

Jacob Gemma

From: [REDACTED] <[REDACTED]@redwilson.co.uk>
Sent: 08 October 2019 10:40
To: Wilkins Rosemary
Cc: Rogers Andrew (ST); Greenland Adam
Subject: RE: Chelsea Barracks for RBKC

Cheers Rosemary,
Really helpful

[REDACTED]
RED Wilson Associates

Mobile: [REDACTED]

Web: <https://REDwilsonassociates.co.uk>

From: Wilkins Rosemary
Sent: 08 October 2019 08:39
To: [REDACTED]
Cc: Rogers Andrew (ST) ; Greenland Adam
Subject: RE: Chelsea Barracks for RBKC

Hi [REDACTED]

Attached are the files I had at the time of the intergreen check, provided by WYG; below is a bit of background, in case this is useful:

"Dear [REDACTED]

I am contacting you in relation to the LMAP process for the consented development at the former Chelsea Barracks site in the City of Westminster (ref: 11/12403/OUT). A planning condition associated with the planning permission requires the review of the operation of the A3214/A3216/B302 junction (Chelsea Bridge Road/Lower Sloane Square/Pimlico Road/Royal Hospital Road) in order to consider the impact of a new pedestrian signal stage at this junction. At present the junction in question is signalised with uncontrolled pedestrian crossings, so no pedestrian stage is included within the controller configuration. A review of the impact of a pedestrian phase at the junction is necessary in order to discharge the condition as part of the reserved matters and Section 106 agreement.

My colleague [REDACTED] (CC'd) has previously been in contact with regarding this process, which has now advanced to Stage 5. Further to discussions with your colleague Adam Greenland, I understand that you are the Signals Auditing Engineer (SAE) for this project. I also understand that the proposed method of control changes have to be sent the SAE (yourself in this case) in order to confirm that the proposed changes are compliant with SQA-0064 and that the proposals meet TD standards before progressing into MAP Stage 5.

The proposed changes are, at this stage, limited to signal timings and to one single junction (the Royal Hospital Road/Chelsea Bridge Road/Pimlico Road/Lower Sloane Street junction). These changes comprise a new 'All red' pedestrian stage to be included at the end of the current sequence, and increased cycle times at the junction (up to an average of 90 seconds), but no layout changes. This follows a review of the existing junction layout, which indicated that the current layout was acceptable and that alterations to the existing road markings would likely result in a reduction of the junction capacity and / or worsening of conditions for non-motorists. I have included a copy of the Ordnance Survey (OS) mapping of the area for your information.

During the LMAP Stage 4, it was agreed that only one pedestrian crossing facility option would be tested, far-sided junction with countdown. The intergreens to represent these facilities have been calculated using

the industry standard JCT Consultancy QuickGreen Intergreen Calculator software using a mixture of Google Maps imagery and the attached OS mapping; and are in accordance with the 'Traffic Signal Timings' (Ref SQA-0645 - issue 3) and TD 'Design Standards for Signal Schemes in London' (Ref SQA-0064 issue 3) documents. The outputs from the software including the intergreen matrix for the junction in question can be found attached.

The project deadlines have become very urgent and we are keen to progress through Stage 5 as quickly as we can. Therefore, we have already undertaken an assessment of the junction based on the above discussed intergreens and cycle times, and thus are able to provide you with some LinSig data which should hopefully help you navigate through the proposals more rapidly and easily. The attached 'Proposed LMAP 5 Input Data (Future Base+Dev with and without Xing).pdf' file provides the following data for both scenarios with and without crossing facility (scenarios without crossing are duplicated from the LMAP3 model):

- Chelsea Bridge Road/Lower Sloane Square/Pimlico Road/Royal Hospital Road junction layout diagram;
- phase diagrams;
- phase intergreen matrices;
- stage diagrams;
- stage sequence diagrams;
- stage timings and stage timings diagrams; and
- lane green times.

I would be grateful if you could please advise in regard to how long this process usually takes to be completed and obtain the SQA-0064 Compliance check sheet. If this process could be in any way expedited that would be great.

I trust the above information is clear. Please do not hesitate to get in contact should you require any further information or have any questions whatsoever.

Many thanks in advance.

Kind regards

[Redacted Signature]

Senior Transport Planner

WYG

100 St John Street, London, EC1M 4EH

Tel: [Redacted]

Fax: [Redacted]

www.wyg.com

Regards

Rosemary Wilkins | Traffic Control Engineer

Engineering and Technical Services | [TfL Engineering Directorate](#)

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Auto [Redacted]

Email: [Redacted] [@tfl.gov.uk](mailto:[Redacted]@tfl.gov.uk)

From: [redacted] [mailto:[redacted]@redwilson.co.uk]
Sent: 08 October 2019 07:36
To: Wilkins Rosemary
Subject: Chelsea Barracks for RBKC

Hi Rosemary,
I don't suppose you remember this scheme, the is a technical note with a checked SQA448. I would assume you had a layout on which to assess these timings. Are you able to send over the layout please. Its appendix G, page 44.

I realise it's a while ago.

Regards

[redacted]
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Mobile: [redacted]
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