River Thames Scheme

Protecting our communities
Securing our economy
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# Preliminary Environmental Information Report

# Volume 4
# Appendix 17.1

Transport Assessment Scoping Report

# River Thames Scheme

## Transport Assessment Scoping Report

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# 1 Introduction

## 1.1 Purpose of Report

1.1.1 This Transport Assessment (TA) Scoping Report has been prepared by Stantec, on behalf of Binnies for the Environment Agency (EA), to seek agreement with the local planning and highway authorities the scope and methodology of the Transport Assessment that is required to assess the transport implications of the River Thames Scheme (RTS) ('the project').

1.1.2 The Transport Assessment will support the forthcoming Development Consent Order (DCO) for the RTS. The RTS will be a major new piece of green and blue infrastructure which integrates a new flood channel with new public open space, associated recreational infrastructure and environmental enhancements.

1.1.3 This TA Scoping Report builds on a previous TA scoping report for the RTS (document reference IMSE500260-GBV-ZZ-3ZZ-RP-I-00042), which was prepared by Stantec and submitted to Surrey County Council (SCC) in 2020 to further discussions and seek agreement on preparation of the TA. The comments on the TA Scoping Report received from SCC have been included within an action tracker which has been included within Appendix A ENVIMSE500260-GBV-ZZ-3ZZ-RP-EN-10202.

## 1.2 Project Vision

1.2.1 The RTS vision is "to reduce flood risk to people living and working near the Thames, enhance the resilience of nationally important infrastructure, contribute to a vibrant local economy and maximise the social and environmental value of the River Thames". To achieve the project vision several goals have been identified, which are:

- Reduce flood risk to dwellings, businesses, and infrastructure;
- Provide better access to green open spaces, connection with wildlife and more sustainable travel network;
- Create a network of high-quality habitat and achieve biodiversity net gain;
- Facilitate sustainable and inclusive economic growth; and
- Enable delivery and design that contributes to the achievement of Environment Agency and Surrey County Council goals in relation to carbon use.

## 1.3 Project Overview

1.3.1 The RTS design comprises the following elements, which will be undertaken within the project boundary.

- A new flood channel in two sections, through the boroughs of Runnymede and Spelthorne in Surrey. Permanent features associated with the flood channel include flow and water level control structures, flood embankments, erosion prevention, bridges and permanent site compounds for maintenance; the channel will include planting for wildlife and places for recreational access;
- Capacity improvements to the River Thames through lowering the bed of the River Thames downstream of Desborough Cut, upgrades to Sunbury, Molesey and Teddington Weirs;

- New green open spaces adjacent to the channel and accessible to local communities;
- Habitat creation areas which link with existing and new blue and green wildlife corridors and build upon the network of existing wildlife sites;
- New or improved active travel provision along and across the flood channel corridor and new open spaces with connections to the existing network;
- Permanent compounds for maintenance; and
- Temporary construction features such as site compounds and materials reprocessing sites.

1.3.2 The aim of this TA Scoping Report is to take a collaborative approach with the relevant local planning and highways authorities in order to gain feedback and reach an agreement to the preparation and content within the TA. This scoping report takes the form of the first phase in what will be an ongoing consultation with the relevant local authorities throughout the preparation of the TA and builds upon previous discussions and meetings held to date. The TA itself will be submitted in support of the DCO for the project and will assess the implication on the operation and safety of the local transport network. Should the TA identify a material impact on safety and operation then suitable mitigation measures will be proposed and detailed within the TA. The TA will also inform the transport Chapter of the Environmental Statement and will be used to define the environment effects to transport during construction and residually.

## 1.4 Project Partners

1.4.1 The RTS is being delivered jointly by the Environment Agency and Surrey County Council (SCC). The project is located within the following counties, boroughs and districts:

- Surrey County Council (SCC):
- Runnymede Borough Council (RBC);
- Spelthorne Borough Council (SDC);
- Elmbridge Borough Council (EBC); and
- London Borough of Richmond upon Thames (LBRuT).

1.4.2 A previous iteration of the RTS design had a flood channel section in Berkshire, in the Royal Borough of Windsor and Maidenhead. That section of the channel is not being brought forward as part of the scope of the project, as funding is not available at this time.

1.4.3 The details of the key works associated with the project are further explored in Section 3, with **Figure 1.1** illustrating the extent of the project and the location of the key works.

Figure 1.1: Location of Works Associated with the RTS

*Note: the area within the project boundary for Environmental Impact Assessment (EIA) scoping is shaded red*

# 2 Policy & Guidance Context

## 2.1 Introduction

2.1.1 The overarching principles of the project and the content and methodology of this TA have been developed in adherence to relevant national, regional and local policy and guidance. This ensures that the project is designed to alleviate issues at all levels, whilst maintaining the character and environment in each area within the scope of the project.

## 2.2 National Policy & Guidance

### National Planning Policy Framework (July 2021)

The National Planning Policy Framework (NPPF) published in 2012, was most recently updated in July 2021. The document sets out the Government's planning policies for England and how these should be applied. NPPF Section 9, 'Promoting Sustainable Transport' is of particular importance, which states that *'all developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely effects of the proposal can be assessed'.*

2.2.1 Paragraph 104 of the NPPF state that transport issues should be considered from the earliest stages of the project development, so that:

a) *'the potential impacts of development on transport networks can be assessed;*

b) *opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development can be accommodated;*

c) *opportunities to promote walking, cycling and public transport use are identified and pursued;*

d) *the environment impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effect, and for net environmental gains; and*

e) *patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places'.*

2.2.2 Moreover, Paragraph 112 of the NPPF highlights that applications for development should:

a) *'give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, an appropriate facilities that encourage public transport use;*

b) *address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*

c) *create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*

d) *allow for the efficient delivery of goods, and access by service and emergency vehicles; and*

e) *be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations'.*

## 2.3 Regional Policy & Guidance

### London Plan 2021

2.3.1 The London Plan 2021 is the Spatial Development Strategy for Greater London, it sets out a framework for how London will develop over the next 20 -25 years and Mayor's vision for Good Growth.

2.3.2 Policy T7 'Deliveries, servicing and construction' states that "development plans should facilitate sustainable freight movement by rail, waterways and road."

2.3.3 This policy also state that development plans should seek to:

1) *"Reduce freight trips to, from and within these areas;*
2) *Coordinate the provision of infrastructure and facilities to manage freight at an area-wide level;*
3) *Reduce road danger, noise and emissions from freight, such as through the use of safer vehicles, sustainable last-mile schemes and the provision of rapid electric vehicle charging points for freight vehicles".*

### Surrey Local Transport Plan (LTP4)

2.3.4 LTP 4 was adopted on the 12th of July 2022, superseding the LTP3 that was in place. LTP4 includes plans to reduce the 46% of carbon emissions currently generated by transport in Surrey. The LTP4 covers the time period from 2022 to 2031.

2.3.5 The vision of Surrey LTP 4 is "a future-ready transport system that allows Surrey to lead the UK in achieving a low-carbon, economically *prosperous, healthy and inclusive county with excellent quality of life for all residents, whilst seeking to enhance the built and natural environments."*

2.3.6 The plan is divided in the following policy areas:

- Planning for Place;
- Digital Connectivity;
- Active Travel/ Personal mobility;
- Public/ shared transport;
- Demand management for cars;
- Demand management for Goods Vehicles;
- Efficient Network Management;
- Promoting Zero Emission Vehicles (ZEV);
- Supporting Behaviour Change.

### Surrey Minerals Plan (Core Strategy Development Plan Document) (2011 and as updated)

2.3.7 The Surrey Minerals Plan provides strategic policies and site-specific proposals for the extraction of silica sand and clay for the period to 2026.

2.3.8 Policy MC15 'Transport of minerals' of the adopted Surrey Minerals Plan requires that adverse impacts from mineral transportation are addressed through the planning application process and environmental impact assessment, and that minerals development is regulated and managed in ways that ensure that there are no significant adverse impacts from transportation.

### Surrey Waste Local Plan 2019 – 2033 (2020)

2.3.9 The Surrey Waste Local Plan 2019 – 2033 sets out how and where different types of waste will be managed in Surrey in the future. It sets out the planning policy framework for the development of waste management facilities and is used in determining planning applications.

## 2.4 Local Policy & Guidance

### Runnymede 2030 Local Plan

2.4.1 The Runnymede 2030 Local Plan was adopted in July 2020 and now forms part of the Development Plan for the borough. It includes a section on Active & Sustainable Travel (Policy SD4) which states the importance of 'maintaining and improving the accessibility of local and strategic transport networks and promoting active forms of travel'. It discusses how SCC are the local highway authority and through the LTP4 seek to improve the transportation visions described previously.

2.4.2 The plan states 'the Council will work in partnership with SCC and other stakeholders to help deliver the vision and aims of LTP4, and seek opportunities which support and enhance the connectivity, accessibility and attractiveness of active and sustainable travel routes'.

2.4.3 The Highway Design Considerations section (Policy SD5) states 'development proposals which generate significant traffic movements must be accompanied by a Transport Assessment or Transport Statement which considers the impact of the proposal on the highway network and identifies the measures to mitigate impacts to acceptable levels'.

### Elmbridge Core Strategy

2.4.4 The Elmbridge Core Strategy sets out a plan for the future development in the period 2011 to 2026. Policy CS25 'Travel and Accessibility' promotes improvements to sustainable travel, and accessibility to services.

2.4.5 It includes reference to requiring a transport assessment and travel plan for all major development proposals and to protect existing footpaths, cycleways and bridleways. It acknowledges 'working in partnership with transport providers and Surrey County Council, as the Highway Authority, to support improvements to transport infrastructure'.

2.4.6 The strategy also seeks to improve the environmental effect of transport by seeking to mitigate the detrimental environmental effects caused by transport, particularly with regards to HGVs.

