***Hersham Residents Association***

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**(by email) to:**

Jonathan Wade 26th March 2018
Project Manager
Highways England
Bridge House 1 Walnut Tree Close
Guildford
Surrey
GU1 4LZ

Dear Mr Wade

**M25 junction 10 / A3 Wisley interchange Improvement scheme - comments on the Statutory Pre-Application Consultation 12 February 2018 until 26 March 2018.**

I am writing to you as the Highways Officer for the Hersham Residents Association and we have now, in committee, discussed your proposals in depth and wish to make the following observations as our response to this consultation:

**Map 1 – Wisley Lane (page 16)**

1. We are in broad agreement with this proposal.

2. We feel that by undertaking these works you are significantly increasing the traffic flow through Ripley as anyone wishing to go to Wisley Gardens from the Guildford area will have to drive through Send & Ripley to get to the Ockham roundabout from where they can pick up the new Wisley Gardens access road. In light of this we ask that you consider adding slip roads to the A3 at this junction to enable vehicles coming from and going to Guildford to access the A3 directly without having to drive through Send & Ripley. Ripley already has an accident Black-Spot at its centre and adding more traffic to this road will invariably increase the number of accidents.

3. You said you are aware of the various development proposals for the Wisley Airfield and that if a housing development does take place, we ask that you make this access road sufficiently wide to both accommodate the increased traffic flow as well as being wide enough to allow people to park alongside it for those wishing to visit the green space that, by the very existence of this new road, will only be accessible from it.

4. You mentioned at the consultation that it is your intention to close the A3 Wisley bus stop along with its lay-bye, we have made some enquiries and can advise this bus stops on both sides of the A3 are used by the Stagecoach 715 route from Guildford to Kingston with an hourly service and is frequented by passengers going to Wisley gardens and their surroundings. Plus, in the summer months the National Express service from London to Portsmouth harbour also stops at these Wisley bus stops and as such ask that you re-consider your proposal to shut these lay-bys without making any alternative provision. From our perspective a reasonable alternative would be for the new Wisley access road to have a bus stop at the Wisley Gardens end so long that you also provide reasonable bus & coach ‘U’ turning space so that busses can head back onto the A3 at the Ockham junction. I have been advised by the Hersham Village Society’s public Transport spokesman that both of these services are popular and are well used during the summer months.

**Map 2 – Elm Lane & Pond Farm / Birchmere Campsite (page 18)**

5. We are in complete agreement with this proposal.

6. We applaud you for listening to our views expressed in the previous consultation that blocking off access to Old Lane was a mistake. We appreciate that you say you will now improve its junction with the A3 slip road but this is not clearly shown on this map and with the new M25 roundabout avoiding slip roads, we believe that traffic on this A3 slip road can be expected to be travelling at circa 70mph and as such a proper deceleration and acceleration slip road is needed to safely access and egress to and from Old Lane which we ask you to provide.

**Map 3 – Connections to the A3 – between Painshill and M25 junctions (page 20)**

7. Whilst we understand your wish to create safe access to all these properties we are concerned, as I expressed to you at the consultation, about the use of a curved bridge where you have only made provision for a single track road. Not even an experienced driver can reverse safely on a single track road, especially at night or in poor weather conditions around a corner let alone one on a bridge with steep access gradients and, as such, we believe your proposed bridge over the A3 must have two vehicular traffic lanes that are wide enough to allow two coaches (for the Girl Guide’s camp) to safely pass one another as well as footpaths/cycle/horse lanes to make this access safe for everyone.

8. Whilst we note you have made provision for passing points on this new road, we cannot see any on the embanked section to your proposed bridge. We ask that you provide additional passing places on these sections if you are not intending to twin track it.

9. Given the severe delays experienced on the A245 Byfleet Road during the rush hour, we ask what provision, if any, you intend making to prevent traffic jam traffic from using Redhill Road and your new access road to the Seven Hills Road becoming a Rat Run?

10. Whilst we sort of understand your wish to use the San Dominic restaurant site for one of your construction yards we are of the opinion that blocking direct access to it from the A3 as part of your proposed works is a mistake and that perhaps you could have an underpass for your new road that follows the line of the old Portsmouth Road parallel to the A3 with proper slip roads to and from the restaurant site that we understand is proposed in the short term to be a café and in the longer term a petrol station. We ask that you re-consider your decision and make provision for continued access to this site from the A3. As a café it will be the last place for drivers to stop and rest/rest stop at, before entering London without having to make a diversion off the A3 and these facilities are much needed on this road.

