



# **Preliminary Environmental Information Report**

## **Volume 4 Appendix 17.3**

Traffic and Transport Summary Tables for Likely Significant  
and Non-Significant Environmental Effects

# Traffic and Transport Summary Tables

## 1 Potential Likely Significant Construction Effects

**Table 1: Potential Likely Significant Construction Effects**

Receptor Name	Project Component	Project Activity	Description of Effects	Secondary Mitigation
Construction Route G (see Figure 17.1)	New green open spaces; Runnymede Channel; Temporary materials processing sites	Movement of construction vehicles, equipment and operatives (off site); Processing / placement of non-hazardous waste; Use of materials processing sites; Demolition of buildings; General construction activities (water); Processing / placement of hazardous waste; Material excavation (contaminated); Material excavation (natural ground)	Negative  Construction vehicles transporting material (including hazardous and Abnormal Indivisible Loads (AILs) to Royal Hythe processing hub potentially causing temporary (short-term) increased highway network delay, severance, pedestrian and cyclist delay, pedestrian and cyclist amenity and accidents and safety on route.	No secondary mitigation is identified as it is considered likely that the tertiary mitigation will be sufficient at Environmental Statement (ES) stage. However, the tertiary mitigation is not sufficiently developed to assume its full achievement in this Preliminary Environmental Information Report (PEIR) preliminary assessment. Hence this effect is currently assessed as likely to be significant.
Construction Route K (see Figure 17.1)	Spelthorne Channel; New green open spaces; Temporary materials processing sites	Movement of construction vehicles, equipment and operatives (off site); Processing / placement of non-hazardous waste; Use of materials processing sites; Demolition of buildings; General construction activities (water); Processing / placement of hazardous waste; Material excavation (contaminated); Material excavation (natural ground)	Negative  Construction vehicles transporting material (including hazardous and AILs) from Sheepwalk processing hub to M25 potentially causing temporary (short-term) increased highway network delay, severance, pedestrian and cyclist delay, pedestrian and cyclist amenity and accidents and safety on route.	No secondary mitigation is identified as it is considered likely that the tertiary mitigation will be sufficient at ES stage. However, the tertiary mitigation is not sufficiently developed to assume its full achievement in this PEIR assessment. Hence this effect is currently assessed as likely to be significant.
Construction Route M (see Figure 17.1)	New green open spaces; Temporary materials processing sites; Bed lowering downstream of Desborough Cut	Movement of construction vehicles, equipment and operatives (off site); Processing / placement of non-hazardous waste; Use of materials processing sites; General construction activities (water); Processing / placement of hazardous waste; Material excavation (contaminated); Material excavation (natural ground)	Negative  Using the river to transport materials via barge, associated with the bed lowering downstream of Desborough Cut. Possible temporary (short-term) effect to delay to river navigation.	No secondary mitigation is identified as it is considered likely that the tertiary mitigation will be sufficient at ES stage. However, the tertiary mitigation is not sufficiently developed to assume its full achievement in this PEIR assessment. Hence this effect is currently assessed as likely to be significant.

Receptor Name	Project Component	Project Activity	Description of Effects	Secondary Mitigation
Construction Route N (see Figure 17.1)	Spelthorne Channel; New green open spaces; Temporary materials processing sites	Movement of construction vehicles, equipment and operatives (off site); Processing / placement of non-hazardous waste; Use of materials processing sites; General construction activities (water); Processing / placement of hazardous waste; Material excavation (contaminated); Material excavation (natural ground)	Negative  Construction vehicles transporting material (including hazardous and AILs) to Sheepwalk processing hub potentially causing temporary (short-term) increased highway network delay, severance, pedestrian and cyclist delay, pedestrian and cyclist amenity and accidents and safety on route.	No secondary mitigation is identified as it is considered likely that the tertiary mitigation will be sufficient at ES stage. However, the tertiary mitigation is not sufficiently developed to assume its full achievement in this PEIR assessment. Hence this effect is currently assessed as likely to be significant.
Local Transport Network used to reach construction / material processing sites	All project components; Off-site car parks for construction workers	Creation/use of construction compounds; Use of materials processing sites; Movement of construction vehicles, equipment and operatives (on site); Movement of construction vehicles, equipment and operatives (off site); Material excavation (contaminated); Material excavation (natural ground); Use of off-site car parks including associated traffic movements	Negative  Influx of site personnel, vehicles and equipment for construction. Possible temporary (short-term) increase to highway network delay, severance, pedestrian, cyclist and equestrian delay, pedestrian, cyclist and equestrian amenity and accidents and safety on certain roads.	No secondary mitigation is identified as it is considered likely that the tertiary mitigation will be sufficient at ES stage. However, the tertiary mitigation is not sufficiently developed to assume its full achievement in this PEIR assessment. Hence this effect is currently assessed as likely to be significant.
Local Transport Network effected by the construction of proposed road bridges	Runnymede Channel; Spelthorne Channel	Construction of road bridges	Negative  Temporary (short-term) disruption to traffic on certain roads during construction of new road bridges. Possible increase to highway network delay, pedestrian and cyclist delay. Locations to be identified in ES.	No secondary mitigation is identified as it is considered likely that the tertiary mitigation will be sufficient at ES stage. However, the tertiary mitigation is not sufficiently developed to assume its full achievement in this PEIR assessment. Hence this effect is currently assessed as likely to be significant.

