

# M25 junction 10/A3 Wisley interchange Improvement scheme

Have your say



5 December 2016 to 6 February 2017



## About us

Highways England is the government company charged with operating, maintaining and improving England's motorways and major A roads. Formerly the Highways Agency, we became a government company in April 2015.

## Have your say

We want your views on our plans to improve the M25 junction 10/A3 Wisley interchange to tackle issues including congestion, capacity, safety, noise and environmental impacts.

Inside this brochure you will find early proposals for 2 options for improvements to the junction. The consultation on potential improvements will run from **5 December 2016 until 6 February 2017**.

The 2 options which this consultation is seeking views on are:

- **Option 9** – a new flyover to link right-turning movements from the A3 onto the M25
- **Option 14** – enlarging the existing roundabout, to add more capacity

We are also looking at the A3 between Ockham and Painshill. Improvements could include widening parts of the A3 to 4 lanes, creating an extra lane for vehicles turning left onto the A245 at the Painshill roundabout, and changing local accesses to make these safer and cause fewer delays on the A3.

This scheme has a budget of £100 million – £250 million.

Please tell us what you think by:

- completing the questionnaire included with this brochure and returning it to **FREEPOST M25 junction 10/A3 Wisley interchange**
- attending a public consultation event and completing a questionnaire or completing the consultation questionnaire online at [www.highways.gov.uk/m25j10](http://www.highways.gov.uk/m25j10)
- emailing [info@highwaysengland.co.uk](mailto:info@highwaysengland.co.uk)
- calling **0300 123 5000**

## Scheme background

This section of the M25 is of nationally-strategic importance, as it is vital for access to and from Heathrow and is a key route from the Kent ports to much of the rest of the country. The cost to the economy of ongoing delays here would be considerable if left unchanged.

The A3, which is the key route between London and Portsmouth, intersects the M25 at junction 10, and has its own issues with traffic flow. Painshill interchange, to the north of the junction, creates a pinch-point or bottleneck, because its current layout and proximity to junction 10 restricts traffic flow through the area.

The M25 junction 10/A3 Wisley interchange has been identified for improvements as it experiences heavy congestion on a daily basis. This causes queues and prevents access from Ockham Park junction (A3) to the M25 junction 10 and on to Painshill junction (A3) in both directions. A similar problem is experienced by traffic entering and exiting the M25 junction 10/A3 Wisley interchange. The area around the M25 junction 10/A3 Wisley interchange has the highest recorded collision rate across the Highways England network.

This consultation aims to get your views on 2 potential options for improvements. A number of other options have also been looked at but they either fail to reduce congestion or improve safety, or have a very significant impact on the surrounding environment.

Details on the 2 options, with maps, are contained in this brochure.

Once we have analysed your feedback, a preferred route will be chosen and more detailed plans will be developed. You will have a further opportunity to give feedback via public consultation once the preferred route is announced – this is expected to be in late 2017.

## Benefits and objectives

The proposed improvements for the M25 junction 10/A3 Wisley interchange will smooth the flow of traffic and improve journey time reliability on the A3 by reducing average delays (time lost per vehicle per mile). The proposed options also improve safety at this interchange.

In terms of planning for the future, the current junction is already operating at capacity, and, without intervention, will fail to support future traffic increases.

And while the M25 junction itself is a major part of the scheme, we also want your views on potential changes to a number of local access routes. We will work with customers and stakeholders to develop and review options as we progress to ensure we deliver a scheme which works for the local area, as well as the wider south east region.

The key **benefits** are:

- increased road capacity at the M25 junction 10 roundabout
- increased road capacity on the A3 between Ockham and Painshill
- improved traffic flow and reduced delays at M25 junction 10 and on the A3
- improved safety on the A3, its entry and exit roads and the M25 junction 10 roundabout
- reduced queuing as traffic enters the M25 junction 10 roundabout
- improved access to RHS Garden, Wisley

The key **objectives** are:

- improve the current layout of the junction and interchange
- reduce delays at M25 junction 10
- smooth traffic flow at M25 junction 10 and the exit and entry roads for the A3 Wisley
- reduce stopping and starting across the junction
- address issues at noise important areas where possible
- support sustainable travel routes
- support economic growth and ensure the junction can accommodate extra traffic
- mitigate environmental impacts wherever possible

## Rejected option

Over the past year, we have been looking at 3 options that address the key objectives for this scheme. An alternative design, Option 16, meets the scheme objectives, but has been rejected because we consider that the slightly increased level of benefit compared with option 9 is not worth the additional cost and greater environmental impact.