### Elmbridge Development Management Plan

2.4.7 The Development Management Plan contains the day-to-day policies against which planning applications and enforcement action will be assessed, to ensure that development contributes to the wider, strategic aims of the Core Strategy,

2.4.8 Policy DM7 ‘Access’ includes the following relevant guidance:

- The layout and siting of accesses should be acceptable in terms of amenity, capacity, safety, pollution, noise and visual impact;
- Access to and from the highway should be safe and convenient for pedestrians, cyclists and motorists;
- Provisions for loading, unloading and the turning of service vehicles are expected to be designed into the project ensuring highway and pedestrian safety; and
- The proposal should minimise the impact of vehicle and traffic nuisance, particularly in residential areas and other sensitive areas.

### Local Cycling and Walking Infrastructure Plan (LCWIP) (Emerging)

2.4.9 A LCWIPs is an investment plan for individual locations to plan for improvements the cycling and walking infrastructure to aid in a modal shift.

2.4.10 Surrey County Council aim to have LCWIPs in place by 2022 for all areas of Surrey, including those areas that are relevant to this development. These include:

- Elmbridge;
- Spelthorne;
- Runnymede.

2.4.11 Each of these will be taken into account during the development of the project.

### Spelthorne Core Strategy

2.4.12 The Core Strategy was adopted in February 2009 and deals with the period to 2026, it is due to be replaced by the New Local Plan which Spelthorne are preparing to cover the period of 2020 - 2035.

2.4.13 Strategic Policy SP7: Climate Change and Transport of the Core Strategy seeks to minimise the effect of climate change. It includes reference to the council ‘ensuring development is located in a way that reduces the need to travel and encourages alternatives to car use, and supporting initiatives, including travel plans, to encourage non-car-based travel.

### London Borough of Richmond upon Thames Local Plan

2.4.14 The Local Plan was adopted by the Council on 3 July 2018. It sets out where development in the borough will be delivered and is made up of a series of documents including:

- Core Strategy - outlines the Vision and Spatial Strategy for the borough and includes 20 core planning policies on matters including climate change, housing, employment and retailing. It provides the framework for the development of other Development Plan Documents (DPDs) within the Local Plan;
- Development Management Plan - builds on the objectives and principles of the Core Strategy and includes more detailed policies for the management of development;
- Twickenham Area Action Plan - sets out detailed policies and proposals for Twickenham centre;

- Joint West London Waste Plan - sets out a strategy for the sustainable management of waste and also allocates sites for managing West London's waste over the period up to 2031;

- Saved Unitary Development Plan – sets out the only parts of the IDP that remain saved, which are the site-specific proposals.

2.4.15 Section 6.5 ‘Waste Management’ states that waste should be managed in accordance with the waste hierarchy, which is to reduce, reuse or recycle waste as close as possible to where it is produced. The council will require that all new developments:

- Provide adequate refuse and recycling storage space and facilities;

- Ensure that management of waste is integrated within the overall design of the project;

- Make use of the rail and waterway network for the transportation of construction, demolition and other waste;

- Produce site waste management plans to arrange for the efficient handling of construction, excavation and demolition waste and materials.

2.4.16 Section 11 ‘Transport’ of the Local Plan states that the council will work in partnership to promote safe, sustainable and accessible transport solutions, which minimise the impacts of development including in relation to congestion, air pollution and carbon dioxide emissions, and maximise opportunities including for health benefits and providing access to services, facilities and employment.

### London Borough of Richmond upon Thames Draft Local Plan (Emerging)

2.4.17 A new LBRuT will replace the current Local Plan and Twickenham AAP, consultation on the pre-publication of the Local Plan (Regulations 18 stage) is being held on key documents to produce the Local Plan. Consultation on the draft Local Plan (Regulations 19 stage) will take place in Autumn 2022, whilst adoption of the new Local Plan is planned for Autumn 2024.

2.4.18 Draft Policy 3 'Tackling the climate change emergency' is aimed at promoting zero carbon development, with the aim that all buildings and infrastructure projects in the borough will be net-zero by 2050.

2.4.19 Draft Policy 7 'Waste and the circular economy' is aimed at ensuring that waste is managed in accordance with the principles of circular economy, in which resources are kept in use for as long as possible, extracting the maximum value from them while in use, then recovering and regenerating products and materials at the end of each service life.

2.4.20 Draft Policy 47 'Sustainable travel choices' is aimed at bringing about safe, sustainable, accessible transport solutions to reduce traffic congestion, reduce air pollution (including carbon dioxide emissions), improve public health, and improve access to services and employment in accordance with the policies set out in the London Plan, Mayor's Transport Strategy and the Council's own Active Travel Strategy.

### Neighbouring Authorities

2.4.21 Due to the proximity of the project to neighbouring authorities the TA will accommodate for relevant policies and guidance should the assessment result in a material increase to trips on their highway network. This could possibly be the case for the Royal Borough of Windsor and Maidenhead (RBWM). We would therefore accommodate for the following policy where relevant:

- RBWM Local Plan 2013 – 2033 (2022);
- RBWM Local Transport Plan 3 (LTP3) (2012).

# 3 Pre-Application Discussions & Meetings

## 3.1 Summary of Meetings Held to Date

3.1.1 **Tables 3.1** and **3.2** provide a summary of the pre-application meetings with relevant local highways authorities on transport related matters to date. The full package of minutes from these meetings is contained in the previous TA scope. The list of comments, responses and actions tracker as stated is included in this document within **Appendix A** and a summary of each meeting provided in section 3.2 below.

3.1.2 Pre-application meetings were also held with the highways authority at the Royal Borough of Windsor and Maidenhead in 2017 and in 2019 when the former Berkshire Channel was due to be located in that borough.

Table 3.1: Summary of Pre-Application Meetings with Surrey County Council Held to Date

| Meeting Title | Date Held |
|---|---|
| Traffic Count and Structural Review Meeting | 24th May 2016 – Fairmount House, Leatherhead |
| Transport Studies Meeting | 18th July 2017 – SCC Network Management and Information Centre, Leatherhead |
| Transport Pre-Application Meeting | 14th February 2019 – County Hall, Kingston upon Thames |

Table 3.2 : Summary of Pre-Application Meetings with London Borough of Richmond upon Thames

| Meeting Title | Date Held |
|---|---|
| Transport Pre-Application Scoping Meeting | 20th March 2019 – Civic Centre, London Borough of Richmond upon Thames |

3.1.3 As noted above, a previous iteration of the TA scope was submitted to SCC in 2020, and comments received and feedback on these are captured in Appendix A. In additional, the following engagement has been held with SCC in relation to the TA and has been taken into consideration in developing this TA scope:

- The methodology for the EIA transport assessment was consulted on in 2019.
- A previous iteration of the EIA Scoping Report was issued to statutory consultees in 2017.
- The EIA Scoping Report for the current RTS design was issued to the planning inspectorate for consultation in October 2022. The formal EIA Scoping Opinion was received from the Planning Inspectorate in November 2022 and based on a review of the comments, there are no additional elements that would alter this proposed scope.

## 3.2 Surrey County Council

3.2.1 Three meetings have been held with SCC: one in 2016, one in 2017 and one in 2019. These are described in this subsection.

**24th May 2016 – Traffic Count and Structural Review Meeting – Fairmount House, Leatherhead**

**Attendees: SCC, CH2M (representing SCC), GBV and EA**

3.2.2 The purpose of this meeting was to discuss the proposed road crossings and what traffic count data was available from SCC.

3.2.3 At the meeting the location of highway structures was agreed with SCC, however since this meeting the southern route of Channel Section 3 has been discounted, and only the eastern route will be used. This means there will be no structures on Old Littleton Road or Chertsey Bridge Road.

3.2.4 It was agreed that the crossings will all be of similar design to the current recommended option by Tony Gee and Partners (GBV's sub-consultant designing these structures), which is for top down construction. This will allow for single lane running to be maintained in most situations.

3.2.5 SCC were asked for data available that would help in the assessments. Three pieces of information were highlighted that may be useful:

- Resilience Plan looking at which roads would need to close during a flood event – the methodology used for this may be available to support appraisal for the project and could be included as a cost saving to the scheme;
- Modelling of the road network which can be used to model scenarios such as alternative routes taken should a road need to be closed; and
- Data on roads affected / closed during the 2013/14 floods which can be provided by Owen Lee.

**18th July 2017 – Transport Studies Meeting – SCC Network Management and Information Centre, Leatherhead**

**Attendees: SCC, GBV and EA**

3.2.6 The purpose of this meeting was to discuss the potential traffic impacts of the project and how these are to be, firstly, modelled during the project's Environmental Impact Assessment stage and secondly, managed and mitigated during the construction phase.

3.2.7 GBV outlined the proposed RTS highway bridge under the M3 motorway, which had been prepared from an Options Review Workshop with National Highways. SCC had the following comments on the proposed reduction in speed limit and number of lanes on the M3:

- As that section of the M3 is relatively lightly trafficked the biggest impact would probably be generated by the 50mph speed limit rather than reduction in lanes, and it would likely be delays rather than congestion;
- An incident in the works zone is likely to cause an issue; and
- Overall SCC could not see that there would be any significant impact on local SCC roads and as such would not want to be involved in the detail of the impact assessment but asked that they be kept in the loop.

3.2.8 GBV then outlined the impacts of the scheme on local Surrey roads. It was mentioned that to move material from Abbey Meads to Royal Hythe LEA, HGVs would have to make a U-turn at the Twynersh Roundabout. SCC were unsure that there was sufficient room on the roundabout to perform the manoeuvre and this would need to be checked.

3.2.9 The construction routes proposed at the time of this meeting included use of Chertsey Bridge, which has an 18T weight limit. The use of this bridge as part of the scheme has since been disregarded.

3.2.10 SCC explained that there were two versions of the county's Integrated Transport Model:

- "SINTRAM7 is very new and complex but satisfies all Department for Transport criteria. Only SCC can run it at the moment, and they are unlikely to have resources available to do that for the project team, so it was agreed to discount using that version; and

- SINTRAM6 is older but well proven. Based on OMNITRANS software. SCC could run it for the project team but *lack of availability of resources within SCC in Nov – Jan window suggest the project would need to use a suitable highways consultancy to run it. SCC licence it for use by 3rd parties. Fee is about £5000 for a year's licence but, if needed, SCC will extend the licence for no additional fee usually. In the case of the project, SCC as a project partner might waive the fee but this needs confirmation."*

3.2.11 It was suggested by SCC that to support the scheme through a planning inquiry, what is needed is more about having a "*really good traffic management plan and less about doing lots of traffic modelling*". It was agreed that localised modelling rather than regional modelling would produce more accurate results for the impacts of particular features.

