



Elmbridge Borough Council

ELMBRIDGE LOCAL PLAN

Transport Assessment





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Transport Assessment

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1 INTRODUCTION

1.1 OVERVIEW

- 1.1.1. WSP have been commissioned by Elmbridge Borough Council (EBC) to prepare a Transport Assessment (TA) for the emerging Local Plan, the basis of which is a preferred spatial strategy of providing for future development in the existing urban areas. This TA will form part of the evidence base to support the new Elmbridge Local Plan (ELP).

1.2 ELMBRIDGE LOCAL PLAN

- 1.2.1. Elmbridge Borough Council (EBC) is currently preparing its new Elmbridge Local Plan (ELP), which will cover the period up to 2037. The new ELP will replace the Adopted Local Plan Core Strategy 2011 and Development Management Plan 2015.
- 1.2.2. In preparing the new Local Plan, EBC will consider sustainable options for meeting housing, employment and other development needs. EBC has developed a preferred option local plan development scenario. This has been set based on a rigorous assessment of land availability and a robust assessment of a wide range of land use policies across the Borough, and in adjacent Boroughs and Districts. This has resulted in the need to assess the impact of approximately 5,480 new homes and 2,167 new jobs growth¹ in the Borough.

1.3 DRAFT LOCAL PLAN TRANSPORT ASSESSMENT

- 1.3.1. The approach to developing this TA has been to assess the impacts of the proposed Local Plan development on the local transport network and to develop a strategy for mitigating the impacts where needed.
- 1.3.2. This transport assessment has been scoped out and agreed with EBC, Transport for London (TfL), Surrey County Council (SCC) and National Highways (formerly Highways England) (NH). Engagement with TfL, SCC and NH is described later in this report.

¹ This growth includes Land Availability Assessment sites and windfall sites (NB current consented schemes and developments under construction are included in the assessment baseline).

2 TRANSPORT POLICY AND GUIDANCE

2.1 OVERVIEW

2.1.1. This section provides an overview of national, regional and local transport policy and guidance.

2.2 NATIONAL POLICY

National Planning Policy Framework (2021)

2.2.1. The National Planning Policy Framework (NPPF) identifies that transport issues should be considered from the earliest stages of plan-making so that:

- The potential impacts of development on transport networks can be addressed,
- Opportunities from existing or proposed transport infrastructure are realised, for example in relation to the scale, location or density of development that can be accommodated, and
- Opportunities to promote walking, cycling and public transport use are identified and pursued.

2.2.2. The NPPF requires the planning system to actively manage patterns of growth in support of the above transport objectives. Significant development should be focused on locations which are or can be made sustainable.

2.2.3. The NPPF notes that planning policies should be prepared with the active involvement of local highway authorities and neighbouring councils, so that strategies and investments for supporting sustainable transport and development are aligned.

2.3 REGIONAL POLICY

Surrey's Climate Change Strategy (April 2020)

2.3.1. Surrey's Climate Change Strategy targets a 60% emissions reduction in the transport industry. It is intended that this would be achieved through a number of strategic targets that focus on:

- Reducing the number and length of car journeys, and
- Investment in initiatives and infrastructure that increases the use and update of walking, cycling and public transport and reduce reliance on the use of the car.

Surrey Local Transport Plan 3 (April 2018)

2.3.2. The Surrey Transport Plan is the third Local Transport Plan (LTP) for the county. The Plan seeks to tackle transport problems in the County by implementing strategies that look forward to 2026.

2.3.3. The vision of the Plan is to: *"Help people to meet their transport and travel needs effectively, reliably, safely and sustainably within Surrey; in order to promote economic vibrancy, protect and enhance the environment and improve the quality of life"*.

2.3.4. The aims of the Plan are to create an effective, reliable, safe and sustainable transport network:

- **Effective Transport:** *"To facilitate end-to-end journeys for residents, business and visitors by maintaining the road network, delivering public transport services and, where appropriate, providing enhancements"*
- **Reliable Transport:** *"To improve the journey time reliability of travel in Surrey"*
- **Safe Transport:** *"To improve road safety and the security of the travelling public in Surrey"*

- Sustainable Transport: “To provide an integrated transport system that protects the environment, keeps people healthy and provides for lower carbon transport choices”.

- 2.3.5. It is expected that a new Local Transport Plan (LTP4) will be adopted by SCC in 2022.
- 2.3.6. The draft LTP4 (July 2021) includes plans to reduce the 46% of carbon emissions currently generated by transport in Surrey. Proposals to 2030 and beyond include: increasing safer and improved walking and cycling routes to encourage people to get out of their cars; providing more charging points and parking for electric vehicles; more bus services; charging for transport use and introducing car clubs; as well as improving internet connections and redesigning neighbourhoods that enable easier access to local services and reducing the need to travel by car.
- 2.3.7. The draft LTP4 also set out the County Council’s ambitious roadmap for a transport network in Surrey that meets the needs of the future. Crucially, this includes proposals to help tackle the climate emergency and become a carbon free county by 2050.

Elmbridge local transport strategy forward programme (2018)

- 2.3.8. In 2018 EBC and SCC published a forward programme of transport improvements across the Borough or affecting the Borough. This programme identified 91 schemes divided into 14 categories.

Surrey Infrastructure Study (November 2017)

- 2.3.9. The Surrey Infrastructure Study identifies the infrastructure and funding required to support growth planned in Surrey to 2031. The study identifies key infrastructure capacity issues in Elmbridge.
- 2.3.10. The Surrey Infrastructure Study is being reviewed as part of the Surrey 2050 Place Ambition with one of the key priorities being to improve connectivity both within Surrey and between strategically important hubs. SCC is working in collaboration with the Surrey Boroughs and Districts and several key stakeholders to shape the Place Ambition and to update the Infrastructure Study.

The London Plan (2021)

- 2.3.11. The London Plan is the Spatial Development Strategy for Greater London. It sets out a framework for how London will develop over the next 20 to 25 years. The plan is underpinned by the concept of good growth – growth that is socially and economically incisive and environmentally sustainable – to ensure that growth is focused on sustainable development. The plan states that car free development should be the starting point for all development proposals in areas well connected by public transport, with developments elsewhere to provide the minimum necessary car parking.
- 2.3.12. Notable strategic transportation connections by road between Elmbridge and London include the A3 and the M3/A316. Strategic rail connections include the London Waterloo – Woking Line serving the north of the Borough and the London Waterloo – Guildford Line serving the south of the Borough.

Mayor’s Transport Strategy (2018)

- 2.3.13. The Mayor’s Transport Strategy describes plans to change the transport mix across London, providing viable and attractive alternatives that will allow Londoners to reduce their dependency on the car.

2.4 LOCAL POLICY

Elmbridge Local Plan

- 2.4.1. The adopted Elmbridge Local Plan is split into two key documents. The Core Strategy (CS) was published in 2011 and the Development Management Plan (DMP) was published in 2015.



- 2.4.2. The main purpose of the new Local Plan with regard to transport will be to further promote sustainable travel modes, particularly within new development. The new Local Plan will also seek to address air quality and to contribute towards Zero Carbon and positively impact climate change in the Borough for the well-being of residents, employees and visitors.
- 2.4.3. A series of evidence documents have been prepared to support the emerging Local Plan. Those relevant to the Borough's preferred growth strategy include,
- Urban Capacity Study
 - Land Availability Assessment
 - Alternative Development Options
 - Air Quality Assessment
 - Strategic Employment Land Review
 - Local Market Assessment
 - Elmbridge Economic Strategy 2019-2023
 - Infrastructure Delivery Plan

3 TRANSPORT IN ELMBRIDGE

3.1 OVERVIEW

3.1.1. This section describes the current transport situation in Elmbridge for all primary modes of transport. This section is based on data sourced from the 2011 Census, Office for National Statistics (ONS), SCC's multi-modal regional transport model (SINTRAM model version 7-2) and additional data from SCC and EBC.

3.2 JOURNEY TO WORK MODE SHARE

3.2.1. Journey to work mode share data from the 2011 Census has been reviewed in order to understand the existing mode share of journeys undertaken by residents living in Elmbridge. This is the most up to date information available on residents' method of travel to work at a local authority level.

3.2.2. Whilst there may have been some change in the journey to work mode share of residents since the census (e.g. due to changes to the public transport network or levels of traffic congestion), the impact of such change is likely to be minor.

3.2.3. The 2011 Census journey to work mode share information for residents in Elmbridge Borough is summarised in Table 3-1 below.

Table 3-1 – Resident Journey to Work Mode Share (Census 2011)²

Method of travel to work	Mode Share (%)
Work mainly at or from home	9.7%
Underground, metro, light rail or tram	1.0%
Train	20.8%
Bus, minibus or coach	2.1%
Taxi	0.3%
Motorcycle, scooter or moped	1.2%
Driving a car or van	52.2%
Passenger in a car or van	2.6%
Bicycle	3.2%
On foot	6.2%
Other method of travel to work	0.7%

3.2.4. The mode share results in Table 3-1 show that the majority of residents travel to work as a car or van driver (52.2%). Public transport (underground, train and bus) accounts for 23.9% of all journeys to

² <https://www.surreyi.gov.uk/2011-census/method-of-travel-to-work/>

work and active travel modes (bicycle, on foot and other methods of travel to work) account for 10.1% of all journeys to work.

- 3.2.5. It is likely that as a result of the COVID-19 pandemic the proportion of residents working at home on a full or part time basis has increased. This is supported by a City of London City Property Advisory Team (CPAT) survey of businesses which found that respondents expected a shift away from full time office-based working once the pandemic restrictions end.
- 3.2.6. The results of the City of London CPAT survey also suggest that travel demand during the AM and PM peaks will change too. Businesses are reporting that they are planning to allow workers to work more flexibly, which should in turn reduce travel demand in the traditional morning and evening peak periods.

