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**RE:Down Place junction [UNC]**

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Matt Furniss [REDACTED] >

Thu, May 19, 2016 at 3:32 PM

To: Karen Stevens

Cc: Paul Spooner

[REDACTED], Tom Stevens [REDACTED]

[REDACTED], Michael Parsons

Dear Ms Stevens,

I have spoken to Cllr Parsons and note your email. As said at the Executive meeting you must wait till the Highway Assessment is published to see all details.

Regards

Matt Furniss

Deputy Leader of Guildford Borough Council

Lead Member for Infrastructure & Governance

Councillor Christchurch Ward

[REDACTED]

**From:** Karen Stevens [REDACTED]

**Sent:** 12 May 2016 09:47

**To:** Matt Furniss

**Cc:** Paul Spooner; Tom Stevens

**Subject:** Down Place junction

Hello Matt,

It was good to talk to you after last night's Exec meeting.

As you know, I'm very concerned about the proposed signalised junction at the top of Down Place. I was interested to hear your view that a roundabout junction instead of traffic lights would be not be viable on grounds of its impact on the landscape and on traffic. I share your and GBC's view that a roundabout would have an unacceptable detrimental impact on the Area of Outstanding Natural Beauty, but I'm not sure I agree with your statement that a roundabout would be less effective in terms of managing traffic and that it would lead to more queueing on the A31. I would be very keen to see any study that demonstrates this, and look forward to reading GBC's Highways and Transport Strategy when it is published later this month.

I take on board your comment that the junction should not be viewed in isolation, and should been seen in the context of the wider road (and rail) network, particularly the Egerton Road junction/Tesco roundabout, and I would welcome the opportunity to see what plans you have for increasing traffic flow in this area. Perhaps I could meet with you and GBC planning officer for infrastructure in order to better understand how the proposed changes to the network will work? In particular, I would like to understand:

1. What assumptions are being made about where the development traffic will go, including how much will be assumed to stay within the area defined by the Research Park, Hospital and University before arriving at the Tesco junction

2. What level of traffic is expected to exit the Hog's Back junction and in what direction

3. The links where problems are anticipated to be exacerbated by the development, and in particular the impact on the Farnham Road into Guildford from the Hog's Back

4. How GBC's modellers have married the strategic Highways England and Surrey County Council modelling of Guildford's strategic traffic issues with the specific modelling of the links related to this development

5. What assumptions are being made about the reduction in traffic along the A31 as a result of the proposed new station at Park Barn

I assume there is some modelling already in existence which informed the options figures for development traffic and the junction choices, and it would be great to see this also if it is not included in the forthcoming Transport strategy.

I must reiterate that there is traffic queued up past Down Place every weekday morning, and this is clearly not traffic for the Research Park/Hospital, which has already turned off at the A3 slip road. This line of traffic no doubt would be joined by cars for the Research Park/Hospital/University, which currently are diverted onto the A3, as well as by traffic from the new development at Blackwell Farm, as people will try to find the fastest/quickest route into town.

I do appreciate that a train service at Park Barn might relieve some traffic from the west to a small extent, but it won't reverse this situation, which is surely going to be made worse by GBC's current proposals.

I look forward to hearing from you.

Best regards,

Karen.

**Karen Stevens**

[REDACTED]  
[REDACTED]

[REDACTED]

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