

From: Diana Ngobi
Sent: Thursday, July 6, 2023 7:23 PM
To: Bowker, Paul
Cc: Janice Burgess
Subject: FW: LB Barnet Local Plan and STA response

Dear Paul,

Our apologies for not responding until now. Janice is on leave at the moment so I am responding on her behalf.

We have examined the additional evidence provided and are generally content that the Local Plan impacts on National Highway's strategic road network, in this case the M1, would not be more than marginal at M1 Junction 1, Junction 4 and the northbound Junction 2 merge. For these junctions we do not require any further assessment.

On the evidence provided, the M1 Junction 2 southbound diverge will be sub-optimal by the end of the Local Plan period. Entering the supplied traffic flows into DMRB CD122 Figure 3.26b shows that the off-slip diverge should be a Layout D ghost island diverge lane drop or auxiliary lane lane drop to meet the required design standard. Given that the current Layout is a Type A taper diverge, before 2036 the volume of traffic wishing to leave via the southbound diverge will have exceeded the design standard. This could very likely lead to stop-start traffic on the southbound carriageway as vehicles attempt to get into the left lane of the main carriageway prior to or at the merge. Given that the left lane will also contain traffic heading along the main carriageway to Brent Cross, there will potentially be insufficient capacity in the left lane, causing flow breakdown in the left and centre lanes for example.

This would be the case either with or without the additional Local Plan growth in traffic. This requirement does not change with or without demand management measures that have been modelled as part of your evidence base.

In both scenarios, that is with and without demand management measures, the addition of the non-consented Local Plan development will add over 100 vehicles per hour at the southbound diverge in the morning peak hour, making a potential safety risk worse. For this reason it is considered that mitigation is required through the Local Plan to ensure that the traffic impacts at the diverge following development leave the network no worse off at this location.

We would therefore welcome proposals to mitigate the safety concerns apparent from the evidence provided.

We hope that you find these comments useful. We would be happy to meet and discuss further once Janice is back from leave.

Kind regards
Diana