Dear Ms. Glancy,

In February 2018 this Association made representation on Policy SD4 of the Runnymede 2030 Draft Local Plan, raising concerns as to the future sustainability of the transport networks.

In response to Ms. Travers’ Questions for Stage 3 Hearing, on behalf of TWRA our committee would like to make the following comment on Question 1, “Have the Plan’s implications for traffic growth on the Borough’s critical highways infrastructure, specifically the A320 and the connections with the M25, been adequately assessed?”

It would appear that the A320 Corridor between Chertsey and Staines, along Staines Lane/Chertsey Lane, and on via the A308 to Junction 13 of the M25 has not been assessed. Whilst the Glanty roundabout at Egham has been much improved, there are already problems with the A320 leading to the roundabout by Staines Bridge in both directions. Every year in the six months between April and September, Thorpe Park – a leading business within the borough – brings a high number of vehicles along this stretch of road, and we do not believe this has been given consideration. There are often occasions when the residents of Penton Park and Laleham Reach have great difficulty in turning on to the A320 at the Thorpe Park roundabout because of the build-up of traffic.

In addition, whenever there is an incident on the M25 between junctions 11 and 13, or the reverse, drivers will seek alternative routes, and it is very often the case that this stretch of the A320 is used as a bypass between the junctions.

When the new developments at Longcross Village, St. Peters Hospital, and Chertsey Bittams are completed, and drivers are unable to access the M25 at Junction 11 due to heavy traffic, the next routes would be via Trumps Green and Egham (railway crossing), along Thorpe Lea Road to Pooley Green (railway crossing) or Chertsey to Staines and Egham along the A320/A308, in order to reach the M25 at Junction 13. The latter would be favourite as it avoids level crossings.

Policy SD4 refers to supporting active and sustainable travel networks and routes to service and employment centres. Two such centres would be Staines and Heathrow Airport. Not all vehicles will use the M25, particularly at peak times.

Therefore we do not think the Plan’s implications for traffic growth have been adequately assessed. It is very difficult to make any positive suggestions as to how this situation could be improved because the road narrows to pass under the railway, just before the roundabout leading to Staines Bridge and the Causeway.

Please pass these comments to Ms. Travers and we trust they will be taken into consideration at the hearings in November.

Yours sincerely,

Carole James