Addendum Question: 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?

1. Yes, the addendum does include new information. The addendum has been prepared by SCC to address an error in processing of job trips for the Longcross North site. The trips associated with the 5,000 jobs were excluded from the initial assessment. The addendum re-runs the SINTRAM model including these trips.

2. RBCLP_59 mentions that the correction of employment trips related to Longcross North has resulted in four new junctions and two new links now being classified as traffic ‘hotspots’ (i.e. having a Level of Service (LoS) of category D and an average delay in excess of 25 seconds per vehicle). It should be noted that the definition of LOS D in the RBCLP_47 states it is characterised by an RFC greater than 1, stating “forced or breakdown of flow – every vehicle moves in lockstep with the vehicle in front of it, with frequent slowing required. Travel time cannot be predicted, with generally more demand than capacity.”

3. These junctions and links have not been assessed in local modelling to date, and will therefore need to be assessed as a priority to see what level of mitigation may be needed at these locations.

4. The RBCLP_59 report highlights that there is a deteriorating LoS from B to D at the roundabout junction of Chobham Lane with the Longcross North site access. Additionally, in the PM peak this roundabout junction, along with the mini-roundabout situated within St Peter’s Hospital grounds, are highlighted as having deteriorating LoS from C to D. This is likely to further worsen the situation at St Peters Hospital which is critical when considering the impact of congestion and a risk of impairment of the access to the major Accident and Emergency unit of the adjacent St Peter’s Hospital.

5. The following junctions are also highlighted as having deteriorating LoS, similar to the above, no local modelling has been undertaken for these and no mitigation has been proposed:
   - A317 Eastworth Road approach to the roundabout junction with Victory Road, Chertsey (B-C);
   - A30 Egham Hill approach to the roundabout junction with High Street, Egham (B-C);
   - A328 St Jude’s Road mini roundabout junction with Middle Hill, Englefield Green (C-D), and
   - A317 Weybridge Road approach to the roundabout junction with B3121 Station Road, Addlestone (C-D).
6. The document states that the main conclusions from the June 2019 report remain unchanged, confirming there is the risk of severe impact along the A320 corridor due to congestion and a risk of impairment of the access to the major Accident and Emergency unit of the adjacent St Peter’s Hospital. The assessed mitigation scheme only goes some way to negating the entire impact of the Local Plan. It also explains additional emphasis also needs to be placed on reducing the reliance on the private car.

7. More accessibly located sites should be considered to reduce the reliance on heavy private car dependent sites, thus reducing the impact on the surrounding highway network and the need for mitigation.