600 - 1615	0	0	31	3	2	0	0	36	0	0	39	16	8	10	0	73	0	0	0	0	0	0	0	0	0	0	25	7	2	5	0	39	
1615 - 1630	0	0	32	7	0	1	0	40	0	0	35	8	5	3	0	51	0	0	0	0	0	0	0	0	0	0	22	16	4	6	0	48	
1630 - 1645	0	0	39	7	0	0	0	46	0	0	45	10	4	3	0	62	0	0	0	0	0	0	0	0	0	0	16	10	0	8	0	34	
1645 - 1700	0	0	31	6	1	1	0	39	0	0	55	8	3	0	0	66	0	0	0	0	0	0	0	0	0	0	27	5	2	6	0	40	
Hourly Total	0	0	133	23	3	2	0	161	0	0	174	42	20	16	0	252	0	0	0	0	0	0	0	0	0	0	90	38	8	25	0	161	
1700 - 1715	0	0	29	0	1	0	0	30	0	0	36	5	0	2	0	43	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	41	
1715 - 1730	0	0	43	1	2	0	0	46	0	0	51	14	3	1	0	69	0	0	0	0	0	0	0	0	0	0	31	11	3	11	0	56	
1730 - 1745	0	0	41	2	2	0	0	45	0	0	59	14	1	2	0	76	0	0	0	0	0	0	0	0	0	0	1	35	6	0	9	0	51
1745 - 1800	0	0	28	3	1	0	0	32	0	0	54	3	0	0	0	57	0	0	0	0	0	0	0	0	0	0	1	30	5	0	5	0	41
Hourly Total	0	0	141	6	6	0	0	153	0	0	200	36	4	5	0	245	0	0	0	0	0	0	0	0	0	0	2	126	30	3	28	0	189
1800 - 1815	0	0	33	0	0	1	0	34	0	0	44	9	0	0	0	53	0	0	0	0	0	0	0	0	0	0	27	4	3	4	0	38	
1815 - 1830	0	0	32	0	0	0	0	32	0	0	34	13	0	3	0	50	0	0	0	0	0	0	0	0	0	0	36	2	0	8	0	46	
Hourly Total	0	0	65	0	0	1	0	66	0	0	78	22	0	3	0	103	0	0	0	0	0	0	0	0	0	0	63	6	3	12	0	84	
Session Total	0	0	339	29	9	3	0	380	0	0	452	100	24	24	0	600	0	0	0	0	0	0	0	0	0	2	279	74	14	65	0	434	



## Waltham Abbey, Tuesday 20th November 2018

Junction: (2) Honey Lane / M25 Westbound Slips / A121

Approach: A121 (East)

TIME	First Left to A121 (West)								Second Left to M25 On Slip								Right to Honey Lane								Last Right to M25 Off Slip							
	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	0	22	6	2	0	0	30	0	2	126	30	5	1	0	164	0	0	32	12	3	1	0	48	0	0	0	0	0	0	0	0
0715 - 0730	0	0	16	5	1	0	0	22	0	0	133	26	2	0	0	161	0	0	48	10	1	0	0	59	0	0	0	0	0	0	0	0
0730 - 0745	0	1	25	2	0	0	0	28	0	0	116	31	0	0	1	148	0	0	32	6	2	0	1	41	0	0	0	0	0	0	0	0
0745 - 0800	0	0	24	9	4	0	0	37	0	0	117	25	4	0	2	148	0	0	31	5	1	0	0	37	0	0	0	0	0	0	0	0
Hourly Total	0	1	87	22	7	0	0	117	0	2	492	112	11	1	3	621	0	0	143	33	7	1	1	185	0	0	0	0	0	0	0	0
0800 - 0815	0	0	15	3	1	0	0	19	0	2	121	19	5	0	3	150	0	0	56	8	3	2	1	70	0	0	0	0	0	0	0	0
0815 - 0830	0	0	35	8	2	0	1	46	0	0	89	18	7	0	0	114	0	0	57	12	2	0	1	72	0	0	0	0	0	0	0	0
0830 - 0845	0	0	34	5	1	1	0	41	0	0	93	19	8	0	0	120	0	0	53	11	2	0	1	67	0	0	0	0	0	0	0	0
0845 - 0900	0	0	41	5	2	0	0	48	0	0	98	16	5	0	0	119	0	0	35	7	2	1	0	45	0	0	0	0	0	0	0	0
Hourly Total	0	0	125	21	6	1	1	154	0	2	401	72	25	0	3	503	0	0	201	38	9	3	3	254	0	0	0	0	0	0	0	0
0900 - 0915	0	0	35	7	2	1	0	45	0	0	71	15	4	0	0	90	0	0	37	10	1	0	0	48	0	0	0	0	0	0	0	0
0915 - 0930	0	0	24	6	2	1	0	33	0	0	81	20	5	0	0	106	0	1	51	5	6	1	0	64	0	0	0	0	0	0	0	0
Hourly Total	0	0	59	13	4	2	0	78	0	0	152	35	9	0	0	196	0	1	88	15	7	1	0	112	0	0	0	0	0	0	0	0
Session Total	0	1	271	56	17	3	1	349	0	4	1045	219	45	1	6	1320	0	1	432	86	23	5	4	551	0	0	0	0	0	0	0	0
1600 - 1615	0	0	28	4	2	0	0	34	0	0	85	33	3	2	0	123	0	0	81	13	2	2	0	98	0	0	0	0	0	0	0	0
1615 - 1630	0	0	20	6	3	0	0	29	0	0	100	20	1	0	0	121	0	0	82	19	6	1	1	109	0	0	0	0	0	0	0	0
1630 - 1645	0	0	24	4	1	0	0	29	0	0	100	16	3	0	0	119	0	0	62	16	0	0	0	78	0	0	0	0	0	0	0	0
1645 - 1700	0	1	31	7	4	1	0	44	0	1	90	19	2	0	2	114	0	0	77	11	1	1	0	90	0	0	0	0	0	0	0	0
Hourly Total	0	1	103	21	10	1	0	136	0	1	375	88	9	2	2	477	0	0	302	59	9	4	1	375	0	0	0	0	0	0	0	0
1700 - 1715	0	0	36	4	3	0	0	43	0	0	91	20	3	0	0	114	0	1	108	20	1	3	0	133	0	0	0	0	0	0	0	0
1715 - 1730	0	0	24	3	3	1	1	32	0	0	91	20	1	0	0	112	0	0	98	11	4	0	2	115	0	0	0	0	0	0	0	0
1730 - 1745	0	0	37	5	1	1	0	44	0	0	97	12	2	0	0	111	0	0	86	5	1	1	0	93	0	0	0	0	0	0	0	0
1745 - 1800	0	0	31	6	0	0	0	37	0	0	100	11	2	0	1	114	0	1	77	9	2	0	1	90	0	0	0	0	0	0	0	0
Hourly Total	0	0	128	18	7	2	1	156	0	0	379	63	8	0	1	451	0	2	369	45	8	4	3	431	0	0	0	0	0	0	0	0
1800 - 1815	0	0	31	5	2	0	0	38	0	0	99	18	3	0	0	120	0	0	98	7	1	0	0	106	0	0	0	0	0	0	0	0
1815 - 1830	0	0	29	5	0	1	0	35	0	0	61	17	3	0	0	81	0	0	102	2	1	1	2	108	0	0	0	0	0	0	0	0
Hourly Total	0	0	60	10	2	1	0	73	0	0	160	35	6	0	0	201	0	0	200	9	2	1	2	214	0	0	0	0	0	0	0	0
Session Total	0	1	291	49	19	4	1	365	0	1	914	186	23	2	3	1129	0	2	871	113	19	9	6	1020	0	0	0	0	0	0	0	0

## Waltham Abbey, Tuesday 20th November 2018

Junction: (2) Honey Lane / M25 Westbound Slips / A121

Approach: A121 (West)

	Left to M25 On Slip								Ahead to Honey Lane								Right to M25 Off Slip								Last Right to A121 (East)								
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	
0700 - 0715	0	0	25	7	1	2	0	35	0	0	29	4	9	8	0	50	0	0	0	0	0	0	0	0	0	0	0	18	14	3	0	1	36
0715 - 0730	0	0	40	9	3	0	0	52	0	0	50	6	9	6	0	71	0	0	0	0	0	0	0	0	0	0	19	19	2	0	0	40	
0730 - 0745	0	0	49	12	1	0	0	62	0	0	37	3	9	5	0	54	0	0	0	0	0	0	0	0	0	1	33	17	3	0	0	54	
0745 - 0800	0	0	36	8	5	2	0	51	0	0	45	15	8	7	0	75	0	0	0	0	0	0	0	0	0	0	20	8	0	0	0	28	
Hourly Total	0	0	150	36	10	4	0	200	0	0	161	28	35	26	0	250	0	0	0	0	0	0	0	0	0	1	90	58	8	0	1	158	
0800 - 0815	0	0	51	4	2	0	0	57	0	0	26	10	3	4	0	43	0	0	0	0	0	0	0	0	0	0	33	5	0	0	0	38	
0815 - 0830	0	0	45	10	2	1	0	58	0	0	42	8	2	4	0	56	0	0	0	0	0	0	0	0	0	0	36	6	2	0	0	44	
0830 - 0845	0	0	31	9	2	2	0	44	0	0	63	11	10	7	0	91	0	0	0	0	0	0	0	0	0	0	19	3	2	0	0	24	
0845 - 0900	0	1	29	8	1	1	0	40	0	0	40	11	4	6	0	61	0	0	0	0	0	0	0	0	0	0	17	3	9	0	0	29	
Hourly Total	0	1	156	31	7	4	0	199	0	0	171	40	19	21	0	251	0	0	0	0	0	0	0	0	0	0	105	17	13	0	0	135	
0900 - 0915	0	0	26	10	4	3	0	43	0	0	39	16	2	12	0	69	0	0	0	0	0	0	0	0	0	1	27	7	2	0	0	37	
0915 - 0930	0	0	33	8	1	3	0	45	0	0	21	9	5	9	0	44	0	0	0	0	0	0	0	0	0	0	23	5	4	1	0	33	
Hourly Total	0	0	59	18	5	6	0	88	0	0	60	25	7	21	0	113	0	0	0	0	0	0	0	0	0	1	50	12	6	1	0	70	
Session Total	0	1	365	85	22	14	0	487	0	0	392	93	61	68	0	614	0	0	0	0	0	0	0	0	0	2	245	87	27	1	1	363	
1600 - 1615	0	0	30	10	2	3	0	45	0	0	76	25	4	2	0	107	0	0	0	0	0	0	0	0	0	0	24	4	2	0	0	30	
1615 - 1630	0	0	28	7	3	2	0	40	0	0	81	13	3	6	0	103	0	0	0	0	0	0	0	0	0	1	32	6	0	0	0	39	
1630 - 1645	0	0	39	10	4	3	0	56	0	0	84	18	4	2	0	108	0	0	0	0	0	0	0	0	0	0	23	5	3	0	0	31	
1645 - 1700	0	0	34	7	1	3	0	45	0	1	60	18	0	4	0	83	0	0	0	0	0	0	0	0	0	1	27	2	0	0	0	30	
Hourly Total	0	0	131	34	10	11	0	186	0	1	301	74	11	14	0	401	0	0	0	0	0	0	0	0	0	2	106	17	5	0	0	130	
1700 - 1715	0	0	24	10	1	3	0	38	0	0	59	6	2	9	0	76	0	0	0	0	0	0	0	0	0	0	21	4	1	0	0	26	
1715 - 1730	0	0	44	5	1	1	0	51	0	0	69	13	4	5	0	91	0	0	0	0	0	0	0	0	0	0	23	2	0	0	0	25	
1730 - 1745	0	1	47	8	2	3	0	61	0	1	88	11	6	6	0	112	0	0	0	0	0	0	0	0	0	0	20	2	0	0	0	22	
1745 - 1800	0	0	39	3	3	5	0	50	0	2	81	7	2	2	0	94	0	0	0	0	0	0	0	0	0	0	21	2	0	0	0	23	
Hourly Total	0	1	154	26	7	12	0	200	0	3	297	37	14	22	0	373	0	0	0	0	0	0	0	0	0	0	85	10	1	0	0	96	
1800 - 1815	0	0	33	2	1	2	0	38	0	0	65	12	0	2	0	79	0	0	0	0	0	0	0	0	0	0	31	3	0	0	0	34	
1815 - 1830	0	0	27	4	1	3	0	35	0	0	75	14	4	6	0	99	0	0	0	0	0	0	0	0	0	0	30	0	0	0	0	30	
Hourly Total	0	0	60	6	2	5	0	73	0	0	140	26	4	8	0	178	0	0	0	0	0	0	0	0	0	0	61	3	0	0	0	64	
Session Total	0	1	345	66	19	28	0	459	0	4	738	137	29	44	0	952	0	0	0	0	0	0	0	0	0	2	252	30	6	0	0	290	

