Runnymede Borough Council

Air Quality and Action Plan Progress Report

September 2008

Executive Summary

This is the Air Quality and Action Plan Progress Report 2008 for the Runnymede Borough Council ("the Council"). This report is the latest report produced by the Council to fulfil this part of the continuing commitment to the Local Air Quality Management (LAQM) process. This Report provides the most recent annual update of recent air quality issues in Runnymede, based on its air quality monitoring results in the Borough, as well as a focus on the Council's progress on reducing air pollution through its recently adopted Air Quality Action Plan.

The Council's previous Review and Assessments of air quality confirmed that there were locations across the Borough with relevant public exposure where the Government's air quality objectives might be exceeded.

The Council's monitoring results for nitrogen dioxide in this report confirms that the Government's air quality objectives are still being exceeded widely at locations with relevant public exposure. Recent PM_{10} monitoring close to the Borough boundary has also confirmed that PM_{10} concentrations are not reducing. The Council will therefore maintain its two Air Quality Management Areas (AQMA) for these pollutants.

The purpose of the Council's Air Quality Action Plan is to ensure that air quality is considered corporately and to seek to reduce air pollution within the Borough, in pursuit of the Government's air quality objectives. The Council is however limited in its abilities to influence local air quality, firstly as a result of pollution arising elsewhere and secondly because it has limited responsibility for the main sources of emissions within the Borough. The major roads in the Borough are the responsibility of the Highways Agency and Surrey County Council. The plan however includes measures to seek to reduce traffic flow and vehicle emissions that are consistent with other Council policies.

As referred to above the Council is maintaining its monitoring and seeking the dissemination of data for planning and assessment purposes. The Action Plan includes 32 actions that are either on going or due to be started.

This page has been left blank intentionally.

Contents

List of Figures

List of Tables

1 Introduction to Air Quality and Action Plan Progress Report

1.1 Overview

This is the Air Quality and Action Plan Progress Report 2008 for the Runnymede Borough Council (the Council). This report fulfils this part of the Council's continuing commitment towards the Local Air Quality Management (LAQM) process.

1.2 Background – national level

The LAQM process forms a key part of the Government's Air Quality Strategy to achieve the air quality objectives prescribed in the Air Quality (England) Regulations 2000 and 2002. Air quality progress reports were introduced following a detailed evaluation of the first round of local authority Review and Assessment. This evaluation identified a need both to develop a longer-term vision for LAQM and encourage the integration of air quality into the routine work of local authorities.

Local Authorities are required by section 88 (2) of the Environment Act 1995 to have regard to the Government's guidance documents when carrying out their LAQM duties. To assist local authorities and provide guidance for the overall LAQM process, the Department for Environment, Food and Rural Affairs (Defra) issued the following policy and technical guidance documents: LAQM PG (03), LAQM PG (S) (03), LAQM TG (03) and LAQM.PGA (05). Consultation on a revision of this guidance is currently underway. It is expected that the new guidance will be released during Autumn 2008.

The Government published a revised Air Quality Strategy for England, Scotland, Wales and Northern Ireland in July 2007. In formulating the new strategy a review was undertaken which included comprehensive environmental studies. The review also proposed potential new policy measures to improve air quality, and examined their costs and benefits, impact on exceedences of the strategy's air quality objectives, effect on ecosystems and qualitative impacts. The new Air Quality Strategy identifies the key measures to consider and where further work is needed.

The new strategy affirms that the quality of air has improved and that despite this there is still more to do as objectives on some pollutants are still exceeded. The areas of exceedence are relatively small, although significant numbers of people are likely to be exposed, as the exceedences tend to be in highly populated areas. The updated strategy provides a clear, long-term vision for improving air quality in the UK and offers options for further consideration to reduce the risk to health and the environment from air pollution. The strategy retains existing air quality objectives and includes a new objective for $PM_{2.5}$ in recognition of recent reviews by the WHO and the Committee on the Medical Effects of Air Pollutants (COMEAP) that suggested exposure to $PM_{2.5}$ gives a stronger association with the observed ill-health effects of particles.

