

Now for the two reports from Keith and Norman who attended the workshop

First from Keith Cresswell

“For your information, I attended a workshop yesterday convened by Atkins to address issues for non-motorised users (NMU) impacted by the scheme and to gain input. It was attended by i.a. SCC, Highways England, RHS, Equestrian Society, Ramblers Association, Surrey Wildlife and the Guildford and Woking cyclists groups (GBUG and WCUG). I was a representative of WCUG but also mentioned I was a committee member of BWB and P RA who, particularly our Pyrford members, are impacted by the scheme.

It was a useful workshop and our input seems to have been appreciated and hopefully will be acted upon.

The following points are worth noting.

1 the Ockham Park Roundabout. The scheme as presented ends at the A3 off slip road and the Wisley Lane extension joining the roundabout. The point was made that as currently conceived this would lead to cyclist and possibly pedestrian deaths without traffic control for that off (and on) traffic. Our strong recommendation was that the whole of the Ockham Park Roundabout should be included in the scheme and the scheme extended slightly up the Portsmouth Road towards Ripley. That two way dedicated cycle and pedestrian paths should be marked and catered for from Portsmouth Road to the Wisley Lane extension (going anticlockwise looking from above) crossing Ockham Road North, this would then avoid the need for cycling and pedestrian access and crossings of both slip roads to and from the A3. This would require a "toucan crossing" just along the Portsmouth Road. The workshop was positively supportive of this.

2 there were unresolved issues (mainly to do with space) on paths adjacent to Bouldermere.

3 pedestrians and cyclists will be catered for at the Painshill junction and diverted onto the old Byfleet Road going past Feltonfleet School to avoid the three lane A245 element. Re SCC. The Byfleet Road shared use path is still unresolved but recent works leave only 2 dropped kerbs to be replaced. This together with the rephrasing of the traffic lights might help the traffic load on the A245 a little but basically Highways England and Atkins said there is not a lot that can be done, it was acknowledged that with increasing numbers of residents the situation will not improve and all they can do is improve facilities for pedestrians and cyclists.

4 improved bridleways across Wisley and Ockham Common, together with "green bridges" across the A3 either side of M25 J10, will improve pedestrian and equestrian access, and will bring Redhill Road back into use for non-motorised users. This will also put added need on shared use cycle path facility between Redhill Road and Brooklands Road along the Byfleet Road.

5 of particular note is the green bridge proposal that will provide a 10m wide wildlife access between the currently isolated "commons"

6 there was particular concern about the connections at Painshill and SCC were requested to look at the Southeast side connections , with possible connection at Sainsbury roundabout to avoid conflict.

7 it was believed that the Wisley Lane alterations would not lead to increase of traffic on Lock Lane, so no additional facilities for NMUs would be necessary.

A revised proposal following the workshop will be developed in April, we were asked to give any further input by mid-April. I have drawings of the proposal but we were asked not to publish them at this stage.”

Then from Norman Johns:

“There a big group including Becky from SCC ,representatives from ramblers, Horse riders, cyclists and representatives from the Atkins group, project managers, and lots who hold purse strings.

The most difficult points in the scheme is where the Highway Agency boundary for the project abuts the SCC area of responsibility.

1/ The Ockham round about ,there it was agreed that a cycle /pedestrian route needs to run on the Ripley side of the roundabout ,around and across the Ockham Lane junction to meet the new access road/bridge over the widened A3 and into Wisley..Much discussion about where the Horse lane should be. I will now be on the opposite side of the bridge to the cycle/pedestrian route.ned for an island and details of the routes which will continue along towards the lake.

2/ The existing bridge which is near to the Bikers Café and really only used by horses and ramblers ,[b] i s to be replaced. There is a suggestion that the cyclists using the route up to Cobham could be routed over the Wisley Over pass [a] and a new route be built on the Wisley side on the A3 to link up with the replacement bridge [b] which will also have lanes for all no vehicle users. This would solve the width problem by the Boulder Lake.

3/ Up at the Paines Hill junction where the cycle route meets the road up from Cobham , the SCC will be responsible .There is a need to make the pavement down to the roundabout over the Mole River near to the Sainsbury’s turn a shared use.

4/ An improvement has been proposed for Pedestrians and cyclist once one passes over the A3 and passes to up slip round traffic lights,it is possible to link into the “Old Byfleet Road section linking to near to the & hills junction” – cyclist could then turn left and use a shared use route running parallel to the A3 back to Redhill Road and up to the A245 and left along the path to the Byfleet roundabout.”