

**Document HPC-6**

**Summary Proof of Evidence**

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Dip.T.E.**

**On behalf of**

**East and West Horsley Parish Councils**

**Against the Appeal of**

**Wisley Properties Limited, Wisley Airfield, Surrey**

*Appeal Reference Numbers:*

*APP/Y3615/W/16/3159894*

*Guildford Borough Council*

*Ref. No. 15/P/00012*

**Traffic Impact**

*August 2017*

1. My submission demonstrates the inadequate transport sustainability of the Appeal Site and assesses the impact of the proposed development on the local road network, in particular around the Horsleys.
2. The primary highway connection is from the A3 at the Ockham Interchange with secondary access onto Old Lane north-west of Martyrs Green. The two accesses are to be linked by a spine road. The nearest settlements which provide a range of services are at Ripley, Horsley and Effingham. These lie at 2.9km, 3.6km, and 5.8km, respectively, from the Appeal Site. The nearest railway station is Effingham Junction, a distance of some 3km from the centre of the site, followed by Horsley Station at 3.6km. There are presently no footways or cycleways leading from the Appeal Site to Horsley or Effingham Junction stations. There are sub-standard cycle facilities between the site and Ripley.
3. The Appeal Site is contrary to the NPPF on the grounds of an unsustainable location and a failure to give priority to non-motorised traffic. Similarly, the Appeal Site is contrary to the existing and emerging Guildford Local Plan in that it is not at a location which is highly accessible by public transport or served by existing cycle and pedestrian routes. There are no proposals to provide all the transport infrastructure required when first needed and there are no proposals for the mitigation of the effect of the development on the local road network, whilst the improvement of public transport cannot be provided in perpetuity.
4. Documents supporting the emerging local plan point out that if the Appeal Site is developed then traffic on the A3 will be unstable and there will be a breakdown of flow.
5. The parish councils consulted all households in their area and have published a Horsley Residents' Survey reporting their findings. 90% of respondents did not support the development. The main concerns of residents, (which were similar whether respondents were supportive of the project or not), highlights the following issues: the effect of the increase in traffic particularly on the narrow lanes, access problems at the A3, the lack of spare parking capacity at Horsley and Effingham Junction stations and the viability of the proposed bus service between the Appeal Site and the railway stations.
6. In the various traffic assessments and addenda four scenarios are investigated by the Appellant's transport consultant, WSP. The four scenarios are:
  - Scenario A – 'natural growth' plus committed development;
  - Scenario B – as A plus the Appeal Site;
  - Scenario C – as B but taking into account mitigation amendments to the road system;
  - Scenario D – as C plus the above or traffic management of a route parallel to the A3.

7. The initial traffic model was tested for the 'now' situation against measured existing flows and found to be inaccurate. The model was modified and re-tested and apparently accepted by Guildford Borough Council. However, in the vicinity of the Appeal Site and particularly on Old Lane, there remained significant errors in the link flows ranging from 15% to 50%, with Ockham Road North predictions being generally higher and the remaining links lower. The distribution of traffic movements at the Old Lane/Forest Road/Howard Road/Horsley Road Junction is highly suspect.
8. Similarly, the predicted changes in traffic movements at Old Lane/A3 slip road and at Ockham Junction between the various scenarios show peculiar results which are difficult to explain.
9. Two reasons for the various anomalies may be surmised. Firstly, that Ockham Road North is considered much more free-moving than Old Lane and secondly that the Appeal Site spine road has been treated as a 'No Through Road'. However, these do not explain all of the anomalies.
10. An exercise comparing predicted traffic flows for Old Lane, Howard Road and Forest Road for each of the scenarios also throws up similar peculiarities in the changes in 2-way traffic flow.
11. In the light of the inaccuracies in prediction, members of the Horsleys' parish councils carried out queue length surveys at Howard Road to make comparisons with the 'no development' predicted delays in 2031, (ie Scenario A). The surveys revealed that actual 2017 queues were nearly twice those predicted for 2031 and delays were 20% higher. A survey of Old Lane revealed similar underestimates.
12. From the review of the various flows and delays it can be concluded that the Appellant's predicted traffic flows in the vicinity of Effingham Junction and near the Appeal Site are unreliable.
13. The accident record for the period 01/01/2012 to 30/04/2017 was obtained from Surrey County Council for the roads in the vicinity of the Appeal Site. Over this period 11 accidents involved speed and loss of control on Ockham Road North and Old Lane and nine involved cyclists, five of which occurred on a Sunday. The number of accidents involving cyclists would quadruple if the Sunday cycle accident rate were applied throughout the week.
14. It is evident that Old Lane is essential to the development of the Appeal Site, providing access for a third of the generated movements. Presently it is a narrow country lane with a 7.5 tonne weight limit which would have to be rescinded as a result of development. It is subject to a 40 mph speed limit.