3.3 ORIGIN / DESTINATION

- 3.3.1. A significant proportion of residents living in Elmbridge work outside of the Borough. Origin destination data from the 2011 Census indicates that approximately 54% of working residents commute out of Elmbridge Borough, with most of these trips to destinations in Greater London and also Heathrow Airport. A plan showing the workplace destination of people living in the Borough is provided in Figure 3-1 below.
- 3.3.2. A significant number of people commute within Elmbridge Borough. Figure 3-2 below shows the home origin of people working in the Borough. This shows that most people working in Elmbridge commute from home locations inside the Borough or from settlements outside of the Borough located to the south-west. Relatively few people commute into the Borough from the Greater London area.

Commuting travel by Elmbridge Borough residents

- 3.3.3. The majority of rail commuting movements made by residents living in the Borough are to destinations in the Greater London area. In total 91% of all rail journeys to work have a destination in the Greater London area. This compares with an average for all modes of travel of 48%.
- 3.3.4. Most bus commuting movements made by residents living in the Borough are to destinations within Elmbridge and to settlements located to the north and north-east of the Borough. This is reflective of the stronger bus connectivity in the north of the Borough.
- 3.3.5. The majority of car driver commuting movements made by residents living in Elmbridge Borough are to destinations within the Borough or local authorities immediately surrounding the Borough. Many long-distance car driver trips are also made to destinations across the south-east of England.

Commuting travel within Elmbridge Borough

- 3.3.6. The majority of rail commuting movements into the Borough are made by people living along rail corridors in, or immediately surrounding the Borough. The total number of people commuting by rail from destinations outside of the Borough is relatively low.
- 3.3.7. Most bus commuting movements into the Borough are made by people living within Elmbridge or settlements located to the north and north-east. This is reflective of the stronger bus connectivity in the north of the Borough.
- 3.3.8. The majority of car driver commuter movements into the Borough are made by people living in the Borough and local authorities that surround the Borough to the east, south and west. Relatively few people commute into Elmbridge by car from the Greater London Area.

Figure 3-1 – Work Location of people living in Elmbridge Borough (2011 Census)

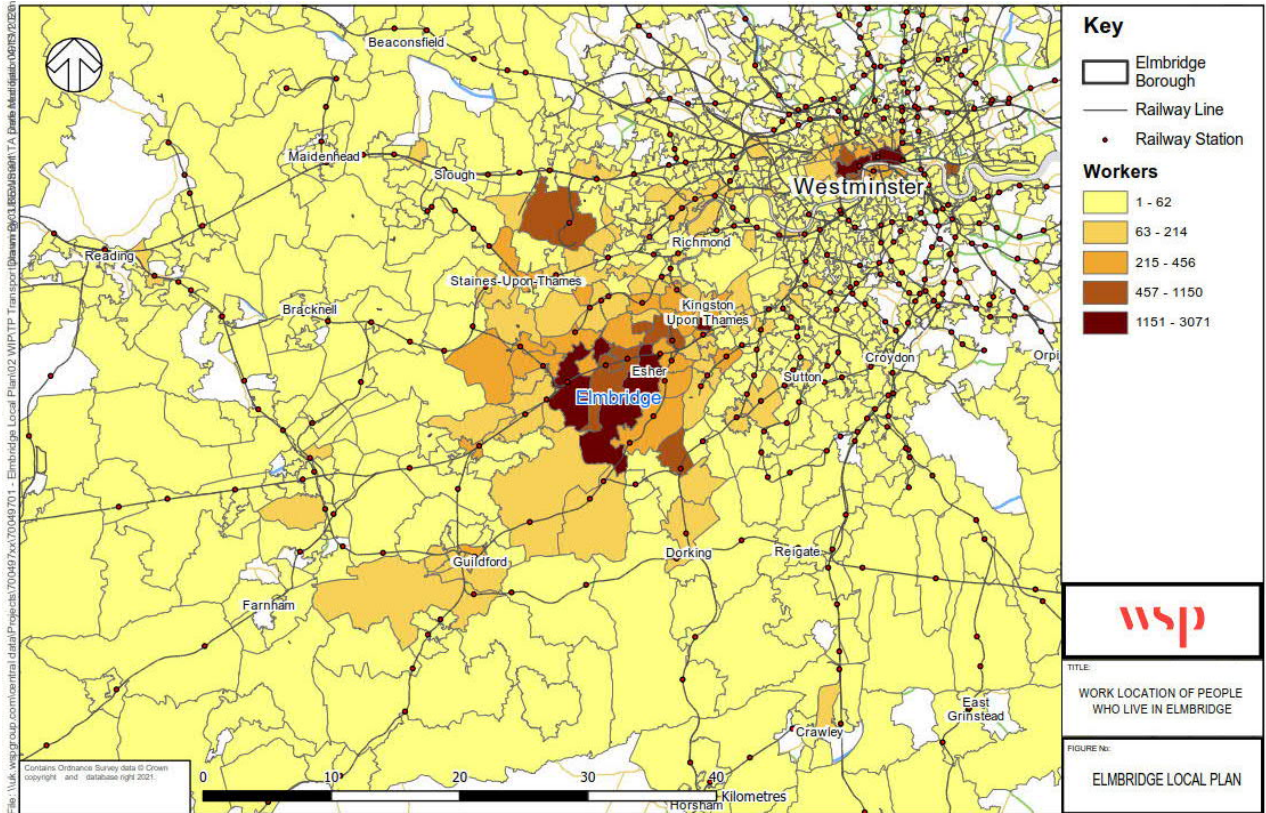
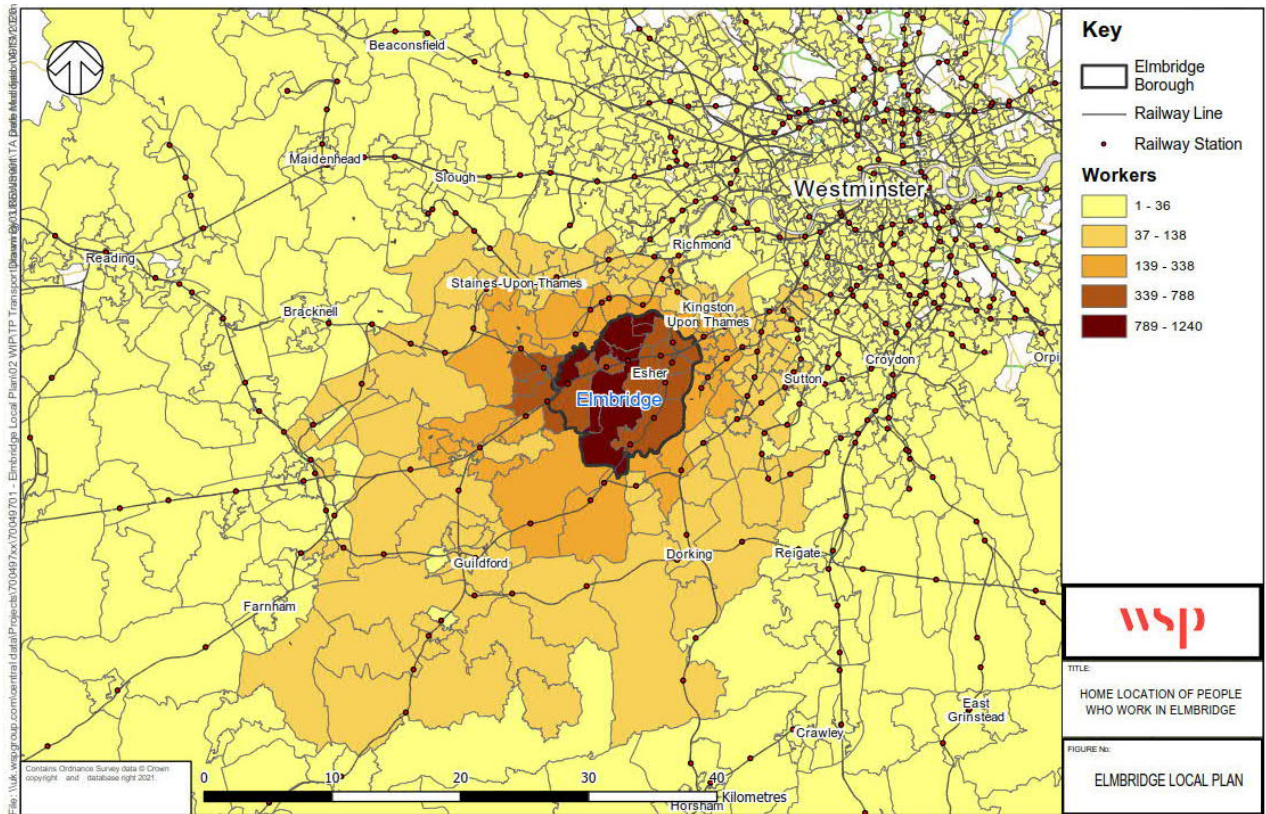


Figure 3-2 – Home Location of people working in Elmbridge Borough (2011 Census)



3.4 ACTIVE TRAVEL

3.4.1. Approximately 10% of journeys to work by residents in the Borough are by active travel modes (i.e principally on foot or by bicycle). A comparison of the Elmbridge active travel mode share with other local authorities in Surrey is provided in Table 3-2 below.