**Waltham Abbey, Tuesday 20th November 2018**

**Junction: (2) Honey Lane / M25 Westbound Slips / A121**

**Approach: M25 On Slip**

[illegible]

## Waltham Abbey, Tuesday 20th November 2018

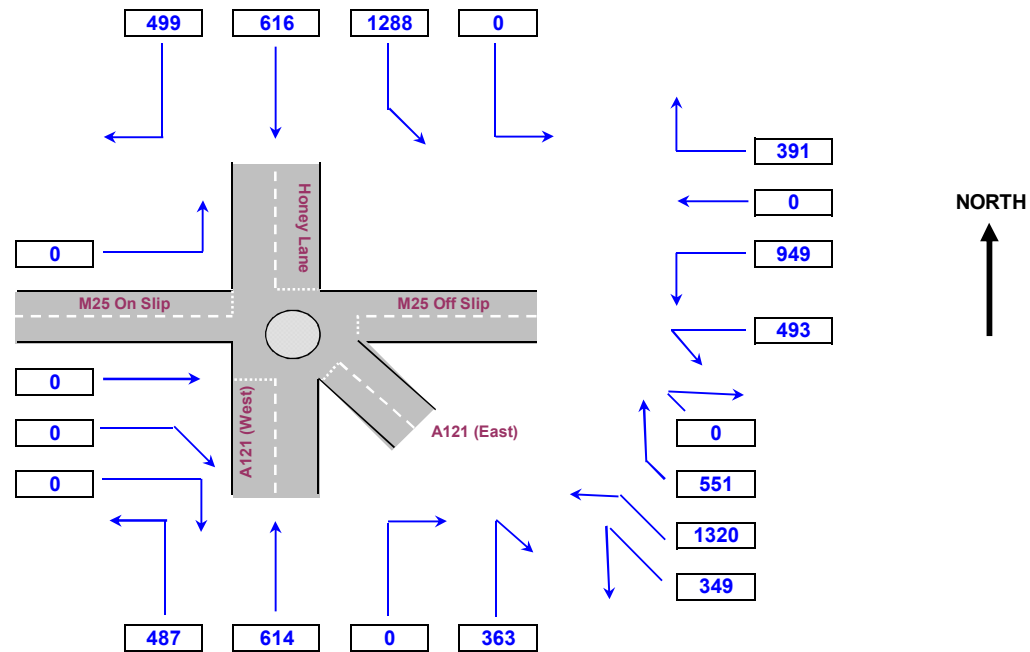
Junction: (2) Honey Lane / M25 Westbound Slips / A121

Vehicle Class: **ALL CLASSES** ▼

Start Time: **1) 0700** ▼

End Time: **1) 0930** ▼

☐ Peak Hour



Note: The above diagram represents the Junction surveyed, although may not be the exact layout of the actual location.

Important This spreadsheet & Interactive Vehicle Flow Diagram was produced based on specific  
Note: parameters. Consequently, alteration to the spreadsheet format or it's properties  
may result in malfunction.

## Waltham Abbey, Tuesday 20th November 2018

Junction: (1) Old Shire Lane / Honey Lane / M25 Slips

TIME	Queue Lengths (Vehicles)					
	Old Shire Lane	Honey Lane (East)		M25 Slips		Honey Lane (W)
	Lane 1	Lane 1	Lane 2	Lane 1	Lane 2	Lane 1
700	3	4	0	3	5	6
705	2	5	2	3	5	2
710	2	3	3	2	1	3
715	5	8	4	2	3	4
720	1	5	1	2	6	6
725	2	2	0	4	7	5
730	3	1	0	5	11	13
735	4	2	1	2	11	9
740	2	1	1	2	1	3
745	4	3	1	2	3	2
750	4	2	1	2	3	3
755	3	3	1	1	5	2
800	2	0	1	1	3	1
805	5	3	0	2	4	8
810	2	1	1	1	2	6
815	3	3	0	2	3	3
820	1	0	0	1	3	2
825	2	0	1	6	6	2
830	2	1	0	2	6	2
835	2	1	0	3	5	2
840	2	5	0	5	7	2
845	2	0	0	1	4	2
850	1	3	1	3	6	5
855	1	0	0	2	3	5
900	2	3	0	3	2	2
905	1	0	0	4	4	2
910	1	4	0	2	6	3
915	2	3	1	3	4	2
920	0	3	0	5	4	0
925	1	1	1	5	5	0

TIME	Queue Lengths (Vehicles)					
	Old Shire Lane	Honey Lane (East)		M25 Slips		Honey Lane (W)
	Lane 1	Lane 1	Lane 2	Lane 1	Lane 2	Lane 1
1600	1	2	0	2	1	4
1605	1	0	1	5	4	2
1610	1	1	0	1	1	3
1615	1	1	2	4	2	4
1620	2	3	1	2	8	4
1625	1	3	0	1	5	2
1630	1	1	1	1	5	4
1635	2	2	0	1	2	6
1640	8	2	1	2	3	5
1645	3	2	4	7	6	2
1650	1	1	1	1	2	3
1655	2	4	2	1	5	2
1700	3	1	5	1	5	4
1705	2	3	0	5	7	6
1710	3	2	2	1	7	3
1715	1	4	1	4	8	4
1720	2	1	0	2	12	3
1725	1	1	2	7	3	4
1730	1	1	2	4	9	2
1735	3	2	0	4	6	5
1740	1	3	0	1	5	2
1745	2	2	1	1	6	4
1750	3	0	1	5	7	2
1755	1	5	2	2	1	7
1800	2	2	3	1	8	5
1805	1	1	0	2	15	4
1810	2	1	0	2	9	3
1815	1	3	0	3	6	2
1820	1	0	0	3	6	1
1825	1	2	2	4	9	1

## Waltham Abbey, Tuesday 20th November 2018

Junction: (2) Honey Lane / M25 Westbound Slips / A121

TIME	Queue Lengths (Vehicles)							
	Honey Lane		M25 Offslip		A121 (East)		A121 (West)	
	Lane 1	Lane 2	Lane 1	Lane 2	Lane 1	Lane 2	Lane 1	Lane 2
700	0	0	6	4	16	2	7	3
705	5	3	6	4	34	2	8	1
710	2	0	4	4	15	1	21	6
715	4	3	7	5	23	3	14	5
720	8	0	5	4	26	3	9	3
725	58	10	10	8	30	3	34	6
730	62	12	9	6	32	2	10	3
735	62	8	12	14	35	2	2	2
740	62	14	18	18	33	2	5	1
745	45	26	23	20	28	3	9	3
750	62	30	39	35	30	3	10	3
755	48	7	47	44	29	3	5	2
800	22	10	56	54	31	3	7	2
805	17	7	41	48	32	4	4	1
810	9	1	49	42	40	3	8	3
815	1	1	49	41	33	3	18	6
820	1	1	16	13	27	3	4	2
825	0	1	13	7	24	4	16	5
830	1	1	18	8	26	4	6	3
835	1	1	15	6	30	4	19	6
840	0	0	5	2	24	3	7	2
845	0	0	8	3	22	3	3	2
850	1	2	6	5	25	3	24	6
855	1	1	7	4	12	2	21	6
900	0	0	8	7	19	4	5	1
905	2	0	6	3	15	3	14	6
910	0	1	7	2	23	3	13	5
915	0	2	8	3	21	2	6	2
920	0	2	8	7	25	4	2	1
925	0	0	7	2	23	2	3	0

TIME	Queue Lengths (Vehicles)							
	Honey Lane		M25 Offslip		A121 (East)		A121 (West)	
	Lane 1	Lane 2	Lane 1	Lane 2	Lane 1	Lane 2	Lane 1	Lane 2
1600	0	1	13	7	22	3	13	2
1605	1	1	3	3	19	3	26	0
1610	2	0	9	8	12	2	31	1
1615	2	0	2	5	24	4	17	3
1620	1	1	4	9	25	3	27	3
1625	1	0	6	2	23	2	33	3
1630	0	1	4	4	15	4	23	1
1635	7	0	5	6	6	2	19	2
1640	0	1	4	4	12	2	24	1
1645	2	1	8	8	34	4	16	3
1650	2	2	4	1	37	2	4	1
1655	6	0	3	2	28	2	17	1
1700	0	1	5	3	22	3	32	2
1705	0	1	7	6	23	4	34	3
1710	0	0	2	1	14	3	20	3
1715	0	0	5	5	18	2	22	2
1720	1	0	7	6	22	4	16	3
1725	2	0	10	15	26	4	21	1
1730	1	2	8	5	32	4	15	1
1735	3	1	10	9	23	3	18	3
1740	12	4	6	8	26	3	16	2
1745	9	2	4	4	28	3	18	1
1750	20	10	6	4	21	4	30	2
1755	8	5	7	6	25	4	25	3
1800	11	2	7	9	27	4	4	2
1805	2	4	3	4	24	2	14	1
1810	30	20	7	6	25	2	15	2
1815	62	10	6	8	22	3	3	2
1820	62	6	4	6	19	2	9	1
1825	15	0	11	2	15	3	4	2

## **APPENDIX C**

## Chris Evans

---

**From:** Matt Thomas  
**Sent:** 11 December 2018 16:13  
**To:** Chris Evans  
**Subject:** FW: M25 J26 - Vectos  
**Attachments:** 3603489 M25 J26 J1.xlsm; 3603489 M25 J26 J2.xlsm; 3603489 M25 J26 Queues.xlsx

Matt Thomas  
Director  
029 2072 0864 (T) 07866 923 029 (M)  
Ground Floor, Helmont House, Churchill Way, Cardiff, CF10 2HE

---

**From:** Paul Castle <paul.castle@paulcastle.com>  
**Sent:** 30 November 2018 15:24  
**To:** Matt Thomas <Matt.Thomas@vectos.co.uk>  
**Subject:** M25 J26 - Vectos

Matt

Please find the data set as attached for the M25 J26 Surveys as requested by Vectos.

