

5. Key Transport Issues

5.1 The key issues below are taken from section 10 of the attached TIOP:

- a) How can we ensure that growth in air traffic at Heathrow will not result in increased congestion on the motorway network or have an adverse impact on travel into, out of and through Runnymede?
- b) How can we ensure that growth in air and surface traffic generated by Heathrow including the proposal to build a Third Runway will not have adverse impacts on the health of residents and on the environment, including noise, air quality, climate change and biodiversity impacts?
- c) Levels of increasingly unsustainable commuting and travel by car into, out of and through Runnymede are high. How can levels of commuting, congestion and delay be reduced and greater self containment of the local economy be achieved?
- d) What investment or changes to transport infrastructure or public transport service improvements are needed to support the local economy and to enable local residents to gain access to jobs and services more easily?
- e) There are a number of major developed sites in the Green Belt in Runnymede including: the former DERA site, St Peters Hospital, Royal Holloway, the Brunel Campus, Rusham Park, Hillswood Business Park, Thorpe Park and the Chertsey Sewage Treatment Works. All these sites are employment locations that generate large numbers of vehicle movements. What future developments and uses should be considered and what can be done to improve accessibility to them by non-car modes of travel.
- f) The future development of the former DERA site has yet to be determined. How can a self contained community including sustainable transport be developed on this site (assuming that the Panel's proposals for housing and commercial development come forward in the South East Plan)?
- g) How can accessibility by public transport and by cycling and walking to places of work, education, shops and services be improved so that less reliance is placed on the use of cars and so that human health is improved. (through better air quality and more exercise)?
- h) How can road safety and the risks to human health from poor air quality and emissions be reduced?

6. Policy Options for Consultation

6.1 **Re: a) The transport impacts on Runnymede resulting from the growth in air traffic at Heathrow**

- i) Press for early construction and opening of AirTrack including a frequent stopping service at Chertsey, Staines and Woking provided that delays at Pooley Green and Egham level crossings can be improved and
- ii) Press for early construction of a fourth lane on the M25 between junctions 11 and 13 and the provision of traffic management measures to control ramp access to the motorway, and variable speed control and driver information measures to ease flow at peak travel times; or
- iii) Oppose construction of a fourth lane on the M25 if it would result in a larger number of overall traffic movements through Runnymede seeking access to the motorway network that causes local congestion and if extra traffic on the motorway or on feeder routes would have unacceptable noise or air quality impacts on Runnymede residents.

- 6.2 **Re: b) The adverse effects on human health, climate change and biodiversity that will result from a Third runway and further expansion of airport capacity at Heathrow.**
- i) Oppose development of a Third runway at Heathrow due to the adverse effects it would have on the noise environment in the north of the Borough and the adverse effects it would have in generating additional vehicle trips through the Borough which will add to congestion and overloading of the motorway and local road networks; or
 - ii) Accept development of a Third runway provided that:
 - A. In addition to the promised investment in surface access improvements required by the opening of Terminal 5 (see Airtrack and M25 fourth lane proposals above); provide further investment in surface access public transport infrastructure by road and rail and ensure that access from the primary road network to a new terminal 6 will be adequate.
 - B. Changes in flight paths do not expose Runnymede residents to unacceptable and persistent noise from aircraft movements.
- 6.3 **Re: c) Reducing unsustainable car commuting and journeys and the impact of congestion on the economy and on delay during peak travel periods**
- i) Let market forces and personal choice determine where people live and work and where businesses locate, and the amount of community that takes place; and allow congestion to act as the factor that determines when, how, and how far they travel and how much time and resources they and their employers are prepared to spend on travel or
 - ii) Increase the amount of local housing and hence the size of the local workforce, but do not create additional employment floor space in the Borough if this would lead to additional demand for labour; or
 - iii) Provide more intensive economic development at public transport nodes and on public transport routes and improve walking and cycling accessibility at places of work and wherever services are provided; and
 - iv) Extend the Yellow Bus service to more schools subject to raising the necessary funding and consider how this service could be extended to or used by the business community; and
 - v) Encourage more home based working and electronic working so that more business is carried out by phone and over the internet reducing the need for commuting; and
 - vi) Encourage the intensification of higher value land uses (such as offices) and increases in employment floor space in town centres and in major employment locations – such as business parks; and
 - vii) Allow business premises in out of town and peripheral locations to be redeveloped for housing; and
 - viii) Ensure that all new housing development is built within existing urban areas and accessible by walking, cycling or public transport to places of work, education, shops and services; and
 - ix) Ensure that all new commercial developments have limited on site car parking provision and that major developments over 1000 sq.m provide measures within a company transport plan to support travel to work by non car modes; and
 - x) Encourage the residential redevelopment of non conforming commercial sites that are in unsustainable locations or where they cause conflict between commercial and residential traffic movements or impact adversely on the residential amenity of neighbours.