1.3 Background – local level

In earlier rounds of review and assessment (R&A) of local air quality management, the Council identified areas where objectives were exceeded and where there was relevant public exposure. As a consequence, the Council designated an Air Quality Management Area (AQMA) in parts of its area for both NO_2 and PM_{10} during earlier review and assessment of air quality rounds. This was in the vicinity of the M25, which runs through the Borough along a north south axis.

The Council also completed the third round of review and assessment and undertook a Detailed Assessment of air quality in 2007 close in the town centre of Addlestone and at New Haw. The conclusion of that work was that concentrations of NO_2 near the Station Road and High Street junction in Addlestone had the highest predicted concentrations and these included areas with relevant exposure. As a result an Air Quality Management Area was designated on the 4th July 2008.

The predictions for the New Haw area indicated that the objective was exceeded mainly close to the road centre lines and not at the façade of residential premises in the area. Consequently an AQMA was not designated in this area.

LAQM PRG (03) supplemented the above mentioned LAQM guidance and assists in the production of air quality progress reports. Based on this, the Council is required to produce Progress Reports in those years when they are not carrying out an Updating and Screening Assessment (USA) or a Detailed Assessment of air quality.

The guidance also advises that the Progress Report is not designed to represent a further USA, although it states that, if at any time a risk is identified that an air quality objective might be exceeded, a Detailed Assessment should be carried out without delay.

The overall aim of the Progress report is to report on progress on implementing LAQM and report progress in achieving, or maintaining concentrations below the air quality objectives. The guidance considers that these aims can be best achieved by reporting on new results and on progress with implementation of the Action Plan. This, the 2008 progress report, provides the latest update for Runnymede Borough Council.

2 New monitoring results in Runnymede

2.1 Outline of monitoring undertaken

The Council continued monitoring nitrogen dioxide (NO_2) in its area. The Government's adopted air quality objectives for this pollutant is shown in Table 1 below.

Table 1 Air quality strategy objectives for NO_2 and PM_{10}

Pollutant	Objective		Date to be achieved by
	Concentration	Measured as	
Nitrogen Dioxide	200 μg m^{-3} not to be exceeded more than 18 times a year	1 hour mean	31 Dec 2005
	40 μg m^{-3}	Annual Mean	31 Dec 2005
Particles (PM_{10})	50 μg m^{-3} not to be exceeded more than 35 times a year	Daily Mean	31 Dec 2004
	40 μg m^{-3}	Annual Mean	31 Dec 2004

2.2 Diffusion tube monitoring of NO_2 in Runnymede

The Council continued to monitor of NO_2 during 2007 using diffusion tubes located at sites across the Borough. The monitoring sites are located at roadside and background locations in the Borough, including sites within the Council's AQMAs (those close to the M25 are site 6 at the Sports Centre, Egham and the M25 sites 10, 11 and 12, those within the town centre AQMA include site 1 close to the Civic Offices in Addlestone).

The sites mostly represented locations relevant for public exposure. The 2007 biased diffusion tube monitoring results are given below for the sites with 75% data capture or more. The sites all had greater than 75% data capture, apart from the M25 in 2004 and site 1 in 2005.