For your reference, the Traffic/Queue surveys were carried out by a mix of CCTV apparatus and enumerators.

Each arm of the Junction had a dedicated CCTV unit in place to observe traffic flows, and queues as far as was possible, along each section.

Not all arms could viewed completely due to terrain and geometry and therefore where applicable, enumerators were deployed behind the armco to view any additional queues out of reach of the CCTV units to the back of what was perceived as a stationary queue.

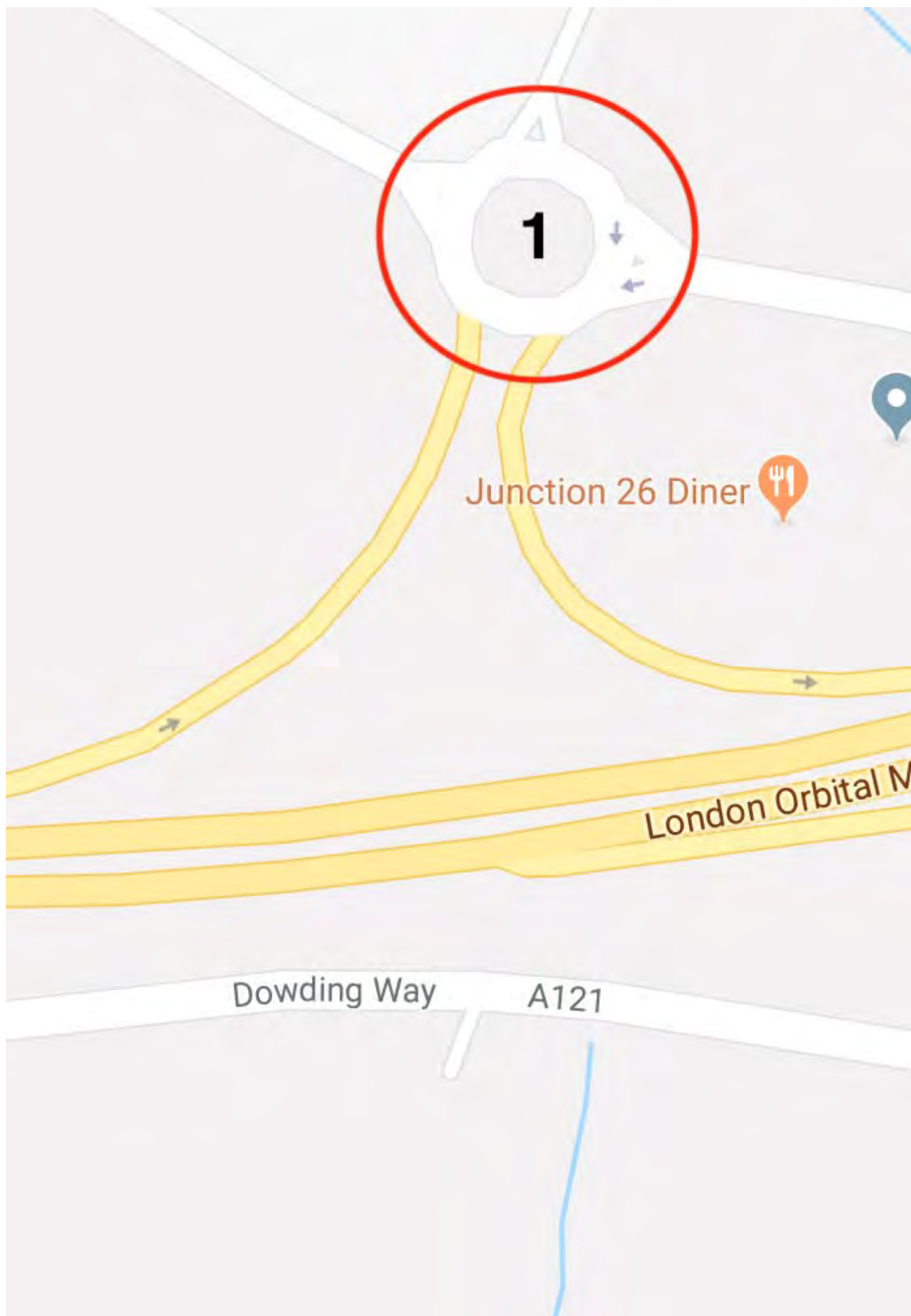
In the data set, I can confirm that the M25 J26 Westbound off slip (AM) had a maximum of 56 vehicles in "lane 1" and 54 in "lane 2" at 8am which equates to a maximum queue of @ 336m (based upon 6m) and the slip road is approximately 435m long.

The "lanes" are not clearly defined past the first 8-10 queueing vehicles at which point they begin to gradually move into one lane back along the slip at @50 vehicles.

At no point during the survey did this queue back onto the motorway.







I trust that the information above is of use and I am happy to deal with any further questions that you may have

Many Thanks

Paul Castle

M: 07540 269600

[paul.castle@paulcastle.com](mailto:paul.castle@paulcastle.com)



## **APPENDIX D**





**STARSfor**  
SILVER

This is to certify that

Yorkshire Warehousing

has been awarded the Silver **STARSfor** Rating for their efforts to increase levels of walking, cycling and other forms of sustainable travel through the delivery of their Travel Plan.

November 2018

Date awarded

November 2020

Expiry

**Ross Butcher**  
National Chair of Modeshift

**MODESHIFT**  
SUPPORTING SUSTAINABLE TRAVEL



# DO *you* WALK TO WORK?

## £2 TRAVEL VOUCHER



Claim a free travel incentive voucher at the value of £2 per day which can be redeemed at Enderby and Gedding Road staff shop.

Please note the vouchers can't be used to purchase directory items or gift cards.

## SHOWERS & LOCKERS



We have several onsite showers & lockers, just ask the Travel Team where your nearest are located.

## BETTER POINTS



Earn high street vouchers using an app called Better Points

 BetterPoints

TRAVEL  
2  
NEXT

If you would like more information or have any questions please email [travel2next@next.co.uk](mailto:travel2next@next.co.uk)

Choose how  
**you move**





# DO *you* CYCLE TO WORK?

## £2 TRAVEL VOUCHER

Claim a free travel incentive voucher at the value of £2 per day which can be redeemed at Enderby and Gedding Road staff shop.

Please note the vouchers can't be used to purchase directory items or gift cards.

## SHOWERS & LOCKERS

We have several onsite showers & lockers, just ask the Travel Team where your nearest are located.

## BIKE HEALTH CHECK

Onsite monthly bike health check (April to September).

## BETTER POINTS

Earn high street vouchers using an app called Better Points

 BetterPoints

TRAVEL  
2  
NEXT

If you would like more information  
or have any questions please email  
[travel2next@next.co.uk](mailto:travel2next@next.co.uk)

Choose how  
**you move**



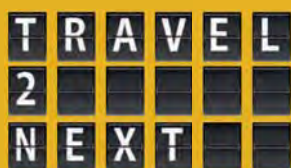
# DO *you get* DROPPED OFF TO WORK?



## £2 TRAVEL VOUCHER

Claim a free travel incentive voucher at the value of £2 per day which can be redeemed at Enderby and Gedding Road staff shop.

Please note the vouchers can't be used to purchase directory items or gift cards.



If you would like more information  
or have any questions please email  
[travel2next@next.co.uk](mailto:travel2next@next.co.uk)





# DO *you get a* PUBLIC BUS TO WORK?

## £2 TRAVEL VOUCHER



Claim a free travel incentive voucher at the value of £2 per day which can be redeemed at Enderby and Gedding Road staff shop.

Please note the vouchers can't be used to purchase directory items or gift cards.

Staff using Woods buses for all or part of their journey can not claim a voucher.



TRAVEL  
2  
NEXT

If you would like more information  
or have any questions please email  
[travel2next@next.co.uk](mailto:travel2next@next.co.uk)



# DO *you get a* TRAIN TO WORK?

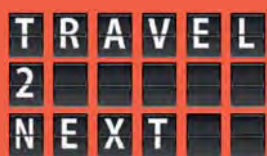


## £2 TRAVEL VOUCHER

Claim a free travel incentive voucher at the value of £2 per day which can be redeemed at Enderby and Gedding Road staff shop.

Please note the vouchers can't be used to purchase directory items or gift cards.

Staff using Woods buses for all or part of their journey can not claim a voucher



If you would like more information or have any questions please email [travel2next@next.co.uk](mailto:travel2next@next.co.uk)



# DO *you drive an* ELECTRIC *or* HYBRID CAR TO WORK?



## CHARGE FOR FREE

To charge your car for free:  
Register to be allocated an  
electric charging space.

Email the following to  
[travel2next@next.co.uk](mailto:travel2next@next.co.uk)

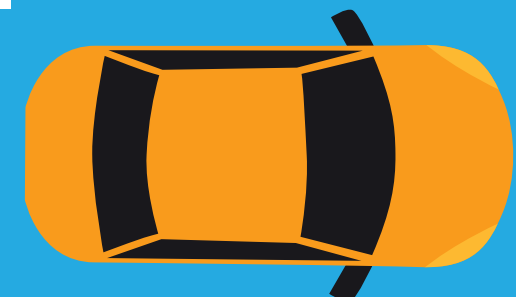
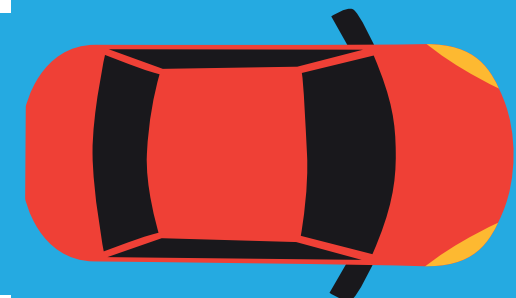
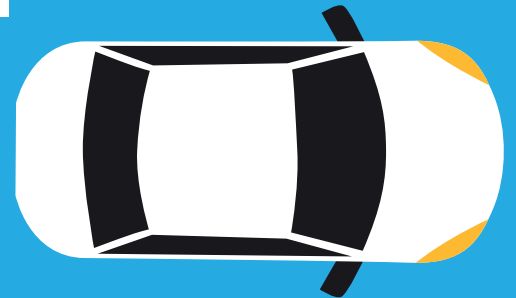
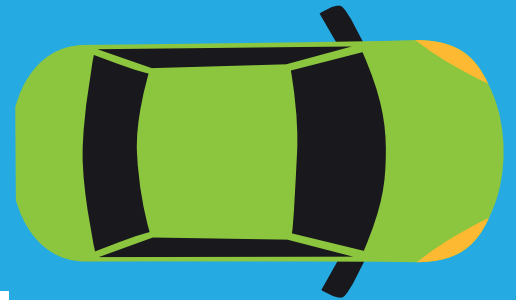
- Name, Dept & Ext
- Registration
- Make & model of vehicle

TRAVEL  
2  
NEXT

If you would like more information  
or have any questions please email  
[travel2next@next.co.uk](mailto:travel2next@next.co.uk)



# ARE *you* DISPLAYING A PARKING PERMIT?

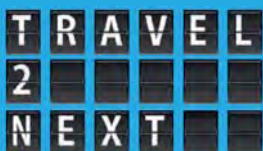


## PARKING PERMITS

All staff (permanent, part time, Agency, Freelancers and Contractors) must register their vehicles and display a valid parking permit.