Table 3-2 – Resident Journey to Work Active Travel Mode Share by Local Authority in Surrey (2011 Census)

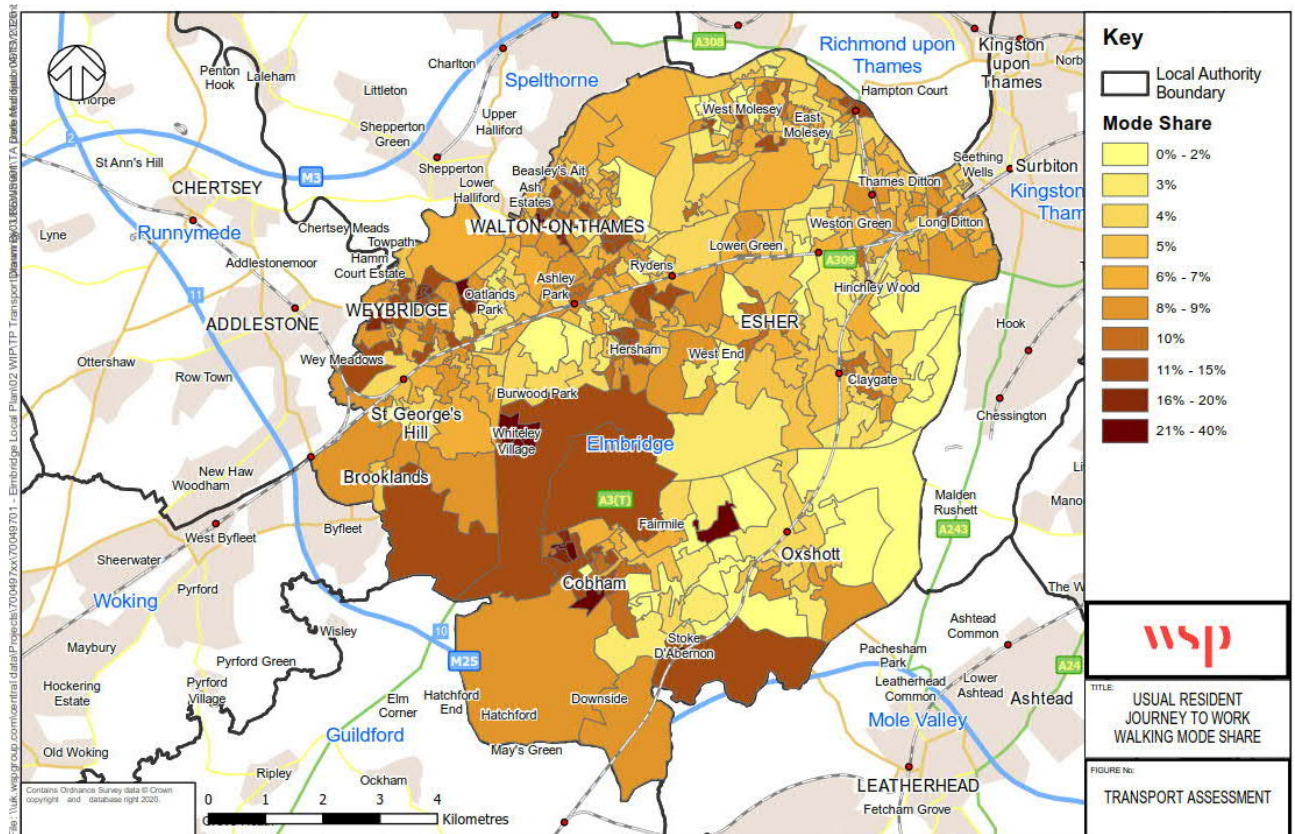
Geography	Active Travel Journey to Work Mode Share (%)			
	Foot	Cycle	Other	Total
Surrey	8.6	2.2	0.6	11.4
<i>Elmbridge</i>	6.2	3.2	0.7	10.1
Epsom & Ewell	8.2	2.5	0.6	11.3
Guildford	12.0	2.6	0.6	15.2
Mole Valley	9.7	1.9	0.7	12.3
Reigate & Banstead	9.0	1.7	0.5	11.2
Runnymede	9.9	2.9	0.7	13.5
Spelthorne	6.3	2.7	0.5	9.5
Surrey Heath	7.3	1.7	0.8	9.8
Tandridge	7.0	0.9	0.7	11.2
Waverley	9.2	1.5	0.5	12.1
Woking	8.9	2.7	0.5	11.2

3.4.2. Table 3-2 above shows the active travel mode share of the Borough (10.1%) to be just below the average for Surrey as a whole (11.4%).

Walking

3.4.3. 2011 Census shows that 6% of resident journeys to work are made on foot. A plan showing how the walking journey to work mode share varies across Elmbridge is provided in Figure 3-3 below.

Figure 3-3 – Elmbridge journey to work walking mode share (2011 Census)

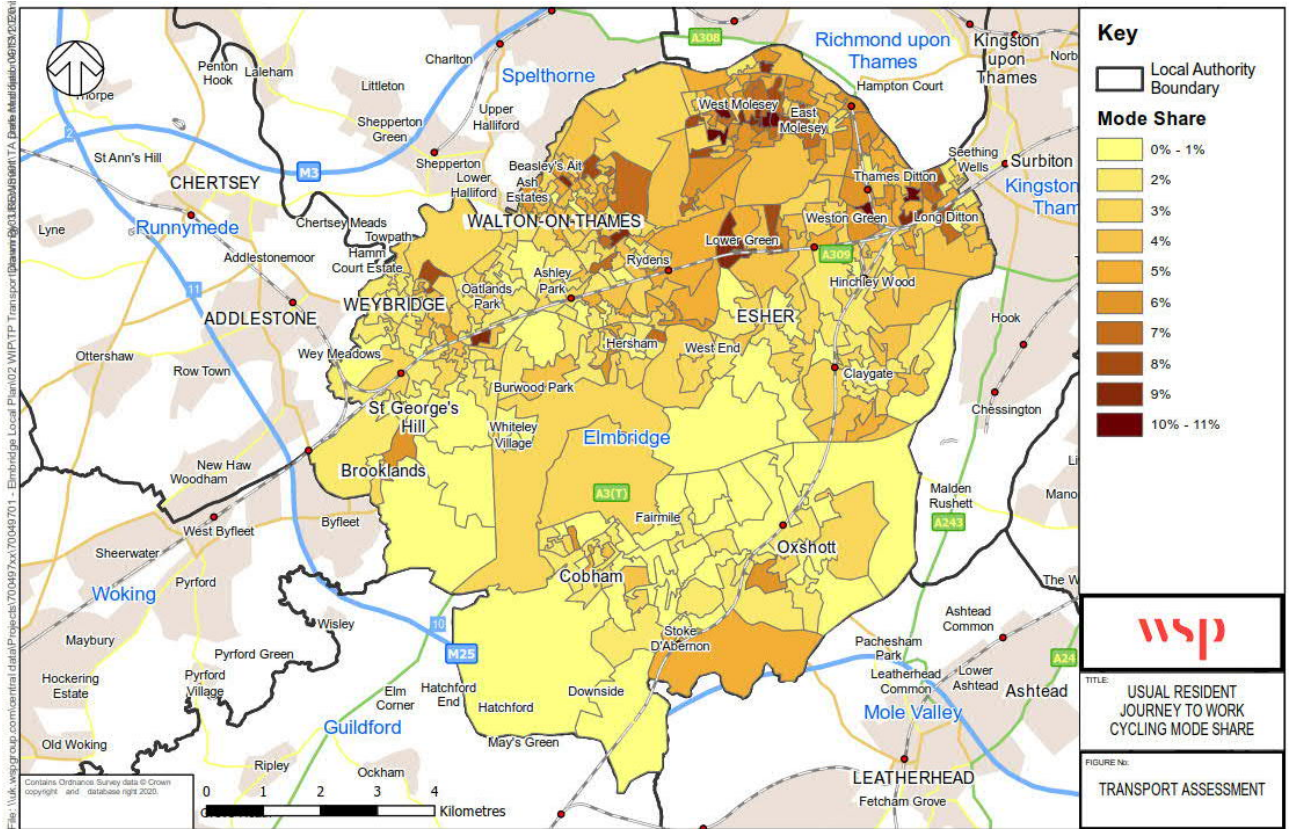


3.4.4. Figure 3-3 above shows the walking journey to work mode share to be highest within the main urban settlements to the west and north-west of the Borough, particularly Cobham, Weybridge and Walton-on-Thames. The walking mode share tends to be lower in the north and east of the Borough.

Cycling

3.4.5. 2011 Census shows that 3% of residents’ journeys to work are made by bicycle. A plan showing how the cycling journey to work mode share varies across the Borough is provided in Figure 3-4 below.

Figure 3-4 – Elmbridge journey to work cycling mode share (2011 Census)



3.4.6. Figure 3-4 shows cycling journey to work mode share to be highest within the main urban settlements to the north of the Borough. The highest mode shares are recorded in the centre of West Molesey to the north of the Borough and parts of Thames Ditton and Weston Green to the north-east of the Borough. The lowest journey to work cycling mode share is recorded in the south of the Borough.

3.5 PUBLIC TRANSPORT

3.5.1. Approximately 24% of journeys to work by residents in the Borough are by public transport (bus, rail and underground). Table 3-3 below compares the public transport primary mode share of Elmbridge with other local authorities in Surrey and Surrey as a whole.

Table 3-3 – Public Transport Commuting Across Surrey (2011 Census)

Geography	Public Transport Journey to Work Mode Share (%)			
	Train	Bus/Coach	U/G or Tram	Total
Surrey	13.6	2.7	0.6	16.9
Elmbridge	20.8	2.1	1.0	23.9
Epsom & Ewell	20.3	3.9	1.5	25.7
Guildford	11.3	3.4	0.3	15
Mole Valley	12.9	1.4	0.4	14.7
Reigate & Banstead	15.0	2.9	0.5	18.4
Runnymede	8.5	1.9	0.5	10.9
Spelthorne	8.0	5.2	1.3	14.5
Surrey Heath	6.1	1.9	0.2	8.2
Tandridge	18.1	2.4	0.5	21
Waverley	11.2	1.7	0.3	13.2
Woking	15.9	2.3	0.4	18.6

Source: SCC/Census 2011³

- 3.5.2. Table 3-3 above shows that the journey to work public transport mode share for Elmbridge (23.9%) is significantly higher than the average for Surrey (16.9%). This is principally associated with a high journey to work mode share for rail (20.8%). This is the highest rail mode share for any local authority in Surrey and is likely to be associated with the Borough's proximity to London. The journey to work bus mode share (2.1%) is slightly lower than the average for Surrey (2.7%).

