

**From:** [REDACTED]  
**To:** [River Thames Scheme](#)  
**Cc:** [Planning SE](#); [REDACTED]  
**Subject:** 18072 River Thames Scheme - EIA Scoping Report  
**Date:** 04 November 2022 10:17:00

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<b>For attention of:</b>	Emily Park
<b>Site:</b>	Egham Hythe in Runnymede and Shepperton in Spelthorne
<b>Proposal:</b>	The River Thames Scheme - A new river channel built in two sections between Egham Hythe in Runnymede and Shepperton in Spelthorne; capacity improvements to existing river structures (including at Sunbury, Molesey and Teddington Weirs and Desborough Cut); new green open spaces; habitat creation and enhancement; active travel provision and associated development.
<b>Your Reference:</b>	WA020001-000005
<b>Highways England's Reference:</b>	#18072

Dear Emily

Thank you for consulting National Highways regarding an application by The Environment Agency and Surrey County Council (the Applicant) for an Order granting Development Consent for the River Thames Scheme (the Proposed Development). The proposals include a new river channel built in two sections between Egham Hythe in Runnymede and Shepperton in Spelthorne; capacity improvements to existing river structures (including at Sunbury, Molesey and Teddington Weirs and Desborough Cut); new green open spaces; habitat creation and enhancement; active travel provision and associated development.

We have been appointed by the Secretary of State for Transport as strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the strategic road network (SRN). The SRN is a critical national asset and as such we work to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity.

We will be concerned with proposals that have the potential to impact on the safe and efficient operation of the SRN; in this case, particularly the M3 and the M25.

We have undertaken a review of the Environmental Impact Assessment Scoping Report we received from you on 5 October 2022 and offer the following comment and advice on the information contained therein.

Overall the approach identified provides a thorough method to assessing impacts of the proposed development on a range of scenarios including construction, operational and maintenance impacts. It is noted that several effects of the generation of trips by vehicles, particularly HGVs, will be assessed as part of the EIA Traffic and Transport Chapter informed by the trip generation estimates

presented in the Transport Assessment. The method proposed considers the likely significant effects on road (including pedestrian and cyclists), railway and waterway transport which is considered appropriate for a development of this scale and form. The study area has been defined based on where there will be a significant increase in trips associated with the construction and operation of the project, however it is noted that as the extent of impact is unknown at this stage, the traffic and transport study area for EIA scoping has been defined as a 600m buffer zone from main roads required to reach the Strategic Road Network (SRN). It should be noted that it will be important to assess the SRN junctions as well as routes to reach the SRN, particularly the M3 and M25.

The Scoping Report identifies the IEMA Guidance (1993) significance thresholds for Highway delay as follows:

- Rule 1: Include highway links where traffic flows will increase more than 30 per cent (or the number of HGVs will increase by more than 30 per cent); and
- Rule 2: Include any other specifically sensitive areas where traffic flows have increased by 10 per cent or more.

However, the context of the development in a congested, urban, Greater London location should be factored when determining an appropriate threshold for significance. National Highways require a robust assessment of additional trip generation and mitigation of impacts for SRN junctions and this will be reviewed in light of the trip generation through SRN junctions in terms of absolute numbers, rather than as a percentage change on existing flows.

## Conclusion

Thank you again for consulting at the pre-application stage with us. We are broadly content with the methodology presented; however our comments will need to be taken into account when preparing the forthcoming EIA.

We trust our comments assist and look forward to early engagement with the applicant regarding the EIA and any other SRN related matters as the project progresses.

In the meantime if you have any queries regarding our response, please contact us at [planningse@nationalhighways.co.uk](mailto:planningse@nationalhighways.co.uk).

Kind Regards

**Patrick Blake, Spatial Planning Manager – South East**

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