To register your car to be allocated a permit, please email the following details to [travel2next@next.co.uk](mailto:travel2next@next.co.uk)

- Name, Dept & Ext
- Registration
- Make & model of vehicle
- Home Post Code



If you would like more information  
or have any questions please email  
[travel2next@next.co.uk](mailto:travel2next@next.co.uk)

# DO *you* CARSHARE TO WORK?



Next car share have a private group on a national car share database, in which Next staff can create a free profile to find other Next employees to car share with.



If you would like to car share, please visit [www.choosehowyoumove.co.uk/carshare](http://www.choosehowyoumove.co.uk/carshare) and select "next" from the drop down list, create your profile and enter your start location and end location and the time you usually travel.

Sign up with either your work or personal email

Once your profile has been created you will be presented with a list of other Next employees making the same journey as you.

When you have made contact and found a car share BUDI, email [travel2next@next.co.uk](mailto:travel2next@next.co.uk) to obtain your car share permit which permits you to park in the designated car share spaces located around the site.

You will also be eligible to claim daily travel incentive vouchers.

## £2 TRAVEL VOUCHER



Claim a free travel incentive voucher at the value of £2 per day which can be redeemed at Enderby and Gedding Road staff shop.

Please note the vouchers can't be used to purchase directory items or gift cards.



If you would like more information or have any questions please email [travel2next@next.co.uk](mailto:travel2next@next.co.uk)

# DO *you* ride a MOTORBIKE TO WORK?



## £2 TRAVEL VOUCHER



Claim a free travel incentive voucher at the value of £2 per day which can be redeemed at Enderby and Gedding Road staff shop.

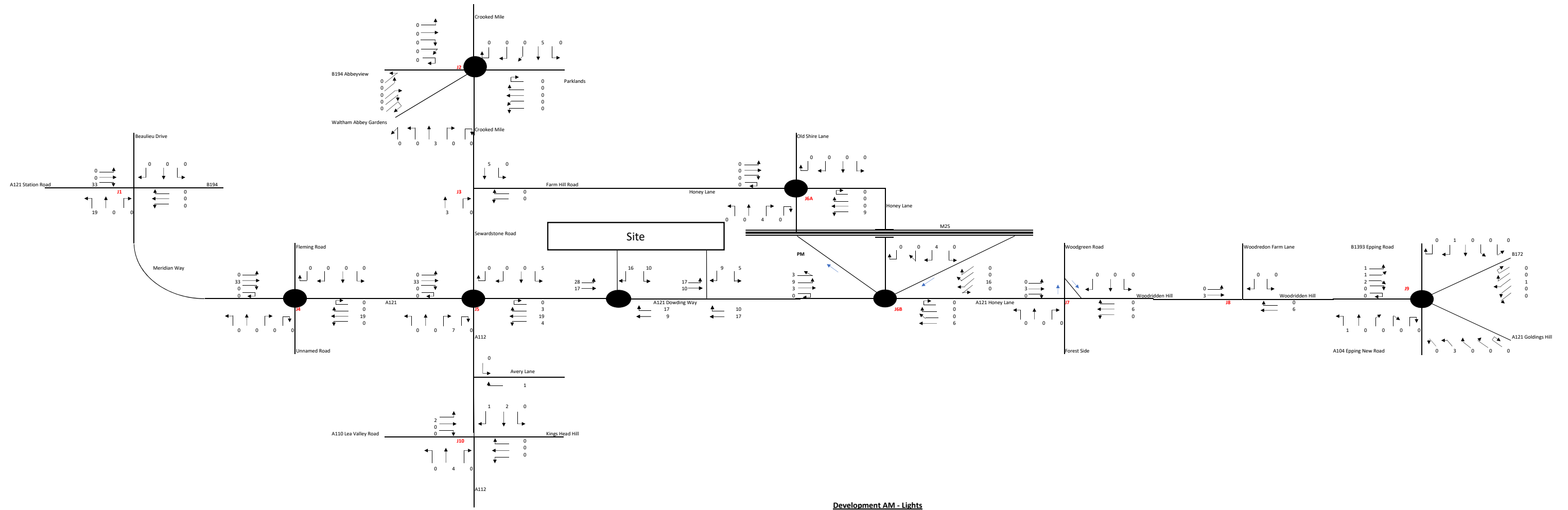
Please note the vouchers can't be used to purchase directory items or gift cards.



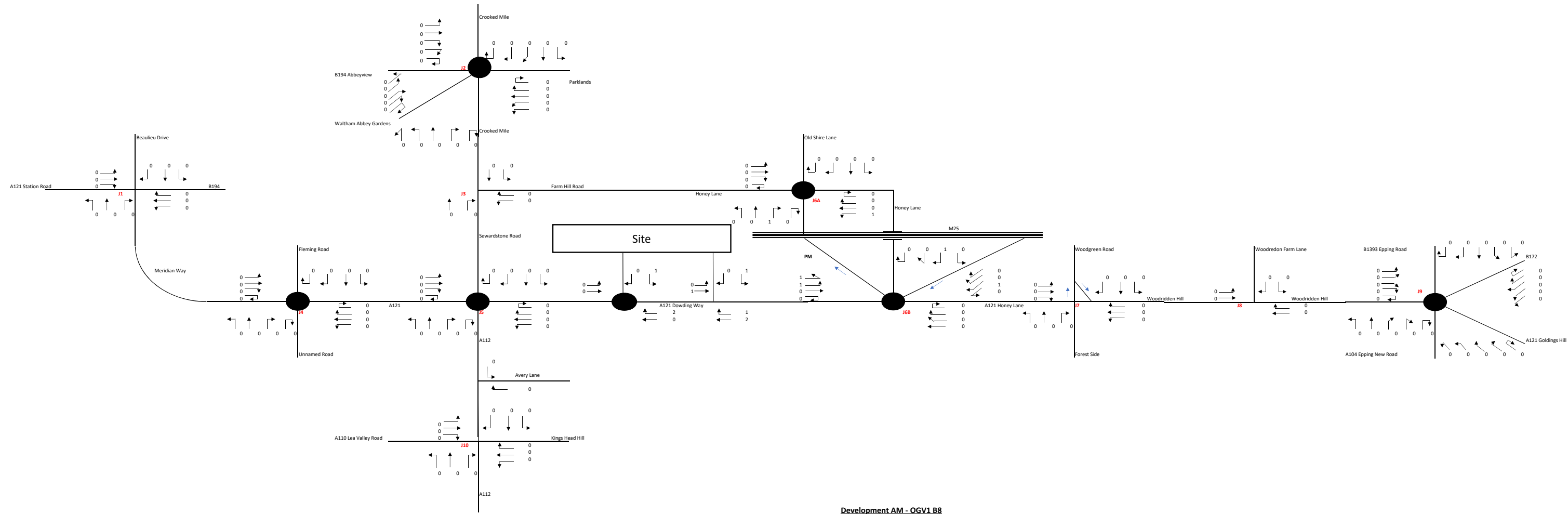
If you would like more information or have any questions please email [travel2next@next.co.uk](mailto:travel2next@next.co.uk)