3.2.12 It was also outlined at the meeting that Section 278 Major Works Agreements will likely be required at works affecting the highway.

**14th February 2019 – Transport Pre-Application Scoping Meeting (SCC) – County Hall, Kingston upon Thames**

**Attendees: SCC, RBC, EBC, SBC, Stantec and GBV**

3.2.13 GBV described the project for the planning authority and Stantec outlined the construction routes and highway structures required for Channel Sections 2 and 3. Stantec also outlined the TA methodology proposed which was agreed in principle by SCC highways and the planning authorities of RBC, EBC and SBC.

3.2.14 A plan of the construction routes previously discussed was tabled, and SCC confirmed that they seemed acceptable routes, albeit this was subject to understanding the levels of HGVs using these routes each day. It was mentioned that careful management would be required if HGV levels were high in certain residential areas.

3.2.15 The locations of highway structures required was tabled for SCC comment. They agreed in principle to the locations and supported the design work that would maintain a minimum of a one-way traffic management system.

3.2.16 It was outlined at the meeting that a two-week closure on the railway line between Windsor and Eton Riverside and Staines would be necessary for bridge construction works and that a rail replacement bus service would be in operation.

3.2.17 It was mentioned by the planning authorities that although the beacon concept at the LEAs would reduce the number of HGV trips, it would create an additional dimension from a planning point of view. This would need to be carefully managed through the planning process.

3.2.18 It was also explained in the meeting that it was not intended to undertake a full-scale strategic model of the network but Stantec would expect to undertake modelling at certain junctions. The strategic model would assign flows throughout the model and provide results of the operation of the wider strategic network. However, specific junction modelling is more accurate and can be defined through this exercise. As the construction routes will be defined, greater confidence in the operation of the highway network along these routes can be achieved through localised modelling. This reflects advice previously provided by SCC during the early pre-application discussions,

## 3.3 Meetings with London Borough of Richmond upon Thames

### 20th March 2019 – Transport Pre-Application Scoping Meeting (LBRuT) – Civic Centre, London Borough of Richmond upon Thames

### Attendees: LBRuT, Stantec and GBV

3.3.1 GBV described the scheme for the planning authority and outlined the works proposed at Molesey and Teddington Weirs, the only works proposed within the LBRuT boundary. Works previously undertaken at Molesey Weir were shown as examples of what the structures will look like once complete.

3.3.2 Stantec explained that one compound at Molesey and two compounds at Teddington are proposed. The compound at Molesey is proposed at Hurst Park on the south side of the river and therefore lies within Elmbridge, with Surrey as the local highway authority. LBRuT agreed that access to this compound and likely trips to the strategic road network would be within Surrey, however, did outline that trips made from here onto the strategic road network should avoid the area of the A308 around Hampton Court Palace.

3.3.3 Of the two compounds proposed for Teddington Weir, one is proposed at Broom Road Recreational Ground. Some issues with the proposed access to this compound were raised by LBRuT. Trowlock Way, which would be used to access the compound from Broom Road, is not adopted highway and it could not be confirmed that this was an acceptable form of access for HGVs. Trowlock Way is currently used for access to Teddington School, the Pavilion Montessori Nursery School, Teddington Rowing Club and Trowlock Island, the users of which all park along Trowlock Way and in the car park that would be reduced in capacity with the proposed compound. LBRuT explained that an assessment should be undertaken to demonstrate sufficient parking is available in the local area for those that currently use Trowlock Way, and that HGVs can be accommodated on the road, as it is unadopted. It would also need to be ensured that no parking associated with construction activities occurred in the existing parking areas, and that all construction parking should be considered within the compound.

3.3.4 The other compound associated with Teddington Weir would be the satellite compound, located at the EA's existing compound at Ham Lands, on the bank beside the weir itself. This would be accessed from Riverside Drive using an existing towpath to the bank of the river. Concerns were raised by LBRuT from a safety and ecology perspective over the increase in HGV traffic on the access road to the towpath. Ham Lands was described as a sensitive site and careful management would need to be ensured on the access to the satellite compound. It was also mentioned by LBRuT that they would have to confirm with their ecologists that there were no issues with the use of the access track by HGVs.

3.3.5 LBRuT were happy with the construction routes proposed between the compounds and the strategic highway network, with the exception of the access at Trowlock Way and the access off Riverside Drive, and accepted that there would not be a large impact from the construction works in terms of additional HGVs that would justify a highway impact assessment (initial estimates discussed 10 HGV's a day).

3.3.6 It was agreed that the access to the compounds, including safety to existing road users, would need be addressed within a Traffic Management Statement to be prepared as part of the application. LBRuT confirmed this would need to be part of the planning application and not solely part of a planning condition to give them confidence the scheme could be managed safely.

## 3.4 Summary

3.4.1 This TA Scoping Report has been informed as a result of the engagement and pre-application meetings outlined above. The construction routes and location of highway structures have all been agreed in principle.

3.4.2 Ongoing consultation with stakeholders will continue throughout the development of the scheme and preparation of the TA. It is important that discussions continue to ensure that the assessment methodology is acceptable for the local authorities.

# 4 Proposed Project

## 4.1 Descriptions of Works

4.1.1 This section of the TA Scoping Report outlines the works proposed for the RTS which include two flood relief channels and channel capacity improvements at three separate weirs and bed lowering downstream at Desborough Cut, in addition to associated landscaping and habitat creation.

4.1.2 An 8km flood relief channel will be provided as part of the project, which will be provided in two sections, with one known as the 'Runnymede Channel' and the other as the 'Spelthorne Channel'.

4.1.3 The proposed channel route has not been designed as a traditional new river channel, instead using existing lakes and watercourses where possible, connecting them with the new channel sections. Therefore, the whole extent of the new channel does not require excavation.

4.1.4 In addition, the following three weirs downstream of the channels will require capacity improvements to accommodate the increased flow from the proposed channels:

- Sunbury Weir;
- Molesey Weir; and
- Teddington Weir.

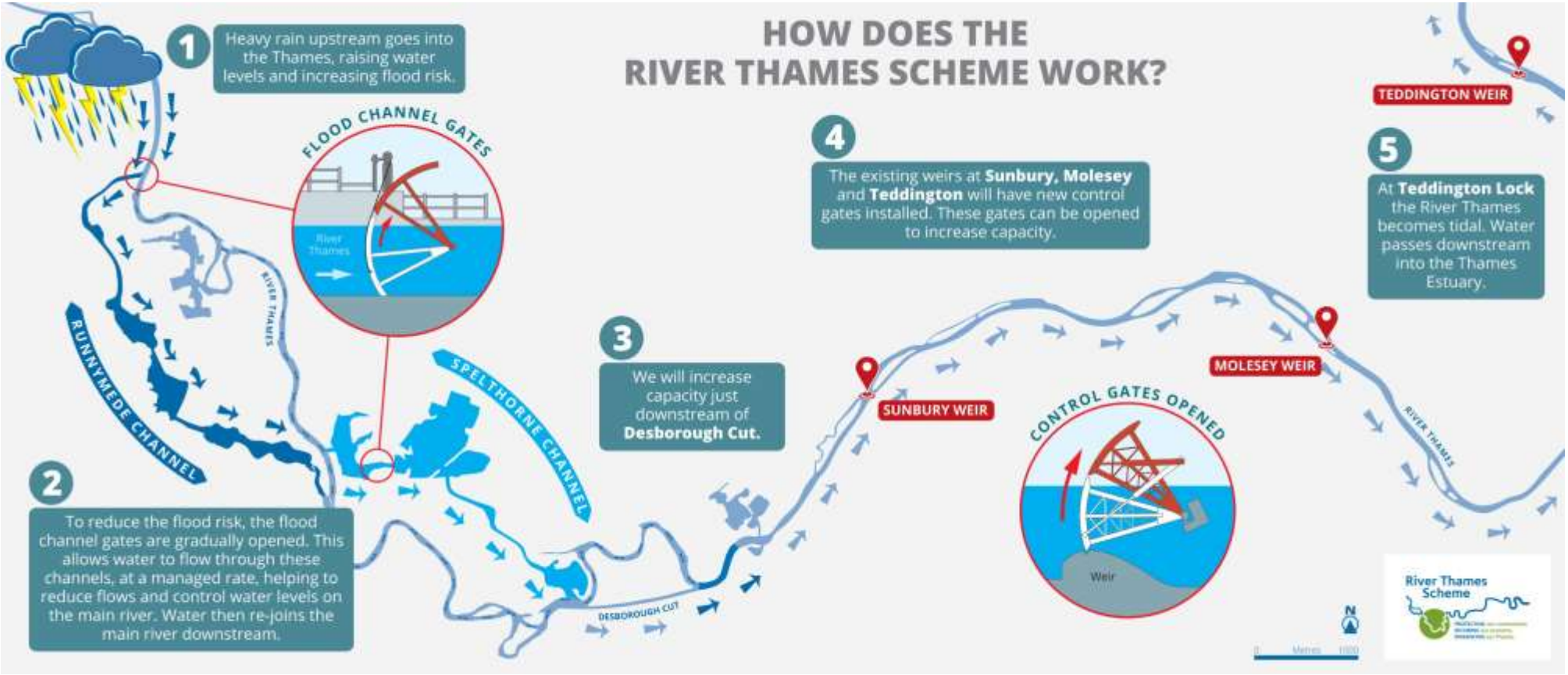
4.1.5 Details on the various parts to the project discussed previously are detailed by channel or weir in the following sections, with **Figure 4.1** providing an overview of the project and the associated works.

4.1.6 Draft Approval in Principle (AIP) documents have been prepared by the design team previously for highway structures. These were originally prepared in consultation with the local highway authorities and National Highways who will both be consulted with further in due course.