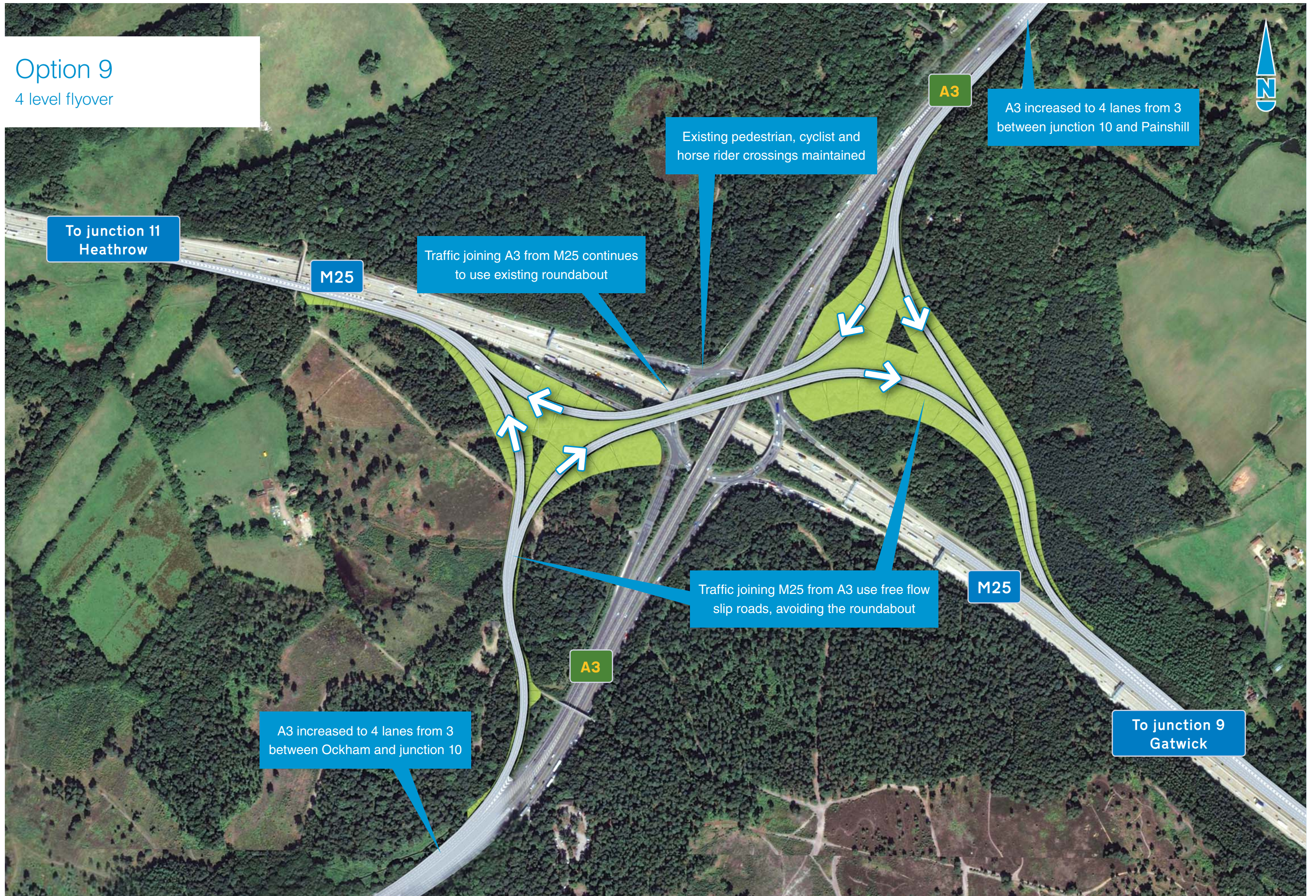
Option 9 delivers almost the same level of benefit, with less environmental impact and at a lower cost than Option 16.

As a result, we are not taking option 16 forward to consultation. However, we would like your views on whether we were right not to take this option forward. A map of Option 16 can be found on page 8 along with key information and a benefit comparison table can be found on pages 10 and 11 so you can compare like-for-like with the 2 options we are presenting.