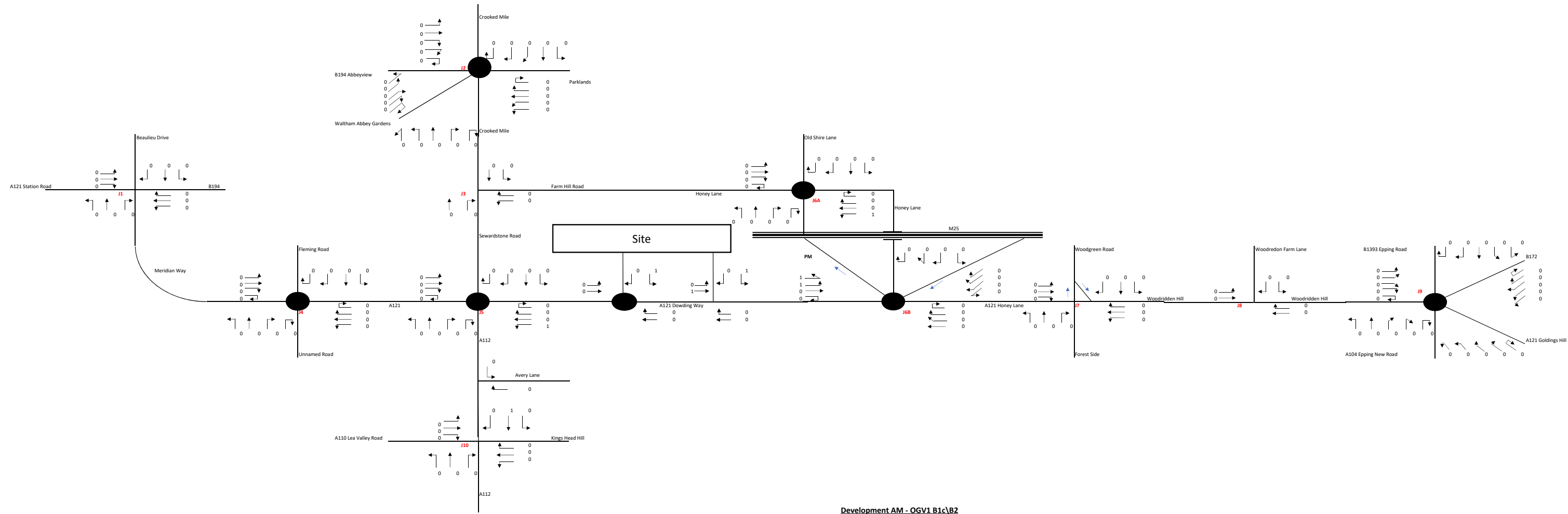


## **APPENDIX E**

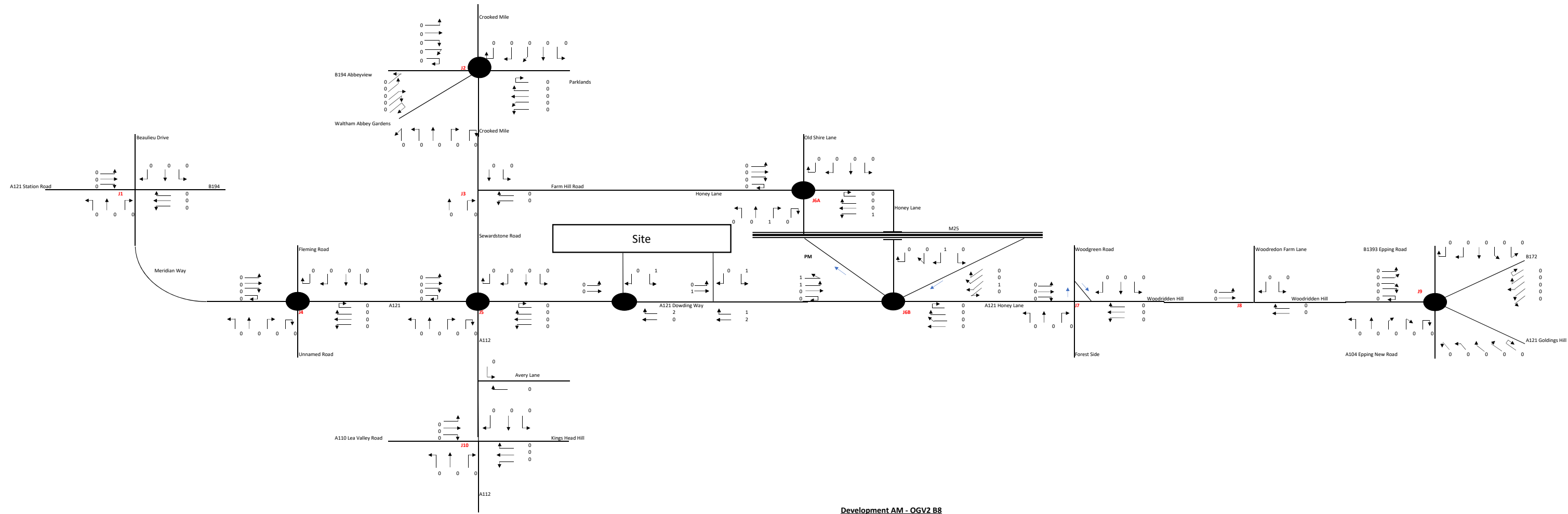


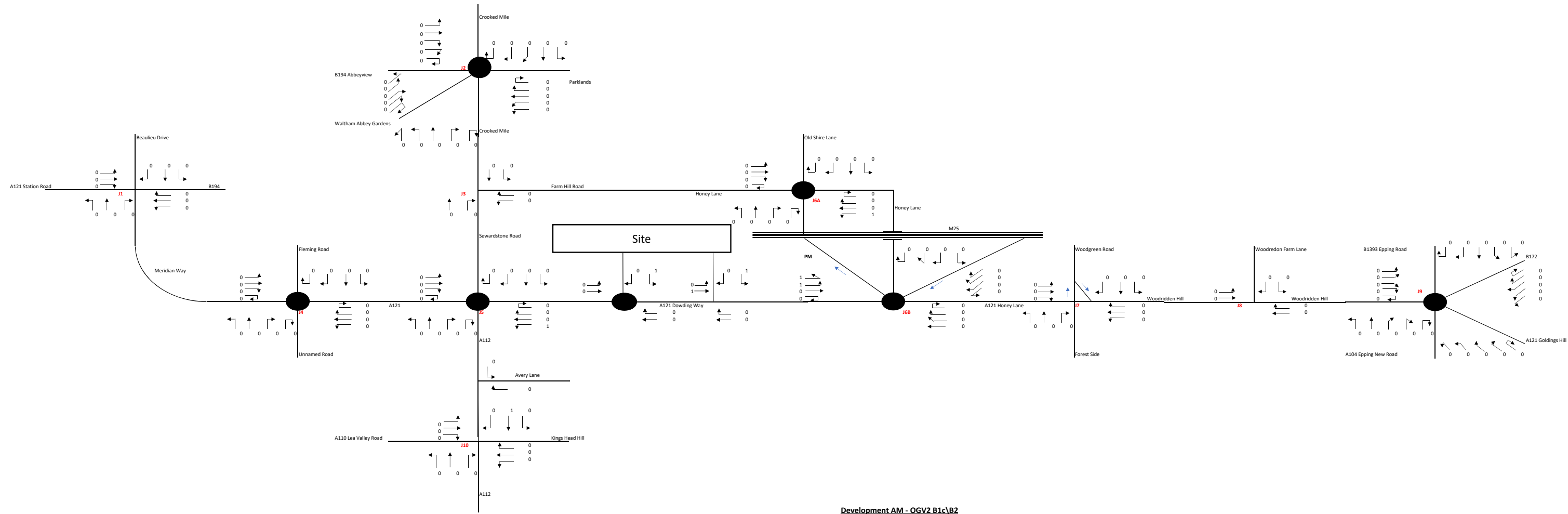


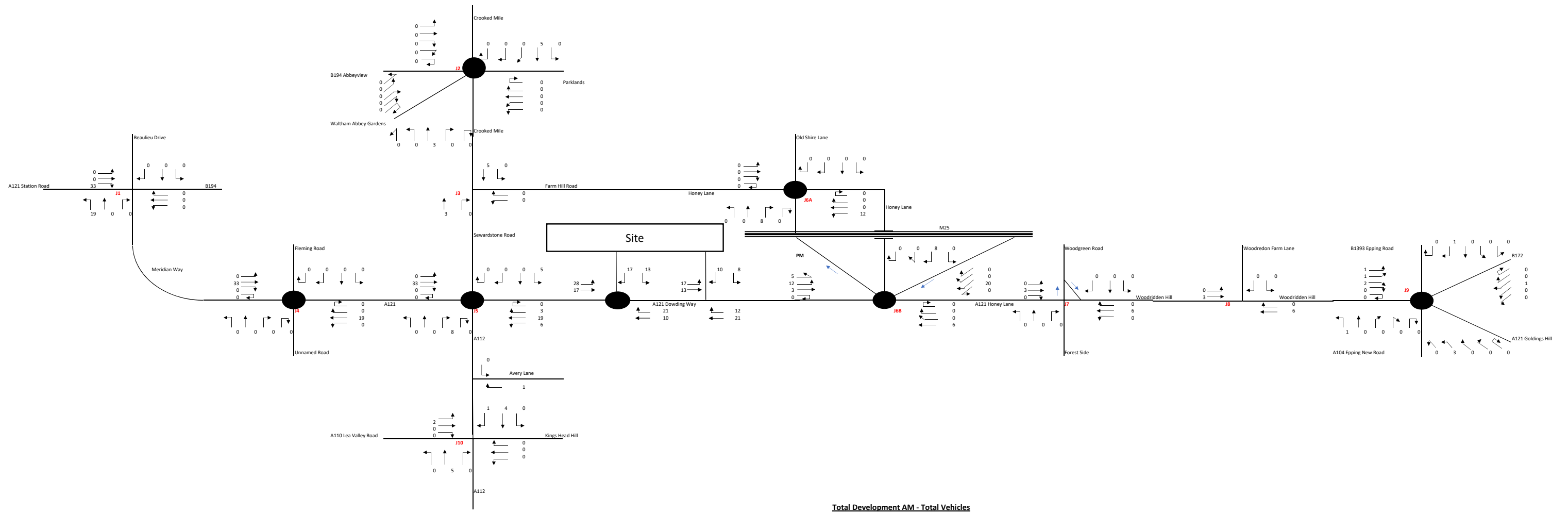


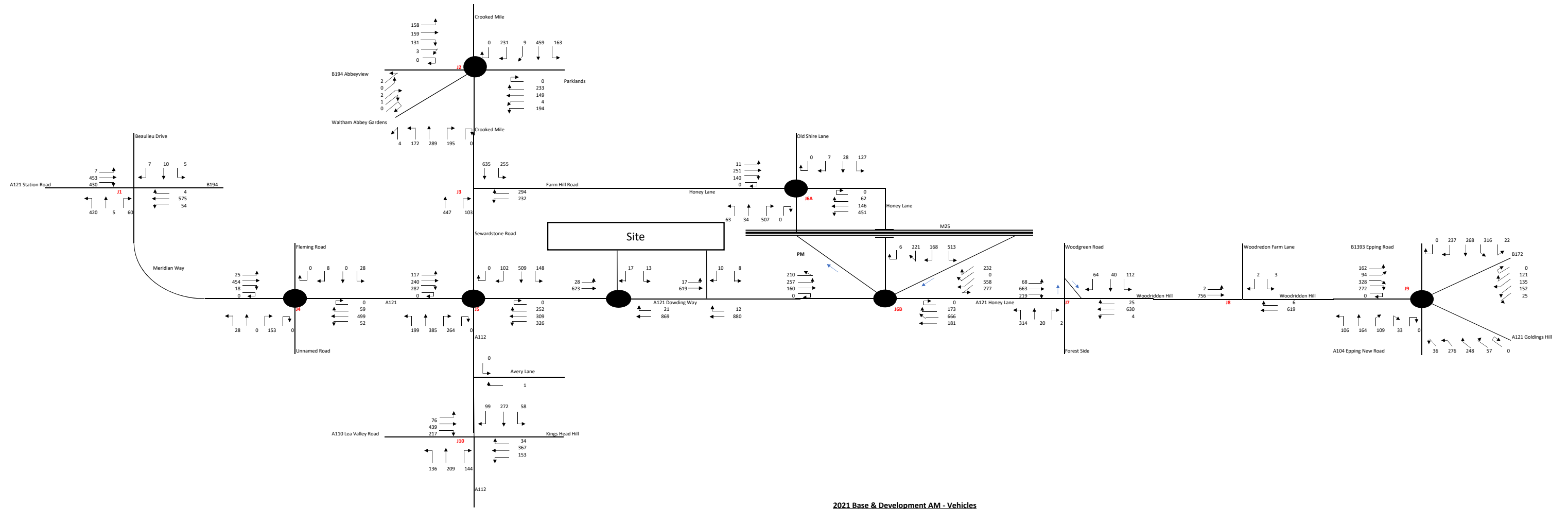


Development AM - OGV1 B1c\B2





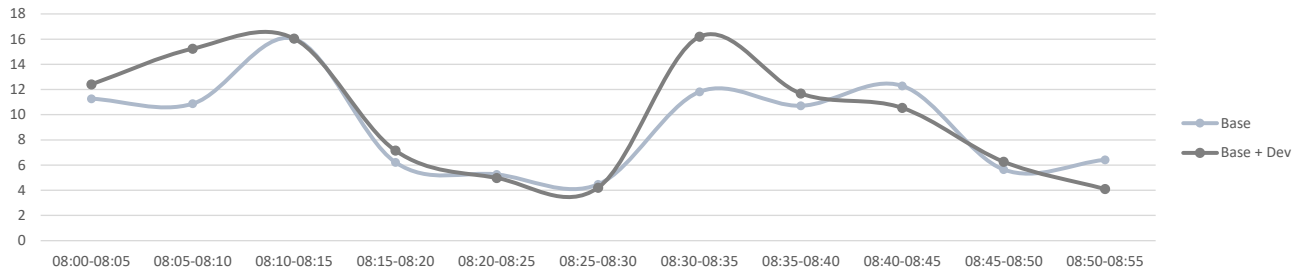




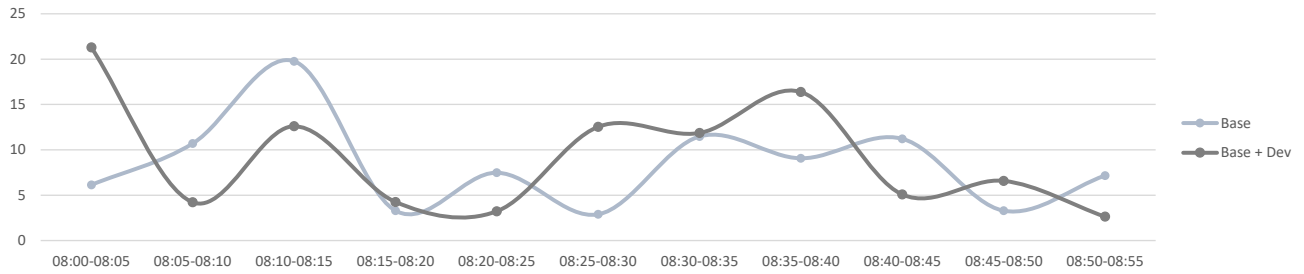
## **APPENDIX F**

# Junction 6A

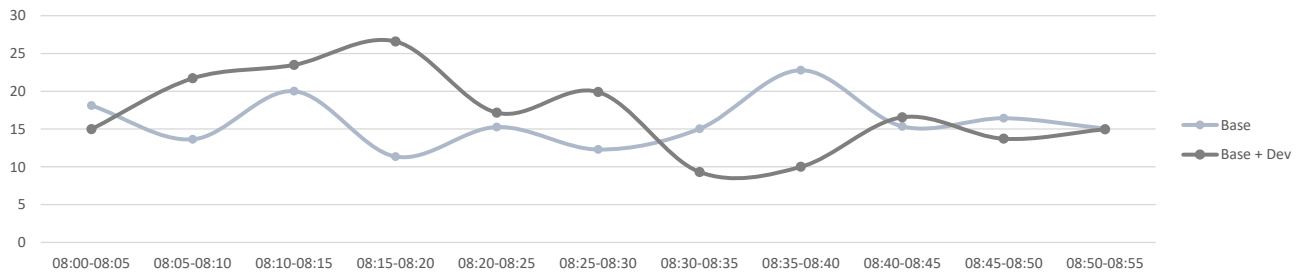
## AM 2017 Old Shire Lane Max Queue Lengths [m]



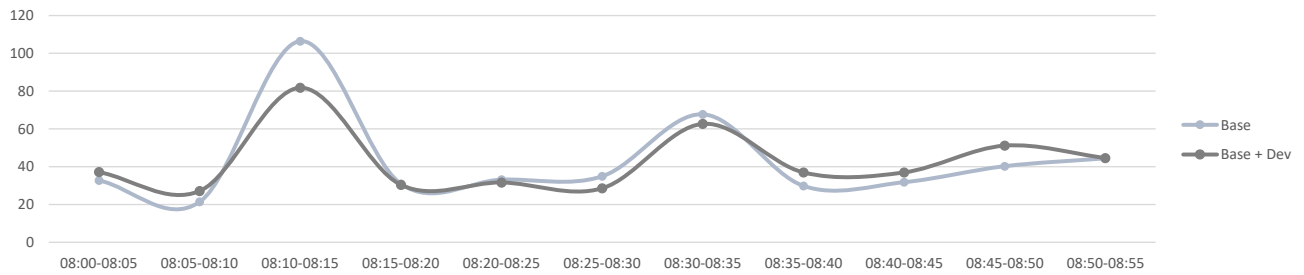
## AM 2017 Honey Lane (East) Max Queue Lengths [m]



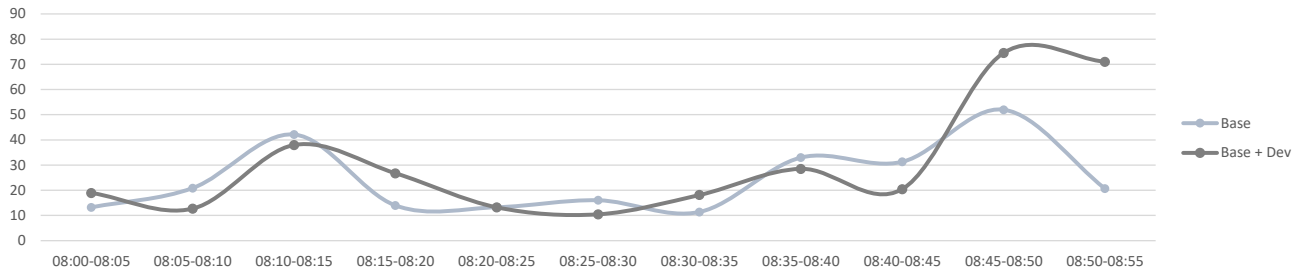