4.1.7 As noted in section 3, previous engagement with SCC (as the relevant Highway Authority where the channels are being created) took place to discuss the construction routes to be used to link areas of construction activities across the project to enable the reuse of material, to form the and access the strategic road network (SRN). Since those early discussions took place, the site area and project has evolved; the Material Management Strategy (MMS) is also being developed in parallel with the assessment of likely consent / permit requirements. We will therefore define and discuss specific construction routes as a result of material movements through further future scoping discussions.

4.1.8 Assumptions are being used to ensure the scope of additional surveys where required are appropriate to capture options and a worse case as far as is feasible, for example the likely activities that could generate trips at the various proposed open spaces locations.

Figure 4.1: Overview of RTS Proposals




Source: [Why we need the project and how it works | River Thames Scheme]

## 4.2 Channel Section 1 – 'Runnymede Channel'

4.2.1 The 'Runnymede Channel' is proposed to be wholly within Runnymede District and wholly within Surrey as the highway authority. This channel would be 4.8km in length, extending from Egham Hythe to the Abbey River near Chertsey, passing through Castle End. The channel would flow through five lakes (including those around Thorpe Park), intersect four existing watercourses and cross five roads, including the M3.

4.2.2 A total of five highway structures are proposed as part of the proposed route. These would be located on:

- M3 motorway;
- A320 Chertsey Lane;
- Green Lane (private road);
- Norlands Lane; and
- A320 Staines Road.

4.2.3 The crossing points on the A320 Chertsey Lane and Norlands Lane are single-carriageway roads that accommodate two-way traffic. Green Lane is a private road. The A320 Staines Road is a dual carriageway.

4.2.4 The route proposes to pass under the M3 motorway west of the River Thames using an existing multi-barrelled Armco flood culvert and will not require the constructing of a highway structure.

4.2.5 Within the Thorpe Park theme park site, two accommodation bridge structures are proposed to carry internal access roads over the channel route. The owner/operator of the park, Merlin Entertainments Ltd, has been consulted about this and the rest of the project proposed.

4.2.6 A service footbridge is proposed to the west of the possible Royal Hythe NGOS to carry a strategic water main owned by Affinity Water across the channel route.

4.2.7 A bridleway bridge is proposed on Ferry Lane, Chertsey to route the channel under the existing Public Right of Way (PROW).

## 4.3 Channel Section 2 – 'Spelthorne Channel'

4.3.1 The 'Spelthorne Channel' is proposed to be wholly within Spelthorne District and wholly within Surrey as the highway authority. It would stretch from south of Laleham Park to south of Shepperton, passing through south Littleton. This channel would be 3.7km long and, like Channel Section 1, is mainly made up from the joining up of several existing lakes.

4.3.2 A total of six highway structures are required as part of the proposed route. These would be located on:

- Thames Side Road;
- Littleton Lane;
- The M3 motorway;
- Sheep Walk;

- B375 Renfree Way; and
- Ferry Lane.

4.3.3 Thames Side Road, Littleton Lane, Sheep Walk and B375 Chertsey Road are all single-carriageway roads that accommodate two-way traffic. Ferry Lane is a road that accommodates two-way traffic however there are no lined markings on the road showing this.

4.3.4 The highway structure on the M3 has been designed by Tony Gee & Partners with an AIP prepared. It is understood that a minimum of two lanes in each direction will be maintained throughout the construction, with a reduced speed limit to 50mph. Highways England have been engaged in the development of the proposals and requested traffic modelling of the traffic management phasing. The modelling was carried out by WSP and the outputs confirmed that what is being proposed is acceptable.

4.3.5 The PROW adjacent to Thames Side Road will be accommodated on the highway structure and one footbridge is proposed on the lake between Littleton Lane and Sheep Walk to accommodate the existing PROW there.

4.3.6 Within the Littleton Lake East site and immediately east of Littleton Lane an accommodation bridge structure over the channel is proposed for the Civil Service Sailing Club use. The owner/operator of the lake, the Civil Service Sports Council Limited, has been consulted about this and the rest of the project proposals.

## 4.4 Desborough Cut

4.4.1 Desborough Cut, is a man-made channel bypassing the Desborough Loop section of the River Thames. Bed lowering of a stretch of the River Thames, approximately 1km in length, downstream of Desborough Cut within the Borough of Elmbridge, in Surrey, will be undertaken through removal of sediment to improve channel capacity in this area. Bed lowering is proposed from the confluence of the Desborough Cut with the River Thames to just downstream of Walton Marina

4.4.2 There are no new highway structures required as part of these works.

## 4.5 Weirs

4.5.1 Three existing weirs on the River Thames will require capacity improvements to accommodate the increased peak flow on the Thames in the event of the flood relief channel being in use. The three weirs are Sunbury Weir, Molesey Weir and Teddington Weir.

4.5.2 At each weir, some work will be undertaken by barge or on floating pontoons, including for the storage and possible transporting of material. For these works, Navigational Risk Assessments will be prepared to ensure safety of the works.

### Sunbury Weir

4.5.3 Sunbury Weir is within the Borough of Elmbridge. The capacity improvements at this weir will be achieved by constructing a new weir complex with three dipping radial weir gates through Sunbury Lock Ait. An approximately 12m wide, 75m long and 5m deep channel will be cut through the Ait, leaving the existing lock cut just upstream of the footbridge and entering the River Thames downstream of the existing Sunbury weir.

4.5.4 Works to the weir will be undertaken from the Environment Agency's existing depot at Sunbury. The movement of lorries will be from the existing Fordbridge Road access. The EA are already permitted to move material to and from this location by HGV. The A244 can be accessed by HGVs from Fordbridge Road.

### Molesey Weir

4.5.5 Molesey Weir is located on the boundary between the Borough of Elmbridge and the London Borough of Richmond upon Thames (LBRuT), however the proposed works at the weir are within the LBRuT section of the weir. The capacity improvements at this weir will be achieved by replacing an existing overfall weir and salmonid fish pass on the weir with two dipping radial weir gates and a multi species fish pass (with a combined width of approximately 13m).

4.5.6 The compound for the Molesey Weir works is proposed to be located in Hurst Park, accessed off Sadlers Ride. HGVs would access the Hurst Park compound from Sadlers Ride, which connects directly to the A3050. HGVs would then be able to access the strategic road network.

### Teddington Weir

4.5.7 Teddington Weir is within the LBRuT, on the official tidal limit of the River Thames. The capacity improvements at this weir will be achieved by constructing a new weir complex with five dipping radial gates through Teddington Lock Island. An approximately 20m wide, 20m long and 5m deep channel will be cut through the island, approximately 10m upstream of the existing boat rollers and 70m downstream of the footbridge.

4.5.8 Two compounds are proposed for the Teddington Weir works:

- The main compound would be located on Broom Road Recreation Ground accessed from Trowlock Way, which is currently used for access to Teddington School, the Pavilion Montessori Nursery School, Teddington Rowing Club and Trowlock Island. Trowlock Way is accessed from Broom Road which connects to the A310.

- The other compound would be located next to the lock itself, on the northern bank. This would act as the satellite compound for immediate access and “just in time” deliveries. This compound can be access from the towpath accessible from Riverside Drive. This is accessible from the A307 within 0.8 miles.

4.5.9 It is acknowledged from the pre-application meeting with LBRuT that further investigation into the use of Trowlock Way and the access from Riverside Drive needs to be undertaken in co-ordination with LBRuT and users of Trowlock Way.

## 4.6 New Green Open Spaces and Habitat Creation Areas

4.6.1 The outline design of landscape and green infrastructure opportunities is ongoing and being refined, but at this initial stage has been considering the key concepts of visual connections, active recreation, active travel and enhancing ecological value. As part of the consideration of the landscape and green infrastructure opportunities, some of the following are being considered for delivery within the NGOS:

- Sporting fields;
- Adventure golf;
- Viewing platforms;
- Elevated viewpoints;
- Boardwalks;
- Maze;
- Sculptures and artwork;
- Education centre;
- Visitor facilities;
- Amphitheatre;
- Field centres;
- Trim trail;

- Entertainment space;
- BMX pump track;
- Outdoor gym;
- Land art;
- Sculptural landforms;
- Wetlands;
- New woodland planting;
- Accessible pathway networks;
- Enhancing habitats and creating opportunities for interaction;
- Active travel (cycle and pedestrian);
- Educational signage;
- Lighting;
- Playgrounds and nature play spaces;
- Car parking; and
- Maintenance facilities (no public access).

4.6.2 It is considered that the landscape design will likely include the provision of new green open spaces, at any or all of the following locations:

- Royal Hythe;
- Abbey;
- Manor Farm;
- Chertsey Road Tip; and
- Land South of Chertsey Road.

4.6.3 Alongside the NGOS the project aims to achieve a range of biodiversity improvements within the project area by providing HCAs. The locations and designs of these biodiversity improvements are currently being considered. Types of biodiversity improvements created within the HCAs are likely to include:

- Naturalised shallow margins in certain sections of the flood channel and around the edges of some existing lakes and watercourses to improve bankside vegetation growth;
- Sinking of trees removed during construction, along the flood channel and in some other waterbodies to provide alternative habitats;
- Targeted tree planting adjacent to the flood channel and some existing waterbodies plus macrophyte planting and the creation of islands in waterbodies;
- Enhancing the condition of existing terrestrial and river habitats;
- Improving connectivity of the River Thames floodplain, between the River Thames and other waterbodies;
- Creating new habitats such as woodland and wetland;
- Creating hedgerows and enhancing existing through infilling of a diverse mix of species; and
- Species specific measures to enhance habitat conditions.

4.6.4 The RTS is aiming to achieve biodiversity net gain (BNG) through the delivery of habitat creation and enhancement within the flood channel and landscape design footprint. Where possible this will integrate with other desired landscape and green infrastructure outcomes through the provision of recreation and amenity benefits and active travel routes. HCAs where such opportunities are currently being explored include Norlands Lane, Laleham Golf Course, Littleton Lane, Land South of Chertsey Road, Chertsey Road Tip and Desborough Island.

4.6.5 In addition to these multi-functional sites, it may be necessary to include sites which would be more focussed on habitat creation or enhancement. These opportunities will be explored at Land south of Wraysbury Reservoir, Drinkwater Pit, Laleham Reach, Grove Farm and land between Desborough Cut and Engine River.

