

Thoughts on possible A3 widening through Guildford (8 August 2021)

It seems there is an opinion amongst some that the A3 widening is not possible. Well, Highways Agency and before that South East Office of the Dept. for Transport were developing ideas for the widening of the A3 through Guildford. The fact that it got to the list of schemes three times and that it was to be funded tells me that such a scheme is feasible.

We do not know what Highways England was planning but these are the steps that would enable a smooth construction as well as maintaining two lanes of traffic throughout, -

1. Treatment of the A31 on-slip and the widening of the A3

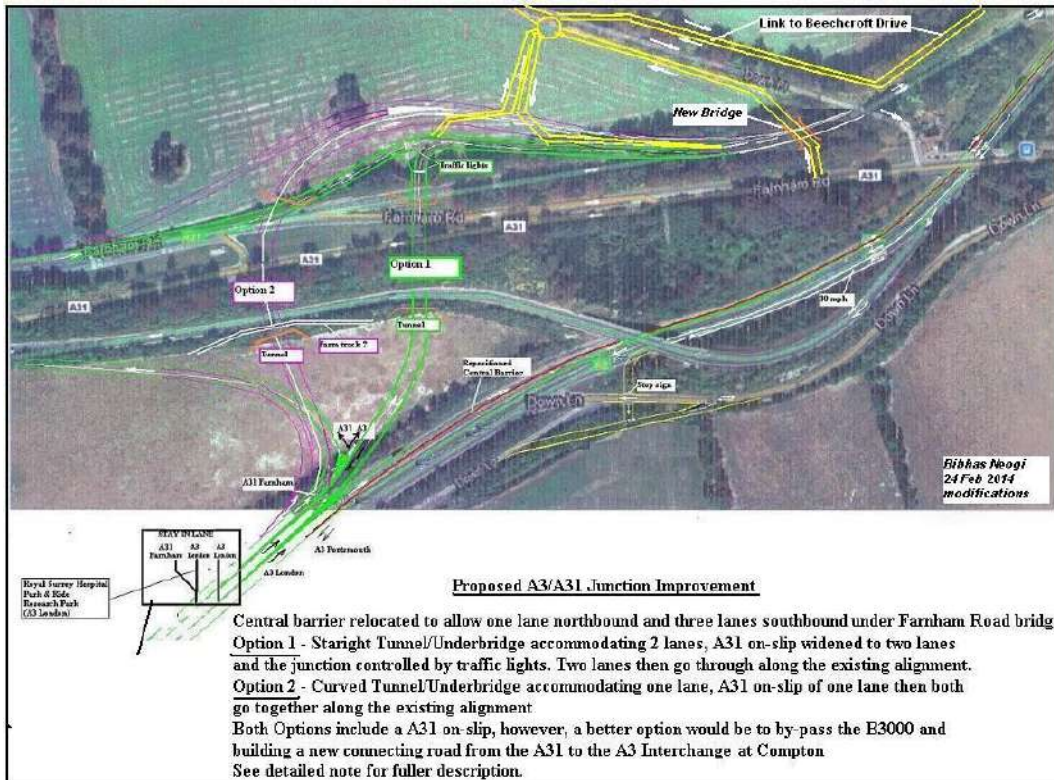
There are two bridges over the A3 here and it is not possible to widen the A3 under them. The normal approach would be to replace the bridges with new ones alongside and demolish the old ones and widen the A3 through here. However, for new bridges the cost of the works could be high as well as a lot of disruption to traffic during demolition, removal and construction.

A possible solution would be to retain these bridges but alter the lanes under them. By making three lanes southbound and one lane northbound together with two lanes coming through after the junction with the A31 on-slip, rejoining the A3 south of the Farnham Road Bridge, the objective of three lane widening would be achieved. That means the nearside lane of the A3 would be diverted to go under Hogs back in a short tunnel and the A31 on-slip would be lowered to meet up at a signalised junction.