# Option 9

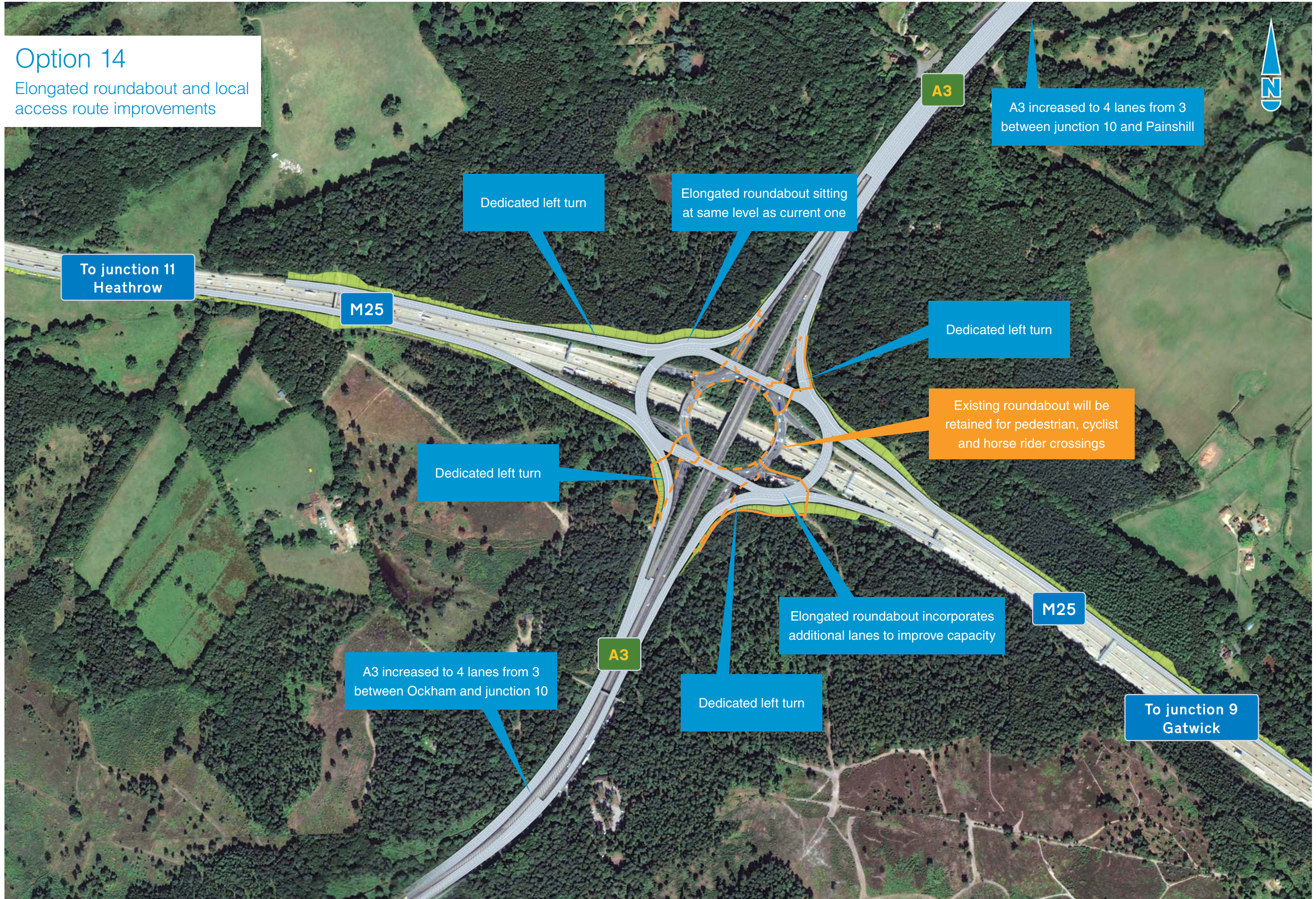
4 level flyover





# Option 14

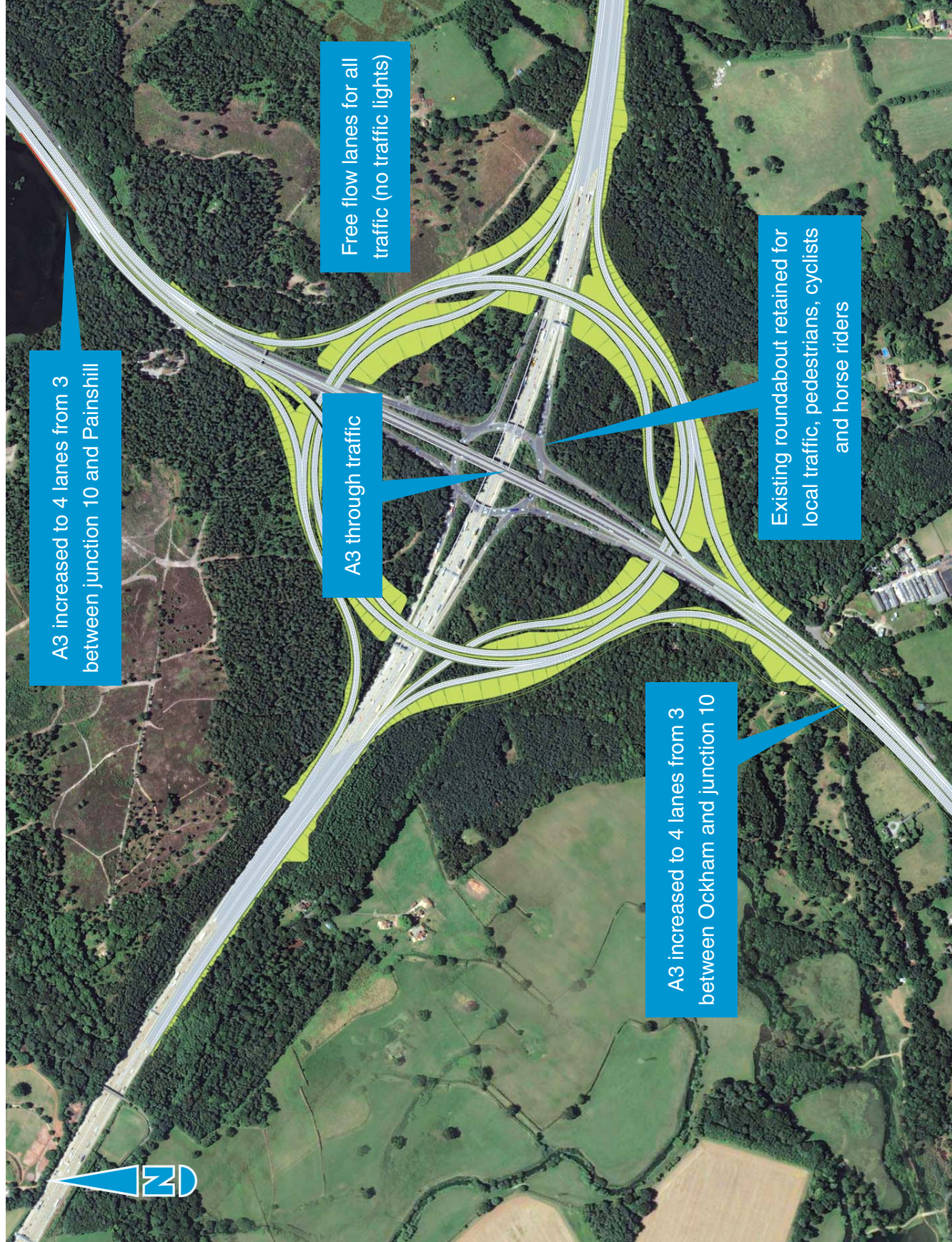
Elongated roundabout and local access route improvements