Receptor Name	Project Component	Project Activity	Description of Effects	Secondary Mitigation
Public Rights of Way (PROW) impacted by construction	All project components	Movement of construction vehicles, equipment and operatives (off site); Movement of construction vehicles, equipment and operatives (off site); Processing / placement of non-hazardous waste; Use of materials processing sites; Demolition of buildings; General construction activities (water); Processing / placement of hazardous waste; Material excavation (contaminated); Material excavation (natural ground)	Negative  PROW closures will temporarily (short-term) impact pedestrian, equestrian and cyclist delay as they will be diverted via alternative routes.	No secondary mitigation is identified as it is considered likely that the tertiary mitigation will be sufficient at ES stage. However, the tertiary mitigation is not sufficiently developed to assume its full achievement in this PEIR assessment. Hence this effect is currently assessed as likely to be significant.
Transport Network in close proximity of site compounds, material processing and storage sites	Construction compounds; Temporary materials processing sites; Temporary material storage sites	Processing / placement of hazardous waste; Processing / placement of non-hazardous waste; Creation/use of construction compounds; Use of materials processing sites; Temporary stockpiling of materials; Temporary changes in hard-standing; Temporary changes in land levels	Negative  Temporary (short-term) increase in flood risk to local and regionally important roads and rail infrastructure due to construction phases / temporary changes to land levels.	No secondary mitigation is identified as it is considered likely that the tertiary mitigation will be sufficient at ES stage. However, the tertiary mitigation is not sufficiently developed to assume its full achievement in this PEIR assessment. Hence this effect is currently assessed as likely to be significant.
Navigation on the River Thames (associated with wharfs)	New green open spaces; Temporary materials processing sites; Bed lowering downstream of Desborough Cut; New pedestrian / cycle bridges crossing River Thames at Chertsey and Desborough	Movement of construction vehicles, equipment and operatives (off site); Processing / placement of non-hazardous waste; Use of materials processing sites; General construction activities (water); Processing / placement of hazardous waste	Negative  Using the river to transport materials to reduce the number of road vehicle trips. Possible temporary (short-term) effect to delay to river navigation. Locations to be identified in ES.	No secondary mitigation is identified as it is considered likely that the tertiary mitigation will be sufficient at ES stage. However, the tertiary mitigation is not sufficiently developed to assume its full achievement in this PEIR assessment. Hence this effect is currently assessed as likely to be significant.
All receptors	Off-site car parks for construction workers	Establishment and use of off-site car parks including associated traffic movements	Potential temporary (short-term) impacts to highway network delay, severance, pedestrian and cyclist amenity and accidents and safety during construction on certain roads used to reach off-site car parks.	No further mitigation identified.  The selection and design of these car parks is yet to be undertaken, at which point the need for and nature of any secondary mitigation will be considered.

## 2 Potential Likely Significant Operational Effects

**Table 2: Potential Likely Significant Operational Effects**

Receptor Name	Project Component	Project Activity	Description of Effects	Secondary Mitigation
Local Transport Network used to access the new green open spaces	New green open spaces; Areas of enhanced public connection; New blue open spaces; New pedestrian / cycle bridges crossing River Thames at Chertsey and Desborough	Operational traffic; L&GI provision; New/enhanced habitat (terrestrial); Navigable channel	Negative  Change in areas of public access have the potential to have a permanent positive and / or negative effect (assumed negative) on traffic movements on roads, public transport services and existing parking facilities. Possible permanent increase to highway network delay/ severance/ pedestrian and cycle delay and amenity on certain roads. Location of effect yet to be assessed and determined.	Junction / Highway Improvements  It is assumed that the effect will be negative due to people accessing the new green open spaces via car. Mitigation will be from transport improvements e.g. junction improvements, active travel improvements, and an Operational Travel Plan. The Transport Assessment will provide further detail.
Public Rights of Way (PROW) impacted by operation	Areas of enhanced public connection; New blue open spaces; New pedestrian / cycle bridges crossing River Thames at Chertsey and Desborough	Existence of the flood channel and other components; Landscape and Green Infrastructure (L&GI) provision; New/enhanced habitat (terrestrial); Navigable channel	Positive  Increased use of PROW due to the creation of additional active travel connections have the potential to have a permanent positive effect on traffic movements on roads, public transport services and existing parking facilities.	No secondary mitigation required as the effect is positive.
Local Transport Network (Road)	All project components	Operation during flood events	Positive  Permanent reduced disturbance (delay) to use of local and regionally important roads during times of flood.	No secondary mitigation required as the effect is positive.
Local Transport Network (Rail)	All project components	Operation during flood events	Positive  Permanent reduced disturbance (delay) to use of rail during times of flood.	No secondary mitigation required as the effect is positive.

