

# M25 junction 10/A3 Wisley interchange

**TR010030**

## **9.57 Applicant's comments on Harry Eve's Deadline 3 submission**

Rule 8(1)(c)(i)

Planning Act 2008

Infrastructure Planning (Examination Procedure) Rules 2010

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# Infrastructure Planning

## Planning Act 2008

### Infrastructure Planning (Examination Procedure) Rules 2010

## M25 junction 10/A3 Wisley interchange

### Development Consent Order 202[x ]

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## 1. Introduction

- 1.1.1 This document sets out Highways England's comments on the Deadline 3 submission [REP3-067] from Harry Eve (received on 28 January 2020).
- 1.1.2 Where issues raised within the Written Representation have been dealt with previously by Highways England, for instance in response to a question posed by the examining authority in its first round of written questions [REP2-013], in Highways England's comments on written representations [REP2-014] or within one of the application documents or other examination documents, a cross reference to that response or document is provided to avoid unnecessary duplication. The information provided in this document should, therefore, be read in conjunction with the material to which cross references are provided.
- 1.1.3 In order to assist the examining authority, Highways England has not provided comments on every point made by Harry Eve including for example statements which are matters of fact and those which it is unnecessary for Highways England to respond to. However, and for the avoidance of doubt, where Highways England has chosen not to comment on matters contained in the response, this should not be taken to be an indication that Highways England agrees with the point or comment raised or opinion expressed.

## 2. Harry Eve Response

2.1.1 The letter received at Deadline 3 [REP3-067] is subdivided into two sections in response to Highways England's previous comments [REP2-014] upon Mr Eve's Written Representation at Deadline 1 [REP1-057]. The first section focuses on matters around Transport and Traffic, and the second on Climate Change implications of the Scheme.

### 2.2 Transport and Traffic

2.2.1 Mr Eve states in his letter that Highways England have avoided specific points made within his representation on points 'HCE26 (NMU crossings absent for two exits)' and 'HCE28 (excessive queuing on Ockham Road North and the Wisley Lane Access indicated by the modelling)'.

2.2.2 With regard to Non-Motorised User (NMU) crossings, as raised under HCE26, Highways England previously responded to this issue in the Applicant's Comments on Relevant Representations [REP1-009], where it stated:

*"The safety of non-motorised users (NMUs) will be enhanced by the Scheme as NMU routes under the A3 at Ockham Park junction will now be provided in the road verges via signal-controlled crossings. Toucan crossings have been proposed at locations along these routes to allow pedestrians and cyclists to cross under the safety of signal control."*

2.2.3 All NMU crossings are to be controlled at Ockham Park Interchange with the exception of the exit from the roundabout onto Ockham Road North, and the exit from the roundabout onto the Wisley Lane diversion, as shown in Figure 1.3 of the Transport Assessment [APP-136]. These crossings are not controlled, as signalised crossings here would cause traffic to back up on the roundabout, resulting in greater congestion.

2.2.4 It has been necessary in the design of the Scheme, to balance considerations for traffic flow and NMU provision at Ockham Park junction. Whilst these two exits would remain uncontrolled, the overall NMU provision at the junction would be much improved, with six new signal-controlled crossings to be installed (which would control the broader traffic flows through the roundabout, resulting in opportunities for NMUs to cross also at uncontrolled crossings), and improved lane layout and marking (which would increase the predictability of traffic movements through the junction). Highways England considers that this solution provides a suitable and safe layout in the context of the demands of both vehicular and non-motorised users of the junction.

2.2.5 The new bridge for Wisley Lane diversion also includes a bridleway provision to provide a safe route over the A3 for all NMUs, which will enhance connections in the public rights of way network near the Ockham Park interchange.