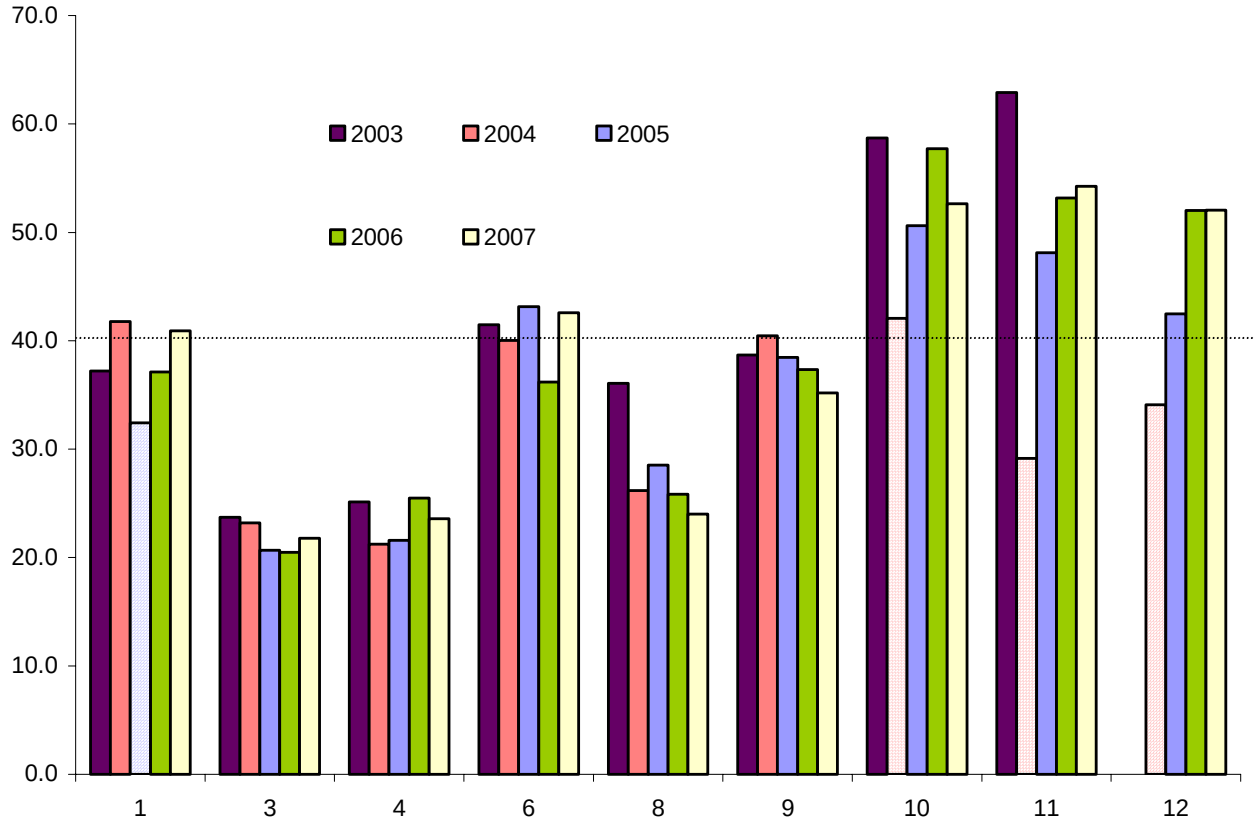
The diffusion tubes used are supplied and analysed by Lambeth Scientific Services using a preparation method of 50% TEA in acetone. The unbiased results of the diffusion tube monitoring monitored in the Borough, with the location of the sites and reference number are given in Appendix 1 (see Table 9 and Table 10).

No continuous monitoring is undertaken within the Borough and the 2007 default bias factor was used of 1.06 (obtained from the Defra helpdesk v04/08), which indicates that the diffusion tube results under read slightly in 2007 where comparisons were made with continuous monitoring.

The adjusted results are presented in Figure 1. (The sites with less than 75% data capture are indicated with diagonal markings). Note – sites 2, 5 and 7 are closed and therefore not reported.