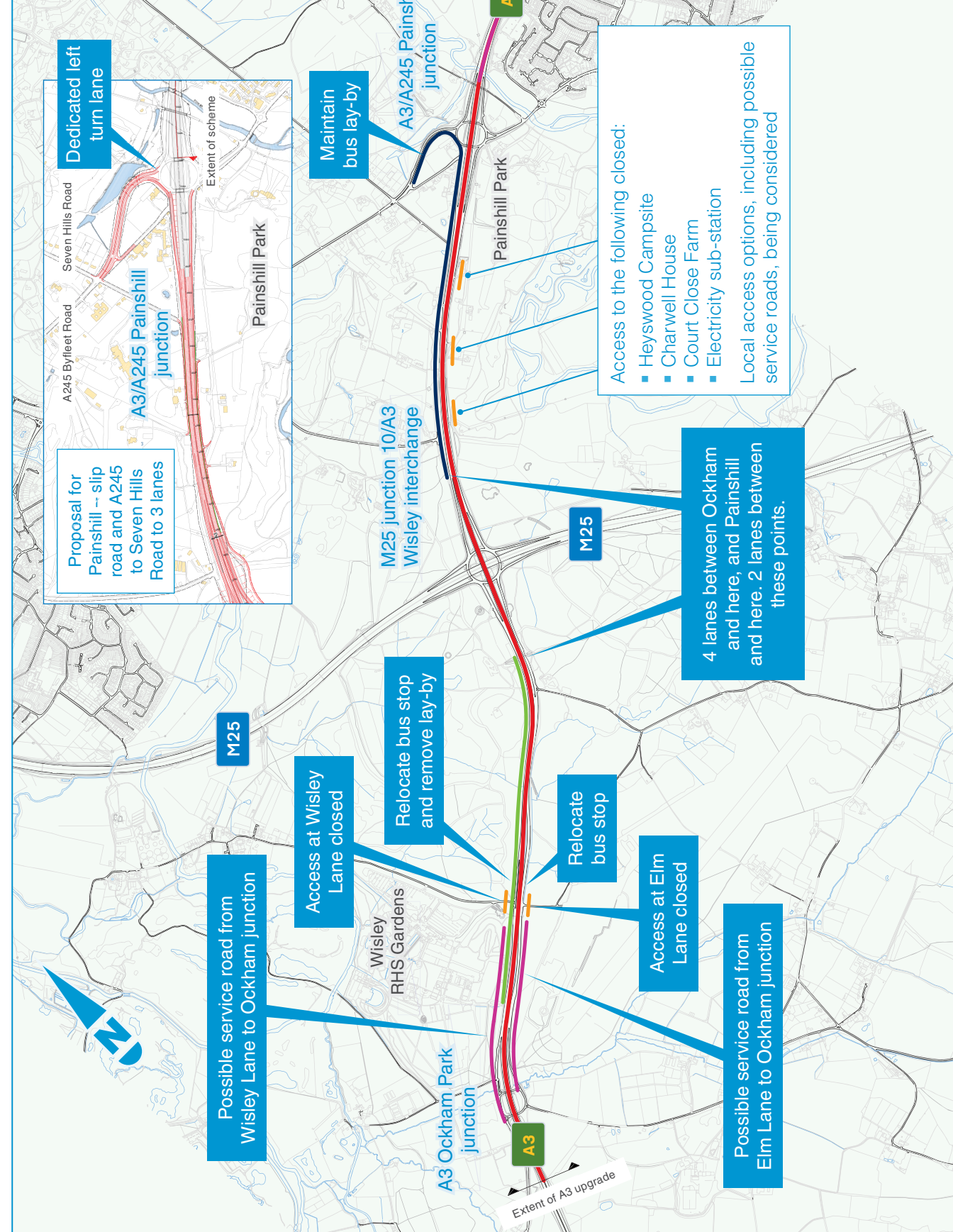
# Option 16

**Rejected option.** Removal of roundabout for M25 and A3.



# A3 corridor

Painshill and local access improvements





Scheme objectives and other considerations	Option 9 4 level "flyover"	Option 14 Elongated roundabout and local access route improvements	Rejected Option 16 Removal of the roundabout for M25 and A3 traffic
Improving journey times and reliability	<ul style="list-style-type: none"> <li>▪ Journey time savings of 10 minutes per mile on average in the morning peak</li> <li>▪ Less congestion would improve journey time reliability</li> <li>▪ Free flow (where there are no traffic lights) will operate on 2 of the 4 roundabout arms</li> <li>▪ Creates an additional A3 lane (from 3 to 4) between Ockham and Painshill (the existing bridge will remain 2 lanes in each direction)</li> </ul>	<ul style="list-style-type: none"> <li>▪ Journey time savings of 7 minutes per mile on average in the morning peak</li> <li>▪ Less congestion would improve journey time reliability</li> <li>▪ There would be no completely free flow operation (where there are no traffic lights at all) on any of the roundabout arms</li> <li>▪ Creates an additional A3 lane (from 3 to 4) between Ockham and Painshill (the existing bridge will remain 2 lanes in each direction)</li> </ul>	<ul style="list-style-type: none"> <li>▪ Journey time savings of 12 minutes per mile on average in the morning peak</li> <li>▪ Less congestion would improve journey time reliability</li> <li>▪ Provides free flow movements for 100% of traffic</li> <li>▪ On the A3 an additional lane added (from 3 to 4) between Ockham and Painshill (the existing bridge will remain 2 lanes in each direction)</li> <li>▪ Specific provision would be provided for pedestrians, cyclists and equestrians</li> <li>▪ Specific provision would be made for local traffic</li> </ul>
Supporting walking and cycling and other non-car modes of travel	<ul style="list-style-type: none"> <li>▪ Provides 4 signalised pedestrian crossings, but traffic from 2 of the busiest turns is removed from the roundabout</li> <li>▪ Could include further provision for pedestrians, cyclists and equestrians</li> </ul>	<ul style="list-style-type: none"> <li>▪ Provides 4 pedestrian signalised crossings, but traffic on the roundabout would be increased</li> <li>▪ Could include further provision for pedestrians, cyclists and equestrians</li> </ul>	<ul style="list-style-type: none"> <li>▪ A re-designed junction would be required to provide traffic-free movement for pedestrians, cyclists and equestrians</li> </ul>
Improving safety	<ul style="list-style-type: none"> <li>▪ Predicted to save 15 "injury accidents" per year on the A3 between Ockham and Painshill and on the M25 junction 10 roundabout</li> </ul>	<ul style="list-style-type: none"> <li>▪ Predicted to save 1 "injury accident" per year on the A3 between Ockham and Painshill and on the M25 junction 10 roundabout</li> </ul>	<ul style="list-style-type: none"> <li>▪ Predicted to save 20 "injury accidents" per year on the A3 between Ockham and Painshill and on the M25 junction 10 roundabout</li> </ul>
Minimising environmental impact	<ul style="list-style-type: none"> <li>▪ Air quality may be adversely impacted but this is limited (due to increased traffic levels but less static traffic)</li> <li>▪ Air quality could be adversely affected on ecological sites surrounding junction 10</li> <li>▪ Increased traffic levels will have an impact on noise</li> <li>▪ This option encroaches vertically on the visual environment, as it adds another level to the current structure</li> <li>▪ Around 17 hectares of land would be required</li> <li>▪ There could be an impact on unique habitats that