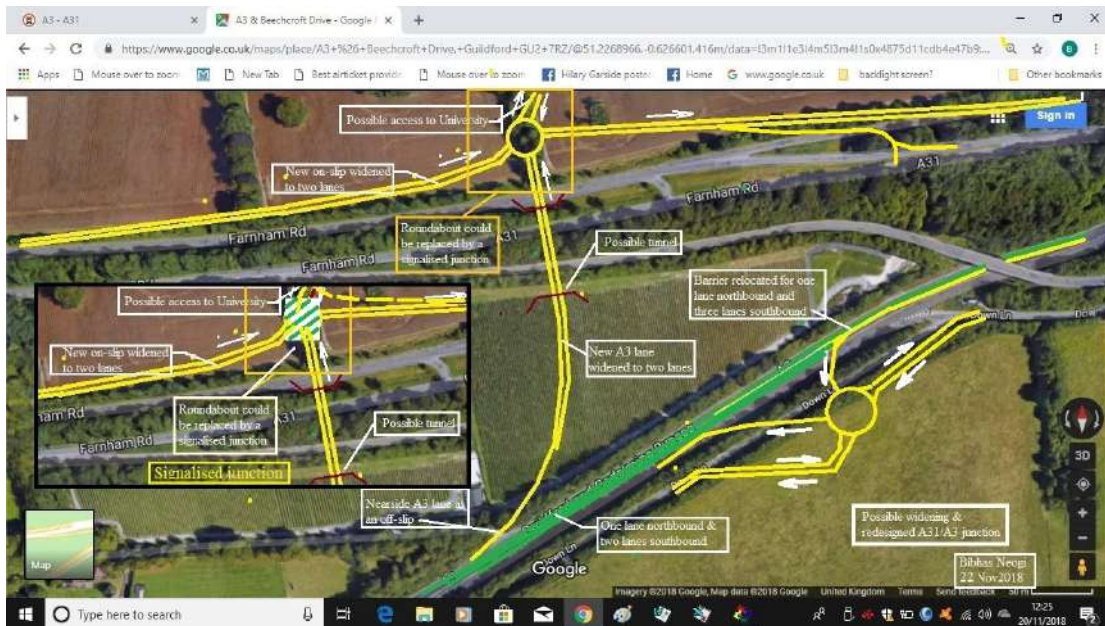
Both these would be widened to two lanes. From the junction the two lanes would proceed to join up with the existing on-slip that would be re-opened as two lanes (currently hatched off for safety). Only one lane at this stage could rejoin, as widening behind Beechcroft Drive houses is needed for both lanes to rejoin.

An off-slip to the A31 westbound could also be created. The spoil from the short tunnel and the soil from cuttings used to create these links could be used for the embankment to carry the off-slip. This would relieve the B3000 of this heavy traffic. Traffic from the A31 to the A3 could continue to use the B3000.

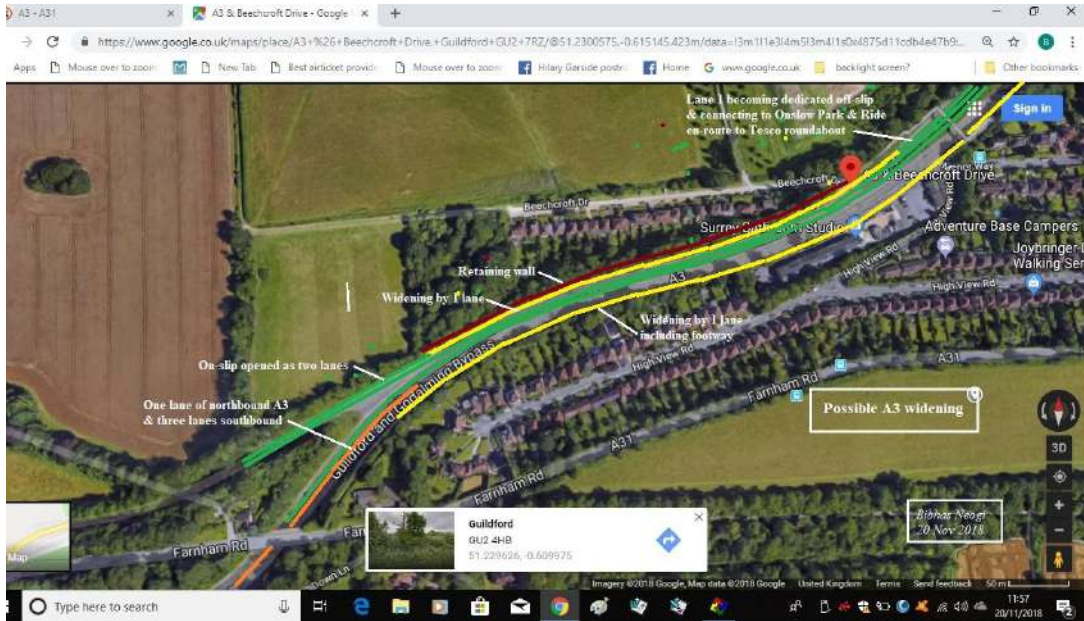
Such an arrangement would probably save around £10m since the two bridges could remain and the construction of these new links would cause the least disruption, as most of the work would be off-line.