### 3 Non-Significant Construction Effects

**Table 3: Non-Significant Construction Effects**

Receptor Name	Project Component	Project Activity	Description of Effects	Secondary Mitigation
Construction Route F (see Figure 17.1)	New green open spaces; Temporary materials processing sites; Runnymede Channel	Movement of construction vehicles, equipment and operatives (off site); Processing / placement of non-hazardous waste; Use of materials processing sites; Demolition of buildings; General construction activities (water); Processing / placement of hazardous waste; Material excavation (contaminated); Material excavation (natural ground)	Negative  Construction vehicles transporting material (including hazardous and AILs) from Royal Hythe processing hub to M25 potentially causing temporary (short-term) increased highway network delay, severance, pedestrian and cyclist delay, pedestrian and cyclist amenity and accidents and safety on route. Considered to not be significant due to roads being able to handle HGV trip generation.	The identified tertiary mitigation is sufficient in reducing this effect so that it is not significant. No secondary mitigation is required.
Construction Route H (see Figure 17.1)	Spelthorne Channel; New green open spaces; Temporary materials processing sites	Movement of construction vehicles, equipment and operatives (off site); Processing / placement of non-hazardous waste; Use of materials processing sites; Demolition of buildings; General construction activities (water); Processing / placement of hazardous waste; Material excavation (contaminated); Material excavation (natural ground)	Negative  Construction vehicles transporting material (including hazardous and AILs) to Sheepwalk processing hub potentially causing temporary (short-term) increased highway network delay, severance, pedestrian and cyclist delay, pedestrian and cyclist amenity and accidents and safety on route. Considered to not be significant as the impact on the route will not have a wide impact due to low importance of road and low HGV trip generation.	The identified tertiary mitigation is sufficient in reducing this effect so that it is not significant. No secondary mitigation is required.
Construction Route I (see Figure 17.1)	Spelthorne Channel; New green open spaces; Temporary materials processing sites	Movement of construction vehicles, equipment and operatives (off site); Processing / placement of non-hazardous waste; Use of materials processing sites; Demolition of buildings; General construction activities (water); Processing / placement of hazardous waste; Material excavation (contaminated); Material excavation (natural ground)	Negative  Construction vehicles transporting material (including hazardous and AILs) to Sheepwalk processing hub potentially causing temporary (short-term) increased highway network delay, severance, pedestrian and cyclist delay, pedestrian and cyclist amenity and accidents and safety on route.	The identified tertiary mitigation is sufficient in reducing this effect so that it is not significant. No secondary mitigation is required.