cannot be restored or moved</li> </ul>	<ul style="list-style-type: none"> <li>▪ Air quality may be adversely impacted but this is limited (due to increased traffic levels but less static traffic)</li> <li>▪ Air quality could be adversely affected on ecological sites surrounding junction 10</li> <li>▪ Increased traffic levels will have an impact on noise</li> <li>▪ Around 8 hectares of land would be required</li> <li>▪ There could be an impact on unique habitats that cannot be restored or moved</li> <li>▪ There is likely to be a temporary impact from construction vehicles and the site compound in a Site of Special Scientific Interest (SSSI)</li> </ul>	<ul style="list-style-type: none"> <li>▪ Air quality may be adversely impacted but this is limited (due to increased traffic levels but less static traffic)</li> <li>▪ Air quality could be adversely affected on ecological sites surrounding junction 10</li> <li>▪ Increased traffic levels will have an impact on noise</li> <li>▪ Around 48 hectares of land would be required</li> <li>▪ There could be an impact on unique habitats that cannot be restored or moved</li> </ul>
Building capacity for future growth	<ul style="list-style-type: none"> <li>▪ Provides capacity in line with predicted traffic growth up to 2037</li> </ul>	<ul style="list-style-type: none"> <li>▪ Provides capacity in line with predicted traffic levels, although some arms of the roundabout would exceed capacity before 2037</li> </ul>	<ul style="list-style-type: none"> <li>▪ This option provides capacity in line with predicted traffic growth up to 2037 and beyond</li> </ul>
Construction impact	<ul style="list-style-type: none"> <li>▪ The existing roundabout would remain open to traffic throughout construction</li> <li>▪ Speed reductions will be required with some lane space restrictions</li> <li>▪ Some overnight closures would be required</li> <li>▪ Most construction would be carried out away from the existing carriage way</li> <li>▪ The construction compound could be accommodated within the work site itself</li> </ul>	<ul style="list-style-type: none"> <li>▪ The existing roundabout would remain open to traffic throughout construction</li> <li>▪ Speed reductions will be required with some lane space restrictions</li> <li>▪ Some overnight closures would be required</li> <li>▪ All construction would be carried out adjacent to the existing carriageway</li> <li>▪ The construction compound would require temporary land take</li> </ul>	<ul style="list-style-type: none"> <li>▪ The existing roundabout would remain open to traffic throughout construction</li> <li>▪ Speed reductions will be required with some lane space restrictions</li> <li>▪ Some overnight closures would be required</li> <li>▪ All construction would be carried out away from the existing carriageway</li> <li>▪ The construction compound could be accommodated within the work site itself</li> </ul>
Local route access impacts/opportunities	<ul style="list-style-type: none"> <li>▪ Would improve local access on the A3, with improved safety provision and up-to-date design standards for this section</li> </ul>	<ul style="list-style-type: none"> <li>▪ Would improve local access on the A3, with improved safety provision and up-to-date design standards for this section</li> </ul>	<ul style="list-style-type: none"> <li>▪ Would improve local access on the A3, with improved safety provision and up-to-date design standards on this section. The opportunity to U-turn at junction 10 would be lost.</li> </ul>
<b>Total costs</b>	<b>£214.7 million</b>	<b>£152.5 million</b>	<b>£339.7 million</b>
Construction duration	24 months	24 months	24 months
Benefit to cost ratio	8.3	7.4	5.2
Value for money	Very high	Very high	Very high