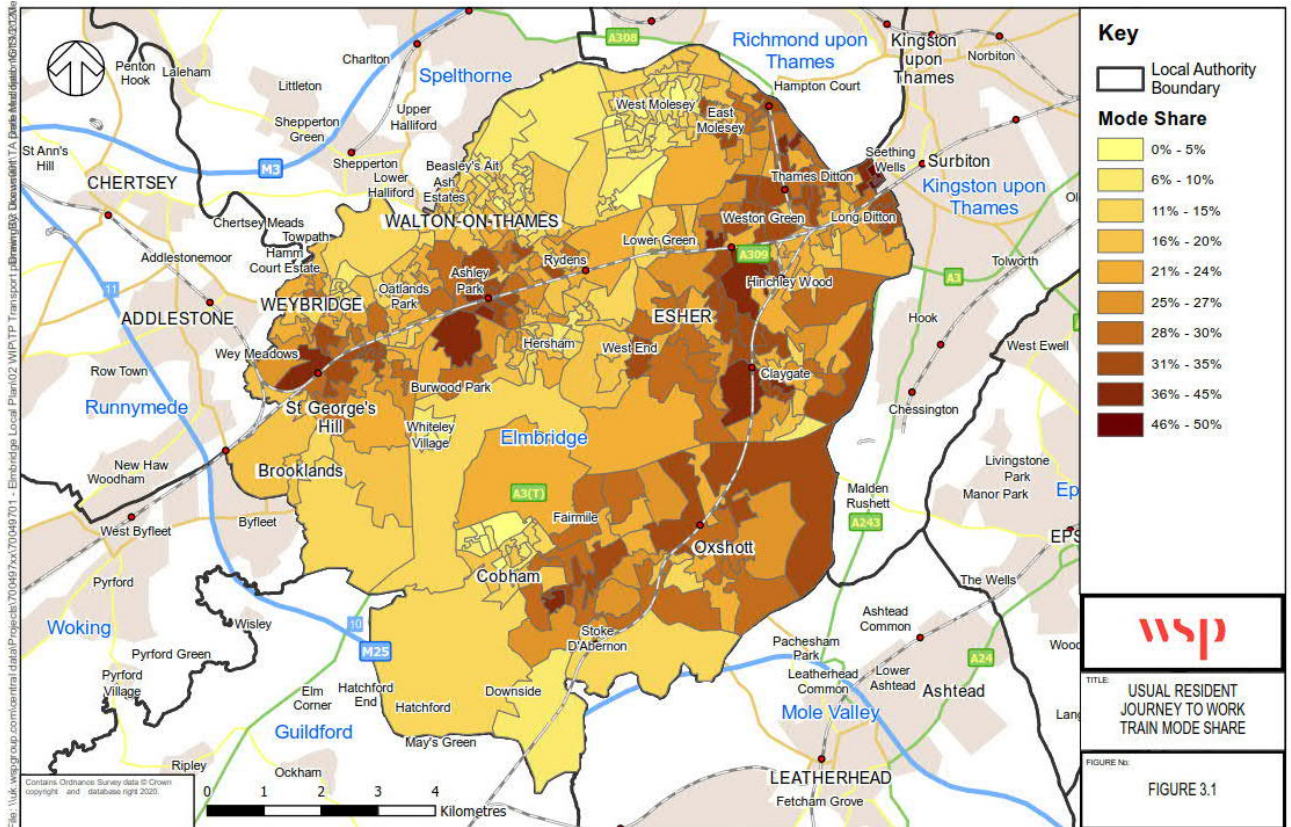
Rail

- 3.5.3. The main rail network through the region is the South Western Railway. This network connects London Waterloo with Weymouth, Portsmouth, Southampton, Woking and Guildford. This route provides good connectivity from Elmbridge into London.
- 3.5.4. In total there are 10 railway stations within the Borough. These are:
- Esher, Hersham, Walton-on-Thames and Weybridge stations which are situated on the South Western Railway mainline which runs between London Waterloo and Weymouth,
 - Hinchley Wood, Claygate, Oxshott, and Cobham & Stoke D'Abernon stations which are situated on the New Guilford line (which branches off the mainline south of Surbiton), and
 - Hampton Court and Thames Ditton stations which are situated on the Hampton Court line (which branches off the mainline south of Surbiton).
- 3.5.5. The locations of these railway stations are illustrated by the Transport Network plan enclosed at Appendix A.

³ ONS Data from SCC website.

3.5.6. The rail journey to work mode share for Elmbridge (20.8%) is higher than the average for Surrey as a whole (13.6%). A plan showing how the journey to work mode share varies across Elmbridge is provided in Figure 3-5 below.

Figure 3-5 – Elmbridge journey to work rail mode share (2011 Census)

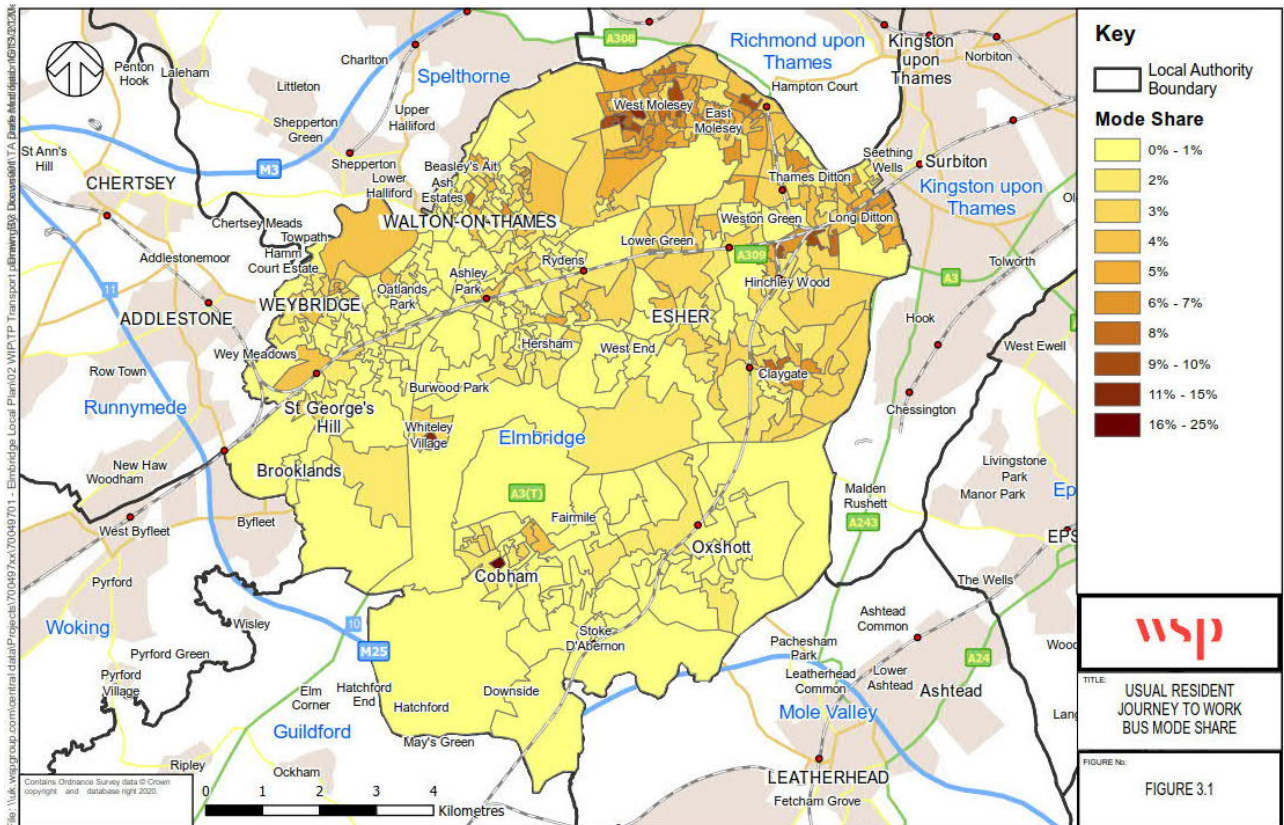


3.5.7. Figure 3-5 above shows the highest journey to work rail mode share to be within the main urban settlements along the rail corridors in the Borough. In particular: Weybridge, Walton-on-Thames, Weston Green, Hinchley Wood, Claygate and Stoke D’Abernon.

Bus

3.5.8. Only a small proportion of commuting trips in the Borough are undertaken by bus. Data from the 2011 Census shows that only around 2% of journeys to work were made by bus. A plan showing how the bus journey to work mode share varies across Elmbridge is provided in Figure 3-6 below.

Figure 3-6 – Elmbridge journey to work bus mode share (2011 Census)



3.5.9. Figure 3-6 above shows the highest proportion of journeys to work by bus to be in the east of the Borough (above 10%). However, in most areas the bus mode share is less than 2%. The higher mode share in the east of the Borough is likely to be associated with many of these bus services being operated by TfL, making the bus a more attractive option for trips to / from Greater London.

3.6 HIGHWAY NETWORK

3.6.1. The primary roads within Elmbridge Borough are illustrated by the Transport Network plan at Appendix A.

Strategic Road Network

3.6.2. National Highways (NH) is the government organisation responsible for England’s Strategic Road Network (SRN). The SRN comprises motorways and some major A-roads.

3.6.3. Sections of the SRN which run through Elmbridge Borough includes:

- A3 between M25 Junction 10 and A243; and
- M25 Motorway between Junctions 9 and 10 (note there are no junctions to access the M25 within Elmbridge – Junctions 9, 10 and 11 are located outside the Borough boundary).