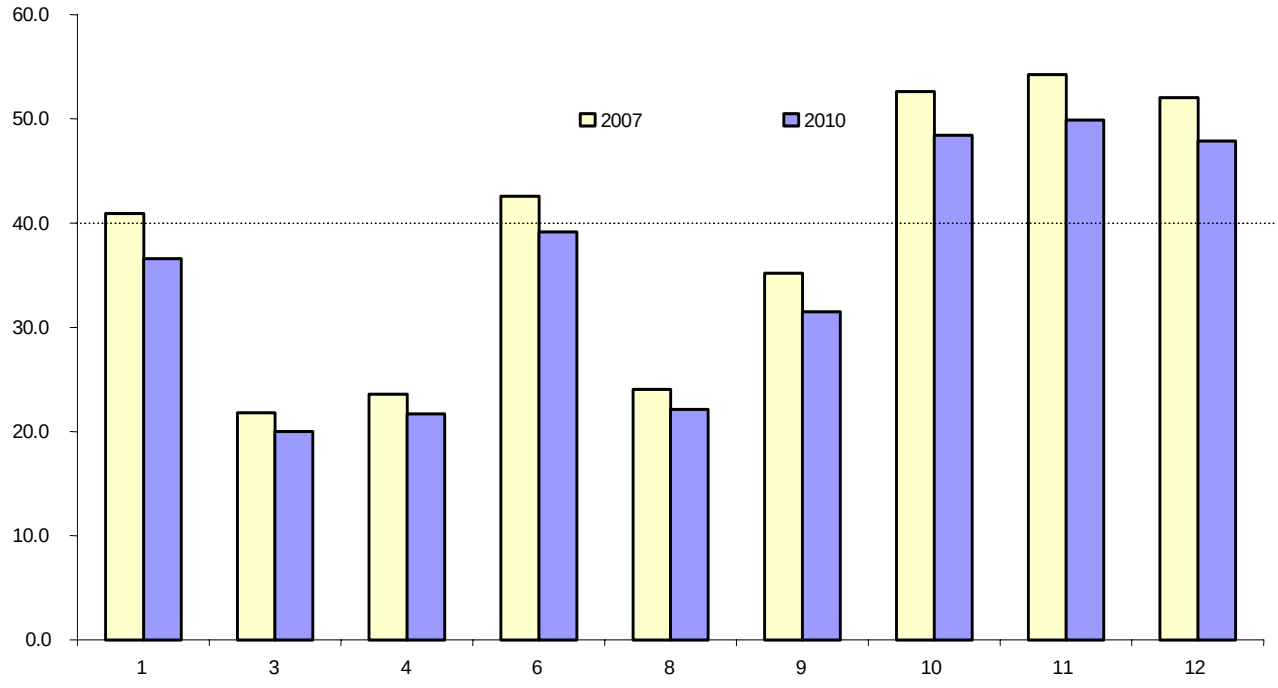
The 2007 bias adjusted results indicated that the background sites away (sites 3, 4 and 8) easily met the 40 μg m^{-3} objective, as had been the case for all years of monitoring. For those sites close to the M25 (sites 6, 10, 1 and 12) the reverse was true, with all sites exceeding the objective in 2007 and during previous years. The roadside site in Addlestone town centre (site 1) just exceeded the objective; this is within the Council's new AQMA. The other roadside site in New Haw however met the objective.

Figure 1 NO_2 diffusion tube results for numbered sites in Runnymede (2003 – 2007)



Predictions of 2010 concentrations were made using the Defra year adjustment factors, based on 2007 measurements. These are shown in Figure 2, with the 2010 predictions (in blue). These estimates indicate that despite the predicted reduction in emissions the M25 sites will still exceed the objective in the Borough, apart from the site at the Sports Centre in Egham. Site 1 in Addlestone is estimated to meet the objective in 2010.

Figure 2 NO_2 diffusion tube results for sites in Runnymede (2007 and estimated 2010)



2.3 Continuous monitoring

Although the Council does not currently operate its own automatic monitoring site, the site operated close to the M25 motorway by the Highways Agency, lies very close to the Council's northern boundary with the Royal Borough of Windsor and Maidenhead. The monitoring site is located on the northbound carriageway just north of junction 13 and Hythe End in Runnymede's area. In view of this close proximity to Runnymede, the site can provide useful information on air quality along the M25 in Runnymede. The site is sited to the west of the motorway, which is orientated on a north south axis. To the west of the site are Thames Water reservoirs and the Windsor Great Park.

The monitoring at the site includes NO_2 and PM_{10}. Details of data capture for the period 2003 to 2007 are given in Appendix 1. The data were downloaded from the C4S website (http://www.c4s.info/). All data reported are ratified.

The results for NO_2 indicated that the annual mean objective of 40 µg m^{-3} was exceeded at the site during the years reported. The NO_2 results for the site also agree with the Council's diffusion tube result monitoring assessment that the annual mean objective was exceeded close to the motorway. The annual mean for each year is shown in Table 2.