4.6.6 All of the HCAs will be the subject of further site selection and design but will typically favour enhancement of the existing habitats where appropriate.

# 5 Construction Programme

5.1.1 A definitive construction programme for the project to yet to be determined, however**, Table 5.1** provides an estimated construction programme.

Table 5.1: Estimated Project construction programme


5.1.2 The project is scheduled to be delivered over a seven-year period (see Table 4.1 above).

5.1.3 Enabling works, such as demolition of buildings, services diversions, works to some existing structures, bank protection works, and construction of compound areas, are proposed to start from 2026. These enabling works include the capacity improvements downstream of Desborough Cut, which will be undertaken in 2027.

5.1.4 The capacity improvements at the three River Thames weirs will be completed ahead of the flood channel becoming operational.

5.1.5 The construction of the flood channel will start in 2027 and be completed by the end of 2032.

5.1.6 There are several construction programme conditions that will be met due to logistical reasons or from discussions with stakeholders. These conditions have been considered when preparing the estimated timescales outlined in **Table 5.1**. The following will therefore be considered in the preparation of the detailed construction programme (not limited to the below):

- Highway structures on the A320 Chertsey Lane and the A320 Staines Road should not be undertaken simultaneously to limit the delays on this strategic route;
- The structure to route Channel Section 1 under the Thorpe Park deliveries access road should only be constructed outside the Thorpe Park peak period (Summer). Likewise, the construction of highway structures on the A320 will be required to avoid the Thorpe Park peak period;
- Work on the highway structure on Sheep Walk should only start after the works on the M3 have been completed due to access reasons; and
- Work on the weirs will only take place in the Summer months when the flows in the river are lower (mainly applies to Molesey Weir).

# 6 Proposed Assessment Methodology

## 6.1 Introduction

6.1.1 The preparation of a TA is required to assess the transport effects of the project from two perspectives:

- the construction of the project;
- the operation and maintenance of the project.

6.1.2 The most significant period of transport impact will be the temporary effect during construction of the project.

6.1.3 This section outlines the proposed methodology for estimating the generation of HGV and LGV movements as part of the excavation of material and the construction of the project, the methodology for estimating the movements by construction workers during the construction period, the impacts of the construction of highway structures, and the methodology for estimating the trip generation at the proposed LEAs and habitat creation areas.

6.1.4 The main aim of this section is to formulate and agree the principles of how we can estimate the vehicle predictions and define the extent of the traffic impact assessment.

## 6.2 Anticipated Trip Generation

### HGV Movements Material Excavation

6.2.1 The estimated generation of HGV movements during construction will be calculated from the HGVs associated with excavation and transport of earthworks material and the LGVs and other vehicles associated with deliveries and worker trips. Earthworks materials will be taken from sections of the project to the processing hubs for processing and used to construct other parts of the project. Material not to be used within the project will travel from the hubs once processed to market or offsite transfer stations, though commercially significant minerals quantities are expected to be taken directly off-site to minerals processing sites.

6.2.2 Hazardous excavated material will need to be removed to suitably permitted facilities via the public road network. In addition, the project is in the process of determining the possible use of sites outside of the project area for placement of non-hazardous material (i.e., material that is not chemically and/or physically suitable for project purposes). Once the locations for placement are determined, the Environment Agency and SCC as joint applicants will consider the appropriate assessment methodologies for placement at those sites in consultation with appropriate statutory bodies (which will depend on the current licencing status of those sites).

6.2.3 A Material Management Strategy (MMS) is currently under development which has recently quantified that 974,221m3 of material will need to be excavated to create the channel, i.e. the origin of material (591,405m3 for the Runnymede channel and 368,930 m3 for the Spelthorne channel, GBV report reference ENVIMSE500260-GBV-ZZ-3ZZ-RP-C-11027). Further design development and Site Investigations to understand the nature of the excavated material are underway, which will determine where this material will be taken for processing (i.e. the destination of material). Appropriate construction routes will subsequently be identified to transport this excavated material between the origin and likely final destination options.

6.2.4 The proposed methodology for estimating the excavation material movements is to quantify the volume of material to be moved from the MMS and then convert this to the number of vehicle trips required on each route.

6.2.5 The MMS will outline the amount of material excavated at each point of the proposed channel by material type. The three main material types to be identified include: made ground, alluvium and Shepperton gravels. Hazardous excavated material and non-hazardous material to be placed outside of the project boundary will also be quantified within the MMS. Each structure or channel section's expected amount of excavated material will be divided by the HGVs capacity. The unbulked capacity of the HGVs will depend on the material, but at this point 7.5$m^3$ is considered a robust and worst-case figure to inform defining the vehicle movement numbers based on a large tipper transporting the load. Further assessments on the bulking capacity of the excavated material may affect the capacity of material the HGV can accommodate; however, this figure is considered robust with HGV's able to accommodate higher volumes (generally between 7.5$m^3$ - 10$m^3$ depending on the material).

6.2.6 This provides a total number of HGV by construction activity. This will then be divided by the estimated duration of the works, in months, at that structure or channel section to give a total number of movements per month. Adding together the total monthly movements for the three material groups will give the total number of monthly movements from that area of the proposed channel associated with the excavation material. The average number of daily movements will then be estimated by dividing this figure by 22 (the average number of working days a month Monday to Friday).

6.2.7 Once these calculations have been completed for each structure and channel section with the movements allocated to a particular route, the total estimated HGV movements associated with the excavation and processing of material per month and day can be quantified for each construction route.

6.2.8 This methodology for estimating the excavation material movements has been developed with the following assumptions:

- The rate of excavation will be consistent throughout the construction period, and excavation will continue up until the completion of the structure or section of the channel. It has been assumed that the same number of lorry loads will be transporting material each day from each area and that there will be no increase or reduction in rate; and

6.2.9 There are 22 working days per month. This is an average per month across the year and has been applied to all months. Therefore, there will be some fluctuation from this each month. This also provides a robust assessment as it does not currently account for excavation activity being undertaken at the weekend (it being common practice for contractors to obtain permission for working hours to include Saturday morning).

### HGV Movements Material Deliveries

6.2.10 A materials schedule for the construction activities will be used to define the number of construction material deliveries which will be allocated to the relevant construction route in the way stated above. The delivery of material will reflect the material load capacity of the vehicles such as the following:

- Ready Mixed Concrete 7$m^3$ / lorry;
- Rebar/Steel 15t / lorry;
- Cement/aggregates 15t / lorry.

### HGV Movements Regular Deliveries / Collections

6.2.11 In addition to the above, there will be a number of regular deliveries to the compounds including Fuel, Skips, Office/Welfare supplies, PPE, Site Equipment/Tools, Plant deliveries

and miscellaneous materials etc. For the purpose of this initial assessment, it is estimated that this will amount to three HGV's a day at each hub. These movements will follow the defined construction routes to the SRN. This is based on the following estimated regular deliveries a week divided across $5^{1/2}$ days a week as shown in **Table 6.1.**

Table 6.1: Estimated Regular HGV Movements per Week

| Purpose | Deliveries a week |
|---|---|
| Fuel | 1 |
| Site Equipment/Tools | 4 |
| Plant Deliveries/Collections | 4 |
| Scaffolding | 1 |
| Misc. Site Materials | 4 |
| Electrical Materials | 1 |
| Fitters Materials | 1 |
| **Total** | **16** |

### LGV Movements

6.2.12 It is anticipated that a number of LGV movements will be generated from the construction activity such as tool delivery, post-delivery, food/drink delivery, office/welfare supplies, plant, mechanics and fitters etc. To account for these within the estimate of construction trips the LGV trips associated with the works will be calculated as being 20% of the total HGV's (added in addition to the HGV values). These movements will follow the identified construction routes to the SRN.

### Construction Workers

6.2.13 Trips will be generated by construction workers travelling to and from the project for work. An estimation will be made as to how many workers will be required on each compound at each time throughout the construction. This will be the people trip generation. From this the mode split will be estimated using Census Journey to Work data to calculate how many workers will travel to the compounds by single occupancy car or sustainable modes. These movements will be assigned along the closest routes to the SRN. It will be assumed that 50% of the estimated workforce will arrive and depart during the traditional peak hours to account for the fact that generally construction workers arrive to site in advance of the morning peak and often leave before the afternoon peak hour.

## 6.3 Construction Impact Assessment

6.3.1 At the initial Pre-Application Scoping Meetings with SCC, it was discussed that there is likely to be limited benefit in seeking to use the council's strategic transports models in the traditional way. This is because the strategic models are generally validated to weekday commuter peaks such as 8am to 9am and 5pm to 6pm, with the principal site movements being related to the transportation of materials to and from the worksites by HGV's outside these periods.

6.3.2 Although it is our understanding that a weekday inter peak model will be available, we are of the opinion that these are likely to be of limited benefit being for a defined hour or short period between the peaks. Therefore, the inputting of data into the inter peak models and seeking

acceptable forecast year outputs is likely to be less accurate, especially given the limited area of impact being considered along identified construction routes.

6.3.3 Given the majority of HGV movements are likely to occur outside the peak hours, but a lesser proportion of trips will be associated with worker trips and construction trips occurring within the traditional peak hours, we propose to assess the effect of the project during both the peak hours and during the off-peak period.

6.3.4 Considerations to the acceptability of using SCC's emerging model also include the forecast years available and whether this is valid to use for the project. The project is currently programmed to start construction in 2026 over a period of 7 years, with the completion date in 2033. The transport models are prepared for fixed years, generally linked to the local plan allocations, 2026, 2036, 2041 for example. An understanding of the committed schemes and developments included within the forecast years is also important to understand if the forecast year adequately accommodates development coming forward within the modelled timeframe and accurately reflects construction programmes and timeframes.

6.3.5 It is also recognised that where the construction programme is estimated to overlaps with the construction of other developments, major infrastructure projects or major utility works, that the cumulative impact of the construction movements on the network be acknowledged and assessed. This will be done through co-operation with the relevant highway authorities Street Works Manager and consented Construction Logistic Plans to understand future road space bookings and potential vehicle numbers.

6.3.6 The below sets out how we propose to undertake the peak hour and off-peak assessments, acknowledging that further understanding and discussions with SCC will need to be undertaken to confirm the suitability of the models for this purpose.

