

## Surrey County Council - Strategic Highways Assessment Report June 2016

Prepared for the Guildford Local Plan which was adopted April 2019

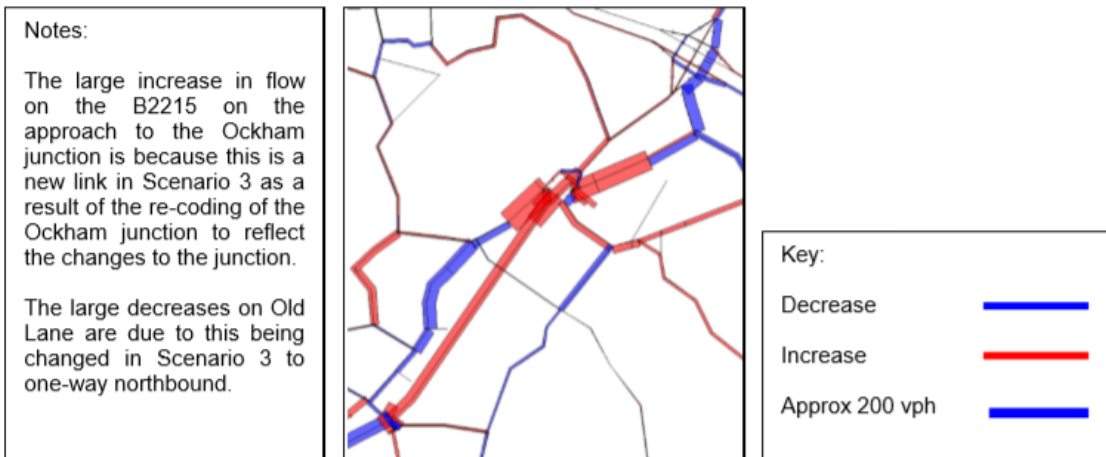
Report quotations in respect of the requirement and benefits of the north facing Burnt Common slips and their impacts on B2215 through Ripley:

*“4.7.9 With no mitigation in place, the former Wisley airfield development results in significant increases in trips on the minor roads to the south-west and through Ripley. However, with the mitigation in place as shown in Table 4.7, this impact is reduced, particularly as a result of the new slips at Burntcommon. Traffic is reduced through Ripley compared with the Do-Minimum, showing that the measures affect existing as well development related trips.”*

Scheme Ref	Description	2031 Scenarios		
		Scn 3	Scn 4	Scn 5
WAV1	Conversion of A281 Bramley rbt to signals	✓	✓	✓
WAV2	Conversion of A281/A248 Shalford rbt and Broadford Rd priority to signalled junctions	✓	✓	✓
WAV3	Conversion of A248 Christmas Hill/New Road /B2128 from priority junction to rbt			
WAV4	Improvements to the A281/B2128 Nanhurst Xroads signals	✓	✓	✓
WAV5	Hickey's corner on-line improvements	✓	✓	✓
WAV6	Revised Water Lane roundabout to reflect S278 agreement			
WAV7	Improvements to Shepherd & Flock roundabout	✓	✓	✓
WAV8	Improvements to A31/A325 Coxbridge roundabout	✓	✓	✓
WAV9	Conversion of A325/Station Hill from roundabout to signals			
WAV10	Conversion of A325/B3384 priority junction with mini-roundabout	✓	✓	✓
LRN2	A3/Egerton Rd Tesco roundabout improvement (Mayer Brown proposal)	✓	✓	✓
LRN3	A31 Farnham Rd / Blackwell Farm Access Rd signals, incorporating ped/cyclist facilities	✓	✓	✓
LRN4	Blackwell Farm access road to link with Egerton Road	✓	✓	✓
LRN7	M25 J10 improvements	✓	✓	✓
LRN7	Traffic management through Ripley to accompany the new A3 / A247 slips (SRN9 & 10)	✓	✓	✓
LRN7	Old Lane one way n/b between Wisley access roads and common car park (by A3)	✓	✓	✓
LRN7	A3 Ockham interchange improvements	✓	✓	✓
LRN7	Effingham junction priority junctions converted to roundabouts	✓	✓	✓
LRN8	A320 Woking Road alterations associated with SARP (specified in 2009 SWK report)	✓	✓	✓
LRN11	A323 Guildford Rd / B3411 Ash Hill Rd junction improvement			
LRN13	A323 Guildford Rd / A331 junction improvement			
LRN14	A31 / A331 roundabout improvement (partial signalisation)	✓	✓	✓
LRN17	A31 / B3000 Puttenham junction improvement	✓	✓	✓
LRN18	A323 Guildford Rd (Normandy) traffic management improvement scheme			
LRN19	Westwood Lane (Normandy) traffic management improvement scheme			
LRN21	A323 Ash level crossing replacement bridge scheme	✓	✓	✓
SRN2	A3 Hogs Back to A320 RIS2 scheme, including Tesco & Cathedral jnctn improvements			✓
SRN3	M25 J10 RIS1 improvement scheme (E16)		✓	✓
SRN4	Gosden Hill roundabout and A3 s/b off and on-slips	✓	✓	✓
SRN5	M25 J10 - J16 RIS1 scheme (E15)		✓	✓
SRN9 & 10	New A3 / A247 slips at Burntcommon, Clandon	✓	✓	✓