## Constraints and issues

The area around M25 junction 10 presents a number of challenges for developing this scheme, notably the sensitive environmental and heritage features.

Keeping disruption to a minimum is essential during the construction of any improvement. As such, we will develop plans to ensure both the M25 and A3 can remain open as much as possible, and access to local attractions is maintained.

Improving access to RHS Garden, Wisley will also be a consideration of this scheme – the current access point at Wisley Lane is acknowledged to be unsatisfactory from both a customer and design perspective.

Another issue to be addressed is illegal heavy goods vehicles parking in several lay-bys along this stretch of the A3 and in some areas north and south of junction 10. We will be reviewing the lay-by and emergency refuge provision on the A3 with a view to upgrading these facilities.

## M25 junction 10 to 16 smart motorway scheme

In addition to the M25 junction 10/A3 Wisley interchange improvements, Highways England is due to deliver an upgrade to the M25 between junctions 10 and 16, making it a smart motorway (increasing capacity by the use of variable speed limits and hard shoulder running at busy times).

The 2 project teams are working together to align their activities where possible, and minimise any additional disruption for road users and local residents. The full benefits of the M25 junction 10/A3 Wisley improvement scheme will be realised in conjunction with this smart motorway upgrade.

## Environmental considerations

The area around the proposed scheme is very environmentally-sensitive and protected by a number of important national and international designations.

The next stage of the project will consider these in more detail, as well as any necessary mitigation and enhancement measures.