Table 2 Annual mean concentrations of NO_2 (µg m^{-3}) at the M25 site (2003-2007)

2003	2004	2005	2006	2007
54.6	*56.0*	**42.8**	**59.3**	**57.3**

(Note - italics indicates < 90% data capture)

It is important to note that the sample inlet was moved several times during 2005 and in addition traffic speeds were reduced due to the roadworks north of the site (these started in 2004) that took place. The scheme was completed in December 2005. These changes impacted on the monitored concentrations during this year. The results for the site indicate that concentrations increased for the period reported (if the results for 2005 are ignored). This may be due to increased emissions due to increases in traffic flows (estimated at 1% per year for the period 1995 to 2005 (TRL, 2007)) or more specifically from direct NO_2 from certain vehicles. It should however also be noted that NOx emissions at the site are estimated to have reduced over this period (TRL, 2007), most likely as a result of the uptake in newer vehicles with improved abatement technologies. Thus this highlights the non-linear relationship between NOx and NO_2 and hence the difficulty in reducing NO_2.

The hourly mean NO_2 objective was also assessed at the monitoring site and the results shown in Table 3.

Table 3 Number of hourly mean concentrations exceeding 200 µg m^{-3} (2003-2007)

2003	2004	2005	2006	2007
0	**21**	0	9	**33**

The results show that the 200 µg m^{-3} standard was exceeded for most of the years reported, with two years exceeding the objective (2004 and 2007). 2007 also had the highest number of periods that exceeded, indicating again that the influence of direct NO_2 emissions is increasing, as highlighted in the recent AQEG report (2007) and work by Carslaw and Beevers (2005).

A TEOM instrument was used at the M25 site for monitoring PM_{10} and accordingly the results were adjusted to a gravimetric equivalent (TEOM x 1.3 based on TG03 guidance). The results for the period 2003 – 2007 are given in Table 4. The data capture for all years since 2004 exceeded 90% at the site; although in 2005 the site was affected by the roadworks referred to earlier. Full details for the site are given in Table 8 in Appendix 1.

Table 4 Number of periods exceeding 50 µg m^{-3} based on 24 mean (2003-2007)

2003	2004	2005	2006	2007
26	*18*	9	29	22

The Government's air quality objective, not to exceed 35 periods in a calendar year, was not exceeded at the site for the years reported. The 50 µg m^{-3} standard was however exceeded in all years, with the objective being approached in 2006. The 2003 pollution year was also notable for its secondary PM_{10} episodes during periods of high pressure over the southeast.

Table 5 PM_{10} annual mean results (µg m^{-3}) at the M25 monitoring site (2003 - 2007)

2003	2004	2005	2006	2007
27.6	*28*	23.6	29.4	28.3

The above results for the site indicated that the AQS annual mean objective of 40 µg m^{-3} was not exceeded. This is partly expected as there are very few sites in the U.K that exceed this objective. It should be noted however that although the results in 2005 were affected by the roadwork operations, the 2006 concentrations were higher. This is in line with other monitoring across London Air Quality Network sites where 28 sites had increased 2006 annual mean concentrations when compared to 2005 (Fuller G. and Green D., 2006).

3 New local developments

This section outlines those local developments that may take place and may affect air quality in the Borough. These are not for consideration now but are listed for a more thorough assessment during the next round of Review and Assessment. The guidance identifies the following developments that should be considered:

- New industrial processes included in the list of Appendix 2 of LAQM. TG 03.
- New developments with an impact on air quality, especially those that will significantly change traffic flows. Only those developments with planning permission granted are included.
- New landfill sites, quarries, etc with planning permission granted and nearby relevant exposure.

Table 6 New Local Developments since 2007

Development	Location
New Part A or B industrial processes	See below
New retail or mixed residential/ commercial development	None
New road scheme	None
New mineral or landfill development	None

3.1 Industrial processes

The Borough currently regulates 31 Part B installations (including 13 petrol stations and 7 dry cleaners). Recent changes, since the 2006 USA, are the closure of the incinerator, one vehicle resprayer and one batching plant. Other changes include the permitting of the dry cleaning processes and 4 mobile crushers within the Borough. These additions however are not considered sufficiently important to require the Council to undertake further LAQM actions, other than to note the change.

3.2 Runnymede Local Development Framework (LDF)

The Planning & Compulsory Purchase Act 2004 introduced a new development plan system. This is to streamline the local planning process and enable a Local Development Framework (LDF) to replace previous Unitary Development Plans (UDP).

