
Farm View, Langley Vale Road, Epsom: Response to Transport Review (Junction Assessments)

Ref: DF/MK/ITB200788-008 TN
Date: 9 February 2026

SECTION 1 Introduction

- 1.1.1 i-Transport has reviewed the Transport Review (*Ref. PC8097-RHD-XX-ZZ-RP-R-0001*) undertaken by ITP by Haskoning (ITP) on behalf of the Langley Vale Action Group dated 29 October 2025. ITP has raised comments relating to the capacity of the Downs Road / Headley Road / Farm Lane / Shepherd's Walk junction and the site access junction on Langley Vale Road.
- 1.1.2 This note has been prepared to respond to these comments. However, it should be noted that Surrey County Council (SCC), as the local highway authority, did not raise any objection to the scope or methodology of the traffic assessment presented within the Transport Assessment (TA) prepared by i-Transport (*Ref. ITB200788-001a*).

SECTION 2 Downs Road / Headley Road / Farm Lane / Shepherd's Walk junction

- 2.1.1 ITP have requested clarification for the omission of this junction from the capacity assessment undertaken within the TA prepared by i-Transport.
- 2.1.2 Analysis of this junction by i-Transport concluded that it was not necessary to assess this junction, given that the traffic generated by the development would have an imperceivable impact at this junction. Multiple peak hour site visits and observations did not identify any existing capacity issues at this junction.
- 2.1.3 Notwithstanding the above, a review of the development's impact at this junction has been undertaken in **Table 1.1** which provides the percentage impact at this junction based on the additional vehicular trips generated by the development (based on the sensitivity scenario presented in the TA for robustness).

Table 1.1: Percentage Impact at Downs Rd / Headley Rd / Farm Ln / Shepherd's Walk Junction
– i-Transport Assessment

2030 Future Baseline											
AM Peak Hour (08:00-09:00)						PM Peak Hour (17:00-18:00)					
	A	B	C	D	Total		A	B	C	D	Total
A	0	298	2	163	462	A	0	273	2	153	428
B	391	0	0	124	516	B	513	0	2	65	580
C	4	0	0	0	4	C	9	1	0	2	13
D	246	109	2	0	357	D	154	49	0	0	203
Total	642	406	4	287	1339	Total	676	323	4	220	1223
Development Vehicular Trip Generation (Sensitivity Scenario)											
AM Peak Hour (08:00-09:00)						PM Peak Hour (17:00-18:00)					
	A	B	C	D	Total		A	B	C	D	Total
A	0	11	0	3	14	A	0	0	0	0	0
B	5	0	0	0	5	B	16	0	0	0	16
C	0	0	0	0	0	C	0	0	0	0	0
D	2	0	0	0	2	D	5	0	0	0	5
Total	7	11	0	3	21	Total	21	0	0	0	21
Percentage Impact (%)											
AM Peak Hour (08:00-09:00)						PM Peak Hour (17:00-18:00)					
	A	B	C	D	Total		A	B	C	D	Total
A	0%	4%	0%	2%	3%	A	0%	0%	0%	0%	0%
B	1%	0%	0%	0%	1%	B	3%	0%	0%	0%	3%
C	0%	0%	0%	0%	0%	C	0%	0%	0%	0%	0%
D	1%	0%	0%	0%	1%	D	3%	0%	0%	0%	2%
Total	1%	3%	0%	1%	2%	Total	3%	0%	0%	0%	2%

Source: Consultant's Calculations. Arms labelled as follows:

*A = Downs Road

*B = Farm Lane

*C = Shepherd's Walk

*D = Headley Road

2.1.4 Table 1.1 identifies that even with the addition of development traffic:

- In the sensitivity scenario, the development proposal would generate an additional 21 two-way vehicular movements through the junction in both the AM and PM peak hour. This equates to less than two two-way movements every 5-minute through the junction.
- As a percentage increase, the traffic generated by the development proposal would result in a 2% increase in the total number of movements through the junction. This would be imperceivable and is well below the accepted 10% daily fluctuations in traffic levels.

2.1.5 In addition, a further comparison has been presented at **Table 1.2** which sets out a review of the development's impact at this junction based on ITP's alternative and unadjusted trip rates.

