Technical Note

Introduction

1.1 Hub Transport Planning Ltd has been commissioned by Richborough Estates Limited to provide transport advice for the promotion of a development for up to 230 dwellings off Brox Road, Runnymede. This note seeks to provide additional evidence to assist the Inspector with consideration of the LHA’s officer recent comments (within Examination document RBCLP_63) in respect of the potential traffic impact of the proposal site. The officer’s comments regarding the proposal site are included below:

“4) Ottershaw East - Brox Road – New access point is on a relatively straight section of Brox Road, so visibility isn’t an issue here. Junction with A320 is a RTI blackspot so this needs to be considered. Also the Slade Road five way junction can be somewhat confusing – consider looking at both junctions to mitigate any additional problems. The proposed site could accommodate 230 dwellings; this is a considerable number considering Brox Road so appropriate modelling would need to be carried out to ensure that any new junction would be able to manage access.”

Proposed Vehicle Access

1.2 The statement of the highway officer above clearly recognises that visibility at the proposed site access will not be an issue.

1.3 The Inspector should also be in no doubt that a simple priority access serving 230 dwellings on the proposal land will operate in a safe and suitable manner; certainly, although rather dated, the Surrey Design Guide Technical Appendix makes reference to as many as 300 dwellings off a priority access. Manual for Streets sets no upper limit to the number of dwellings off a single access, with operation and safety considerations being the ultimate determinant of capacity.

1.4 A development of 230 dwellings would generate 120-140 vehicle trips in any peak hour, or 2.00 to 2.33 vehicles per minute on average. Although we hold no current traffic flow data along Brox Road, observations of peak hour traffic conditions along Brox Road, coupled with our experience of the suitability of such junctions to deal with similar levels of traffic, is that a simple priority site access will comfortably accommodate the development traffic without any undue delay or any unacceptable impacts on road safety.

1.5 However, once again, the appropriateness of such a junction will be formally tested as part of a TA to support any application on the proposal land, and a Road Safety Audit (RSA) will be commissioned and a Designer’s Response prepared and submitted.

A320/Brox Road

1.6 We have downloaded accident data from the Crashmap website for this junction for the latest 5-year period available (2014-2018). The data indicates that four personal injury accidents (PIAs) were recorded, at or within 20m, of this junction during that period, all of which were slight in severity.

1.7 Whilst all PIAs are regrettable; the volume, severity and pattern of accidents are not unexpected for such a junction in such a location. Nevertheless, as part of any Transport Assessment (TA) that ultimately supports a planning application for the proposal site, the impact of additional committed and proposed development traffic will be considered at this location.

1.8 We are aware of a proposal in the infrastructure plan for a ghost-island right turn from the A320 to Brox Road and such a proposal will be tested within the TA with the proposal site traffic included and, if appropriate, this proposal would form part of the mitigation works for the development proposal.

1.9 As well as operational assessments, consideration of safety aspects will be explored in some detail. Such analysis could result in other changes in the layout and operation of the junction and the safety and convenience of pedestrians and cyclists will, in particular, be considered.

1.10 In addition, we shall review current speed limits, lighting, and any other issues that might play a part in the safety of the junction operation, and will have an RSA undertaken of any proposed alterations at the junction and this would be submitted along with a Designer’s Response.

Slade Road Five-Way junction

1.11 The ‘Slade Road five-way junction’ is, curiously, a four-arm junction under give-way/priority control. The junction layout is unusual in that Brox Road to Brox Road movements have priority over other movements and Slade Road and Bousley Rise both give-way to Brox Road. The Google Streetview image included below provides a view of the junction on the approach from the south along Brox Road.

Photo 1 – View from Brox Road south of the Junction.
1.12 Although the layout may appear unusual, it is operating safely with no PIAs recorded at the junction for the latest five-year period available (2014-2018).

1.13 Nevertheless, the operational impacts of proposed development, and any safety implications, will be investigated fully as part of any subsequent TA associated with an application; including mitigation measures, if necessary, that might include a change to the form of the junction or other network management changes (stopping up, one-way streets, etc).