The Council is responsible for the production of the LDF and this will be a portfolio of Local Development Documents that will set out the spatial strategy for Runnymede and progressively replace the 2001 Adopted Runnymede Borough Local Plan and the 2004 Surrey Structure Plan.

The Local Development Scheme (LDS) for Runnymede sets out a timetable for the framework in the Borough and includes the programme for replacement of existing document with Local Development Documents (LDDs) over the next three years. It has been updated and the Government Office for the South East (GOSE) approved the amendments in August 2007.

The Schedule of LDDs includes the Statement of Community Involvement, which has already been adopted. This was carried forward from both the 2004 and 2006 versions of the LDS, but no other LDDs have been carried forward. The 2007 LDS lists the LDDs that the Council intends to produce, taking into account government advice that local planning authorities should produce fewer documents. The schedule includes development plan documents (DPDs), Area Action Plans (AAPs) and Draft Policy Guidance (DPGs) that will be subsequently incorporated in DPDs.

The Core Strategy is the first of the replacement documents and consultation on the draft ended in July 2008. The Core Strategy will set out the strategic planning policies dealing with issue such as where new housing will go, what our approach to development will be and how we are going to deal with environmental issues.

4 Action Plan Progress Report

4.1 Introduction

The Council is consulting on the draft Runnymede Air Quality Action Plan with relevant stakeholders. The plan focuses on measures to reduce traffic flow and vehicle emissions that are consistent with other Council wide policies, principally in relation to both transport and planning. The main aim is to reduce NO_X and PM_{10} emissions. Other actions include reducing emissions from buildings and industry, measures to raise public awareness of air pollution and greener travel. The Council through its Action Plan, and other policies, also supports other initiatives proposed and undertaken by other authorities to reduce emissions in the Borough.

4.2 Achievement of objectives

The Council's Action Plan will apply to the whole Borough rather than just the Air Quality Management Area, which covers part of Runnymede. This recognises that, although not everyone in the Borough will be exposed to concentrations that exceed the air quality objectives, it is the intention of the Action Plan to reduce pollution levels, wherever possible, in pursuit of the achievement of the objectives. The Action Plan however confirms that it is national actions rather than local actions that are most likely to influence air quality in the Borough.

4.3 Summary of key measures

This section provides a brief summary of some of the key measures included in the Action Plan and also the Council's progress on these actions. The main aim of this Action Plan is, through joint working with other bodies, including local authorities and other organisations, plus departments within the Council, to propose and deliver measures that will work towards achieving the desired reductions in NO_2 and PM_{10}.

4.3.1 Monitoring air quality

The Council has maintained its commitment to monitoring air quality in the Borough and reporting to other bodies, including Defra since release of its draft plan. As reported earlier the Council monitors air quality using passive diffusion tubes which are located around the Borough.

4.3.2 Planning Policy and Control

The Council is using the planning system to bring air quality benefits, through imposing planning conditions and through using section 106 agreements for new developments for car free developments and other benefits, wherever possible.

4.3.3 Traffic control and management

The Council is not the highway authority for roads and thus any plans to control pollution needs to be in partnership with Surrey County Council and the Highways Authority. The Council also supports policies within the Surrey County Council's Structure Plan (2004). The Council sees these policies as a means to tackle a whole raft of problems and issues, such as improving air quality, reducing congestion, improving conditions for buses and encouraging people to walk and cycle more.

The Runnymede Travel Initiative is a major step forward in working with businesses and schools in reducing peak hour congestion by providing increased cycle routes and shelters, walking buses and the Yellow Bus Scheme for school children. In addition, the Council is taking a proactive role in supporting the implementation of several major transport schemes including Airtrack.

4.3.4 Travel Plans in Runnymede

Since 2001 the Council has been working with local schools to find ways of reducing the impact of the school run, which can account for up to 20% of traffic during the morning rush hour. Following the introduction of the Government's 'School Travel Grants' to maintained schools with approved Travel Plans, Runnymede has secured the involvement of 32 schools in the Travel Plan process.

The Council work in partnership with the County Council in their 'Safe Routes to School Initiative'. This scheme aims to reduce car dependency and ensure pupils can make their journeys to school within a benign environment.

The Council also adopted its own Travel Plan (TP) in November 2006, providing a benchmark for other organisations within the Borough, as they develop their own Plans.