### Peak Hour Assessment

6.3.7 It is proposed that the relevant councils will provide Stantec with a link flow output of their 2033 or closest year forecast model to form a baseline for the assessment to be carried out against. Stantec will then compare the baseline outputs to the estimated peak hour demand for the length of the identified construction route across the works programme period.

6.3.8 The peak hour demand will include employees and a small level of materials associated with the construction operations. The review will assess if the demand associated with the construction of the project will increase the total two-way vehicle volumes by 5% on individual links along the construction routes.

6.3.9 The results of the assessment will be presented and discussed with the councils to inform where localised junction assessments along the construction routes will need to be undertaken. This will be undertaken using peak hour turning movements from the model or if not available then existing survey data will be utilised where available. It is likely that additional surveys will need to be commissioned as part of the assessment. This exercise will be completed for both the am and pm peak hours. This method of assessment seeks to promote an interactive approach of working with the council, liaising with officers to identify localised hotspots that require additional junction assessment work to demonstrate no impact.

6.3.10 In addition to this, manual classified turning count (MCTC) surveys have been undertaken at a number of locations within the project study area. The locations of these surveys are set out in **Table 6.2**. The traffic data obtained from these surveys would then be validated against the SCC Transport Model link flows to ensure reflective and appropriate trip generation is ascertained. Further information on these traffic surveys is contained within the Traffic Data Summary Report, also produced by Stantec which can be provided if required. The traffic surveys were undertaken on November 14th 2019 for a 12-hour period covering 07:00-19:00 and are considered to still be fit for use as a robust representation of traffic flow with traffic levels in many places now returning to pre-pandemic levels.

Table 6.2: Location of 2019 Traffic Surveys

| Reference | Location |
|---|---|
| MCTC 01 | Datchet Road / A308 Roundabout (Manor Cottage B&B) |
| MCTC 02 | Stanwell Rd / Coppermill Rd |
| MCTC 03 | B376 / Feathers Lane / Hythe End Rd / Ferry Ln |
| MCTC 06 | A308 Windsor Rd – The Glanty / A30 Roundabout |
| MCTC 07A | A308 The Causeway Roundabout (Woodhaw/ The Glanty) |
| MCTC 07B | A308 The Causeway Roundabout (The Glanty/ A30) |
| MCTC 08 | A30 Staines Bypass / A30 London Rd / Stanwell Moor Rd Roundabout |
| MCTC 10 | St Anns Rd / B388 / A320 Staines Rd Roundabout |
| MCTC 11 | A317 Chertsey Rd / A317 Woburn Hill / A320 St Peters Way Roundabout |
| MCTC 12 | B375 Bridge Rd / B387 Weir Rd |
| MCTC 13 | Chertsey Rd / Sheep Walk |
| MCTC 14 | A317 Monument Hill / A3050 Oatlands Dr / B373 / Queens Road Double Roundabout |
| MCTC 15 | Fordbridge Roundabout |
| MCTC 16 | A308 Staines Rd W / A244 Windmill Rd |
| MCTC 17 | A244 Upper Halliford Rd / Upper Halliford Bypass Roundabout |
| MCTC 18 | Forbridge Rd / The Environment Agency's Sunbury Depot Access |
| MCTC 19 | A3050 Hurst Rd / Sadlers Ride / Bedster Gardens / Rivermead Double Roundabout |
| MCTC 20 | Broom Rd / Trowlock Way |
| MCTC 21 | Riverside Dr / access to towpath (Forrest School meeting point) |
| MCTC 22 | B375 Chertsey Bridge Rd / Thames Side |
| MCTC 23 | B375 / Littleton Lane Roundabout |
| MCTC 24 | B376 Horton Rd / Welley Rd / Datchet Rd Roundabout |
| MCTC 25 | Fowles Crushed Concrete western entrance off Feathers Ln |
| MCTC 26 | Chertsey Road / Littleton Road |
| MCTC 28 | A317 Monument Rd / Monument Hill / Morrisons Roundabout |
| MCTC 29 | Monument Green / Monument Hill Junction |
| MCTC 30 | Staines Bridge Roundabout: A308 / B376 / Chertsey Ln / Staines Bridge |
| MCTC 31 | A317 Balfour Rd / B374 / Church Ln / Church Street Roundabout |
| MCTC 33 | Chrertsey Rd / Renfree Way |
| MCTC 34 | Upper Halliford Road (A244) / Nursery Road |

| Reference | Location |
|---|---|
| MCTC 35 | Pycroft Road / Abbots Way / Fox Lane North |
| MCTC 36 | Marshall's Roundabout |

6.3.11 Additional MCTC surveys were undertaken near Thorpe Park in May and June 2022 due to the park being closed during the winter when the surveys above were commissioned. These surveys covered the following junctions:

- Junction 13 M25;
- Junction 14 M25;
- A320 / Chertsey Road / Staines Road / Norlands Lane;
- Thorpe Park Roundabout.

6.3.12 Where it is agreed that detailed junction modelling is required this will be undertaken using LINSIG / ARCADY / PICADY or another appropriate modelling software package agreed with the relevant highway authority.

6.3.13 As stated above, we are seeking to consider the employees likely to travel during the am and pm peak periods along with a proportion of the construction traffic seeking to access and exit the compounds in these hours. We have therefore assumed the following:

- Of the employees, 50% will seek to access the site in the am and pm peak hours, the other 50% will travel within the hour before/after.
- In terms of the construction related movements we have assumed that 10% of the HGV's and LGV's will arrive/departure in the peak hour, assuming an even spread of loads assuming working hours from 08:00 to 18:00.

6.3.14 As discussed previously, confirmation on the availability of models and the forecast years is still required to judge whether the models are suitable to assess the construction impact during the peak periods. As an alternative, if in the event the traffic models are not deemed suitable, the existing traffic flow along the construction routes will be quantified using a combination of traffic count data made available by local authorities, the Department for Transport fixed counts and Automatic Traffic Count (ATC) surveys to be commissioned. This method also allows a provisional indication of the 2-way flow changes at the location where highway structures are being created by the project.

6.3.15 The above seeks to deal with the main channel works, however the principle of the methodology would also be utilised to assess the impact of constructing the Weirs should the anticipated traffic flows generated be deemed to be a material impact on network performance and safety through liaison with the relevant highway authority.

### Off-Peak Assessment

6.3.16 In terms of the weekday off-peak assessment, Stantec have suggested an alternative approach, seeking to define the existing off-peak traffic flows using a combination of traffic count data made available by local authorities, the Department for Transport fixed count sites and ATC surveys to be commissioned. This would enable validation of the peak hour assessment and enable a better understanding of the vehicle classification across a daily two-way profile along the construction routes. The baseline information will be increased to 2033

using TEMPro with any additional consented development trips included where advised by the highway authorities.

6.3.17 As defined above, Stantec will create a daily vehicle profile per hour along the construction routes to include the aspects of construction movements discussed previously. This will enable a comparison to be made of the impact of the construction traffic during the off-peak period.

6.3.18 This will highlight two aspects: the percentage increase in total 2-way vehicles along the construction route and the increase in HGV's on those links. Stantec would seek to use a 10% volume increase threshold for discussion with the councils on where junction assessment consideration would be required.

6.3.19 The HGV review has not been assigned a percentage increase threshold as this could be misinterpreted, with a low level of HGV increase showing as a high percentage increase when baseline HGV flows are low (e.g. Link carries 2 HGV's an hour, project adds 2 HGV's an hour but shows a 100% increase). Therefore, the HGV impact will be presented in terms of the number of additional HGV's as well as percentage increase and this will be discussed with the highway authorities to inform where additional assessment consideration is required.

6.3.20 The assessment described above would determine the local peak periods within the off-peak periods along the construction routes throughout the construction programme. It is estimated that the off-peak period will be between 10am to 4pm to inform this assessment.

6.3.21 As with the AM and PM peak review, if links/junctions are perceived through discussion with the local authority as having a potential material impact that needs reviewing in more detail, traffic modelling would be undertaken using LINSIG / ARCADY / PICADY or another appropriate modelling software as agreed with the council for the peak off-peak hour only, not for each hour of the off-peak.

### Operational and Maintenance Impact Assessment

6.3.22 It is assumed that traffic modelling of the operational HCA access' will not be required as these would have non-material levels of vehicular trips during the traditional network peak. It is expected that users of these proposed facilities will likely be arriving and departing the location outside the network peak hours.

6.3.23 However, while the NGOS and HCA uses are still in development and emerging, there is a possibility that they may generate additional travel on the highway network depending on the uses taken forward. Additional scoping of these future uses will therefore be undertaken when further details of the emerging uses are known, although trip generation of these uses will likely be informed by surveys of similar sites or the use of TRICS.

6.3.24 Although infrequent, there will be a level of ongoing maintenance of the project involving the use of maintenance plant and worker inspection. Details of the anticipated extent of movements associated with ongoing maintenance will be presented. This is however anticipated to be non-material to the operation of the highway and navigation when water-based inspection is necessary.

## 6.4 Active Travel Enhancements

6.4.1 As part of the vision of the project's legacy, new footway/cycle facilities will be provided in the surrounding areas which are envisaged to connect to existing PROWs and create new pedestrian and cycle routes for the public to use.

6.4.2 This legacy will lead to better access in the local area following the project's construction. The extent of the new footway/cycle facilities proposed as part of the project will be detailed more

fully within the next set of scoping discussions, with the project to be developed to co-ordinate with emerging Local Cycle and Walking Infrastructure Plans.

6.4.3 The benefits proposed to the active travel network as part of the project and how these improvements will encourage sustainable travel locally will be described fully within the TA.

## 6.5 Interaction with the Highway

6.5.1 As stated earlier and discussed in the initial pre-application meetings with the local authorities, a minimum of a one-way working traffic management system will be maintained throughout construction of the highway structure with no road closures planned. There is likely to be a small delay during the construction of these highway structures, but this will be managed through a detailed Traffic Management Scheme to be included within a Traffic Management Plan. The TA will outline the likely mitigation measures that will be put in place to limit the delays associated with this.

