

RHS further responses to HE comments on Socio-economic matters [9.107 Applicants' comments to RHS's Deadline 8 Submissions – REP9-003 – Section 5]

Ref.	HE response	RHS further response
2.3.6/7	<p>Whilst the journey times presented do reflect journey time details to/from the south, it relates only to the signposted route and not journeys through Ripley, which is a route that visitors make now, and more may do so in the future. Furthermore, the question does not state that the extra journey time and distance would only apply to those visitors to the south. As such, the information provided in this question stresses a worst-case scenario that does not apply to the majority of visitors</p>	<p>The RHS response at D8 [REP8-054] stated that “The RHS has always accepted that there will be variations in journey time increases and decreases for different routes to and from the Garden at Wisley.” The RHS recognises that Question 8 relates to a worst-case scenario; it has applied the outcomes accordingly within its analysis, only applying these worst-case outcomes to those who will travel from the South via the M25 Junction 10. The impact upon other travellers, including those who may divert via Ripley, has been applied proportionally, depending upon the extent of forecast delay for each individual movement. Highways England have consistently been unable to predict the proportion of traffic that will divert via Ripley; however, on the basis that the route via M25 Junction 10 will be the signposted route, and there appears to be considerable likelihood that Surrey County Council will require local traffic mitigation measures in Ripley, the RHS consider that a significant proportion of visitors to the Garden from the south will travel via M25 Junction 10.</p>
2.3.9	<p>Highways England’s statement that changes in journey times during, construction of the Scheme are expected to be minimal is justified and evidenced by strategic traffic modelling undertaken by Highways England, the results of which are presented in Section 11 of the Transport Assessment supplementary Information Report [REP2-011].</p>	<p>Section 11 of the Transport Assessment supplementary Information Report [REP2-011] makes no reference to any assessment of journey times during the construction phase by the strategic traffic model. As such, Highways England have provided no evidence to support its claim that changes in journey times during the construction of the Scheme will be minimal and the RHS do not consider this will be the case. The introduction of speed limits will, by definition, reduce the speed of traffic. In addition, there is the risk of delays on the approach to the roadworks as traffic slows, causing a concertina affect. The RHS considers that it is obvious that journey times to and from the Garden will be affected</p>