This is an earlier version of the idea.



This is a later idea with widening to two lanes and a signalised junction (Off-slip to the A31 not shown). A link to Blackwell Farm would also be possible. Beechcroft Drive should connect with this link or the link the University is proposing to connect with the A31 Farnham Road since its junction with the A3 needs to be closed off to allow widening.



Retaining wall behind Beechcroft Drive houses and widening to three lanes .



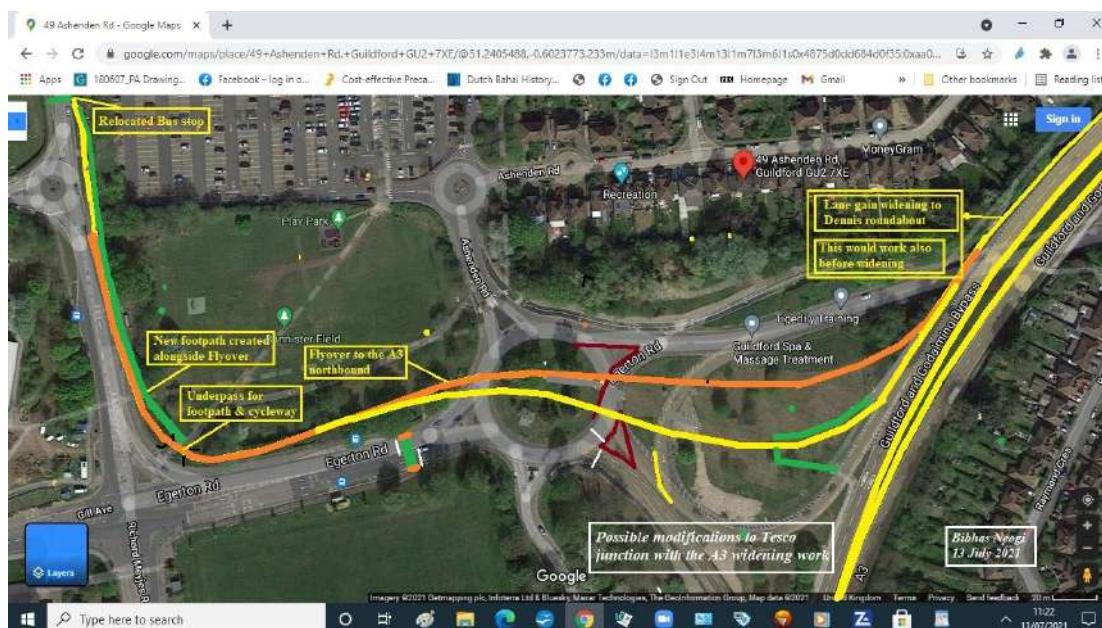
Link road connecting Onslow Park & Ride to Tesco roundabout.

2. The stretch between Cathedral roundabout and the off-slip to Farnham.

A link between Beechcroft Drive junction to the A3 off-slip connecting Onslow Park & Drive en-route would be built on the 10 metre strip protected alongside the A3 in the Planning Approval of University Sports Park etc. A temporary link back to the A3 past the Hotel would also be required to facilitate traffic management during widening.

The nearside lane of the A3 would be diverted on to this link and the offside lane would carry a southbound lane in contraflow. This would vacate the nearside southbound lane and allow work of widening to take place. This would mostly incorporate existing footway land and where not wide enough for a lane, the running lane would be put back on the nearside and land from the central median would be taken to achieve the necessary width of three lanes.