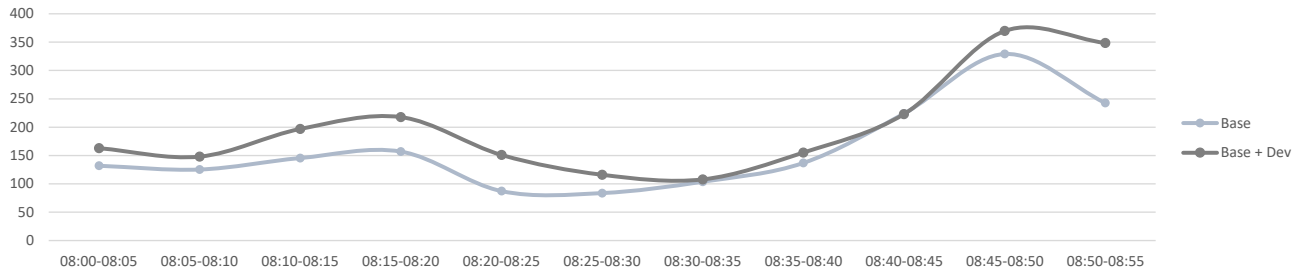
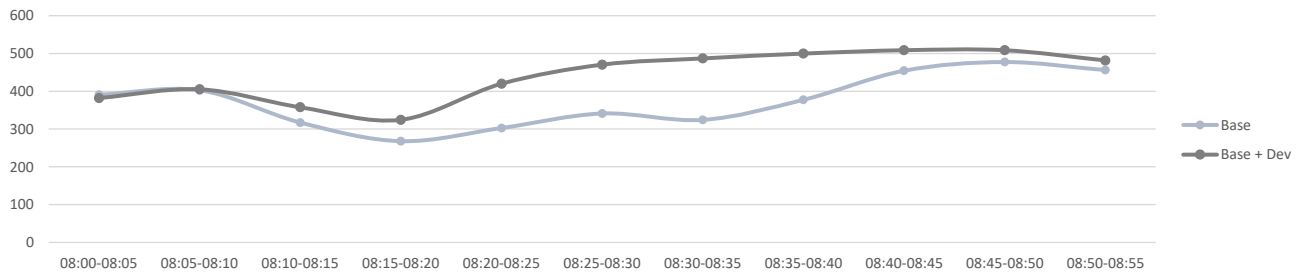
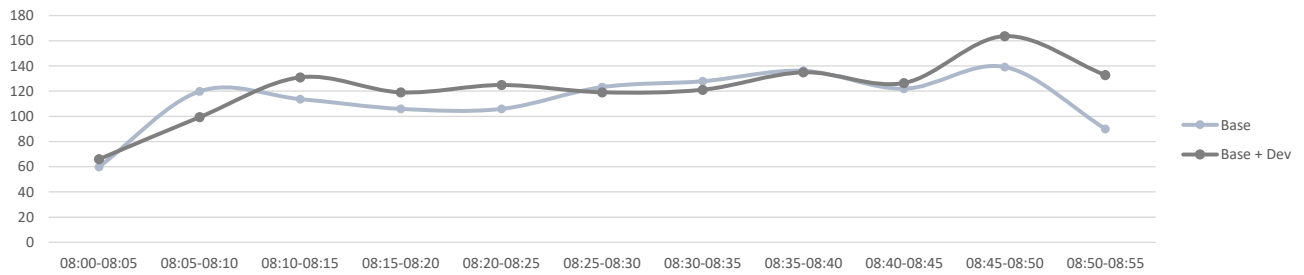
## AM 2017 M25 Off-Slip Eastbound Max Queue Lengths [m]



## AM 2017 Honey Lane (West) Max Queue Lengths [m]

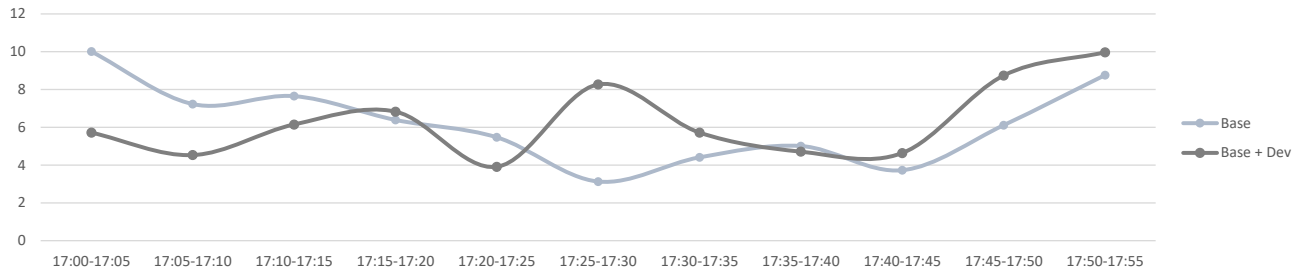




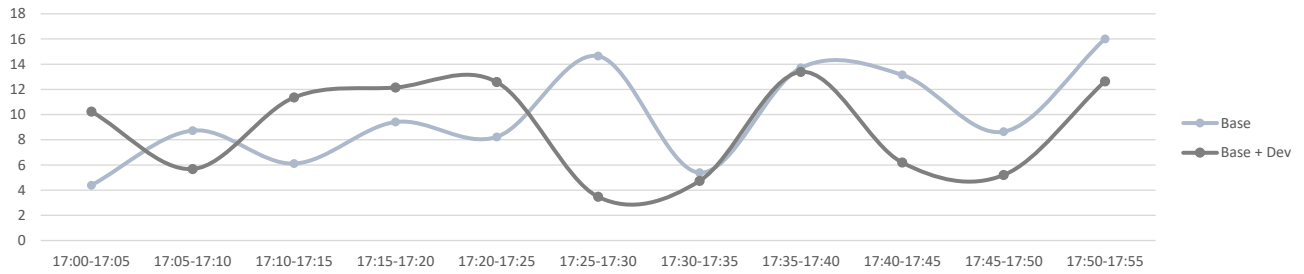
**Junction 6B****AM 2017 Honey Lane Max Queue Lengths [m]****AM 2017 M25 Off-Slip Westbound Max Queue Lengths [m]****AM 2017 A121 (East) Max Queue Lengths [m]****AM 2017 A121 (West) Max Queue Lengths [m]**

