

## Guildford Residents Associations

As stated in our first representation, while we welcome the improvements to J10, we are concerned about the consequences for traffic on local roads of the combination of the scheme and proposed developments.

We share the concerns expressed by Surrey County Council, Guildford Borough Council, the Parish Councils of Ripley and Ockham (expressed in the Lovelace Neighbourhood Plan) about the future conditions in the villages, and Ripley in particular. We also share the concerns of RHS Wisley about the additional vehicle miles that visitors will be obliged to drive to access the gardens.

The traffic forecasts assume that the Guildford Local Plan will be implemented, along with other developments in surrounding boroughs. The Guildford Local Plan has stipulated that strategic developments can only take place with specified infrastructure in place, so surely such infrastructure should be assumed to be in place when preparing traffic forecasts for the A3 for 2037. The Planning Statement does refer to Policies ID1 and ID2 of the Guildford Local Plan (adopted in April 2019). And in para 5.7.45 the Strategic Road Network schemes are listed. But the Do-Minimum network does not include SRN7 and SRN8, which relate to the A3/A247 junction and the A3 Burpham junction. The one with probably most bearing on this scheme is SRN7, the north facing slip roads at Burnt Common. Irrespective of funding, which it is accepted is not committed at this point, in our view these should form part of the longer term future network if the developments at Wisley Airfield, Gosden Hill and Burnt Common are assumed to be completed.

We urge Highways England to modify the scheme to include south-facing slip roads on and off the A3 at Ockham Park roundabout, subject to detailed appraisal. It is not clear from the published evidence why these have not been included in the scheme. The provision of access at Ockham south-bound onto the A3 would give more direct access for traffic from RHS Wisley, and Wisley Airfield. Similarly, a northbound off-slip would provide access to Wisley gardens from the south without having to go to J10.

The Transport Assessment Report (ref APP-136) shows where flows increase on the network with the scheme, in Figures 7.3 and 7.4, and traffic forecasts are presented in Appendix E, Tables E-16 and E17 being particularly relevant. However, these do not show flows on the A3 south of Ockham. Highways England has provided the forecasts in the form of a table which is included in the Appendix hereto. In the absence of analysis including north facing slips at Burnt Common, and south facing slips at Ockham, we have to gauge what the effect might be on the A3 between these junctions if they were provided, taking into account the forecast flows through Ripley shown in Table 7-9 of the Transport Assessment Report (APP-136). The evidence available suggests that dual-3 carriageways would be sufficient.

M25 J10/ A3 Wisley Interchange

**Appendix** to Representation

- A. In the Technical Appraisal Report of November 2016 (ref HE551522 ATK-HGN-1-RP-C-2700), in para 5.8.7 on Ockham Junction, it is stated that the ‘scheme limit’ was set ‘approximately at the centre of the junction roundabout’, as shown in the drawing D-0161 in Appendix D. This was clearly significant, given the statement in para 5.11.4 of the same document, in that the suggestion by RHS Wisley Garden that south-facing slips be considered at Ockham was *outside the scope of the current scheme...*. While this is perhaps understandable in the context of a scheme for early implementation, this is an unsatisfactory state of affairs when planning for the long term. There is mention of the option of such slip roads in the Technical Appraisal Report (Nov 2016) Table 5-3.
- B. Highways England has provided the following table showing traffic volumes on the A3 between Burpham and Painshill in 2037. (Ref Email from HE dated 25.11.19.)

A3 traffic flows (vehicles) 2037		AM Peak Period			PM Peak Period			
		Do-Minimum	Do-Something	% Difference	Do-Minimum	Do-Something	% Difference	
Southbound	Burnt Common to Burpham	4,911	5,292	8%	4,908	5,344	9%	
	Ockham to Burnt Common	3,874	4,473	15%	4,016	4,597	14%	
	J10 to Ockham	4,603	5,415	18%	4,919	5,641	15%	
	Painshill to J10	3,784	4,359	15%	4,384	4,618	5%	
Northbound	Burpham to Burnt Common	4,317	4,680	8%	5,160	5,292	3%	
	Burnt Common to Ockham	3,823	4,188	10%	3,743	3,916	5%	
	Ockham to J10	Before Wisley Lane	5,493	6,183	13%	4,861	5,284	9%
		After Wisley Lane	5,654		9%			
	J10 to Painshill	4,290	4,487	5%	4,218	4,255	1%	