6.5.2 The effect on existing bus routes will also be considered and potential delays associated with these where the project is estimated as having a material impact to the route. An addition the assessment will include a review of vehicle capacity where additional passenger loading is estimated to be significant due to the level of predicted workers.

6.5.3 Any effect on Public Right of Ways (PROWs) will be assessed to ensure the route of the project accommodates for the retention or provides a suitable temporary diversion where they are affected due to construction of the project. Non-Motorised User (NMU) surveys have been undertaken in 2022 at locations along the public rights of way network (including the Thames Path National Trail) to determine current use by pedestrians, cyclists and equestrians to inform this assessment.

6.5.4 Vehicle tracking will be undertaken at the proposed access points to the compounds and processing hubs to demonstrate vehicles are able to safely enter and exit in a forward gear. It will be important to ensure large HGVs can be accommodated within the processing hubs without queueing onto the highway and the vehicle tracking as part of the TA will ensure this. Access' and hoarding will be located to maintain suitable visibility.

## 6.6 Waterway Navigation Assessment

6.6.1 As discussed within **Sections 4.4 and 4.5** the project proposes to lower the riverbed downstream from Desborough Cut and to make improvements to weirs. These works could potentially be undertaken from barges/pontoons on the River Thames, with the possibility of the movement of materials by barge for these works also being considered. These is therefore a possibility that these works could cause and obstruction to boat traffic on the River Thames during construction effecting navigation.

6.6.2 The TA will assess whether these works will have an effect on water navigation along the River Thames and propose suitable mitigation where necessary.

6.6.3 Data with regard to numbers of boats transiting the River Thames and passing through the staffed locks and downstream at Sunbury, Molesey and Teddington will be obtained from the Environment Agency and presented to inform this assessment.

## 6.7 Further Consultation

6.7.1 Once agreement has been reached with SCC on the extent of detailed traffic modelling, engagement will be sought with TfL and Highways England on possible interactions with their networks.

## 6.8 Air Quality and Noise Traffic Data

6.8.1 It is proposed that the TA will focus on assessing the defined construction routes between the processing hubs and the strategic road network for the am and pm peak hours and during the off-peak period. To inform the noise and air quality assessments it is possible that additional routes will require traffic data. The data for noise and air quality will need to be produced using the peak hour model outputs to create Annual Average Daily Traffic (AADT) and Annual Average Weekly Traffic (AAWT) data. If these cannot be provided from the strategic traffic models this will be undertaken using growth rates calculated from the available ATC information.

## 6.9 Personal Injury Collision Data

We propose that the extent of personal injury collision data to be reviewed will be informed by the proposed exercise used to agree where detailed traffic modelling should be undertaken. Using the peak and off-peak comparisons and officers local knowledge we will discuss with the local highway authority where cluster and corridor reviews should be undertaken.

# 7 Scoping Summary

7.1.1 This TA Scoping Report focuses on detailing the transport and highways effects of the RTS and seeks to set out the principles of defining the extent of the traffic impact assessment. All modes of transport are to be assessed where appropriate. It should be acknowledged that this is the initial Scoping Report and it is our intention to continue to agree important requirements of the extent of the TA going forward as the design and construction methods are refined.

7.1.2 Worse case options are being used to establish assumptions for the landscaping options to ensure the need for additional transport surveys is scoped in as early as is feasible.

## 7.2 Transport Assessment Structure

7.2.1 The overall objective of the TA will be to determine what the impact of the RTS will be from a construction and operational standpoint. To achieve this objective, the following approach to the TA will be undertaken:

- Consideration of national and local planning policy;
- Outline of the proposed development, including the construction programme;
- Evidence of stakeholder engagement and discussions with local authorities;
- Description of the baseline conditions:
    - Access to the construction compounds by sustainable modes;
    - Baseline survey data and its source;
    - Highway conditions; and
    - Personal Injury Collision (PIC) Data;
- Outline of the Transport Strategy:
    - Overall number of deliveries and vehicles transporting excavated material offsite;
    - Construction routes – locations and expected number of movements on each route;
    - Construction vehicles to be used onsite and offsite – dimensions, etc.; and
    - Onsite and offsite mitigation measures proposed as part of the scheme;
- Proposed construction flows and assessment – impact on affected highway;
- Proposed parking and circulation at the construction sites, including parking levels proposed;
- A Travel Planning section outlining a description of the sustainable access opportunities during construction and operation of the scheme and a toolkit of measures to be implemented to encourage sustainable travel; and
- Summary and conclusions of the transport findings in the assessment.

## 7.3 Travel Plan

7.3.1 A Travel Plan (FTP) will be prepared as part of the DCO application that will outline the sustainable access modes available for construction workers to travel to the compounds and processing hubs. It will also outline a toolkit of measures that will be implemented to promote the use of sustainable modes for travelling to the site. Each compound and processing hub will have its own section in the TP with personalised measures and sustainable access modes.

7.3.2 The TP will also explain how sustainable travel will be encouraged across the scheme during operation; this includes at the new green open spaces and habitat creation areas. The TP will then be updated over time to include all travel planning activities during operation to remain relevant as construction is completed.

## 7.4 EIA Chapter

7.4.1 The Transport Assessment and estimated traffic flows calculated as part of this will support the Environmental Impact Assessment, which will assess the transport environmental effects based on the following IEMA headings:

- Severance;
- Driver delay;
- Pedestrian delay;
- Pedestrian amenity;
- Fear and intimidation;
- Accidents and safety; and
- Hazardous loads.


# Preliminary Environmental Information Report

# Volume 4
# Appendix 17.1

Appendix A

# Responses to Surrey County Council Comments on the 2020 RTS Transport Assessment Scoping Report

***Table 1: Responses to Surrey County Council Comments on the 2020 RTS Transport Assessment Scoping Report***

| No. | Page | Section | Comment Text | Response | Required Actions |
|---|---|---|---|---|---|
| 1 | 32 | 6.4.8 | Section 6.4.8 states "This will be undertaken using peak hour turning movements from the model or…." This is not sensible as the county model is only validated to link counts and not turning movements. Better practice is to use observed turning data in conjunction with model link output for key junctions. Essentially they should survey key junctions regardless of whether the model contains these junctions. But the model can be used to help define which junctions should be identified for further assessment using Arcady, LinSig etc. | Turning counts have been undertaken at locations shown in Table 2.2 and Figure 2.2 of the Traffic Data Summary Report, which could be compared against link flows from SCC Transport Model | |
| 2 | 5 | 1.3.4 | The LEAs will be used as the principle construction hubs. Please provide details of what the hubs will contain, including parking provision. How will contractors get to work areas when the work progresses away from the hubs? | | Details of construction hubs, including parking provision, and of how contractors will get to work areas when work progresses away from the hubs to be included in the TA |
| 3 | 20 | 4.3 | The TA should include drawings of the proposed highway works? | Noted | To be addressed in the TA |
| 4 | 21 | 4.3.11 | Agreed that surveying a similar site is the best way to estimate trips for the Abbey Meads facility. Do we have more detail on the scale and type of facilities that are expected here? Are the suggested sites comparable? The London site is not acceptable in terms of mode split, as car use is likely to be lower than the Abbey Meads site given local characteristics. The Slimbridge site is on the other end of the scale, and appears to be very remote. Neither site is in a comparable location to Abbey Meads. The report suggests that surveys at similar sites would be used and then scaled up or down depending on size. I do not agree with the assumption that trip generation for this type of use would necessarily correlate with site size. The location of and quality/ range of facilities is more likely to dictate the demand and travel mode. | Agreed, based on Census 2011 data it is considered that WWT Llanelli is more suitable. Mode share comparison below (to):<br>Llanelli / Abbey Meads / London / Slimbridge<br>All categories: Method of travel to wor: 100.00% / 100.00% / 100.00% / 100.00%<br>Underground, metro, light rail or tram: 0.00% / 0.52% / 11.90% / 0.11%<br>Train: 0.28% / 3.26% / 11.14% / 0.32%<br>Bus, minibus or coach: 2.76% / 4.62% / 11.24% / 1.94%<br>Taxi: 0.87% / 0.22% / 0.05% / 0.21%<br>Motorcycle, scooter or moped: 1.43% / 1.37% / 1.30% / 1.41%<br>Driving a car or van: 74.66% / 76.14% / 37.21% / 79.19%<br>Passenger in a car or van: 8.33% / 5.42% / 1.79% / 8.47%<br>Bicycle: 1.93% / 2.73% / 10.54% / 3.10%<br>On foot: 9.48% / 5.42% / 14.45% / 4.94%<br>Other method of travel to work: 0.28% / 0.30% / 0.38% / 0.32% | Details and scale of facilities to be provided by GBV/EA. |
| 5 | 22 | 4.3.13 | Confirmation on the acceptability of the Construction Routes is sought. In principle, we have no issues with them, but this is subject to all of the items raised in our previous correspondence (attached). The TA should demonstrate where all site accesses will be, and provide tracked drawings of these to demonstrate how the accesses would operate. | Noted | To be addressed in the TA |
| 6 | 22 | 4.3.12 | Route G – Has the Twynersh Roundabout been tracked for U turn? | | To be addressed in the TA |
| 7 | 23 | 4.4.8 | Please confirm Manor Farm LEA access points. All access points need to be checked for geometry, visibility etc. | Manor Farm LEA would be accessed from the B375 Renfree Way by staff and from Sheep Walk by HGVs. | Geometry, visibility etc to be checked as part of the TA |
| 8 | 23 | 4.4.9 | Previously raised junction capacity questions. Previously raised visibility concern at Chertsey Bridge Road/ Thames Side Junction. | | To be addressed in the TA |
| 9 | | | The TA should assess the trip distribution of contractors/ site operatives as well as generation. Operatives in cars will not follow the construction routes, so the scope of the assessment may have to be broader than this. | An estimation of person trips generated by each compound will be calculated, and using Census 2011 Travel to Work data, single occupancy car share will be applied in order to estimate vehicle trips. These will be assigned along the closest routes to the SRN. It is proposed that an | Trip distribution and assignment exercise to be carried out as part of the TA |