Local Highway Network

3.6.4. All other roads in the Borough are the responsibility of Surrey County Council (SCC) as the Local Highway Authority. Main SCC routes within the Borough include:

- The A245, a single carriageway road, which runs in a south / west direction connecting Byfleet and Cobham;

- The A309 Kingston Bypass which bisects the eastern side of the Borough and connects with the A3 south of Ditton Hill; and
- The A244, a single carriageway road, which runs in a north / south direction connecting North Feltham with Leatherhead.

Performance of the highway network

3.6.5. The performance of the highway network is considered as part of the traffic modelling which has been undertaken to inform the emerging local plan. This modelling is described within the following sections of this report.

3.7 CAR AVAILABILITY

3.7.1. Average car and van availability in Elmbridge is 1.50 vehicle per household, whereas average car and van availability for the whole of Surrey is 1.51 vehicle per household.

3.7.2. Table 3-4 compares car and van availability in Elmbridge with Surrey as a whole. This shows that the proportion of households with no access to a car or van to be lower in Elmbridge than Surrey as a whole.

Table 3-4 – Average car and van availability in Elmbridge and Surrey

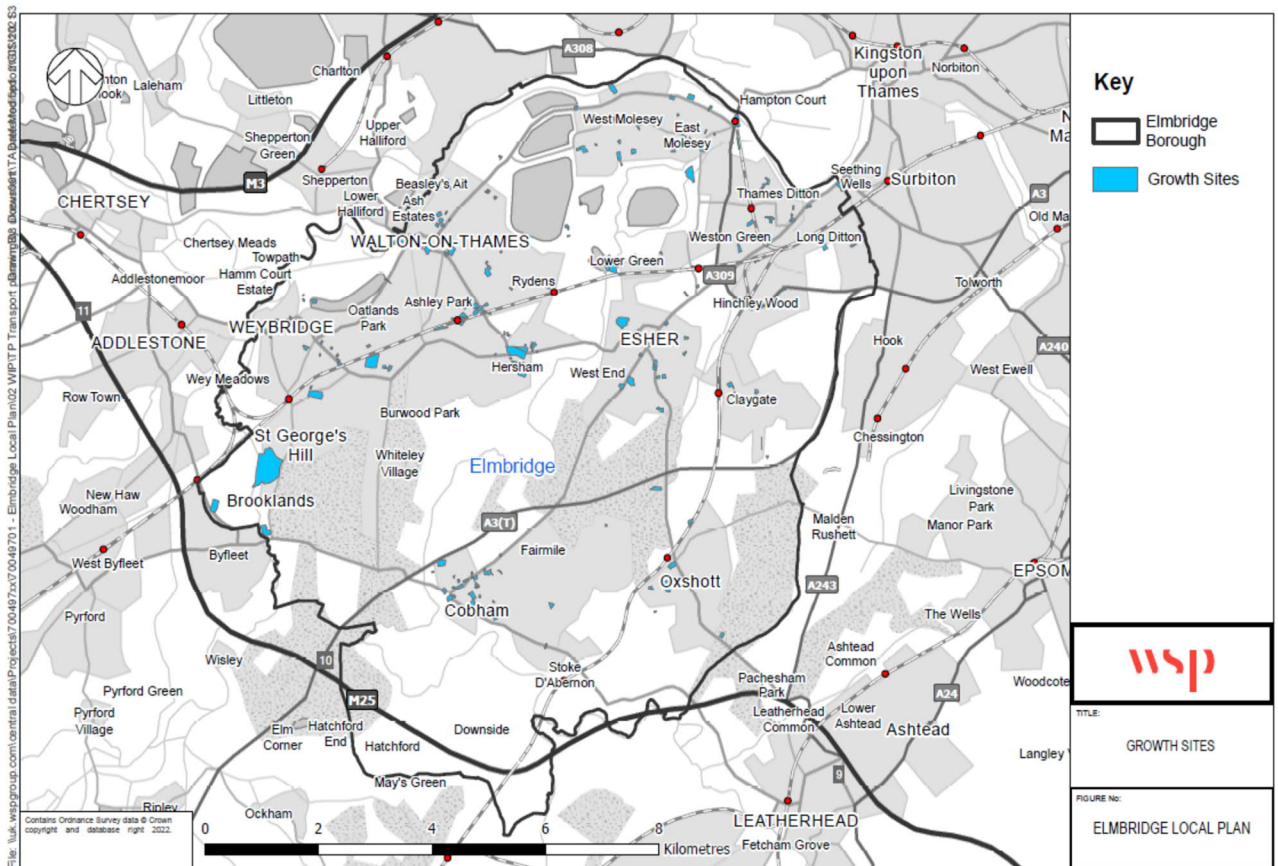
Household Car and Van Availability	Elmbridge	Surrey
No cars or vans	11.8%	13.1%
One car or van	42.4%	40.4%
Two cars or vans	34.3%	34.2%
Three or more cars or vans	11.6%	12.2%

4 PROPOSED LOCAL PLAN DEVELOPMENT

4.1 OVERVIEW

- 4.1.1. EBC is moving forward with its draft Local Plan (Regulation 19) with a preferred growth strategy based on providing for growth in the existing urban areas.
- 4.1.2. The proposed growth strategy comprises 5,480 homes and 2,167 new jobs across a number of carefully selected sites within the Borough. This includes urban development sites and windfall sites. The sites are shown in Figure 4-1 below.

Figure 4-1 –Growth Sites



- 4.1.3. For convenience, the sites have been categorised as large, medium or small. A full list of the large and medium size residential and employment sites is provided below in Tables 4-1 to 4-3. The criteria for identifying the large and medium size sites are also set out below.

4.2 LARGE SITES

- 4.2.1. Large size sites have been defined as those comprising 300+ residential units or more than 5,000m² of net floor space. There are no large residential sites and two large employment sites. These sites are detailed in Table 4-1.

Table 4-1 - Large Size Employment Sites

Site Name	Location	Quantum
The Heights and no. 4 The Heights	Weybridge	A net total of 9,500m ² of B1 land use. This equates to approximately 792 jobs.
Horizon Business Park Brooklands Road	Weybridge	A net total of 6,000m ² of B1 land use. This equates to approximately 500 jobs.

4.3 MEDIUM SITES

- 4.3.1. Medium size sites have been defined as those comprising between 80 and 300 residential units. The lower threshold of 80 units has been applied as this is typically the threshold at which a Transport Assessment (and in turn an assessment highway capacity) is required.
- 4.3.2. The majority of medium size residential sites are situated within or on the periphery of Esher, Walton-on-Thames, Hersham, Weybridge and Thames Ditton as detailed in Table 4-2 and Table 4-3.

Table 4-2 - Medium Size Residential Sites (80 to 300 residential units)

Site Name	Location	Quantum
River Mole Business Park, Mill Road, Esher	Esher	200
Homebase, New Zealand Avenue, Walton-on-Thames, KT12 1XA	Walton-on-Thames	200
1 Goldrings Road, Oxshott, Leatherhead, KT22 0QP ⁴	Oxshott	105
Walton Audi 1 Station Avenue Walton-On-Thames KT12 1PD	Walton-on-Thames	100
GlaxoSmithKline, St. Georges Avenue	Weybridge	100
Hampton Court Station & Jolly Boatman, Hampton Court Way, East Molesey, KT8 9AE	Thames Ditton	97
Unit 1-3 Hampton Court Estate, Summer Road, Thames Ditton ⁵	Thames Ditton	93
Total number of dwellings in medium size sites		895

⁴ EBC's Land Availability Assessment identifies 32 units for this site.

⁵ EBC's Land Availability Assessment identifies 60 units for this site.

Table 4-3 - Medium Size Employment Sites

Site Name	Location	Quantum
Hersham Place Technology Park Molesey Road	Hersham	A net total of 4,350m ² of B1 and B2 land uses. This equates to approximately 363 jobs.
Unit 3 and 4 135 Armfield Close	West Molesey	A net total of 3,000m ² of floor space (land use unknown). This equates to approximately 250 jobs.
16 Vickers Drive South Brooklands Industrial Park	Weybridge	A net total of 4,000m ² of A1 land use. This equates to approximately 211 jobs.

4.4 SMALL SITES

- 4.4.1. Small sites are defined as those comprising less than 80 units or less than 1,000m² net total of employment land use. Most small residential sites are situated within existing urban areas in Elmbridge and are spread generally across the Local Plan area.

4.5 WINDFALL SITES

- 4.5.1. In addition to the large, medium and small sites identified above the draft Local Plan spatial strategy includes 1,007 non-committed windfall sites.

5 TRAFFIC MODELLING

5.1 OVERVIEW

- 5.1.1. This section describes the traffic modelling process used to assess the highways impact of the draft Local Plan spatial strategy.
- 5.1.2. The traffic modelling assumes that all development related travel will be by private vehicles. No offset has been assumed for travel by public transport or active forms of travel. As such the modelling identifies the maximum level of impact from development on the Strategic and Local highway network.

