Dear Ms Travers,

In response to your question “Do the findings of the Strategic Highway Assessment 2019: Addendum include any new information that might significantly alter conclusions drawn from the previously published evidence, and if so, in what way?” we would like to make the following points:

1. We note the errors made by Surrey County Council, by failing to include the massive traffic attraction and generation rates for the employment site at Longcross North (Document RBCLP 59 (Strategic Highway Assessment 2019 Addendum, dated Oct 19)). This confirms our association’s view that Kitsmead Lane junction with B386 will be overcapacity and migration measures need to be brought forward as part of the Longcross South proposals prior to any works starting on the site.

2. We note the report refers to increased flows along the A320. We wish to draw attention to the modelling results for the A320 North area between Chertsey and Staines/Egham. With flows increasing on the M25 mainline carriageway and service degradation at key junctions and links, this will lead to the potential for competing parallel routes being used – namely the A320 from Egham to Chertsey and the B388/B389 and B388/Stroude Road. We have also noted in the validation report the imbalance that exists in the model to reflect accurately the existing flows levels on specific routes with a north-south/south-north orientation transcending Thorpe Ward. The base 2014 modelled when compared with the observed flows are showing significant under-representation of flows on the A320 between Chertsey and Staines (Validation sites 1744 and 1745), as well as on the A308 Staines Bridge (validation sites 1770 and 1771). (Please refer to Annex 5 Table 5.1 of RBCLP 47 Strategic Highway Assessment Part 1 Model Development Validation and Forecasting (July 2019). Given the model’s inability to forecast flows on these routes, we would request sensitive testing of the junctions are assessed whereby the modelled net change is applied under each modelled scenario to the base observed turning flows to assess the performance of key junctions, namely:
   a. B388/B389 Roundabout
   b. B388/A320 Staines Road Roundabout
   c. Stroude Road/Sandhills Lane signal-controlled junction

Thorpe Park is one of the largest, if not largest generator and attractor of traffic in the Ward. The association, as noted in prior submissions, feel the evidence
submitted by RBC may not have been given due consideration to the very significant raised levels of traffic from Thorpe Park that occur during the summer months. To this end, we request the operational impact be considered and modelled as part of the overall assessment. This may include introduction of a summer season sensitive ‘factor’ based on observed flow variations growth to the Local Plan design year to test the robust of any junction assessments to determine the future operational performance of the A320 North junctions. Taking account of the existing traffic conditions in these seasonal periods, this can impact the adjoining roads as gaps to egress onto the highway become much reduced. For example, residents have noted HGV traffic leaving the light industry premises in Tims Boatyard at the end of Tims Way having to queue.

3. Although it is reported the error arising from employment traffic is within the bounds of the sensitivity test flow predictions at J11, M25, we ask that Highways England are fully consulted to ensure that the changed Do-Something flows prior to any sensitive traffic increase is fully reviewed and Highways England consent given, or otherwise to the impact of the Longcross North forecast employment traffic on the future operational impact of the M25.

4. We have long-term sustainability concerns for the level of traffic operating in the Ward, and specifically, the Vicarage Road/Thorpe Lea Road/Thorpe by-pass corridor. The growth of Egham Business Park and the resulting HGV traffic that arises is unsuitable to the narrow and residential nature of Thorpe Lea Road. Buses and HGVs must slow and negotiate their passing, such is the width of the road. The Local Plan provides for some 375 additional dwellings in the ward. Edge-of-ward sites also include an additional 275 dwellings at the Chilsey Green Farm site, Chertsey near to the B388/A320 Staines Road roundabout. The traffic forecasting by Surrey County Council shows the twin-roundabouts at Thorpe Lea Road and Vicarage Road will be overloaded (they are currently overloaded, particularly in the AM peak) and this is compounded by the ‘downtime’ caused by the Reading-Waterloo line level-crossings. To help mitigate these issues, we formally submit alternative network changes as shown below:

1. Construction of a new road to ‘hug’ alongside the existing M25 and access near to Vicarage Road. The existing industrial estate and Thorpe Lea road would be accessed off a new junction from the Thorpe by-pass.

2. The twin roundabout for access onto Thorpe Lea road would be closed and the junction removed. Thorpe Lea road would be down-graded and act as a speed calmed residential Road. This would bring significant noise and air pollution benefits to a large part of the Thorpe Lea community.
We trust the above will be considered given the new evidence presented through the A320 traffic analysis.

If you would like to hear our views as part of the hearing for the A320, I am a qualified and experienced chartered transport planner, and would be pleased to make representations on the above.

With kind regards,

Nigel Robbins, MCILT, BA(Hons), MPhil
Chairman,
On behalf of Thorpe Ward Residents’ Association