2.2.6 With regard to queuing on Ockham Road North and the Wisley Lane diversion, as raised under HCE28, Highways England previously responded to this issue in the Applicant's Comments on Relevant Representations [REP1-009], where it stated:

*“Regarding traffic at the Ockham Roundabout, the modelling suggests the Scheme reduces traffic approaching from Ockham Road North in both the morning and evening peak periods. Further, modelling of the operation of the amended Ockham Roundabout with traffic signals has also demonstrated that it will operate within capacity with forecast traffic growth and alleviate traffic congestion and delay at the junction.”*

- 2.2.7 The results in the Transport Assessment (TA) [APP-136] appendix suggest that there are large mean maximum queues (MMQ) on Ockham Road North and the Wisley Lane Access in the 2037 Do Minimum model. The Do Something model includes additional lanes, and therefore additional capacity, whilst also signalling the Ockham Road North. Therefore, vehicles from this arm will be able to more readily access the roundabout. The Do Something results do not show excessive queueing on the two mentioned arms.
- 2.2.8 As mentioned in paragraph 7.6.1 of APP-136, the 2037 Do Minimum implements the proposed WSP scheme from Wisley Airfield at Ockham Park Junction. This signals the A3 southbound off-slip/corresponding circulatory and the Wisley Lane approach/corresponding circulatory. The MMQ results in Table G-55 of the TA [APP-136], modelled using LinSig software, suggest large queueing on the Wisley Lane approach and Ockham Road approach in this Do Minimum scenario. As the Ockham Road North would be unsignalled in the Do Minimum scenario, there would be an almost constant stream of traffic opposing this arm making it more difficult for vehicles to access the roundabout and therefore exacerbating predicted queues on this arm. Given the lane layout of the circulatory, the majority of vehicles are predicted to be in the outside lane at the circulatory stopline at the Wisley Lane approach. These vehicles are travelling towards Portsmouth Road (rather than using the left lane which exits at Ockham Road North). As a result, there would not be equal lane usage and the circulatory would require more green time to accommodate this and prevent circulatory blocking. This comes at the expense of the Wisley Lane approach, which would exacerbate predicted queues.
- 2.2.9 With the Do Something scheme, the Ockham Road North/circulatory section of the roundabout is proposed to be signalled. This will help traffic to more easily access the roundabout from the Ockham Road North approach. The additional circulatory capacity also means that the LinSig model predicts that less green time would be required on the circulatory and so more could be applied to the roundabout approaches. Also, the introduction of traffic signals will allow queue lengths on the circulatory carriageway to be controlled to prevent blocking back.

## 2.3 Climate Change Implications

- 2.3.1 Mr Eve contends in points HCE30 to HCE33, that the methodology undertaken through the Scheme's Carbon Tool [APP-130] to inform the climate chapter of the Environment Statement [APP-060], has resulted in an understatement of the carbon dioxide equivalent (CO<sub>2</sub>e) costs of the project.
- 2.3.2 The Highways England Carbon Tool is used for the construction phase of the Scheme. It is a spreadsheet-based tool which provides space to input material and non-material construction information, and then uses a range of pre-programmed materials data (e.g. mass) and carbon factors to calculate an

itemised and overall emissions total. Operational emissions are calculated separately from the Carbon Tool.

- 2.3.3 The full methodology for the effects on climate assessment, including use of the Carbon Tool, can be found in section 15.1.5 of the Environmental Statement [APP-060]. Whilst the tool requires assumptions and cannot predict climate effects with complete accuracy, this is always a feature of carbon assessments and the methodology represents current best practice. Efforts have been made to select appropriate assumptions, based on other project experience. The emission factors contained within the tool are sourced from the standard UK emission factors produced by Defra, and therefore the scopes and boundaries of emissions (which parts of a component's lifecycle are included within the assessment) are standard to similar assessments in the UK. The Carbon Tool can be relied upon to provide a sound assessment for the purposes of examination of the Scheme.
- 2.3.4 In HCE33, Mr Eve suggests that an assessment of the effect of induced traffic should be included in the estimate of future CO<sub>2</sub>e emissions. Forecasts of future traffic are incorporated into operational figures produced from the traffic modelling.
- 2.3.5 In HCE34, Mr Eve states that the Government has committed to a new carbon reduction target, which came into effect on 27th June 2019, whereas the Scheme was developed in accordance with the previous legislation under the Climate Change Act 2008. The DCO application for the Scheme was submitted on the 19th June 2019, and therefore assessments were undertaken prior to the aforementioned revised carbon reduction targets being adopted.

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Registered office Bridge House, 1 Walnut Tree Close, Guildford GU1 4LZ  
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