5.2 METHODOLOGY

- 5.2.1. The impacts of the draft Local Plan spatial strategy have been assessed using Surrey County Council's (SCC) SINTRAM model, version 7-2.
- 5.2.2. Two modelling scenarios have been tested for a forecast year of 2037. These scenarios are referred to in this report as:
 - **Scenario 1** – 2037 model Baseline (Scenario 1 comprises full growth outside the Borough, as well as committed and background growth within the Borough); and
 - **Scenario 5** – draft Local Plan spatial strategy (Scenario 5 comprises Scenario 1 plus the spatial strategy development described previously in this report).
- 5.2.3. Trips generated by the draft Local Plan spatial strategy have been allocated to each site's corresponding model zone. The location of the windfall sites is unknown, as such they have been distributed across all of the internal zones proportionally, based on how many trips the zones generate.
- 5.2.4. Scenario 1 includes planned and committed development outside the Borough (including the committed M25 Junction 10 / A3 Wisley interchange improvement scheme, for which the Development Consent Order is advancing) and committed development inside the Borough. Scenario 5 includes no additional transport improvement schemes.
- 5.2.5. The impact of the draft Local Plan spatial strategy on the highway network has been analysed by comparing the SINTRAM modelling results of Scenario 1 (baseline) and Scenario 5 (draft Local Plan spatial strategy).
- 5.2.6. The impact has been assessed in terms of:
 - Actual flows on links; and
 - Volume to capacity (V/C) (using the worst performing turn at a junction)
- 5.2.7. V/C is a measure of underutilised capacity on junctions' approach arms. Arms of a junction with a V/C of between 0.85 and 0.99 (i.e. between 85% and 99% of capacity utilised) are considered to be approaching capacity and characteristically have light-to-moderate levels of queued traffic flows. Arms exceeding a ratio of 1.00 (100% of capacity utilised) are considered to be over capacity and are characterised as having heavy volumes of queued traffic.
- 5.2.8. The severity of the cumulative impact on the highway network has been determined by considering the magnitude of change (e.g. change in the volume to capacity). It is considered that a small increase in the volume to capacity of a link or junction is unlikely to have a significant impact on existing users or road user safety.

- 5.2.9. The modelling results do not provide enough detail to isolate the highway impacts of individual developments. The highway impacts of individual developments can only be identified by a more detailed assessment of development traffic and transport impacts. It is anticipated that such an assessment would only be undertaken as part of future planning applications.
- 5.2.10. The highway and public transport impacts of the Local Plan development growth on the local and strategic highway network in Elmbridge are discussed below.

5.3 DRAFT LOCAL PLAN SPATIAL STRATEGY GROWTH

Mode Change Assumptions

- 5.3.1. The approach to modelling the draft Local Plan spatial strategy assumes that there will not be any mode shifts towards public transport or active travel. In practice that is unlikely to be the case and some shift towards non-car forms of travel is anticipated given national, regional and local ambitions of promoting active travel in order to promote healthier lifestyles and tackle the climate emergency.

Highway Network

- 5.3.2. The baseline modelling (ie Scenario 1) results indicate that 12 junctions would operate above their theoretical capacity ($V/C > 1.0$) in the 2037 Baseline situation. As such, it is likely that mitigation would be required at a number of junctions regardless of whether or not the draft Local Plan spatial strategy growth comes forward.
- 5.3.3. The SINTRAM model has been run with the draft Local Plan spatial strategy growth (i.e. 5,480 homes and 2,167 jobs). In comparison to the 2037 Baseline (Scenario 1), the highway network is forecast to see:
- An increase to 121,900 and 115,100 motorised trips during a typical AM and PM peak hour⁶, respectively, which is an increase of 2% from the 2037 Baseline,
 - Internal trips in the Borough are forecast to increase by 10% (1,350 trips) during AM peak and 11% (1,370 trips) during PM peak,
 - Trips originating or ending in the Borough are forecast to increase by between 4 and 6% in the AM and by 5% in the PM, and
 - Volume to capacity is forecast to increase at most junctions resulting in 24 junctions operating over capacity in the AM peak and 19 junctions operating over capacity in the PM Peak (i.e. volume to capacity greater than 1).
- 5.3.4. The high-level transport impacts of the draft Local Plan spatial strategy are described in Table 5-1 below.

⁶ AM peak hour is generally 08:00 to 09:00 and PM peak hour is generally 17:00 to 18:00

Table 5-1 – Impacts of the draft Local Plan spatial strategy (i.e. Scenario 5 minus Scenario 1)

Transport Impact	Impact of the draft Local Plan spatial strategy on the Transport Network (Scenario 5 minus Scenario 1)
Motorised Trips	An increase to 121,900 and 115,100 motorised trips during a typical AM and PM peak hour, respectively, which is an increase of 2% above the 2037 Baseline
Internal Trips within the Elmbridge Borough	Trips originating or ending in the Borough are forecast to increase by between 4 and 6% in the AM and by 5% in the PM
External Trips	External trips through the Borough are unchanged by the addition of developments in the draft Local Plan spatial strategy
Volume to Capacity	Volume to capacity is forecast to increase at most junctions resulting in 24 junctions operating over capacity in the AM peak and 19 junctions operating over capacity in the PM Peak (i.e. volume to capacity greater than 1)

6 HIGHWAY IMPACTS

6.1 OVERVIEW

- 6.1.4. This section considers the highway impacts of the draft Local Plan spatial strategy on the Strategic and Local Road Networks.

6.2 COMMITTED HIGHWAY SCHEMES

- 6.2.1. The 2037 models (Scenario 1 and Scenario 5) include a number of committed highways schemes to be implemented on the Strategic and Local highway networks. A full list of committed highway schemes included in the 2037 models is listed in Appendix B.
- 6.2.2. It should be noted that whilst a number of these schemes are situated outside of the Borough, they have been included as they have an impact on traffic flows through the Borough.

6.3 STRATEGIC ROAD NETWORK

Traffic Flows

M25

- 6.3.1. With the draft Local Plan spatial strategy (Scenario 5), the highest traffic flows within the extent of the area modelled are forecast on the M25, between junctions 11 and 12 (to the west of the Borough). In the AM peak this section of the SRN records an anticlockwise traffic flow of 8,155 vehicles and a clockwise traffic flow of 7,935. In the PM peak this section of the SRN records an anticlockwise traffic flow of 7,639 vehicles and a clockwise traffic flow of 7,755 vehicles.
- 6.3.2. In the AM peak the lowest traffic flows within the extent of the area modelled are observed between M25 junctions 9 and 8 with a traffic flow of 5,760 vehicles recorded in the anticlockwise direction and a traffic flow of 6,409 vehicles recorded in the clockwise direction. In the PM peak a traffic flow of 6,269 vehicles is recorded in the anticlockwise direction and a traffic flow of 5,305 vehicles is recorded in the clockwise direction.
- 6.3.3. Compared to the Baseline Scenario, the draft Local Plan spatial strategy results in an increase in traffic flows on the M25 in the AM and PM peak of between 51 and 300 vehicles in both directions. On average, this equates to between 1 and 5 additional vehicles in each direction per minute.

A3

- 6.3.4. With the draft Local Plan spatial strategy (Scenario 5) the highest traffic flows on the A3 within the extent of the area modelled are forecast south of M25 Junction 10. In the AM peak a traffic flow of 6,287 is recorded in the northbound direction and a traffic flow of 5,324 is recorded in the southbound direction. In the PM peak a traffic flow of 5,931 vehicles is recorded in the northbound direction and a traffic flow of 5,569 vehicles is recorded in the southbound direction.
- 6.3.5. Traffic flows on the A3 generally decrease between the M25 junction 10 and A3 Kingston Bypass. In the AM peak directional traffic flows vary between 5,307 north of the M25 junction 10 and 2,464 south of the A3 Kingston Bypass. In the PM peak directional traffic flows vary between 5,041 north of the M25 junction 10 and 2,208 south of the A3 Kingston Bypass.
- 6.3.6. Compared to the Baseline Scenario, the draft Local Plan spatial strategy generally results in an increase in traffic flows on the A3 in the AM and PM peak of between 51 and 300 vehicles in both

directions (on average, this equates to between 1 and 5 additional vehicles in each direction per minute). The exception is between the M25 junction 10 and the A245, where an increase of between 300 and 500 vehicles is forecast in the AM and PM peaks (on average, this equates to between 5 and 8 additional vehicles in each direction per minute). This is the largest absolute increase in traffic flows recorded in the modelled study area.

Volume / Capacity

- 6.3.7. A detailed assessment has been undertaken of the performance of junctions forecast to operate with a V/C > 1 with the draft Local Plan spatial strategy. Only at junctions where the draft Local Plan spatial strategy is forecast to have a significant impact is mitigation proposed. There is no set threshold for defining the significance of impacts at a junction and the need for mitigation has been determined on a junction-by-junction basis, based on the change in traffic flows and delay on all arms of the junction.
- 6.3.8. In summary, it is considered that the assessment results show that the draft Local Plan spatial strategy will have a significant impact on the following junction on the SRN,
- A3 / A244 Copsem Lane (grade separated roundabout)

6.4 LOCAL HIGHWAY NETWORK

Traffic Flows

- 6.4.1. The draft Local Plan spatial strategy results in an increase in directional traffic flows on major links in Elmbridge by between 29 and 117 vehicles.
- 6.4.2. The largest absolute increase in traffic flows is forecast in the AM Peak on the eastbound A245 north-west of Cobham at the A245 Byfleet Road. The flows are forecast to increase by 185 vehicles (3 vehicles per minute), compared to the 2037 Baseline.
- 6.4.3. In the PM peak the largest absolute increase in traffic flows is forecast on the A224 Esher Road. Southbound traffic flows are forecast to increase by 176 vehicles (3 vehicles per minute) compared to the 2037 Baseline.
- 6.4.4. A number of links in the AM and PM peaks are forecast to experience a reduction in traffic flows. Most routes experiencing a reduction in traffic flows are on local streets, rather than the major routes through the Borough.

Volume to Capacity

- 6.4.5. A detailed assessment of the performance of junctions forecast to operate with a V/C > 1 with the draft Local Plan spatial strategy has been undertaken. The results show that the draft Local Plan spatial strategy will have a significant impact on the following junctions on the local road network,
- B374 Brooklands Road / B372 St George's Avenue (Priority Junction)
 - A317 Woodburn Hill / A320 St Peter's Way / A317 Chertsey Road / Chertsey Road (Roundabout Junction)
 - A243 Hook Road / Kingston Bypass / Hook Rise / A3 On slip (Roundabout Junction)
 - B365 Ashley Road / Oatlands Chase (Priority Junction)
- 6.4.6. The locations of the junctions referred to in paragraphs 6.3.8 and 6.4.5 are illustrated by the Transport Network plan enclosed at Appendix A.