# Junction 6A

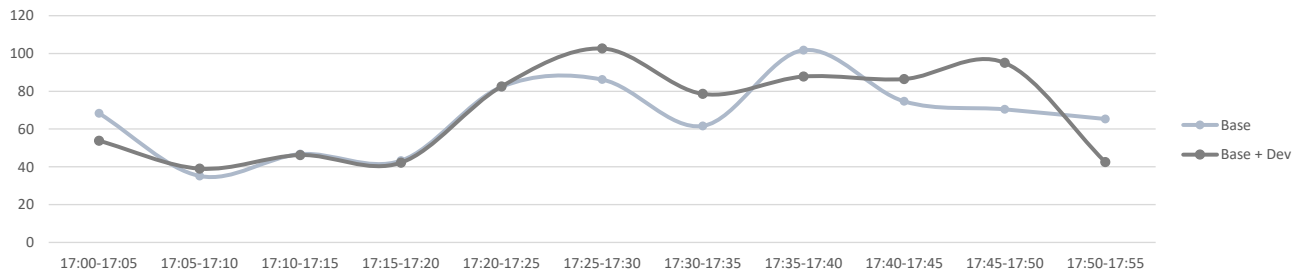
## PM 2017 Old Shire Lane Max Queue Lengths [m]



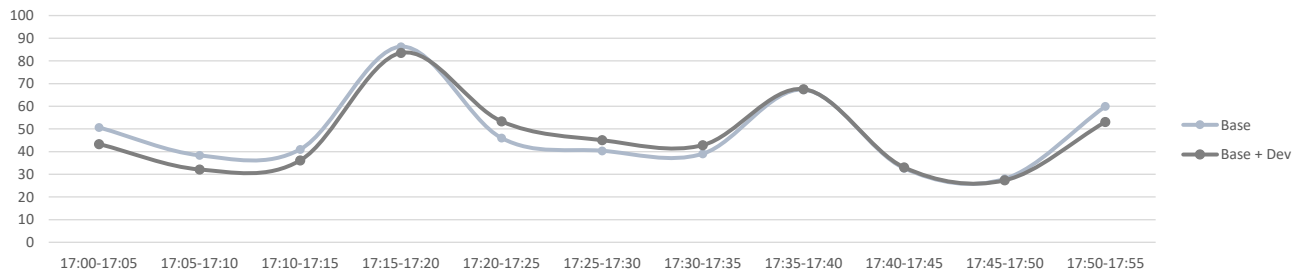
## PM 2017 Honey Lane (East) Max Queue Lengths [m]

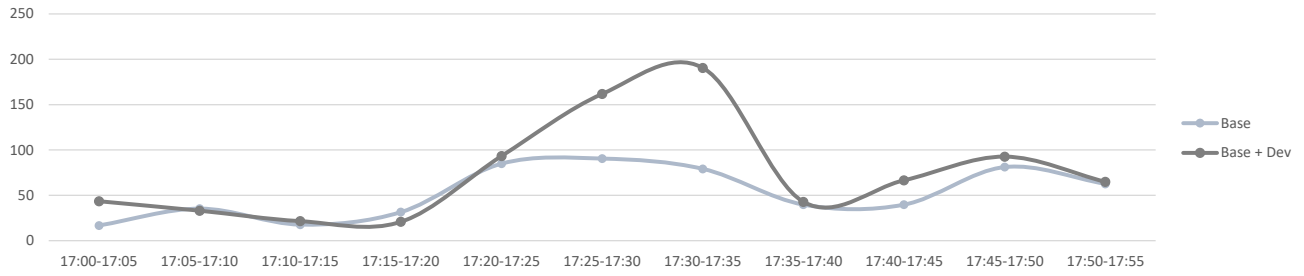
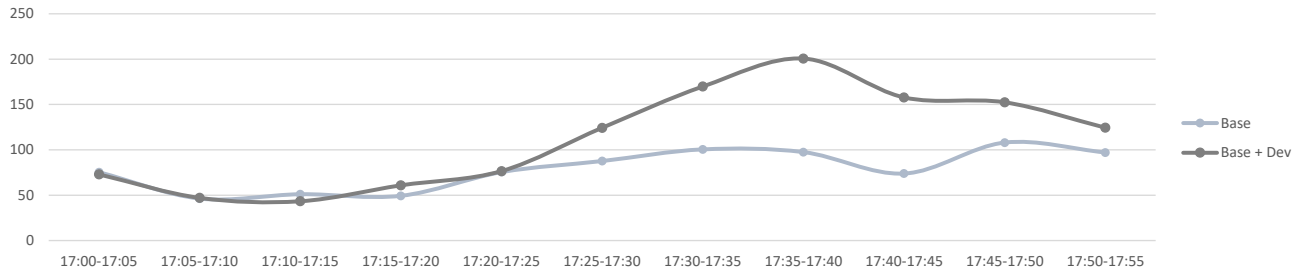
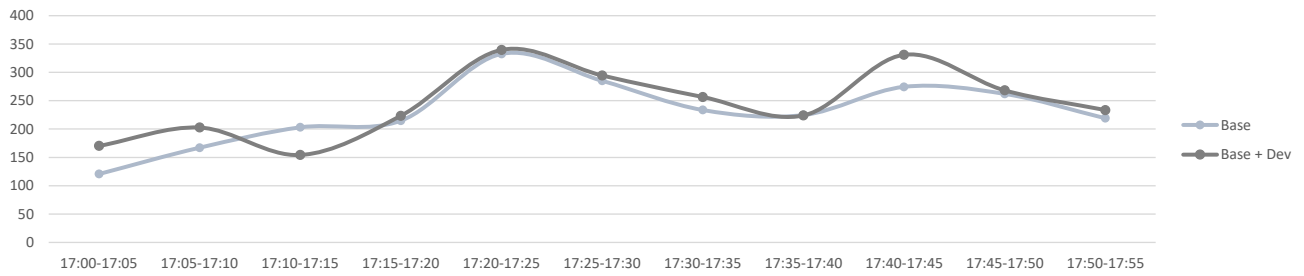
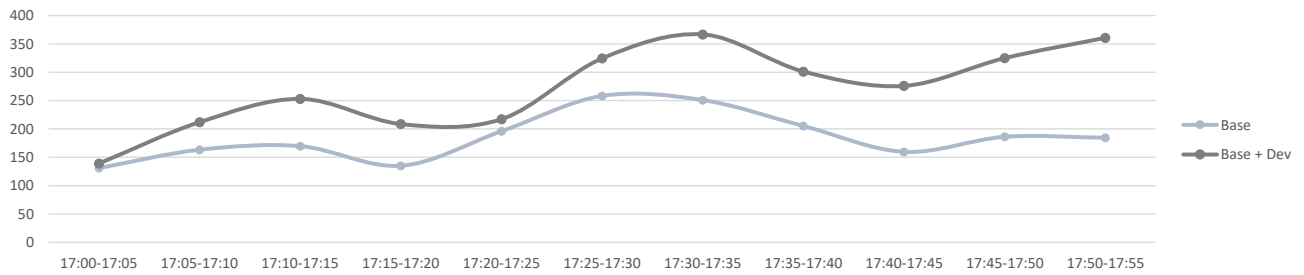


## PM 2017 M25 Off-Slip Eastbound Max Queue Lengths [m]



## PM 2017 Honey Lane (West) Max Queue Lengths [m]



**Junction 6B****PM 2017 Honey Lane Max Queue Lengths [m]****PM 2017 M25 Off-Slip Westbound Max Queue Lengths [m]****PM 2017 A121 (East) Max Queue Lengths [m]****PM 2017 A121 (West) Max Queue Lengths [m]**

# MEETING NOTES

FINAL

## HIGHWAY MATTERS

<b>PROJECT:</b>	Land off Dowding Way, Waltham Abbey	<b>DATE:</b>	14 January 2019
<b>LOCATION:</b>	Epping Forest District Council Offices	<b>TIME:</b>	2pm

### ATTENDEES:

David Sprunt (DS)  
Matt Thomas (MT)  
Lydia Grainger (LG)  
James Rogers (JR)  
Kayley Smith (KS)  
Janice Burgess (JB)  
Mike Fox (MF)  
Tim Rainbird (TR)

### FROM:

Essex County Council  
Vectos  
Epping Forest District Council  
Epping Forest District Council  
Highways England  
Highways England  
Bidwells  
Quod

## 1 Previous Meeting Minutes

Action

- 1.1 The minutes of the meeting on 30 November 2018 were agreed.
- 1.2 TR to circulate a finalised version.

TR

## 2 Summary of Additional Evidence

- 2.1 MT summarised the additional analysis sent by email on 14 December 2018 which considered the effect of the proposed development at M25 Junction 26. The analysis was carried out on the basis of:
  - Applying Next-specific trip rates to Phase 1;
  - Applying modal shift anticipated from Next Travel Planning initiatives to Phase 1;
  - Applying modal shift to Phase 2 development albeit lower than Next modal shift;
  - Commissioning November 2018 traffic surveys which show a considerable decrease (c230 vehicles) in traffic on the WB offslip and motorway junction as a whole (10%) compared to October 2017 data.
  - Revised VISSIM modelling of the WB offslip to account for 300m of two-lane queuing as opposed to 100m of two-lane queuing previously modelled. Noting that this revised model does not account for any of the points set out above.
  - Base (2017) plus development traffic results in a WB offslip queue of 370m in the AM peak against a slip road length of c440m.
- 2.2 MT confirmed that it is likely that the proposed development will add an extra 19 trips to the WB offslip during the AM peak, which equates to approx. 8% of the change in traffic flows observed on this slip between the October 17 and November 2018 surveys.. Given

the fluctuations in traffic at this location demonstrated by comparing the two sets of traffic survey data, MT advised that this additional traffic will not have a detrimental effect on the operation of the junction and nor will it block back onto the M25 mainline; there will be no detrimental effect on highway safety.