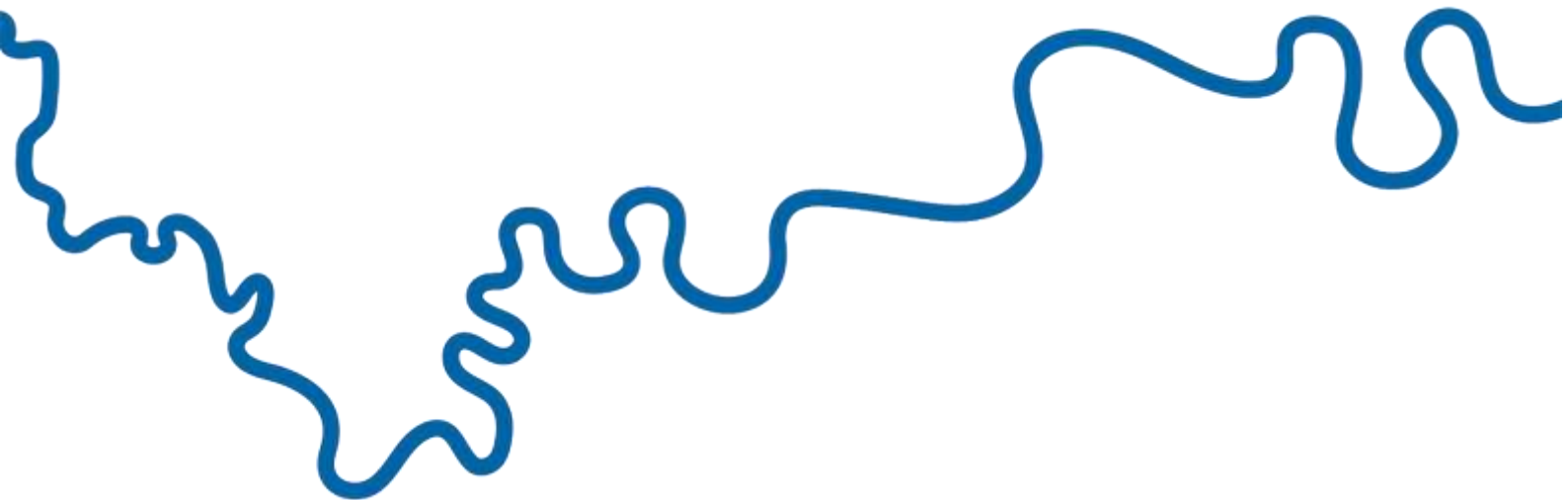
Receptor Name	Project Component	Project Activity	Description of Effects	Secondary Mitigation
Construction Route J (see Figure 17.1)	Spelthorne Channel; New green open spaces; Temporary materials processing sites	Movement of construction vehicles, equipment and operatives (off site); Processing / placement of non-hazardous waste; Use of materials processing sites; Demolition of buildings; General construction activities (water); Processing / placement of hazardous waste; Material excavation (contaminated); Material excavation (natural ground)	Negative  Construction vehicles transporting material (including hazardous) to Sheepwalk processing hub potentially causing temporary (short-term) increased highway network delay, severance, pedestrian and cyclist delay, pedestrian and cyclist amenity and accidents and safety on route. This is not a significant effect due to the low importance of the route and the low increase in flows.	The identified tertiary mitigation is sufficient in reducing this effect so that it is not significant. No secondary mitigation is required.
Construction Route L (see Figure 17.1)	Spelthorne Channel; New green open spaces; Temporary materials processing sites	Movement of construction vehicles, equipment and operatives (off site); Processing / placement of non-hazardous waste; Use of materials processing sites; Demolition of buildings; General construction activities (water); Processing / placement of hazardous waste; Material excavation (contaminated); Material excavation (natural ground)	Negative  Construction vehicles transporting material (including hazardous and AILs) to Sheepwalk processing hub potentially causing temporary (short-term) increased highway network delay, severance, pedestrian and cyclist delay, pedestrian and cyclist amenity and accidents and safety on route. Considered to not be significant due to the road's low importance so will not impact wider transport network.	The identified tertiary mitigation is sufficient in reducing this effect so that it is not significant. No secondary mitigation is required.

## 4 Non-Significant Operational Effects

**Table 4: Non-Significant Operational Effects**

Receptor Name	Project Component	Project Activity	Description of Effects	Secondary Mitigation
Local Transport Network (used for channel maintenance purposes)	Runnymede Channel; Spelthorne Channel; Bed lowering downstream of Desborough Cut	Channel maintenance to restore design profile	Negative  Channel maintenance to restore design profile could result in temporarily (short-term) increased traffic on local roads, causing a potential negative effect on traffic congestion, journey times and the condition of local roads. Considered to not be significant as channel maintenance activities are likely to be infrequent and of short duration, with few vehicle movements resulting in minimal effects to the transport network.	The identified tertiary mitigation is sufficient in reducing this effect so that it is not significant. No secondary mitigation is required.
Major Road Network	All project components	Operation during flood events	Neutral  Permanent reduced disturbance (delay) to use of nationally important roads (motorways) during times of flood. This is not likely to be a significant positive effect as the initial flood modelling is showing that the flood risk resilience of the motorways are still likely to flood with RTS during periods of extreme flood events.	The identified primary mitigation is sufficient in reducing this effect so that it is not significant. No secondary mitigation is required.
Navigation on the River Thames	All project components	Existence of the flood channel and other components; Introduction of augmented flow	Negative  Potential permanent negative effect on water quantity within the River Thames leading to changes in water levels and sediment processes and negative effects to river navigation. Considered to not be significant as an assessment of possible changes to river level concludes that the project is unlikely to have an effect to navigation.	The identified primary and tertiary mitigation is sufficient in reducing this effect so that it is not significant. No secondary mitigation is required.





The River Thames Scheme represents a new landscape-based approach to creating healthier, more resilient and more sustainable communities by reducing the risk of flooding and creating high quality natural environments.