7 TRANSPORT MITIGATION

7.1 OVERVIEW

7.1.1. This section summarises the mitigation proposed to deliver the draft Local Plan spatial strategy.

7.2 HIGHWAYS MITIGATION

Principles of Mitigation

- 7.2.1. Mitigation schemes have been developed at a high-level, based on the 2037 forecast modelling results and professional judgement. At this stage, no design work or standalone junction modelling has been undertaken to support the development of the mitigation schemes.
- 7.2.1. Comparison of the Scenario 1 and Scenario 5 modelling results indicates that there are five locations where highway mitigation is required (one on the SRN and four on the local highway network). The modelling results also indicates the appropriate type of mitigation at those five locations.

Highway Schemes

- 7.2.2. Mitigation is proposed at the five junctions identified above. It is considered that mitigation should comprise the full or partial signalisation of those junctions.
- 7.2.3. The junctions to be mitigated, and the type of mitigation proposed, is described below.
1. A3 / Copsem Lane Grade Separated Roundabout: to be mitigated by partial signalisation of the circulatory and A3 westbound off slip.
 2. B374 Brooklands Road / B372 St George's Avenue Priority Junction: to be mitigated by Signalisation
 3. A317 Woodburn Hill / A320 St Peter's Way / A317 Chertsey Road / Chertsey Road Roundabout: to be mitigated by Signalisation
 4. A243 Hook Road / Kingston Bypass / Hook Rise / A3 On slip Roundabout: to be mitigated by Signalisation
 5. B365 Ashley Road / Oatlands Chase Priority Junction: to be mitigated by Signalisation

7.3 2037 FORECAST MODELLING RESULTS WITH MITIGATION

7.3.1. The SINTRAM model has been run with the mitigation schemes identified above (i.e. Scenario 5 with Mitigation). The highway impact of the proposed mitigation schemes, as revealed by the “with mitigation” modelling, on the performance of the strategic and local highway network with the draft Local Plan spatial strategy is discussed below.

Strategic Road Network

7.3.2. The proposed mitigation scheme at A3 / Copsem Lane grade separated roundabout appears to result in a significant improvement in the operation of the junction compared to the without mitigation scenario (Scenario 5). However, SCC/ NH has suggested that the problems at this junction arise from traffic queuing back from nearby junctions located to the north and south of the A3/ Copsem Lane junction. As such, the mitigation proposed may have limited effectiveness. This matter is currently being progressed with SCC/ NH and the positions of EBC, SCC and NH on the matter will be included in Statements of Common Ground.

Local Road Network

- 7.3.3. The “with mitigation” modelling demonstrates that the improvements proposed for the four local highway network junctions (identified above) would successfully address the issues of queuing and delay at those locations.
- 7.3.4. The proposed mitigation would introduce some additional delay in a limited number of locations elsewhere on the local highway network. This increase in delay is associated with re-routing of traffic which occurs because the proposed mitigation schemes reduce journey times along alternative, previously less favourable, routes. Where this occurs, the change in flow and delay is low and as such no further mitigation is required.
- 7.3.5. No further mitigation measures beyond the improvements listed above are proposed. The introduction of additional highway mitigation schemes would result in the further re-routing of traffic, which in turn would result in capacity issues at other junctions on other parts of the local highway network.
- 7.3.6. It is considered that the mitigation proposed strikes a balance between addressing the capacity issues identified on the local highway network whilst not creating an environment that incentivises travel by car.
- 7.3.7. Discussions with TfL are ongoing with respect to proposals to signalise the Hook Junction (i.e. A243 Hook Road / Kingston Bypass / Hook Rise / A3 On slip). TfL is concerned that signalisation would assist the passage of general traffic to the detriment of the bus services which use the junction. The development of mitigation measures which would address this matter is a subject of ongoing discussion with TfL and the positions of EBC and TfL on the matter will be included in a Statement of Common Ground.

7.4 PUBLIC TRANSPORT AND ACTIVE TRAVEL

- 7.4.1. As previously stated, no allowance has been made in the traffic modelling for future residents or employees who might travel by public transport or active forms of travel. The modelling assumes that all travel is by private car.
- 7.4.2. The assessment of mitigation measures has concentrated on identifying the highways improvements required to accommodate the draft Local Plan spatial strategy. This assessment has been undertaken at a high level, using the SINTRAM traffic model.
- 7.4.3. The growth proposed by the draft Local Plan spatial strategy is dispersed across Elmbridge Borough, principally located within existing centres. Given the dispersal of growth, it is unlikely that it would have an adverse impact on individual bus or rail services. Whilst a detailed assessment of bus and rail accessibility has not been included within this transport assessment, examination of the growth sites’ locations indicates that the draft Local Plan spatial strategy does not rely on the provision of new strategic bus and rail services.
- 7.4.4. Whilst no strategic bus and rail services improvements are proposed as part of the draft Local Plan spatial strategy, it is recognised that local improvements could be provided at a later stage as part of the mitigation requirements for individual planning applications.
- 7.4.5. Similarly, the requirement for strategic walking and cycle facilities has not been assessed as part of this transport assessment. Given the dispersal of growth, it is unlikely that the proposed growth sites would have an adverse impact on existing walking and cycle facilities. Again, examination of the



growth sites' locations indicates that the draft Local Plan spatial strategy does not rely on the provision of new strategic walking and cycle facilities.

- 7.4.6. Whilst no strategic walking and cycling improvements are proposed as part of the draft Local Plan spatial strategy, it is recognised that local improvements could be provided at a later stage as part of the mitigation requirements for individual planning applications.

8 ENGAGEMENT

8.1 OVERVIEW

- 8.1.1. The transport measures discussed in this transport assessment (TA) report have been established in conjunction with National Highways (NH), Surrey County Council (SCC) and Transport for London (TfL). This section describes Elmbridge Borough Council's engagement with those three highways authorities as part of the Local Plan review and the matter of this TA.

8.2 ENGAGEMENT

General

- 8.2.1. Inception meetings to discuss the traffic modelling required to support EBC's Local Plan review were held with SCC and National Highways (then Highways England) in December 2018.
- 8.2.2. In April 2019 both SCC and NH were consulted on the proposed modelling study area. The approach to the base-year modelling was established by August 2019. The approach to forecast modelling was established by October 2019.
- 8.2.3. WSP published a draft Phase 1 Transport Assessment in September 2020. That TA was based on development assumptions agreed with EBC and following assessment methodologies established with both SCC and NH.
- 8.2.4. A draft Phase 2 Transport Assessment was published by WSP in December 2020. The Phase 2 report built upon the Phase 1 study and included a more detailed assessment of mitigation measures.
- 8.2.5. The Phase 2 TA was shared with SCC and NH in January 2021. A meeting to discuss the report was held with SCC and NH in January 2021.
- 8.2.6. In May 2021, WSP followed up previous discussions with TfL with the submission of a package of TA related information.
- 8.2.7. Meetings to progress discussions regarding the mitigation measures required to accommodate proposed local plan growth were held with SCC and NH in June and July 2021.

Draft Local Plan Spatial Strategy

- 8.2.8. With respect to the development of the draft Local Plan spatial strategy (the subject of this TA report), officers from EBC have consulted with the three highways authorities through a series of virtual meetings and emails.
- 8.2.9. Meetings to discuss the draft Local Plan spatial strategy took place on the following dates,
- 14th December 2021 – Meeting with SCC
 - 17th December 2021 – Meeting with NH, SCC and NH's consultants Jacobs
 - 3rd February 2022 – Meeting with TfL
 - 4th February 2022 – Meeting with NH, SCC and NH's consultants Jacobs
- 8.2.10. Meetings with the three authorities were informed by a Briefing Note (dated 12th January 2022) produced by WSP. That briefing note described the proposals to mitigate the five junctions outlined earlier in this TA report. The briefing note was supported by the results of the Scenario 1 and Scenario 5 traffic modelling.

8.3 OUTCOME

- 8.3.1. Following the consultation process with NH, SCC and TfL as outlined above, it is understood that all three authorities,
- Agree with the use of the SINTRAM traffic model,
 - Agree with the geographical area included within the model,
 - Agree with the modelling results for the Scenario 1, Scenario 5 and “With mitigation” scenarios,
 - Agree in principle that mitigation should be limited to the five junctions identified above, and
 - Agree that no further mitigation measures are required for the draft Local Plan spatial strategy.
- 8.3.2. As discussed above, SCC/ NH has suggested that the problems at the A3/ Copsem Lane junction arise from traffic queuing back from nearby junctions located to the north and south. As such, the mitigation proposed may have limited effectiveness. This matter is currently being progressed with SCC/ NH.
- 8.3.3. Discussions with TfL are ongoing with respect to proposals to signalise the Hook Junction. TfL is concerned that signalisation would improve capacity for general traffic using the junction, to the detriment of bus services. The development of mitigation measures which would address this matter is a subject of ongoing discussion with TfL.

9 SUMMARY AND CONCLUSION

9.1 OVERVIEW

- 9.1.1. This transport assessment assesses the transport impacts of the draft Local Plan spatial strategy. The strategy proposes 5,480 homes and 2,167 new jobs across a number of carefully selected sites within Elmbridge Borough.

