

## Runnymede Local Plan

### Stage 3 hearing

Response to a further question on journey times presented in the SHAR Addendum.

#### RBCLP\_59 SHAR Addendum

In considering an issue raised in the DPDS Consulting statement for SMECH<sup>1</sup> in response to publishing the Addendum to the SHAR, the values in Table 4-1 were checked, and it was found that some of the values for Scenario 2 had been imported incorrectly. The Table below shows a revised comparison in Scenario 2 journey times between the SHAR (2019) and the SHAR Addendum:

Route	Description	Scenario 2 Table 4-2 Original Assessment	Scenario 2 Table 4-1 Addendum Assessment
<i>AM Peak Hour (0800 – 0900)</i>			
1, Northbound	Ottershaw to Staines Road	9.1	12.0
1, Southbound	Staines Road to Ottershaw	11.1	11.8
2, Northbound	Ottershaw to M25 J11	7.0	7.2
2, Southbound	M25 J11 to Ottershaw	3.1	3.1
<i>PM Peak Hour (1700 – 1800)</i>			
1, Northbound	Ottershaw to Staines Road	8.9	9.2
1, Southbound	Staines Road to Ottershaw	10.3	10.4
2, Northbound	Ottershaw to M25 J11	6.9	7.2
2, Southbound	M25 J11 to Ottershaw	4.1	4.2

This table shows that with the additional employment trips, journey times on these routes are forecast to increase, with only one route forecast to achieve the same journey time performance: there are no forecast reductions in journey times.

Consequently, a replacement Addendum Table 4-1 containing the correct figures is given below. The figures for Scenario 3 and those in the difference column were imported correctly, and therefore no alterations have been made to these numbers.

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<sup>1</sup> REP-675-008 DPDS Consulting obo SMECH Management Company Ltd, paragraph 1.4, page 1

Replacement table:

Table 4-1 A320 Corridor Scenario 3 versus Scenario 2 Travel Time Comparison in Minutes

Route	Description	Scenario 2	Scenario 3	Difference (S3 - S2)*
<i>AM Peak Hour (0800 – 0900)</i>				
1, Northbound	Ottershaw to Staines Road	12.0	7.4	-4.6
1, Southbound	Staines Road to Ottershaw	11.8	7.9	-3.9
2, Northbound	Ottershaw to M25 J11	7.2	4.9	-2.4
2, Southbound	M25 J11 to Ottershaw	3.1	3.1	0.0
<i>PM Peak Hour (1700 – 1800)</i>				
1, Northbound	Ottershaw to Staines Road	9.2	7.2	-2.0
1, Southbound	Staines Road to Ottershaw	10.4	7.4	-3.1
2, Northbound	Ottershaw to M25 J11	7.2	5.0	-2.2
2, Southbound	M25 J11 to Ottershaw	4.2	3.1	-1.1

\* Discrepancies in the Difference column are due to rounding.

The corrected table shows that, even with the additional employment trips, the proposed mitigation (Scenario 3) is forecast to have a beneficial effect on the journey times along these routes. With the exception of one route, all journey times are forecast to reduce, with the one route showing no change.