**Map 4 – Painshill Junction / Seven Hills Road (page 22)**

11. We are in complete agreement with your proposal to block off access to Feltonfleet school traffic from turning right onto and off the A245. We wonder whether you have considered re-opening access off the A3 slip road to the old Byfleet Road that now runs through the school to reduce the school run traffic on the Painshill roundabout junction and thereafter on the A245 where traffic often backs up to the roundabout. Alternatively, as you state you are intending to make the A245 three lanes wide whether the left lane could become a dedicated Feltonfleet & left turn into the Seven Hills Road.

12. I omitted to mention to you at this consultation but we did so in our response to the previous consultation that we believe it is imperative that you create a slip road/lane on the Seven Hills Road from Hersham to enable traffic to turn left onto the A245 into your new 3rd lane without having to stop at the traffic lights. The Seven Hills Road currently backs up in both the morning and evening rush hours by up to a mile because the traffic is stopped by these lights. By allowing this traffic to flow freely towards the Painshill junction you would be significantly reducing the pollution that these vehicles create as they crawl/stop start along the Seven Hills Road.

13. Whilst we understand that you wish pedal cycles heading towards London to use the new access road beside the A3, we believe more of them may do so if you allow them back onto the A3 at the end of this new road where it joins up with the Seven Hills Road because we don’t think they will wish to take the long detour along the Seven Hills Road, right at the traffic lights onto the A245, up the steep hill to the Painshill junction to then go downhill again back onto the A3. Please give consideration to allowing cycle traffic back onto the A3 at the Seven Hills Road junction.

14. Looking at this map, we were a bit puzzled by the fragmented orange line beside the A3 slip road to the Painshill junction from the M25. Is it your intention to provide a Non-motorised user route here or not? If you are, surely you could extend it back to the Seven Hills Road junction to make more sense?

15. You advised that you are still in discussions with the Painshill Park trust as to how much land you can grab, from our perspective we applaud you for making provision for a non-motorised user route from the vicinity of the Painshill roundabout towards the M25. However we were a bit puzzled by your comment at the consultation that it was not your intention to connect this route to the roundabout itself. We believe that it is imperative that you connect this new orange coloured road to the Painshill junction to make provision for pedal cycles, horses and pedestrians to gain access to both the adjoining premises and more importantly further afield to Wisley Gardens and beyond and as such we ask you to do so.

16. Regarding your proposal to combine the phasing of the Painshill roundabout traffic lights with those on the Seven Hills Road junction we are in broad agreement with this proposal but believe it does not go far enough. Currently traffic entering the roundabout from the A245 can very rarely get round it without having to stop to allow A3 traffic to enter the roundabout. To us it seems these lights are deliberately phased to increase congestion on the roundabout rather than easing it as we all sit unnecessarily in red light queues and we ask that you urgently instruct that these lights be re-phased. In addition, you may remember that I asked you at the consultation that the roundabout traffic lights be again switched off outside the rush hours and especially at night when we invariably have to stop and wait incessantly at red lights when there is no traffic on or even approaching the roundabout which causes frustration and increases pollution. We ask that you turn off the Painshill roundabout traffic lights when the traffic density is low.

17. We are aware of the very poor state of the road surface to the Seven Hills Road and that Surrey CC has recently unsuccessfully tried to get funding for its repair form Elmbridge BC where Surrey are responsible for the cost and maintenance of roads and Elmbridge are not. It may interest you that we reported to our then county councillor Margaret Hicks over a year ago that this road was worn out and needed resurfacing, she advised that there was nothing wrong with it and would not be doing any resurfacing works and, here we now are a little later and, the road surface is disintegrating and rather than just a top dressing it will now need a major rebuild. All we are saying is don’t expect Surrey to make any voluntary contribution towards the cost of your proposed works…

Our last point is you have said that it is your intention to minimise the traffic noise impact on the surrounding areas. Please make sure that this is explicitly put into your contract. You may be aware that this was forgotten on the new Honiton bye-pass in Devon that was opened some years ago where you also said this and the road was then surfaced by your contractor in the most noisy concrete that, you then had to subsequently re-surface in much quieter tarmac.

In writing his we have liaised with the David Alexander, the Director of Estates at the Royal Horticultural Society (RHS) and he advises that we are aligned with our thinking.

Please take into account all of these observations as part of this consultation and also report back to me separately on those points where requested. When replying please do a ‘Reply All’ as my HRA email address sometimes refuses to receive emails.

I look forward to hearing from you,

Edward Meryon
Hersham Residents Association