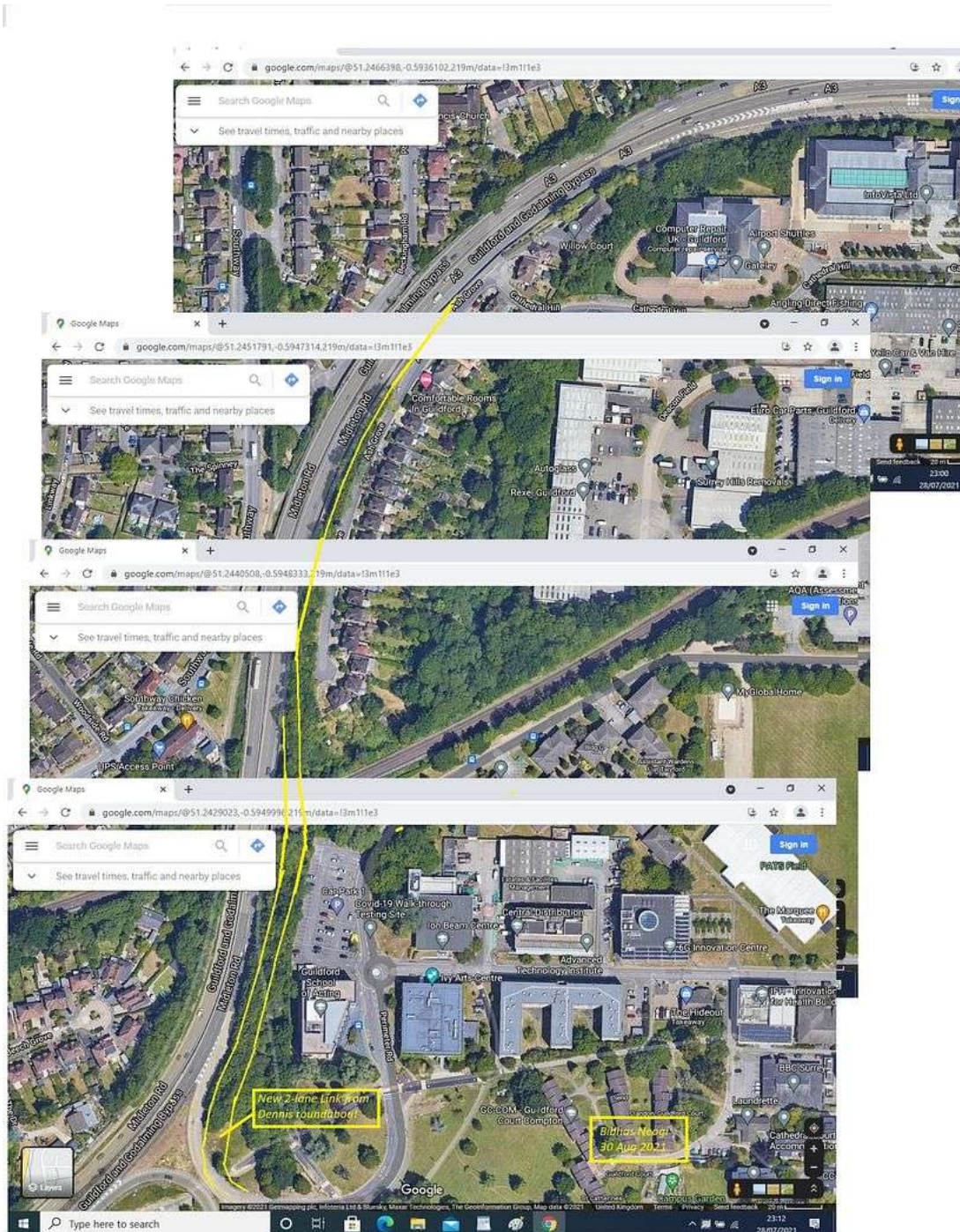
Once this is done, one northbound lane would be put in contraflow and the nearside northbound lane would be shifted sideways to make room for widening work to take place.



3. The stretch between Cathedral roundabout and Dennis roundabout

The northbound stretch and replacing Deerbarn Bridge would require a diversion of nearside lane of traffic via a temporary link to Southway and then to Aldershot Road. This would allow closing the A3 nearside lane and widening work could then proceed. Acquisition of a property or two and some grounds may be required to carry out the widening.

Egerton Road Bridge has wide central median but the deck in the median is not strong enough to carry traffic loading. This has to be strengthened so that widening of the bridge to six lanes could be achieved. A temporary bridge may be required to enable this work to take place.



A link road from Dennis roundabout to Cathedral roundabout to facilitate rebuilding Deerbarn Bridge and widening of the A3.

The southbound stretch and replacing Deerbarn Bridge would require building a new route to Cathedral roundabout on the south side as described above. The route would be made at least two-lane wide to temporarily carry the two southbound A3 lanes whilst Deerbarn Bridge is demolished and replaced as a widened six lane bridge (in two halves). After completion, this route would carry one lane of local traffic (from Dennis roundabout to Cathedral roundabout) and possibly a cycle route if such a route were so designed.