Much of the land around M25 junction 10 and the A3 is designated as a SSSI, which supports a rich community of heathland plants and animals including a large number of rare insects. The land is also designated as a 'special protection area', as it is a habitat for a number of endangered bird species. There are 16 parcels of ancient woodland within a mile of the junction and 4 scheduled monuments.

There are 40 listed buildings, 5 of which are Grade II\*, and 2 registered parks and gardens – RHS Wisley and Painshill Park. In addition, there are 2 areas of common land, Ockham and Wisley Commons, which would be affected by a new layout at the junction. Areas of land around the junction are designated as 'access land' and the area is well used by walkers and horse riders.

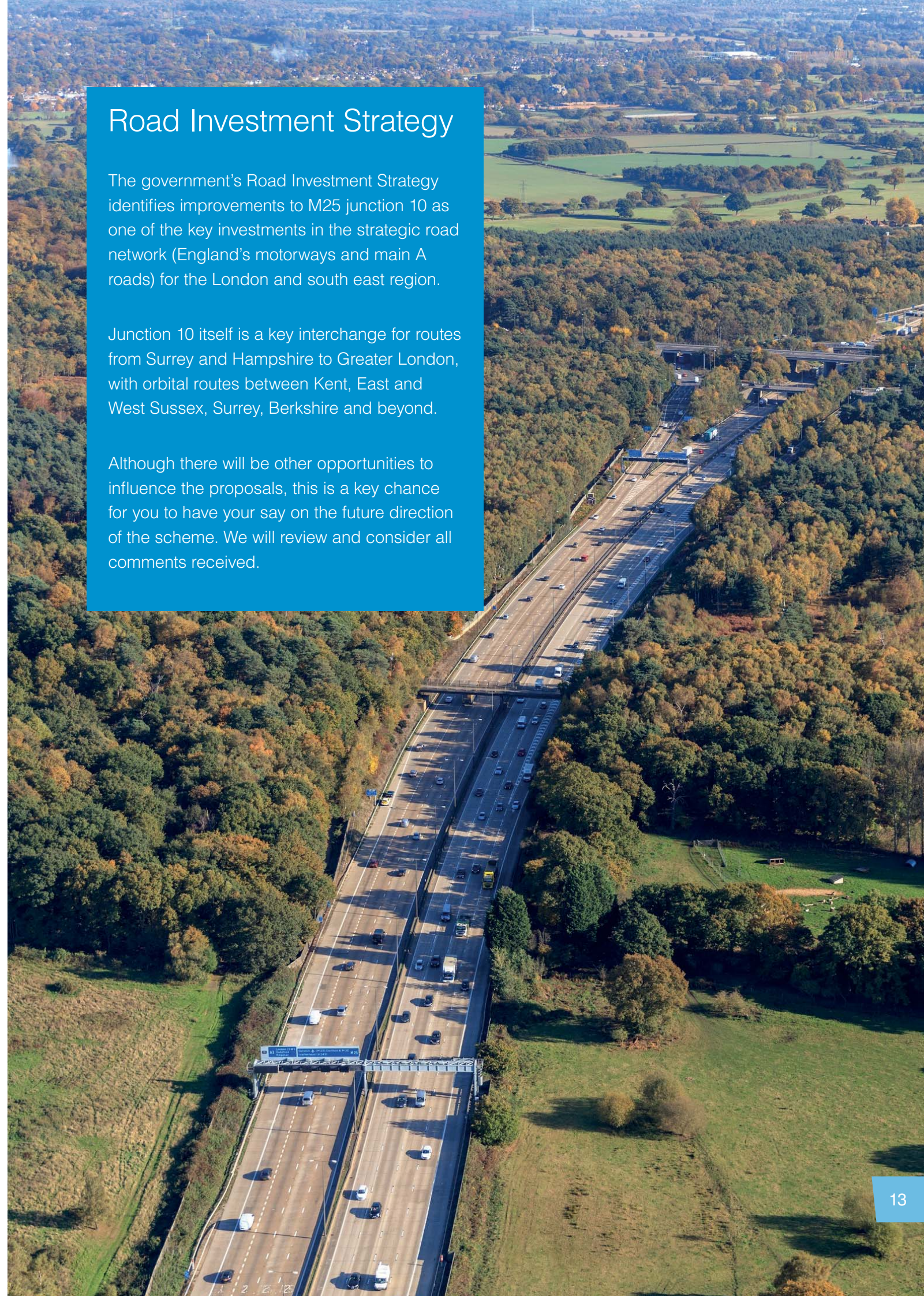
Although there are no large areas of housing in close proximity to the motorway, the M25 is the dominant noise source in the area and there are environmental barriers on either side of the motorway to reduce its impact. A number of 'important areas for noise' are designated on the M25 as well as on the A3 at Painshill, and noise mitigation will be considered. No 'air quality management areas' have been declared by the local authorities for the area immediately around the junction.

