Dear Georgina,

In the Statement of Common Ground between Highways England and Runnymede Borough Council, it was agreed to undertake further study specifically focussed on the transport implications that may arise from the development proposals contained in the submission Runnymede 2030 Local Plan on the Strategic Road Network (SRN) Junctions.

The methodology for this study has been agreed with Highways England. Step 1 of the work has been completed and includes a new way of calculating 2030 traffic volumes as well as an agreed traffic modelling method.

The key conclusions from Step 1 are:

- The non-committed developments do not impact the M25 mainline;
- The non-committed developments do not impact the M25 Junction 13;
- M25 Junction 11 is currently at capacity and will require mitigations measures in order to:
  - Cater for the 2030 background traffic growth of approximately 13.8%;
  - Better cope with Smart Motorway traffic ramp metering operations; and
  - Cater for the non-committed developments of Runnymede Local Plan.

For both 2030 Baseline and 2030 Non-Committed Development scenarios, the likelihood of blocking back queues on the M25 is high to very high.

It is recommended to proceed to Step 2 of the study in order to establish mitigation measures at M25 Junction 11. These measures are very likely to require highway widening at targeted locations as well as the full signalisation of M25 Junction 11 roundabout.

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