

Guildford Borough Local Plan Matters and Issues for Examination.

Representation from Guildford Borough Councillor Jenny Wicks

To- Chris Banks

64 Lavinia Way

East Preston

West Sussex BN16 1EF

Matter 11. Site allocations. A43a New slip roads on the A3

Para 11.37

I write about the effect of these proposed slip roads on the A247.

The road through Send is already congested, with long queues at peak periods. The scale of development proposed at Garlicks Arch and Burnt Common, together with the new slip roads attracting more traffic from and through the Woking conurbation, will fundamentally impact the road system here.

I am the ward councillor for West Clandon, but I have not been able to have access to any detailed work on the effect of these slip roads on traffic through West Clandon. I am therefore unfortunately unable to critically appraise that work.

Traffic from villages to the east of West Clandon(eg Albury, Shere, Abinger and Holmbury) and areas to the east and south east of Guildford(eg Shalford, Chilworth, Merrow) currently finds its way to, and back from, the A3 and M25 through various routes. This traffic would converge on the new slip roads via the A247 through West Clandon, exacerbating the noise and pollution on what is already a very busy road through the village. Traffic destined for the eastern areas of Guildford would also use the A247 from the new slip roads in order to avoid the town centre.

The A247 has a number of 'pinch points', most notably by the house called 'Summers', where wide vehicles, including in particular HGVs, routinely mount the kerb to pass each other. With a historic barn (now part of a residential unit)on the roadside at one side and a very narrow footpath on the other (along which children walk to the primary school), an increase in HGV traffic would have a severe impact in terms of noise and pollution and deterring pedestrians.

The A247 does not have a continuous footpath. It is necessary for pedestrians to cross the road at various points. Sight lines are sometimes poor eg at the exit from the station where the humpback bridge obscures oncoming traffic..

Reference has been made to 'mitigation' measures. In spite of the substandard width of the road and the blind turnings onto it (eg those from Station Approach, south side, and from the Onslow Arms) Surrey County Council will not support reclassifying this road as a B road because there is no nearby alternative route with a bridge over the railway. For the same reason it is not credible to think that SCC would support a ban on HGVs on this road.

Previous suggestions have included 'priority one way' signs, which would create lines of standing traffic on this busy road, or even traffic lights at the narrowest point. But recent experience with temporary traffic lights when roadworks are done shows the long queues created by any interruption to the traffic flow.

West Clandon is an attractive, linear village with a Conservation Area and a number of listed buildings as well as an area of historic parkland. . The impact of the proposed new slip roads and the inevitable substantial increase in traffic would severely impact the quality of life for residents by bringing the noise and air pollution associated with regular streams of heavy traffic.

As requested I am sending two copies of this representation by post and one by e-mail.