**Table 4.7: Mitigation included in the modelled scenarios**

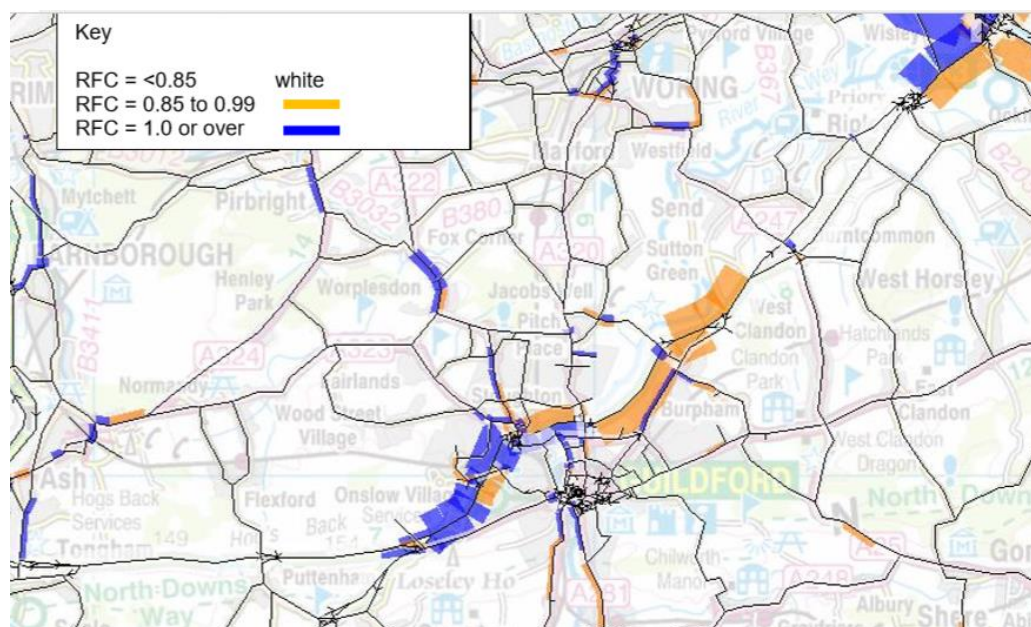
*“4.7.12 In the morning peak, the potential new n/b on-slip and s/b off-slip at Burntcommon attract 600 and 170 trips respectively. This puts a certain amount of additional pressure on the A3 between Burntcommon and Ockham as n/b trips choose to join here instead and a smaller number of s/b trips elect to remain on the A3. Compared with Scenario 2 (no mitigation) and illustrated in Figure 4.5, there are increases in n/b trips of just fewer than 300 and s/b trips of just over 150. In turn, coupled with traffic calming measures in Ripley, the slips reduce the flow of traffic on the B2215 through the village.”*



**Figure 4.5: Changes in flows between Scenario 2 and Scenario 3, weekday average AM peak hour**

“4.7.13 When compared with Scenario 1 (Do-Minimum), flows on this section of the A3 increase by over 850 vehicles n/b and just less than 200 vehicles s/b. However, despite the additional development related trips, flows using the B2215 through Ripley are reduced significantly by about 200 vehicles in each direction.”

“4.10.4 This is illustrated in Figure 4.9 (on page 53), which shows the Ratio of Flow to Capacity on roads in the Guildford borough area for Scenario 3 during the average AM peak hour. The figure indicates that areas such as Ash, the A320, the A322, the A3100 at Burpham and the approaches to Guildford town centre will all experience a degree of congestion. One aspect to note is that congestion is not forecast through Ripley, and this is due to the proposed new A3 slips at Burntcommon together with associated traffic calming through the village.”



**Figure 4.9: Link ratio of flow to capacity, Scenario 3, weekday average AM peak**