- 2.3 MT advised that effect is less than 1 extra vehicle every 3 minutes during the AM peak hour. In any event, it is not the purpose of modern transport policy to provide additional traffic capacity to protect the convenience of the car commuter. The forecast effect is also considerably less than application of future traffic growth on the west bound off-slip (which would equate to 23 vehicles in 2021 and 69 vehicles up to 2033) or the variation in traffic on the slip road between the 2017/2018 surveys.
- 2.4 MT confirmed that the analysis also makes no account for the wider beneficial effect on the local highway network following the introduction of DRT. It is difficult to quantify this beneficial effect on the local road network as this level of public transport does not currently exist. However, it would be reasonable to assume that over time, DRT will remove existing car trips on the network as it is promoted and as it becomes a more recognised travel option for residents of Waltham Abbey. In turn this ought to remove a proportion of non-motorway traffic passing through Junction 26, which will improve the throughout capacity of the motorway slip roads.

### 3 ECC and HE Position in respect of updated Highway information

- 3.1 KS advised that a number of queries had been raised with MT on the back of the December dated report. Those points along with Vectos' response are provided below.
- 3.2 HE requested a copy of the actual 2017 VISSIM model file. MT to send KS the VISSIM model including a scenario which includes background growth.
- 3.3 KS to review and provide comments ASAP.
- 3.4 HE comment: Para. 2.3 - Counter ID (75062) includes minimal data between 2001-2012, I feel this is quite outdated to be used as a reliable and realistic depiction of traffic.
- 3.5 Vectos response: There were three separate counts at this location in 2001, 2009 and 2012, all of which recorded broadly the same volume of traffic at this location. No growth over that period of time, when the rest of the UK traffic was increasing, suggests that the network was at capacity. Therefore if the network is at capacity, there is no further room for growth in those peak hours and peak spreading occurs.
- 3.6 HE comment: Para. 2.5 - Further explanation of this is required. I do not agree with the method of not applying growth to the slip roads and surrounding local road network.
- 3.7 Vectos response: This is directly related to the above. If there is no growth at this counter site then this could suggest that if there is growth on the slip roads, none of it is travelling via Honey lane, it is all routing to Dowding Way or towards Epping Forest.
- 3.8 Background growth would also result in 23 additional vehicles on the westbound off-slip. In relation to traffic growth, MT confirmed that whilst there has been some growth on the strategic network, the DfT counter statistics show that little or no growth is occurring on the road network. Growth has not been applied as the effect would be double counting.

MT  
KS

- 3.9 HE comment: Para. 2.17 - are the 35 person trips between 8-9am the only staff trips made to the site? Are there any between 7-8 and 9-10?
- 3.10 Vectos response: These are the office staff arrivals. There are no shift workers forecast to start between either 7-8 or 9-10. There are 24 arrivals between 5-6 and 48 departures between 6-7. In relation to the morning peak hour, the shift patterns are 3 shifts: 2pm to 10pm, 10pm to 6am and 6am to 2pm.
- 3.11 HE comment: Para. 2.20: It would be helpful at the meeting if you could provide an update on where you are with the DRT provision for the development.
- 3.12 Vectos response: an update will be obtained from Arriva. Vectos will confirm to Arriva that the DRT will form part of a S106 and request that the proposal still stands. Correspondence to be provided to HE on receipt. ECC noted that other DRT providers exist
- 3.13 HE comment: Para. 2.30: Which scenario are these results from?
- 3.14 Vectos response: This is 2017 base survey with development with no growth on slips or local network.

MT

## 4 Mitigation

### Sustainable Transport

- 4.1 It was agreed that DRT Option 2 (95,000 residents over 28km<sup>2</sup>, 3 railway stations and 2 underground stations) appeared to be being of greatest benefit to Epping residents.
- 4.2 It was confirmed that a HGV Routing Agreement would form part of the S106. JB suggested that it would be beneficial to have real time traffic information available within the site for the use of HGV drivers using the SRN.

### Physical

- 4.3 DS confirmed that he had sent a draft plan of the possible physical mitigation works which may be required to J26 to the applicant for informative purposes. MT confirmed that a high level costing of ECC's draft works to Honey Lane East had been undertaken by the Applicant (c. £500,000 subject to various caveats and excluding commuted sums / services / stats etc ). It was agreed this could be secured under S278 with ECC, required to be implemented prior to occupation.
- 4.4 It was also agreed by all that white lining on the westbound off-slip should be undertaken to demarcate 2 lanes of traffic, including labelling the main destinations, which presently exist and are used informally but are not marked. This would enhance the efficiency and improve highway safety on the slip road. This should be formalised as it forms part of the highways mitigation package. It was agreed this drawing could form part of the S278 works to Honey Lane East (as per above), with HE as a signatory. JB advised that HE would need to see a revised version of the mitigation drawing showing the proposed markings before formally agreeing. As there will be works on the SRN HE would need to approve a safety audit scope and auditors. CV's for auditors should reflect experience of working on high speed networks and JB advised that HE were not inclined to accept auditors with generic CV's. There would be scope for all of the works to be carried out by one authority

with appropriate agreements to work on respective networks. JB also pointed out that there would be a commuted lump sum payment for any work on the SRN. However, in this case it would be minimal.

MT

4.5 JB confirmed that HE were very close to being happy with the package of measures proposed, but raised a number of additional queries.

4.6 JB sought more certainty from Arriva that the Applicant is moving ahead with the proposal. MT to obtain written confirmation from Arriva now we are moving towards a DRT becoming a S106 item. Vectos to provide.

MT

4.7 JB sought more clarity on the number of parking spaces being capable of meeting demand, in the event there is greater demand, e.g. seasonal peaks in staffing. Vectos to provide comments.

MT

4.8 JB enquired as to whether Next use real traffic information in their existing Regional Service Centres. This would be helpful at times of severe congestion on the network so that sensible decisions could be made as whether to send vehicles out or hold them back. JB added that appropriate on site welfare facilities should be provided on site to cater for this operational flexibility. Vector to provide further information.

MT

4.9 LG raised the question of HGVs which become stuck on the network which could in turn create parking issues on the local network, which are currently experienced. What are Next's contingencies in this scenario? MT to discuss with Next and also understand what fleet monitoring information is available. Vectos to provide comments.

MT

## 5 Timescales for written comments from ECC/HE

5.1 KS and MT to deal with any comments arising from the VISSIM model by telephone or email. A further meeting may not be required.

5.2 VISSIM model to be sent by Vectos to Highways England on 15 January 2019 with the "plus growth" scenario sent on in due course.

5.3 Vectos to prepare a response to the additional queries raised by JB and LG.

## 6 Next Steps and PPA timescales

6.1 EFDC will require a Statement of Common Ground (SOCG) to be signed between HE and EFDC prior to the start of their EIP. The SOCG will show matters agreed, matters still under discussion (maybe in this case) and/or matters not yet agreed. The EIP Inspector will be interested in these items and so it will be in our interests to work towards agreement in advance of the signature of a SOCG.

6.2 TR confirmed that the updated PPA had been received. It was agreed that TR would provide comment once wider land deal discussions had progressed further. JR to send latest draft PPA to ECC for comment.

## 7 AOB

7.1 TR to prepare and circulate draft minutes of the meeting.

TR

7.2 Wider planning issues to be discussed with LG and JR outside of the highways meeting.

Meeting Ended 3.10pm





## Developments Affecting Trunk Roads and Special Roads

### Highways England Planning Response (HEPR 02-19)

### Formal Recommendation to an Application for Planning Permission

From: Nicola Debnam (Divisional Director),  
Network Delivery and Development  
South East Region  
Highways England.  
[PlanningSE@highwaysengland.co.uk](mailto:PlanningSE@highwaysengland.co.uk)

To: Epping Forest District Council  
[appcomment@eppingforestdc.gov.uk](mailto:appcomment@eppingforestdc.gov.uk)

CC: [transportplanning@dft.gsi.gov.uk](mailto:transportplanning@dft.gsi.gov.uk)  
[growthandplanning@highwaysengland.co.uk](mailto:growthandplanning@highwaysengland.co.uk)

**Council's Reference:** EPF/1413/18

**Location:** Land North of A121 Dowding Way, Waltham Abbey, EN9 3YX

**Proposal:** Full planning application for erection of 1 no. warehouse with ancillary accommodation (Class B8), including access and servicing arrangements, car parking and landscaping, roof-mounted photovoltaic array and associated works including new vehicular access to A121 (phase 1), gatehouse and sprinkler tanks; outline planning application for up to 22,733 square metres (GIA) of employment floorspace (Classes B1(c), B2 and B8) with all matters reserved (phase 2).

Referring to the notification of a planning application dated 6 June 2018 referenced above, in the vicinity of the M25 that forms part of the Strategic Road Network, notice is hereby given that Highways England's formal recommendation is that we:

- ~~a) offer no objection;~~
- b) recommend that conditions should be attached to any planning permission that may be granted (see Annex A – Highways England recommended Planning Conditions);
- ~~c) recommend that planning permission not be granted for a specified period (see Annex A – further assessment required);~~

~~d) recommend that the application be refused (see Annex A – Reasons for recommending Refusal).~~

Highways Act Section 175B is/is not relevant to this application.<sup>1</sup>

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

Should you disagree with this recommendation you should consult the Secretary of State for Transport, as per the Town and Country Planning (Development Affecting Trunk Roads) Direction 2015, via [transportplanning@dft.gsi.gov.uk](mailto:transportplanning@dft.gsi.gov.uk).

<b>Signature:</b> 	<b>Date:</b> 27 February 2019
<b>Name:</b> Janice Burgess	<b>Position:</b> Spatial Planning Manager
<b>Highways England:</b> Highways England, Bridge House, 1 Walnut Tree Close, Guildford, GU1 4LZ <a href="mailto:Janice.Burgess@highwaysengland.co.uk">Janice.Burgess@highwaysengland.co.uk</a>	

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<sup>1</sup> Where relevant, further information will be provided within Annex A.

## **Annex A: Highways England recommended Planning Conditions**

### **Condition 1**

No part of the development hereby permitted shall be occupied until completion of the highway improvement works as shown on Vectos M25 Junction 26 Southern Roundabout Draft Improvements for the M25 WB Off-Slip drawing number 173131\_A12.

***\*Please note that the drawing (173131\_A12) labels the arm as M25 EB Off Slip, but this is an error and this is the M25 WB Off Slip.***

**Reason:** The modifications have been proposed to provide safe and efficient operation of the SRN at M25 Junction 26. This is to ensure that the M25 continues to be an effective part of the national system of routes for through traffic in accordance with section 10 of the Highways Act 1980 and to satisfy the reasonable requirements of road safety.

### **Condition 2**

**A Workplace Travel Plan** is to be submitted to and approved by the Council (in consultation with Highways England) prior to occupation of the development which shall include the following details:

- (a) travel plan co-ordinator
- (b) travel surveys
- (c) measures to be taken to encourage walking, cycling, use of public transport and reduce car travel by staff.
- (d) monitoring and review in collaboration with Highways England.
- (e) programme for implementation.

**Reason:** To mitigate any adverse impact from the development on M25, in particular Junction 26. To ensure that the M25 continues to be an effective part of the national system of routes for through traffic in accordance with section 10 of the Highways Act 1989 and to satisfy the reasonable requirements of road safety.