15. A survey of Old Lane revealed carriageway widths varying between 5.2 metres and 6.1 metres, with an average of 5.6 metres. The north-eastern verge ranges between 0.5 metres and 2.3 metres. The south western verge varies between 0.5 metres and 3.3 metres. The overall highway width ranges between 7.2 metres and 11.6 metres.
16. Sustrans guidance recommends that the minimum appropriate layout for a highway with cycle lanes should consist of 5.5 metre carriageway plus two 1.5 metre cycle lanes. A separate cycle track should be 3.0 metres wide. With the absolute minimum carriageway width of 5.5 metres plus minimal clearances of 0.5 metres between the carriageway and cycle track and at the edge of the highway, the total land width required is 9.0 metres. This is not available over significant lengths of Old Lane. The guidance requires that cycle routes should be: continuous, offer consistent standard, be safe, capable of maintaining momentum and integral width and complementary with its surroundings.
17. Local Transport Note 2/08 *Cycle Infrastructure* contains similar advice.
18. As a result of observation of speeding motorists when carrying out the survey, and the above guidance, I commissioned a speed/flow survey, carried out at a point midway between Martyrs Green and Effingham Junction. The average speed in either direction was around 44 mph and the 85th percentile speed was 52 mph (c.f. 40 mph speed limit). The existing two way flows exceeded 4,000 vpd.
19. For Old Lane to carry out its proposed functions to serve the development it would need to be reconstructed to a highway consisting of a 1.0 metre (pref. 2.0 metre) verge, a 6.1 metre carriageway, 0.5m metre (pref. 1.0m) clearance, a 2.0 metres (pref. 3.0 metres) cycle track and a 1.0 metre verge. For continuity and momentum reasons the cycle track should remain on one side of the carriageway.
20. In the vicinity of the Appeal Site bus services are poor. In order to meet sustainability requirements the Appellant proposes to subsidise enhanced services. From the Appellant's own submissions it appears that a viable service cannot be provided unless the present modal split to bus of 2% rises to in excess of 5%.
21. Car parking at the two nearest stations, Horsley and Effingham Junction, is close to capacity. Increased patronage will exacerbate the shortage of spaces.
22. The rail services from the two stations are already overcrowded on the edge of London. Passenger usage is growing at 4% per annum. Despite the capacity of each train being increased significantly in the future, at the present rate of growth this will be taken up within twelve years without the development. Lack of future train capacity seriously limits the potential of the Appeal Site to support commuting into London by train.

23. East Horsley and West Horsley Parish Councils have four main traffic-related concerns: road safety, traffic congestion, lack of parking at the railway stations, pedestrian and cycle provision and amenity. These concerns are supported by the following conflicts with national and local planning policies:
- a) The site is not within walking distance of a range of services;
  - b) The site is not highly accessible by public transport;
  - c) The site is not served by existing cycle and pedestrian routes, nor can they be achieved without significant up-front costs and damage to the environment; and
  - d) The development is not balanced in favour of sustainable transport nodes.
24. It may therefore be concluded that transport sustainability of the Appeal Site is fundamentally inadequate.

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