4.3.5 Low Emission Zone

The Council in its Action Plan recognised that the London-wide Low Emission Zone (LEZ) would play an important part in benefiting air quality in the Borough. The Council has generally supported the introduction of the London LEZ and expects the scheme to contribute to an improvement in air quality within Runnymede. We were involved in the consultation and are working with Transport for London to ensure that additional HGV traffic is not diverted unnecessarily onto the Borough's roads.

The Mayor of London introduced the LEZ in February 2008, to cut harmful emissions from the most polluting lorries, coaches and buses. From February 2008 the LEZ applied to lorries over 12 tonnes. Since the beginning of July 2008 the LEZ also applied to lighter lorries, buses and coaches.

4.3.6 Runnymede actions

Many of these are currently ongoing and are presented in the Council's draft Action Plan. Detailed progress on each will be provided in future Council air quality progress reports.

5 Conclusion

This Air Quality and Action Plan Progress Report for 2008 fulfils the requirements of the Defra PRG 03 guidance and has updated monitoring results in the Borough and noted new relevant local developments and other initiatives. It also advises on the Council's early progress in implementing its Action Plan.

The up to date monitoring results continue to indicate that the Government's current air quality objectives for NO_2 are exceeded widely at locations in the AQMAs across the Borough where there is relevant public exposure. Based on the findings in this report there is no need for the Council to progress to a Detailed Assessment, either to revoke its existing AQMA or determine whether any new AQMAs are required.

The purpose of the Council's Air Quality Action Plan will be to ensure that air quality is considered corporately and to seek to reduce air pollution within the Borough, in pursuit of the Government's air quality objectives. The Council is however limited in its abilities to influence local air quality directly as outlined in its Stage 4 Further Assessment report, partly as a result of pollution arising elsewhere and also because it has limited responsibility for the main sources of emissions within the Borough. The major roads in the Borough are the responsibility of Surrey County Council and the Highways Agency, rather than the Council. The Action Plan does however include measures to seek to reduce traffic flow and vehicle emissions that are consistent with other Council policies. The Action Plan includes 32 actions that are all on going and due to be started.

The Council will continue its air quality monitoring programme and prepare for the next round of review and assessment, including the next Updating and Screening Assessment in 2009.

References

Air Quality Expert Group, 2007. Trends in Primary Nitrogen Dioxide in the UK. Defra, London.

Carslaw D.C and Beevers S.D, 2005. Evidence of an increasing NO_2/NOx emissions ratio from road traffic emissions. Atmospheric Environment 39, 2049-2059.

Defra, 2000. Air Quality Strategy for England, Scotland, Wales and Northern Ireland. Defra, London. Cm 4548.

Defra, 2003a. Local Air Quality Management, Technical guidance LAQM.TG03. Defra, London.

Defra, 2003b. Air Quality Strategy Addendum for England, Scotland, Wales and Northern Ireland. Defra, London.

Fuller, G.W., and Green, D., 2006. Evidence for increasing primary PM_{10} in London. Atmospheric Environment 40, 6134 - 6145.

Runnymede B.C (2002) Stage 4 Further Assessment of air quality. 2002

Runnymede B.C (2006). Local Air Quality Management – Updating and Screening Assessment October 2006

ERG, 2006. Air Quality in London 2004. London Air Quality Network Report 12. ERG, King's College London 2006.

ERG, 2007. Air Quality in London 2005-6. London Air Quality Network Report 13. ERG, King's College London 2008.

TRL, 2007. The Highways Agency Roadside Air Pollution Monitoring Network: 2005. TRL Limited October 2007.