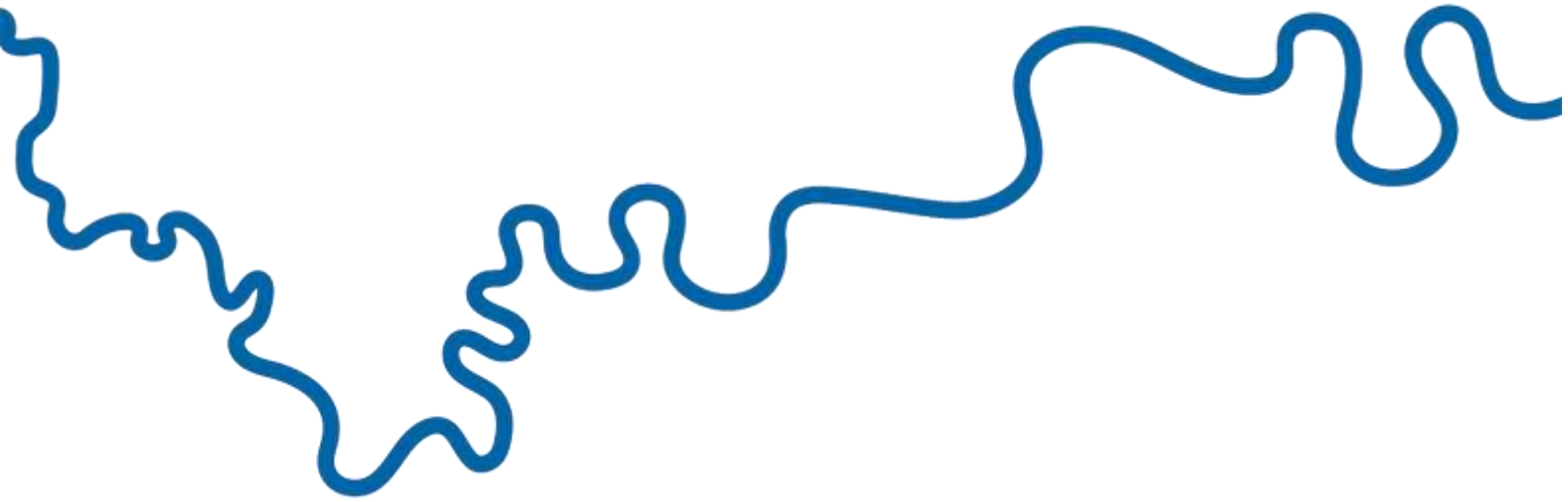
| No. | Page | Section | Comment Text | Response | Required Actions |
|---|---|---|---|---|---|
| | | | | assumption of 50% of workforce arriving and departing during traditional peak hours is made. | |
| 10 | 23 | 4.5.1 | Please can the TA include the residual widths of the bank/ area of vegetation between the channel and Walton Lane? Ensure sufficient support is retained, accounting for the loss of vegetation and the ground stabilisation impact. | This should be considered as part of the design work, not the TA | Residual widths of the bank between the channel and Walton Lane shall be included in the TA |
| 11 | 24 | 4.5.4 | Please review the visibility of the access to Sunbury Depot | Noted | To be addressed in the TA |
| 12 | 24 | 4.6.4 | What is/ will be the capacity of Sunbury Depot for contractors and parking etc.? | Unknown at this stage | To be addressed in the TA |
| 13 | 24 | 4.6.7 | As above but for Sadlers Ride compound – A review of all compounds should be provided, including access and facilities. Sadlers Ride is narrow at its north end and accommodates residential parking. Is access achievable for the required traffic? Are parking restrictions required? Please provide vehicle tracking for the largest required vehicle of the left turn into Sadlers Ride from the main road. | Noted | Relevant points raised to be addressed in the TA |
| 14 | 26 | 5.1.1 | Will the TA look at the cumulative impact on the network of overlapping project programmes? | The cumulative impact of overlapping construction programmes and construction activities within each phase on the network shall be assessed in the TA | To be addressed in the TA |
| 15 | 26 | 5.1.5 | Please can you verify that the Thorpe Park peak is actually the local network peak? I understand that Runnymede suggested that Thorpe Park peak should be avoided, but does the area actually take more traffic during the school holidays than outside? | This should be checked upon completion of surveys at Thorpe Park, which were not undertaken as part of the package of MCTC surveys commissioned to TSP survey company and undertaken in November 2019 due to the park being closed | |
| 16 | 29 | 6.3.4 | Please provide justification for the assumption that all materials can be removed in 7.5m^3 loads. Does this assume material is dry? Will all materials have such a consistent minimum loading capability? | This is based on the bulking factors of materials to be employed, previous experience in major infrastructure project indicates that these materials can be removed in 8m3 loads, however in order to provide a conservative assessment this has been reduced to 7.5m3 | |
| 17 | 29 | 6.3.5 | This methodology assumed even distribution across the duration of each project. This is quite unlikely. Please could you provide a likely programme of works and match up the likely distribution of vehicle movements over time with respect to this? | Noted | To addressed in the TA based on the detailed construction programme |
| 18 | 31 | 6.3.9 | How have the numbers in table 6.1 been derived? | This is based on an estimate on likely deliveries, based on judgement and previous experience. This can be further informed through liaison with contractors and other major infrastructure Construction Logistics Plans. | |
| 19 | 31 | 6.3.10 | What is the justification for assuming LGV trips will be 20% of the total HGV trips? Is it feasible to ensure that LGVs follow the defined construction routes in practice? | Similarly, this is based on past experience and can be refined in any further assessment. The procurement strategy will be formulated to ensure that LGVs follow the defined construction route, and vehicles could display signs in the front of the vehicle with relevant information in case enforcement is required. | |

| No. | Page | Section | Comment Text | Response | Required Actions |
|---|---|---|---|---|---|
| 20 | 31 | 6.3.11 | Census Journey to Work data perhaps not applicable. Do temporary construction workers have the same travel patterns as fixed employees? A review of the alternative mode options will help inform this, but I suspect the private car will be the preferred travel mode for most contractors. | A Framework Travel Plan will be prepared as part of the planning application, to ensure that single occupancy car travel is minimised and that measures to promote the use of sustainable modes are implemented, with each compound and processing hub having its own section in the FTP with personalised measures and targets regarding mode share | |
| 21 | | | What is the justification for assuming 50% of the estimated workforce will arrive and depart during the peak hours? In addition, the peak hours may be different at various points on the network, which may align better or worse with the arrival times of contractors. | Generally construction workers arrive to site in advance of the morning peak and often leave before the afternoon peak hour, therefore this is considered to provide a conservative assessment. | |
| 22 | 31 | 6.4 | Methods generally seem reasonable but awaiting SCC Traffic Modelling Team input to confirm whether the SCC model data can feasibly be used as described. | Noted | |
| 23 | 32 | 6.4.7 | Modelling may be required even where 5% additional traffic is not generated. Some junctions may be more sensitive than this. | Noted | |
| 24 | 33 | 6.4.15 | A blanket 10% threshold cannot be agreed. The assessment needs to take account of the actual traffic volumes not just a 10% uplift. If the interpeak traffic is already close to peak, then the 10% test may not pick up issues. | Agreed, it is proposed that the significance of the impacts is agreed with SCC and other LHAs upon analysis of the results obtained from the surveys | |
| 25 | 33 | 6.4.17 | Need to be conscious of local schools | Noted | Construction hours shall take into account location of local schools along/ nearby construction routes |
| 26 | 34 | 6.6.3 | Please provide visibility splay drawings for all access to the highway as well as the proposed tracking. | Noted | To be addressed in the TA |
| 27 | 36 | 7.2.1 | Please include an assessment of the impact on highway and highway users of the proposed highway structures. i.e. summary of facilities to be re-provided, assessment of any risks to highway – i.e. embankments and support. | Noted | To be addressed in the TA |

***Table 2: Responses to Surrey County Council Comments on Haulage Route in the 2020 RTS Transport Assessment Scoping Report***

| Comment Text | Response | Required Actions |
|---|---|---|
| As you'd expect a number of the main junctions are already heavily congested at peak times. The Addlestone Moor Roundabout, Staines Bridge Roundabout and Runnymede Roundabout all suffer especially, so these are areas that we would be looking to restrict movements in peak hours. | Noted | To be considered as part of the detailed construction programme and reflected in the TA |
| Weybridge is likely to be a sensitive area of Route H. The High Street experiences high congestion in the peak periods. Parking bays opposite the bus stop outside Waitrose could cause difficulty to HGV drivers, and it may be a good idea to consider suspending a couple of bays at the northern end. | Noted | To be considered as part of the relevant Construction Car Traffic Management Plan |
| Please could you track the required HGV movements at the Chertsey Road/ Fordwater Road/ Eastworth Road (A317) junction – both the left turn from Chertsey and the right turn from A317. | Noted | To be addressed in the TA |
| The Staines Rd West (A308) junction with Windmill Road (A244) has quite a limited right turn lane from Staines Road West, and the left/straight on lane from A244 is reduced in width by parking. This junction should be modelled | Noted | To be addressed in the TA |
| It is noted that the B375 is fairly narrow for a stretch between the junctions with Gaston Bridge Road and Wadham Close, and that this also is on the existing bus route. We will be considering this when we have a better idea of the number of vehicles that would be using the route. | Noted | To be addressed in the TA |

| Comment Text | Response | Required Actions |
|---|---|---|
| The visibility at the junction of Thames Side and Chertsey Bridge Road – just east of Chertsey Bridge – is restricted, although HGVs may be less impacted given the drivers eye height. | Noted | To be addressed in the TA |
| Each of the proposed accesses to and from highway will need to be reviewed in terms of geometry and visibility. I have previously been to the access at Sunbury Depot, for example, which from memory I think has slightly restricted visibility and may not be suitable in its current form for a significant amount of traffic. | Noted | To be addressed in the TA |
| There are a number of SCC structures/bridges on the routes. There do not appear to be any restrictions on these, but we will request input from our Structures Team when we are more clear on the volume of traffic, if we feel that is appropriate. | Noted | Await input from Structures team when more information on traffic volumes is available |



SURREY COUNTY COUNCIL

Environment Agency

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.

River Thames
Scheme