Table 1.2: Percentage Impact at Downs Rd / Headley Rd / Farm Ln / Shepherd's Walk Junction – ITP Assessment

2030 Future Baseline											
AM Peak Hour (08:00-09:00)						PM Peak Hour (17:00-18:00)					
	A	B	C	D	Total		A	B	C	D	Total
A	0	298	2	163	462	A	0	273	2	153	428
B	391	0	0	124	516	B	513	0	2	65	580
C	4	0	0	0	4	C	9	1	0	2	13
D	246	109	2	0	357	D	154	49	0	0	203
Total	642	406	4	287	1339	Total	676	323	4	220	1223
Development Vehicular Trip Generation (Sensitivity Scenario)											
AM Peak Hour (08:00-09:00)						PM Peak Hour (17:00-18:00)					
	A	B	C	D	Total		A	B	C	D	Total
A	0	12	0	4	16	A	0	1	0	0	1
B	6	0	0	0	6	B	19	0	0	0	19
C	0	0	0	0	0	C	0	0	0	0	0
D	3	0	0	0	3	D	6	0	0	0	6
Total	9	12	0	4	25	Total	25	1	0	0	26
Percentage Impact (%)											
AM Peak Hour (08:00-09:00)						PM Peak Hour (17:00-18:00)					
	A	B	C	D	Total		A	B	C	D	Total
A	0%	4%	0%	2%	3%	A	0%	0%	0%	0%	0%
B	2%	0%	0%	0%	1%	B	4%	0%	0%	0%	3%
C	0%	0%	0%	0%	0%	C	0%	0%	0%	0%	0%
D	1%	0%	0%	0%	1%	D	4%	0%	0%	0%	3%
Total	1%	3%	0%	1%	2%	Total	4%	0%	0%	0%	2%

Source: Consultant's Calculations. Arms labelled as follows:

*A = Downs Road

*B = Farm Lane

*C = Shepherd's Walk

*D = Headley Road

2.1.6 **Table 1.2** supports the conclusions of **Table 1.1** with near identical results.

2.1.7 **Tables 1.1** and **1.2** demonstrate that the traffic generated by the development proposal would have a negligible impact at this junction, i.e. an overall 2% increase or less than two two-way vehicular movements every 5-minutes. A junction capacity assessment of this junction is not required.

SECTION 3 Site Access Junction and Langley Vale Road

- 3.1.1 ITP also raised a query in relation to existing queuing on Langley Vale Road in the vicinity of the site access junction and queried why this was not addressed by i-Transport in the capacity testing of the proposed site access junction.
- 3.1.2 Multiple peak hour site visits and video footage obtained from the traffic surveys identified that queuing on Langley Vale Road results from equestrian users existing the adjacent bridleways and entering the carriageway for a short stretch. These conditions relate to the interaction between road users rather than highway capacity constraints (i.e. motor vehicles slowing down to pass horses or waiting behind horses before the equestrians exit the carriageway). This event is clearly shown in the photos in Appendices C and D of the ITP report which show horses in the carriageway. This occurrence also often happens in conjunction with horses crossing Langley Vale Road at the Pegasus crossing to the southwest of the site which can temporarily increase queuing.
- 3.1.3 Analysis of equestrian use was included within the TA which identified that during the highway peak hours (08:00-09:00 and 17:00-18:00) that there are few equestrian movements on Langley Vale Road (11 movements between 08:00-09:00 and zero movements between 17:00-18:00). Given that the equestrians travel in groups, known as 'strings', the actual number of occurrences when interactions between motorised users and equestrians occur during the highway peak hours is low (i.e. queueing occurrences are minimal).
- 3.1.4 In addition, the analysis from the survey footage identified that when equestrians do enter the carriageway and result in queues forming on Langley Vale Road, the delay lasts for approximately 1-minute before the equestrians exit the carriageway and Langley Vale Road returns to free-flowing conditions.
- 3.1.5 In conclusion, whilst equestrian users in the carriageway do result in queuing, these queues only occur a handful of times during the morning peak hour and dissipate quickly. This cannot be replicated in the Junctions 11 model which confirms that the site access will operate acceptably based on highway geometry and expected traffic flows. Any impacts from the equestrian caused queueing are minimal and temporary.

SECTION 4 Conclusion

4.1.1 In conclusion:

- 1 No junction assessments are necessary for the Downs Road / Headley Road / Farm Lane / Shepherd's Walk junction as the traffic generated by the development proposal would have a negligible impact at this junction. The additional flows from the development equate to less than two two-way movements per minute through the junction in both the AM and PM peak hours, or a 2% increase in the total number of movements through the junction. This increase is imperceivable.
- 2 The existing observed queues on Langley Vale Road result from equestrians entering the carriageway and interacting with motorised users. Analysis was undertaken within the TA which shows that there are few occurrences of interaction between users during the highway peaks, and that when such interactions do occur, queues last for short periods before free-flowing conditions on Langley Vale Road return (i.e. they dissipate quickly). The site access junction will operate acceptably with any impacts from the equestrian caused queuing identified to be minimal and temporary.