Appendix 1

Table 7 NO_2 data capture for year for the M25 Highways Agency site (%)

2003	2004	2005	2006	2007
94	70	93	99	99

Table 8 PM_{10} data capture for year for the M25 Highways Agency site (%)

2003	2004	2005	2006	2007
89.2	56	92	99.5	98

Table 9 Location of diffusion tube sites in Runnymede

Site number	Address	Type
1	Civic Offices (Front)	R
3	Brockhurst, Ottershaw	B
4	Barley Mow Road, EG/Pitson Close, Addlestone	B
6	Sports Centre, Egham	B
8	Ongar Place School, Addlestone	B
9	175 New Haw Road	R
10	M25 (site 10)	R
11	M25 (site 11)	R
12	M25 (site 12)	R

(R = roadside; B = background)

Table 10 2007 Raw NO_2 diffusion tube results for Runnymede ($\mu g\ m^{-3}$)

Site	Site type	Raw 2007	Count
1	R	38.6	12
3	B	20.5	11
4	B	22.3	12
6	B	40.2	12
8	B	22.7	12
9	R	33.2	11
10	R	49.7	12
11	R	51.2	12
12	R	49.1	11

Table 11 Part A1 installations in Runnymede *(there are no part A2 activities carried out within Runnymede)*

Process	Name	Installation Address
INCINERATION	The Veterinary Laboratories Agency	Woodham Lane, New Haw, Addlestone, KT15 3NB
DISPOSAL OF WASTE IN LANDFILL	Cemex UK Materials Ltd	Addlestone Quarry, Byfleet Road, Addlestone
DISPOSAL OF WASTE IN LANDFILL	Cemex UK Materials Ltd	Norlands Lane, Thorpe, Egham, TW20 8SS

Table 12 Part B installations in Runnymede (excluding dry cleaners and petrol stations)

Process	Name	Installation Address
MOBILE CRUSHER X2	Capital Demolition Ltd	Capital House, Woodham Park Road, Woodham, Weybridge, KT15 3EG
MOBILE CRUSHER	Metro Demolition Ltd	Trumps Farm, Kitsmead Lane, Longcross, Chertsey, KT16 0EF
MOBILE CRUSHER X2	Gregory Demolition Ltd	Mayflower Nursery, Thorpe Lea Rd, Egham, TW20 8JL
COATING	LA Coachworks	Byron Road, Addlestone, Surrey, KT15 2SY
BULK CEMENT	Lafarge Aggregates	Longside, Thorpe Lea Road, Egham, TW20 8RH
COATING	Medcalf & Co (Coachbuilders)	Fordwater Trading Estate, Fordwater Road, Chertsey,
COATING	Apple Coachworks Ltd.	Crystal Haven House, Hanworth Lane, Chertsey, Surrey, KT16 9JX
COATING	Panel Wise	Hamm Moor Lane, Weybridge Industrial Estate, Weybridge, Surrey, KT15 2SD.
BULK CEMENT	Remix Dry Mortar Ltd	Addlestone Quarry, Byfleet Road, Addlestone, Surrey, KT15 3LA

Table 13 List of permitted petrol stations in Runnymede

Location
Wheatsheaf Service Station London Road GU25 4QE
Ayebridges Service Station 171 Thorpe Lea Road TW20 8HP
Shell Ottershaw Guildford Road KT15 2DS
Trident Garage Guildford Road KT16 0NZ
Addlestone Service Station Chertsey Road KT15 2ED
Shell Egham 186/7 High Street TW20 9ED
Chertsey Service Station 102 Bridge Road KT16 8LA
Runnymede Service Station, 41 The Avenue TW20 9AD
Egham Hill Service Station, 1 Egham Hill TW20 0ET
Sainsbury's Petrol Station The Causeway TW18 3AG
J Sainsbury Petrol Station 1 Sainsbury's Centre KT16 9AG
Tesco Petrol Filling Station 117 Station Road KT15 2AS
Staines Service Station, Chertsey Lane TW18 3LS

Table 14 List of permitted dry cleaners in Runnymede

Location
Zeki Dry Cleaning & Laundry 83 Station Rd, Addlestone, KT15 2AR
Harringtons 9 Station Approach, Virginia Water, GU25 4DW
Sapphire Dry Cleaners 15 The Broadway, New Haw, KT15 3EU
Softly Clean 1 High Street, Addlestone, KT15 1TL
Launderama 71 High Street, Egham, TW20 9EY
Riva Dry Cleaners 3 Burwood Parade, Chertsey, KT15 3JH
Egham Dry Cleaners 44 High Street, Egham, TW20 9DP
Johnson Cleaners UK Ltd c/o J Sainsbury Plc, The Causeway, Staines, TW18 3AP