9.2 IMPACT ANALYSIS

Highway Impacts

- 9.2.1. The cumulative highway impacts of the draft Local Plan spatial strategy have been assessed using Surrey County Council's (SCC) SINTRAM model, version 7-2.
- 9.2.2. This assessment tested a worst-case scenario and did not include any measures to mitigate the highway impacts of the draft Local Plan spatial strategy (e.g. mode shift to sustainable transport measures).
- 9.2.3. The results of this analysis showed that the draft Local Plan spatial strategy has minimal impact on the performance of the SRN with the exception of the A3 / A244 Grade Separated Roundabout junction. Measures to mitigate the impact of development on this junction is the subject of ongoing discussion with SCC/ NH and the positions of EBC, SCC and HN on the matter will be included in a Statement of Common Ground.
- 9.2.4. It is considered that mitigation is required at four junctions on the local highway network to mitigate the cumulative highway impacts of the draft Local Plan spatial strategy.
- 9.2.5. Discussions with TfL are ongoing with respect to proposals to signalise the Hook Junction (i.e. A243 Hook Road / Kingston Bypass / Hook Rise / A3 On slip). TfL is concerned that signalisation would assist the passage of general traffic to the detriment of the bus services which run through the junction. The development of mitigation measures which would address this matter is a subject of ongoing discussion with TfL. The positions of EBC and TfL on the matter will be included in a Statement of Common Ground.
- 9.2.6. The mitigation schemes proposed have a positive impact on the operation and performance of junctions on the strategic and local highway networks. Overall, it is considered that, with mitigation, the draft Local Plan spatial strategy can be accommodated on the strategic and local highway.

Public Transport and Active Travel

- 9.2.7. The dispersed nature of the development sites indicates that the draft Local Plan spatial strategy does not rely on the provision of strategic public transport, walking and cycling facilities. The draft spatial strategy would have limited impact on existing public transport and active travel facilities.

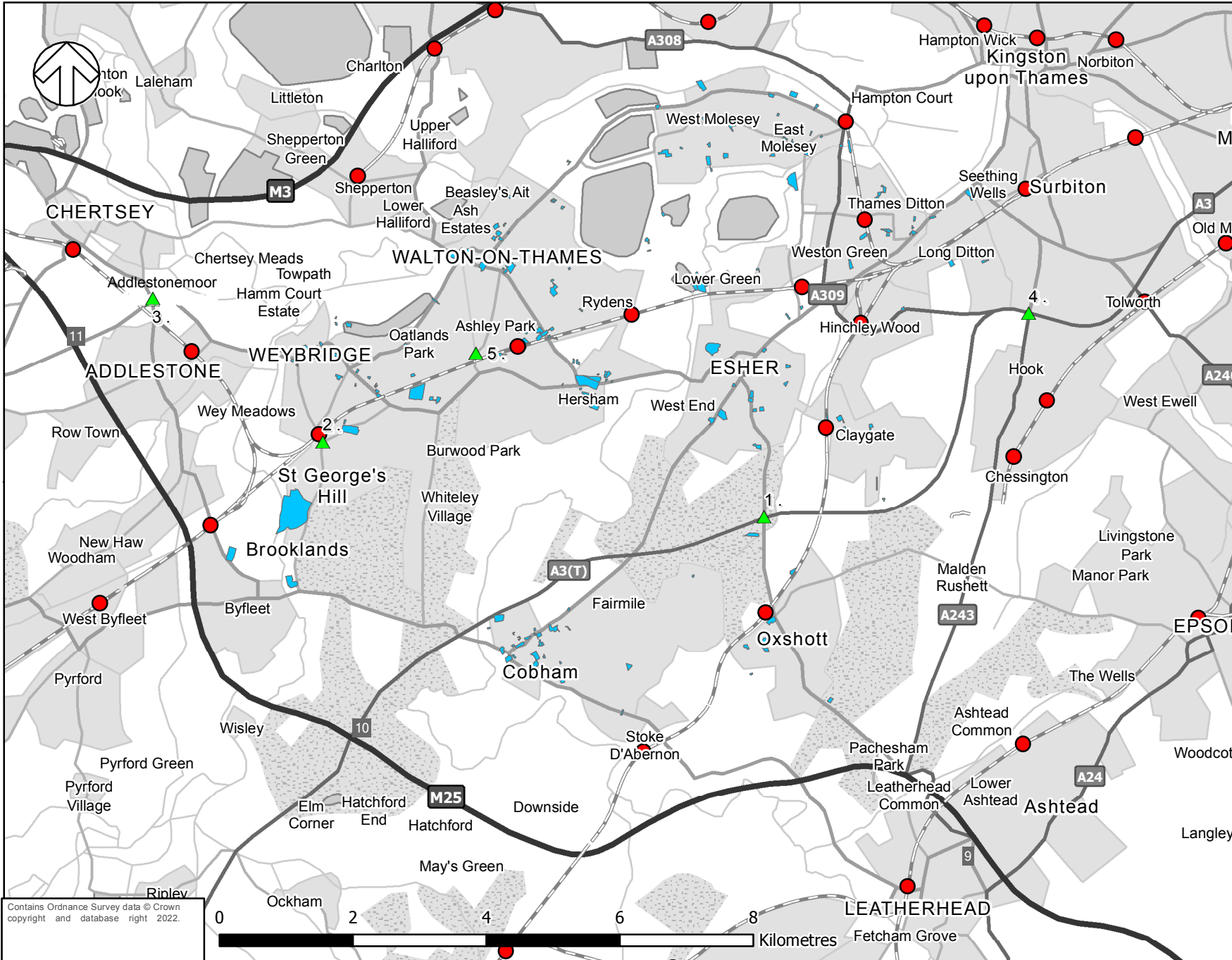
9.3 CONCLUSION

- 9.3.1. In conclusion, it is considered that with the mitigation measures identified above, the draft Local Plan spatial strategy will not have a significant impact on the transport network.

Appendix A

PLAN OF TRANSPORT NETWORK






Key

- Elmbridge Borough
- Urban Strategy Growth Sites
- South Western Railway Station
- Junctions proposed to be mitigated

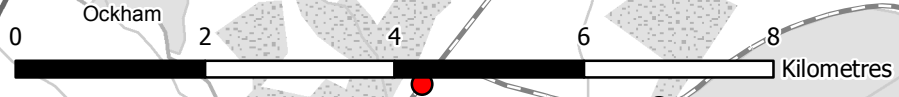
1. A3 / A244 Copsem Lane Junction
2. B374 Brooklands Road / B372 St. Georges's Avenue
3. A317 Woburn Hill/A320 St Peters Way/A317 Chertsey Road
4. A243 Hook Road / Knighton Bypass / A3 On slip
5. B365 Ashley Road / Oatlands Chase



TITLE:
TRANSPORT NETWORK

FIGURE No:
ELMBRIDGE LOCAL PLAN

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Appendix B

COMMITTED HIGHWAY SCHEMES



COMMITTED TRANSPORT SCHEMES

Table 1 – Committed highway mitigation schemes on the SRN included in the Forecast Model

Reference	Highway mitigation scheme
1	<p>M3 hard shoulder running J2 to 4a: Conversion of hard shoulder to permanent running lane on M3 J2 to 4a without through junction running.</p>
2	<p>M23 J8 - 10 smart motorway: Conversion of the hard shoulder to permanent running lane between junctions 8 and 10. Introduction of permanent 50mph speed limit westbound between J9 and 9a (Gatwick spur).</p>
3	<p>M25 J10 - 16 smart motorway: Conversion of the hard shoulder to permanent running lane between junctions 15 and 16 (total of 5 lanes) Conversion of the hard shoulder to permanent running lane between junctions 10 and 12 (total of 4 lanes).</p>
4	<p>M25 J10-A3 interchange scheme: Construction of four new dedicated free-flowing slip lanes. This will mean all left-turning traffic can pass through the junction unimpeded by traffic signals. Carriageways on the existing roundabout will also be elongated and widened to increase capacity for right-turning traffic. On the M25 the hard shoulders through the junction will be converted to running lanes with emergency refuge areas. The A3 will also be widened to four lanes in each direction between the Ockham Park junction and the Painshill junction, except where the A3 crosses over junction 10, which will stay as two lanes in both directions.</p>

Table 2 – Committed highway mitigation schemes on the local highway network included in the forecast model

Reference	Committed highway mitigation
1	Malden Rushett signal junction of A243 Leatherhead Road with B280 Fair Oak Lane: Capacity improvement on B280 approach and exit.
2	Frimley Hospital: Widening to two-lanes on A325 Portsmouth Road between Toshiba and Hospital roundabout.
3	Waitrose Guildford: New access to A246 York Road with signalled junction.
4	East Street development Farnham
5	Redhill balanced network: Cromwell Road, St Matthew's Road and Queensway converted to two-way. Alterations to Station Roundabout and junction of A25 Redstone Hill with Noke Drive. New signalised junction for Sainsburys.
6	Runnymede Roundabout: New U-turn link on main roundabout. Increase in number of lanes. Signalisation of most approaches.
7	Epsom Plan E: Conversion of South Street to two-way operation. Junction alterations at West Street, Ashley Avenue and High Street. Improvements to Upper High Street (no longer part of Plan E but being considered as part of Epsom Banstead Sustainable Transport Improvements).
8	Horley Masterplan
9	Farnham rail station car park expansion: New multi-storey car park that provides 183 additional spaces.
10	Meadows Camberley: Addition of new right turn movement at the crossroads.

Reference	Committed highway mitigation
	Review of lane allocation.
11	Forge Wood development Crawley: Improvements to A2011 Crawley Road / Balcombe Road junction. Widening at Hazelwick roundabout in Crawley. Widening of M23 junction.
12	Land West of Copthorne: Improvements to Dukes Head Roundabout and Copthorne Roundabout.
13	Victoria Square Woking: Changes to lane allocations. Changes to multiple junctions in central Woking.
14	Princess Royal Barracks, Deepcut: Junction upgrades in the vicinity of the development.
15	Millbrook Car Park, Guildford: New signalised right turn movement out of the car park
16	Ash rail station: Level crossing replaced by new road bridge.
17	Staines Sustainable Transport Plan: New cycle lanes and crossings Change to the access of Farnell Road.
18	Nescot College Entrance, Epsom, A240 Reigate Road: Priority junction replaced with small roundabout.
19	A327 Minley Link, Fleet: Conversion of roundabout to signalised junction



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