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**To:** [M25 Junction 10](#)  
**Cc:** [Jonathan.Wade@highwaysengland.co.uk](mailto:Jonathan.Wade@highwaysengland.co.uk)  
**Subject:** Fwd: Submission ref. the On-going Enquiry into the M25/A3 Junction Proposals  
**Date:** 07 July 2020 15:50:00

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Sent from my iPad

Begin forwarded message:

**From:** Colin Cross [REDACTED]  
**Date:** 7 July 2020 at 15:43:25  
**Subject:** Submission ref. the On-going Enquiry into the M25/A3 Junction Proposals

[M25Junction10@planninginspectorate.gov.uk](mailto:M25Junction10@planninginspectorate.gov.uk)

Dear Sirs,

My responsibilities as Lovelace Councillor on Guildford Borough Council cover the following areas:

- a) Wisley RHS and Wisley Parish
- b) Wisley Village and surrounding countryside (including parts of Wisley north of the M25 corridor)
- c) Ockham Parish and Village (including the former Wisley Airfield (FWA) strategic site adjacent to the A3 and near the M25).
- d) Ripley Parish and Village, running south of the Ockham roundabout and either side of the A3, stopping at the Send Ward boundary to the south west and Clandon (SE).

As such I wish to add my further comments to the ongoing enquiry as below.

I object to the proposal to redevelop the A3/M25 interchange on a number of grounds as outlined below and offer alternative options costing far less:

1. **Costs**

At this current time, post-Covid-19, this country can now ill-afford the likely total expenditure of circa £350 million on what will ultimately be a mere makeover that offers no long-term fundamental solutions or improvements to our local traffic congestion problems and local road infrastructure shortfalls. This money would be far better spent on improving the A3 access through Guildford Town Centre, a proposed project that has now been deleted from the RIS 2 future plans due to lack of funds.

## 2. **The Lack of Long-Term Benefits to the Area and Road Network**

The claimed improvements to be gained by this project are illusory, but better solutions exist as discussed below:

a) Taking away the M25 traffic lights at the junction. This is supposedly a major advantage but it will achieve nothing as the reality is the M25 is going to be slow moving going either east or west, much as the A3 will be going north and especially south. The nett result will be that vehicles will use the faster flowing junction merely to join adjacent traffic congestion more quickly, achieving nothing.

b) Safer conditions as the current junction has a bad accident record.

Understood, but why not have better lane signage on all 4 of the A3/M25 approaches and cut the speed limit to 50mph in each direction? The costs in doing this will be trivial compared with the current plans and, as these options are already used elsewhere, there is proof already available that they work well (see the 50mph traffic management scheme around Birmingham).

c) Improve the A3 Wisley entrance by building a bridge. The current plans for building a new road off the Ockham roundabout, through the FWA site then up and over the A3 into Wisley RHS (to take all categories of road, foot, and equine traffic in both directions) is massively impractical and expensive. As over half the RHS traffic comes from the south it has already been admitted by HE that drivers will not "follow the signage" to take them along the A3, past the RHS current entrance, up to the the A3/M25 junction, turn 180 degrees and come back down to the A3 to the Ockham roundabout, and then join the new road/bridge as above. Drivers will simply leave the A3 northbound at the Send turnoff and come in through Ripley Village, an already very busy road which is liable to tailbacks either side of the Newark Lane junction in the village centre. To add to that, upon exiting using the bridge they will again find themselves at the Ockham roundabout where there is no way onto the A3 south, so they will have to use the minor road through Ripley and Sendmarsh yet again. At some times on summer weekends and RHS Open Days, etc. this will amount to many thousands of extra vehicle movements literally choking these routes (and the local inhabitants with the toxic fumes). What is the alternative solution to this nightmare scenario? The current entrance from the south into Wisley Lane does not present a problem but the left turn exit from Wisley Lane onto the A3 does as a lot of the north bound traffic drivers attempt to cross two lanes of traffic to use the current flyover at the A3 junction. This is both dangerous and unnecessary as there is a

way to overcome this without the new bridge folly which is only any use if there is a southbound A3 spur at Ockham Roundabout.

**ALTERNATIVE SOLUTION:** There is currently a northbound lengthy A3/Wisley 'joining lane' taking drivers roughly a third of the journey to the junction itself. If this was extended, as a dedicated Wisley exit lane, it could take ALL the vehicles leaving Wisley directly to the various lanes at the current underpass. Once there, they have the choice to either go left or right onto the M25 or go directly across to the London-bound A3, or go the full circle to the A3 southbound. This would prove the safest, quickest, least polluting method of coping with the Wisley RHS traffic problems and no extra mileage (or pollution) caused for anyone.

### 3. **Traffic Congestion and Related Pollution during Construction**

The projected overall time scale for the completion of this project is estimated at 2 years but it could be as long as 3 years if there are unforeseen issues, bad weather, etc. The unwanted chaos caused at the major junction, one of the busiest in the country, is incalculable and will knock on to drastically affect local traffic routes over the same period. The villages of Ripley, Ockham, Wisley, Sendmarsh and Send will be living with the traffic congestion consequences throughout this period, as well as the (construction-related) HGV vehicles which will always use the quickest routes and not the dedicated ones.

In the Lovelace villages there are literally dozens of Listed Buildings, one and two star, very old, very frail and mostly valuable properties. HGV traffic is the enemy of these type of buildings as their foundations are often shallow and their construction materials are old and fragile.

As spelt out above, we will also be faced with a threat of substantially increased pollution levels brought about by more cars and lorries on our local roads, most of which are one lane in either direction at best. All that we can do at present is to flag this problem up for your consideration as the only solution locally will be to cancel this project and accept these current plans are the wrong answers to the wrong questions and at too high a cost, both in financial and social terms.

### **SUMMARY**

As a local resident for nearly 50 years and regular user of the A3, M25 and the junction, my observations above are founded on personal experience. The real, lasting and most urgent problem round here is the congestion on the A3 through Guildford. That is the priority locally.