Q: ‘Do the findings of the Strategic Highway Assessment 2019: Addendum include any new information that might significantly alter conclusions drawn from the previously published evidence, and if so, in what way?’

No, the Strategic Highways Assessment (SHA) 2019: Addendum confirms that the changes made to the modelling assumptions pertaining to the treatment of employment land-uses at Longcross North supports the overall conclusions which have been reached in the Revised SHA Report (June 2019), which itself supported the conclusions of the original SHA Report (October 2017). The conclusions remain the same in so far as confirming the mitigating effect of the A320 North of Woking Scheme in accommodating the proposed Runnymede Local Plan.

The SHA 2019: Addendum addresses a specific anomaly related to vehicle trips generated by the consented commercial development at Longcross North. The anomaly consisted of the omission of traffic associated with the employment land use on the Longcross North site within the Revised SHA Report (June 2019). This omission was not present in the original SHA Report (October 2017) upon which the A320 North of Woking mitigation scheme and associated HIF bid submissions are based.

The Longcross North commercial development is consented and is now correctly accounted for through the SHA 2019: Addendum as a commitment, with associated traffic therefore being common to, and included within, all scenarios.

The SHA 2019: Addendum reports ‘increases’ in traffic flow and ‘worsening’ of junction performance relative to the Revised SHA Report (June 2019) for Scenarios 1 and 2. However, the SHA 2019: Addendum makes it clear that its results are intended to replace those in the Revised SHA Report (June 2019), which are considered to be incorrect. Therefore, the use of terms such as ‘increases’ or ‘worsening’ is inappropriate and the SHAR 2019: Addendum becomes the most relevant reference for discussion through Stage 3 of the Examination.

Scenario 3 is the primary evidence on which to draw the conclusion as to the mitigating effects of the A320 North of Woking Scheme. Analysis of this scenario demonstrates that the outcome of the SHA 2019: Addendum remains entirely consistent with the conclusions drawn from previously published evidence.