

The Planning Inspectorate
Temple Quay House
Temple Quay
Bristol BS1 6PN

25th November 2019

Dear Sirs,

M25 Junction 10 (TRO 10030) – M25/A3 Development Consent Order (DCO)

Having submitted a written representation on behalf of the Lovelace Neighbourhood Plan, this is my separate written representation with my personal views, not those of the LNP. I know that many in the community share some or all of these views but as this examination has not been publicised in Ripley few, if any, are aware of it.

I have been a Ripley resident since 1976 and know the problems and issues of traffic on the strategic and local road networks. Local knowledge is invaluable against 'desk ideas', e.g. Guilehill Lane.

A3 Current Problems

Problems on the A3 from the service station south of Ripley to the M25 Junction 10 turnoff are exacerbated by a total lack of traffic management. This stretch is chaotic with cars travelling at speed, lane swapping from the outside and middle lanes into the nearside lane for the M25 slip road, regular braking as drivers try to squeeze in further up the queue or onto the slip road at the junction itself.

Joining the A3 from the Ockham roundabout during rush hour sees the nearside and middle lane severely congested due to the above. The safest thing to do is to move into the outside lane as soon as possible to avoid the majority of the issues.

Once past the M25 slip road, the road is clear and traffic entering the A3 from the M25 is not a problem, even though the Painshill junction is not far away. There is enough room for traffic to move into the relevant lane safely.

From the north, traffic from the Painshill interchange travelling to the M25 slip road experiences the same problems and drivers take a chance on getting onto the M25 slip road at the last minute. If that is not possible, vehicles actually stop in the middle lane until they can get in, forcing vehicles behind to also stop or quickly move into the outer lane, a dangerous manoeuvre unless the outer lane is clear.

Once past the M25 the road is clear, although drivers are impatient to avoid being in the nearside lane of the A3, so care is needed at this lane-swapping point.

The HE proposal seems to be financial and construction overkill in an attempt to resolve these problems.

RHS Wisley and Ripley High Street

The RHS Wisley flagship Gardens at Wisley are targeting a large increase in membership. The Gardens, by their nature, offer interest throughout the year and members make repeat visits. The RHS is the largest employer in the area and its location mean most travel to work by car.

Anyone with local knowledge, or a sat-nav, will short-cut will avoid this longer route and come off the A3 at Burnt Common, Send, and drive through Ripley to the Ockham roundabout and on to the Gardens, probably returning on the same route.

The Wisley Golf Club

The Wisley Golf Club, a private golf club, is also one of the largest employers in the area and has repeat visits by members. It is accessed via the Ockham roundabout and Mill Lane.

Ripley High Street and the Local Road Network

Ripley High Street suffers severe congestion during rush hours at the Newark Lane junction in the centre of the High Street. This is the main route to Woking station for traffic from north of the village, i.e. traffic from the Ockham roundabout.

A separate problem is accessing the High Street from roads and lanes either side. When not congested, traffic travels at speed and accessing the High Street can be very dangerous.

The level of traffic will undoubtedly severely increase as projects commence.

Wisley Property Investments Ltd (WPIL), Ripley High Street, Burnt Common Interchange

Wisley Property Investments Ltd were refused a planning application to build 2,000+ dwellings on the former Wisley airfield in 2016 and an appeal was rejected by the Secretary of State in 2018. This site would have had approximately 4-5,000 cars and no public transport to Woking. (The airfield is directly opposite the RHS and located in Ockham, not Wisley).

WPIL proposed financing the upgrade of the current 2-way junction at Burnt Common, Send, to a 4-way junction. This is approximately 2 miles south of Ripley village centre. Traffic will travel from the Ockham roundabout through Ripley Village and along the Portsmouth Road to access this junction. WPIL state upgrading the Burnt Common roundabout will 'relieve' traffic through Ripley. This is wishful thinking and as illogical and impractical as proposing the Guilehill Lane as a traffic route.

They anticipate traffic from the proposed development will access the A3 southbound from Old Lane at one end of the site, a country road leading onto the A3 southbound, close to Junction 10. Presumably they think traffic from the A3 south will travel to the M25 junction and turn around to access Old Lane, or return south to the Ockham roundabout to the main site entrance.

As with the RHS traffic, in reality drivers, and construction traffic, will short-cut through Ripley village to access the Burnt Common and Ockham roundabouts as the most straightforward and convenient route. A proportion of traffic might use the Burnt Common roundabout to access Woking, but the proposed development to the south of Ripley at Garlicks Arch, near Burnt Common, (550 dwellings 1-1,500 cars) will quickly congest make that route.

Human nature and sat-nav's will encourage drivers to take the most convenient route which will heavily increase, not 'relieve', traffic through Ripley village. Wisley Lane and the Ockham roads will also suffer.

Min. of Housing, Communities & Local Government - Appeal Decision 15/P/00012, 18th June 2018

There are a number of references in the above appeal regarding traffic on the A3 between the Ockham and Painshill Interchanges.