- 6.4 **Re: d) Invest in local transport infrastructure and public transport services and systems to improve accessibility to jobs and services and increase the use and viability of public transport services.**
- i) Early investment in Airtrack to improve the rail accessibility of jobs at Heathrow for local residents and to reduce the number of vehicle trips made through the Borough by those visiting the airport from elsewhere in Surrey; and
 - ii) To relieve the knock on effects on the local road network in Runnymede of congestion on the M25, invest in information systems that enables drivers to assess road conditions on routes that are affected by motorway traffic; and
 - iii) Invest in real time bus and train information systems and shelters at railway stations and bus stops so that the travellers are supported in their use of public transport; and
 - iv) Improve railway stations in the Borough and the frequency of stopping train services; and
 - v) Improve the frequency of bus services and route penetration within suburban areas so that more people are encouraged to use public transport; and
 - vi) Increase the coverage of Quality Bus Partnerships to ensure co-ordination and sharing of ticketing and timetables among competing operators; and
 - vii) Introduce transponder systems at traffic signalled junctions and bus priority lanes to reduce delays to bus services; and
 - viii) Provide adequate car parking and bus interchange facilities at railway stations; and
 - ix) Provide bus services between town centres, suburbs and major employment locations or seek support from employers for new services to improve public transport accessibility and use.
- 6.5 **Re: e) Improving access by non car modes of transport to Major Developed Sites in the Green Belt**
- i) Ensure that all MDS include company or site travel plans as part of their future development and use; and
 - ii) Minimise on site car parking at MDS; and
 - iii) Consider how MDS can provide company buses or subsidise public bus services to meet the travel needs of site employees and visitors.
- 6.6 **Re: f) Sustainable Transport and redevelopment of the Former DERA site**
- i) Ensure that the development of housing, employment and services at the DERA site is carefully planned to provide a self contained sustainable community that has optimum accessibility within and to the site by non car modes of transport; and
 - ii) Provide electric vehicles for subsidized ownership or rental to all residents of the new DERA site community; and
 - iii) Provide recharging stations for electric vehicle hook up at all places of work, shops and services and in homes and provide free parking for electric vehicles throughout the new development; and
 - iv) Limit the number of spaces and charge petrol driven vehicle users for parking within the new community; and
 - v) Provide a free or subsidized park and ride service within the DERA community for visitors and residents; and
 - vi) Operate a maximum 20 mph speed control on all roads within the DERA community; and

- vii) Provide cycle paths and walking routes within the new community to enable easy access between homes and work, schools, shops and services; and
- viii) Ensure that a new station is built at Longcross that is capable of accommodating longer trains and is served by a frequent stopping service; or
- ix) Develop a (less sustainable) housing estate and business park development incorporating as many of the above measures as possible into its layout, design and operation; or
- x) Develop a 100,000 square metre business park that relies mostly for its labour supply on relatively unsustainable long distance commuting movements from a wide area, but including as many of the above measures as possible into its layout, design and operation.

6.7 Re: g) Improving accessibility by walking and cycling

- i) Press Surrey County Council to maintain and, where practicable, expand cycle routes within Runnymede that provide safe links between homes and town centres; and
- ii) Consider how the future development of town centres in Runnymede can incorporate traffic free pedestrian zones thereby improving their attractiveness to local users; and
- iii) Consider how housing developments on larger sites can make better provision within them for walking and cycling and controlling the speed of motor vehicles using measures such as speed humps, road narrowing, planting schemes etc; and
- iv) Provide secure cycling storage inside or outside dwellings and business premises and covered cycle stands at work places, schools, shops, services and leisure destinations; and
- v) Improve existing cycling and walking facilities including routes, safety, publicity and cycle parking; and
- vi) Develop a community cycle facility e.g. bike rental scheme; and
- vii) Limit car parking spaces in residential and commercial developments; and
- viii) Apply parking restrictions to non residents; and
- ix) Develop a car club; and
- x) Develop and publicise car sharing; and
- xi) Consider how the Yellow Bus scheme can be expanded and funded so that it serves more schools and pupils and can be used by the business community for work related trips.

6.8 Re: h) Improving road safety and air quality and minimising noise levels

- i) Ensure that any change in the noise contours at Heathrow that might result from mixed mode operation (2015) and a development of a third runway (2030) does not adversely impact on Runnymede residents.
- ii) Ensure that any increase in capacity on the motorway network does not have adverse air quality or noise impacts on Runnymede residents.
- iii) Ensure that adequate investment is made in cycle routes and the walking environment to enhance road safety for these users.