
Farm View, Langley Vale Road, Epsom: Response to Transport Review

Ref: DF/MK/ITB200788-007 TN
Date: 4 February 2026

SECTION 1 Response to Transport Review

- 1.1.1** i-Transport has reviewed the Transport Review (Ref. PC8097-RHD-XX-ZZ-RP-R-0001) undertaken by ITP by Haskoning on behalf of the Langley Vale Action Group dated 29th October 2025. ITP have raised comments regarding the TRICS assessment and subsequent highway impacts, presented in the Transport Assessment (TA) prepared by i-Transport (Ref. ITB200788-001a). It is important to note however, that SCC did not raise any objection on this matter and confirmed agreement to the TRICS assessment undertaken within the i-Transport TA – these trip rates have been confirmed to be valid through a thorough and robust interrogation of the TRICS database.
- 1.1.2** ITP have conducted an alternative TRICS assessment which concluded that the vehicular trip generation presented within the i-Transport TA underestimates the estimated traffic impacts of the proposed development. It identifies that in the sensitivity scenario (i.e. no vision) the i-Transport TA underestimates the vehicular trip generation by 9 two-way movements in the morning peak hour (08:00-09:00) and 12 two-way movements in the evening peak hour (17:00-18:00). For the vision-led scenario, ITP suggest that the i-Transport TA underestimates the vehicular trip generation by 15 two-way movements in the morning peak hour and 18 two-way movements in the evening peak hour.
- 1.1.3** **Table 1.1** provides a comparison between the vehicular trip generation by i-Transport and that proposed by ITP for the sensitivity and vision-led scenarios.

Table 1.1: Comparison of Vehicular Trip Generation

	Sensitivity Scenario					
	08:00-09:00			17:00-18:00		
	In	Out	Two-Way	In	Out	Two-Way
i-Transport	15	38	53	34	16	50
ITP Increase	+2	+7	+9	+8	+4	+12
Total	17	45	62	42	20	62

	Vision-Led Scenario					
	08:00-09:00			17:00-18:00		
	In	Out	Two-Way	In	Out	Two-Way
i-Transport	14	35	49	30	14	44
ITP Increase	+4	+10	+14	+12	+6	+18
Total	18	45	63	42	20	62

1.1.4 Whilst the i-Transport assessment has been agreed with SCC, and in no way has been determined as invalid, **Table 1.1** identifies that even with the inclusion additional vehicular trips suggested by ITP:

- The proposal would generate circa one two-way movement per minute in both the morning and evening peaks in both scenarios (similar to the conclusions in the i-Transport TA) – the additional 9 and 12 two-way vehicular movements suggested by ITP for the sensitivity scenario would equate to one additional two-way movements every 5-minutes in both the morning and evening peak hour. This increase is immaterial and would not be noticeable.
- The additional 14 and 18 two-way vehicular movements proposed by ITP for the vision-led scenario would equate to between 1 – 2 additional two-way movements every 5-minutes in both the morning and evening peak hours. These increases are also immaterial and would not be noticeable.

1.1.5 To add further context to the above negligible impact, **Table 1.2** provides a link impact assessment on Langley Vale Road, considering both i-Transport's and ITP's vehicular trip generation numbers.

Table 1.2: Langley Vale Road Link Impact Assessment

		2030 Baseline		2030 Baseline + Development		Increase		Percentage Increase (%)	
		08:00-09:00	17:00-18:00	08:00-09:00	17:00-18:00	08:00-09:00	17:00-18:00	08:00-09:00	17:00-18:00
i-Transport	NB	762	857	790	887	+28	+30	+3.7%	+3.5%
	SB	626	538	651	574	+25	+36	+4.0%	+6.7%
	Total	1388	1395	1441	1461	+53	+66	+3.8%	+4.7%
		2030 Baseline		2030 Baseline + Development		Increase		Percentage Increase (%)	
		08:00-09:00	17:00-18:00	08:00-09:00	17:00-18:00	08:00-09:00	17:00-18:00	08:00-09:00	17:00-18:00
ITP	NB	762	857	797	896	+35	+39	+4.6%	+4.6%
	SB	626	538	653	577	+27	+39	+4.3%	+7.2%
	Total	1388	1395	1450	1473	+62	+78	+4.5%	+5.6%
		2030 Baseline		2030 Baseline + Development		Increase		Percentage Increase (%)	
		08:00-09:00	17:00-18:00	08:00-09:00	17:00-18:00	08:00-09:00	17:00-18:00	08:00-09:00	17:00-18:00
Difference	NB	0	0	7	9	+7	+9	+0.9%	+1.1%
	SB	0	0	2	3	+2	+3	+0.3%	+0.6%
	Total	0	0	9	12	+9	+12	+0.6%	+0.9%

*NB = Northbound

*SB = Southbound

1.1.6 **Table 1.2** shows that even if the marginally greater ITP numbers were to be used, the percentage impact on Langley Vale Road as a result of the development proposal would continue to be imperceptible – overall increases of circa one vehicle per minute (circa 5%). The percentage increases from the ITP numbers over the i-Transport analysis are 0.6% and 0.9% in the morning and evening peak hours. The differences are immaterial and do not change the validity of the i-Transport technical analysis in that the traffic impacts of the development proposal are acceptable.

1.1.7 In conclusion:

- 1 The trip generation and traffic assessment undertaken by i-Transport remains acceptable and has been agreed with highways officers at SCC – it concludes that the traffic impacts of the proposed development are acceptable.
- 2 Even when the increased ITP trip generation exercise is applied to the proposed development the traffic impacts remain acceptable – the increases are immaterial and will not be noticeable.