The link above includes some specific references at the following paragraphs, with actual page numbers shown alongside:

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/715777/18-06-13_DL_IR_Wisley_Airfield_3159894.pdf

- | | |
|-------------------------------|---------------------------|
| - Paragraphs 38 (pg 7) | - 20.13 (pg 86) |
| - 9.1 (pg 42) | - 20.52 and 20.54 (pg 92) |
| - 9.12 and 9.14 (pg 44) | - 20.57 (pg 93) |
| - 11.5 and 11.6 (pgs 56-7) | - 20.65 (pg 94) |
| - 14.1, 14.3 and 14.5 (pg 65) | - 20.71 (pg 95) |
| - 20.10 (pg 85) | - 22.3 (pg 118) |

M25/A3 Junction 10 Interchange Improvements and Ockham Roundabout

The main construction compound for the Junction 10 improvements will be situated on the corner of Mill Lane, on the Ockham roundabout. Work will not be short term. Is it realistic to think construction traffic will not travel through Ripley? No, it's not.

HE and Ockham Roundabout

The HE proposal stops at Ockham roundabout, with no mitigation or proposals for upgrade, to allow for a potentially massive increase in traffic using it.

HE have dismissed the idea of Ockham roundabout becoming a 4-way interchange saying it is too close to the service stations on the A3 to the south of this junction. They say current regulations require a 1-mile slip road. Bearing in mind that the recently opened Starbucks Drive-In on the north bound A3, just 1-200 yards from the Painshill Interchange slip road, this is a nonsense.

It cannot be impossible to find a solution, either to access the A3 south before the service station, or by running around the back. There appears not to be the will.

Options

Rather than spend £250m ++ on changing Junction 10 which will feed extra traffic onto the almost ever present M25 traffic jam, perhaps HE could consider a less grand solution?

HE must be realistic and take into consideration the severe traffic effects on the local communities, and the SRN and LRN. They must provide logical and sensible solutions.

Possible solutions could include:

- **Traffic Management from A3 to M25 Slip Roads:** Implement speed and lane management between the northbound A3 service station to the M25 and the Cobham slip road onto the A3 to the M25. A 50 mph speed limit, cameras and fines would reduce speed and lane hopping. This traffic management is used on the M6/M42 around Birmingham and even Guildford Borough Council now use cameras to monitor the 50mph speed limit on the A3 ring road.

- **Extra Lanes onto the M25 Junction:** The slip road alongside the A3 at Wisley Lane could become an extra lane onto the Interchange. An extra lane from the Cobham slip onto the A3 onto the interchange would also be required.
- **RHS Dedicated Access from Junction 10:** There could be a dedicated access road from Junction 10 A3/M25 to facilitate visitors from all directions. (This would not stop access through Ripley unless the Wisley Lane entrance closed, which would deny villagers access to Wisley village)
- **Ockham Roundabout:** As I have written this, it become obvious that A 4-Way junction at the Ockham Interchange is essential. It would cater for all traffic accessing the Ockham roundabout and genuinely reduce traffic movement through Ripley. The Burnt Common roundabout upgrade would benefit Garlicks Arch and Send traffic, but not Ripley.
- **Ripley A3 Northbound.** Yellow hatching across all three A3 lanes at the Ripley junction would allow safer access to the A3 for local traffic.

Misc

Will the HE proposals make a real difference or just shift the traffic jams further down the road?

What is the current cost of the HE proposal? Why was the most popular option rejected?

The HE public consultation held at Ripley Village Hall in 2019 appeared not to acknowledge the strength of feeling from residents about extra traffic coming through the village and the LRN. Visitors to the consultation were very vocal in their criticism. Residents are genuinely fearful of the traffic effects of the various projects in the area.

HE proposals fail to include solutions to reduce the traffic pressure and carbon emissions in Ripley High Street and the LR. They fail to consider the solution of a 4-way interchange at Ockham roundabout as well as Burnt Common.

It is blinkered and wishful thinking to hope that drivers will not use short-cuts for their convenience.

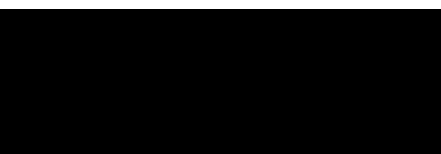
There appears to be a lack of joined-up thinking on resolving the area's traffic issues, rather a piecemeal approach. HE and GBC do not appear to be working together to provide sensible solutions to future local traffic issues in the local area. GBC and WPIL do appear to be working together, despite no planning approval for the site, but not for the benefit of Ripley.

The Ripley community are being side-lined and ignored, despite being those who will be severely affected and bear the brunt of the adverse increase in traffic through the village.

HE have spectacularly failed to publicise the Examination, or the November 12th meeting to the Ripley community. Information is at libraries which are not in Lovelace, why is information not available at the Ripley Parish Council, whose offices are open 4 days a week.

Hopefully the Examination will assist HE provide a comprehensive solution to future traffic problems in the immediate area.

Yours faithfully,



Annie Cross