## Road Investment Strategy

The government's Road Investment Strategy identifies improvements to M25 junction 10 as one of the key investments in the strategic road network (England's motorways and main A roads) for the London and south east region.

Junction 10 itself is a key interchange for routes from Surrey and Hampshire to Greater London, with orbital routes between Kent, East and West Sussex, Surrey, Berkshire and beyond.

Although there will be other opportunities to influence the proposals, this is a key chance for you to have your say on the future direction of the scheme. We will review and consider all comments received.





## Details of public exhibitions

Meet staff from Highways England to learn more about the proposed schemes:

Date	Time	Venue
Monday 5 December	3pm – 7.30pm	Ripley Village Hall, High St, Ripley, Woking GU23 6AF
Monday 12 December	3pm – 7.30pm	Ripley Village Hall, High St, Ripley, Woking GU23 6AF
Friday 16 December	1pm – 7.30pm	Cobham Village Hall, Lushington Dr, Cobham KT11 2LU
Saturday 17 December	10am – 3pm	Cobham Village Hall, Lushington Dr, Cobham KT11 2LU
Monday 9 January	3pm – 7pm	Ripley Village Hall, High St, Ripley, Woking GU23 6AF
Friday 3 February	12pm – 8pm	Cobham Hilton, Seven Hills Rd, Cobham KT11 1EW
Saturday 4 February	10am – 3pm	Cobham Hilton, Seven Hills Rd, Cobham KT11 1EW

Alternatively, pick up a brochure and questionnaire from:

Location	Address
Guildford Library	North Street, Guildford, Surrey GU1 4AL
Hersham Library	Molesey Road, Hersham, Surrey KT12 4RF
Cobham Library	The Cedar Centre, Cedar Road, Cobham, Surrey KT11 2AE
Horley Library	Victoria Road, Horley, Surrey RH6 7AG
Woking Library	Gloucester Walk, Woking, Surrey GU21 6EP

## How will you use my response?

All views and comments received help us to:

- make sure potential impacts on the community and environment have been fully considered
- ensure the final scheme design is updated with all relevant responses where applicable
- ensure the final environmental statement takes into account impacts and mitigation measures you have told us about
- record how we have considered feedback to develop the scheme further within our consultation report

## What happens after the consultation?

Views and comments received during the consultation will be considered and summarised in our public consultation report.

Following a preferred route announcement, we will develop detailed proposals for the scheme. This will include surveys and investigations to allow us to design the proposals in more detail.

## Another opportunity to have your say

When the detailed designs are complete there will be another opportunity to have your say and influence their development. We will let you know more about this nearer the time.

## Development Consent Order

After this second consultation we will need to apply for a Development Consent Order. The Development Consent Order application will be examined by the independent Planning Inspectorate, who will ask for representations from interested parties. This is another opportunity for you to have your say.

After the examination, the Planning Inspectorate will make a recommendation to the Secretary of State for Transport who makes the final decision on the scheme. We will only be given consent to construct the scheme if the Development Consent Order is granted. Consent will also allow compulsory purchase of any land required.

## Scheme milestones

Milestone	Dates
Preferred route announced	Late 2017
Full public consultation on preferred route	Late 2017
Work commences (if planning consent granted)	2020
Work complete and open for traffic	2022

## Next steps

**We want to hear your views on these options.**

Please tell us what you think by:

- completing the questionnaire included with this brochure and returning it to **FREEPOST M25 junction 10/A3 Wisley interchange**
- completing the consultation questionnaire online at **www.highways.gov.uk/m25j10**

If you have questions, you can:

- attend one of our public events (details on page 14), where you can also pick up a questionnaire to fill in
- email **info@highwaysengland.co.uk**
- call us on **0300 123 5000**

**We look forward to hearing from you.**



If you need help accessing this or any other Highways England information, please call **0300 123 5000** and we will help you.

## Contact us

If you have any queries relating to the M25 junction 10/A3 Wisley interchange improvement scheme, please do not hesitate to contact us at **info@highwaysengland.co.uk**

For the latest information and updates, please visit our website **www.highways.gov.uk/m25j10**

If you have any queries relating to Highways England, please call the customer contact centre on **0300 123 5000** or alternatively email **info@highwaysengland.co.uk**

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This document is also available on our website at **www.gov.uk/highways**

If you have any enquiries about this publication email **info@highwaysengland.co.uk** or call **0300 123 5000\***. Please quote the Highways England publications code **PR128/16**

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\*Calls to 03 numbers cost no more than a national rate call to an 01 or 02 number and must count towards any inclusive minutes in the same way as 01 and 02 calls. These rules apply to calls from any type of line including mobile, BT, other fixed line or payphone. Calls may be recorded or monitored.

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