

**Preferred route announcement**  
**M25 junction 10/A3 Wisley interchange**  
Improvement scheme



## Introduction

This section of the M25 is of nationally-strategic importance, as it provides vital access to and from Heathrow and is a key route from the Kent ports to much of the rest of the country. In addition, the interchange with the A3 at junction 10 provides a link between London and Portsmouth.

This junction has a poor safety record that needs to be addressed. The cost to the economy of ongoing delays here would be considerable if left unchanged.

## Background

We held a public consultation between December 2016 and February 2017 to gather feedback on the proposed plans for the M25 junction 10/A3 Wisley interchange improvement scheme. Find out the results, the preferred option and what happens next in this document.

## Public consultation

Seven public exhibition events were held at venues both north and south of M25 junction 10, in Ripley and Cobham. These events aimed to capture views about the proposals from the public, local councils, businesses, environmental groups and other organisations with an interest. Information and survey questionnaires were available from Highways England's website, at public exhibitions, and at 6 Surrey libraries.

This scheme will:

- Reduce delays at M25 junction 10
- Smooth traffic flow at M25 junction 10 and the exit and entry roads for the A3 Wisley
- Improve safety at junction 10 and on the M25 and A3
- Address issues at noise important areas where possible
- Support sustainable travel routes
- Support economic growth and ensure the junction can accommodate extra traffic.

## Options presented at public consultation

### Option 9

A 4-level flyover providing dedicated free-flow slip roads for traffic accessing the M25 from the A3, as well as dedicated free-flow left turn movements at the junction – removing this traffic from the roundabout.

### Option 14

An elongated roundabout, which adds more capacity and provides dedicated free-flow left turns for all traffic using the roundabout.

Both options require the A3 to be widened to four lanes between Ockham Junction and junction 10, and junction 10 to Painshill Junction. The current A3 bridge over the junction will remain as two lanes in each direction. Widening of the existing road between Painshill Junction and the Seven Hills Road is also included.

### Rejected Option 16

We also sought views on whether Highways England was right to reject Option 16, which replaced the roundabout with free-flow movements in all directions (dedicated lanes with no traffic signals).

## Responses to public consultation

Results from the 722 questionnaire responses showed:

- 91% are concerned or very concerned about road safety
- 89% are concerned or very concerned about the ease of making journeys around the junction
- 84% are concerned or very concerned about accommodating extra traffic from future housing and economic development
- 64% of people chose Option 9 (the 4-level flyover) as their preferred route, however there was strong concern made that this option would have a negative impact on the surrounding environment. This included the impact on the Thames Basin Heath Special Protection Area, common land and a Site of Special Scientific Interest

- 29% of people chose Option 14 (the elongated roundabout) as their preferred route. Respondents highlighted the fact that it would have far less environmental impact than Option 9 and there were very few comments made raising concerns about this option.

In addition to the completed questionnaires, 39 stakeholders/organisations (local authorities, parish councils, environmental bodies and landowners) chose to send in detailed responses to present their views. Of these responses, 26 chose not to state a preference between Option 9 or 14 as they felt more detail was required on their impacts, particularly on access for side roads to the A3.

## Delivering a scheme that works for everyone

The public consultation feedback showed a higher number of respondents were in support of Option 9, however significant concerns were raised over the potential environmental impact it would cause.

As a result, we revisited the designs for both Options 9 and 14 to make sure that the scheme delivers the best possible outcome, to meet everyone's needs. Further design and environmental assessment work has improved the safety performance and operational benefits of Option 14 as well as identifying environmental mitigation for the scheme.

## Preferred route

### Option 14 – elongated roundabout

Highways England has selected Option 14 as the preferred solution for the M25 junction 10/A3 Wisley interchange.

This includes the widening of the A3 between Ockham Park Junction and junction 10, and between junction 10 and the Painshill Junction, from 3 to 4 lanes. The A3 bridge over the junction will remain 2 lanes in each direction.

Preferred options for side road accesses for properties and businesses who currently have direct access onto the A3, between Ockham and Painshill have also been selected. These options provide new access arrangements via bridges and dedicated side roads which improve safety as well as providing access for vehicles, pedestrians, cyclists and horse riders.

## Why Option 14?

Acting upon the feedback from the consultation and ongoing engagement with a range of stakeholders, design changes have enabled the elongated roundabout to improve safety by removing the need for traffic lights on the left turn slip roads, (as had been included in the designs shown at the non-statutory public consultation).

We have the opportunity to provide improved crossing points for pedestrians, cyclists and horse riders on dedicated bridges, separated from the traffic, minimising the risk of collisions. The detail of these will be presented at the Statutory consultation in 2018.

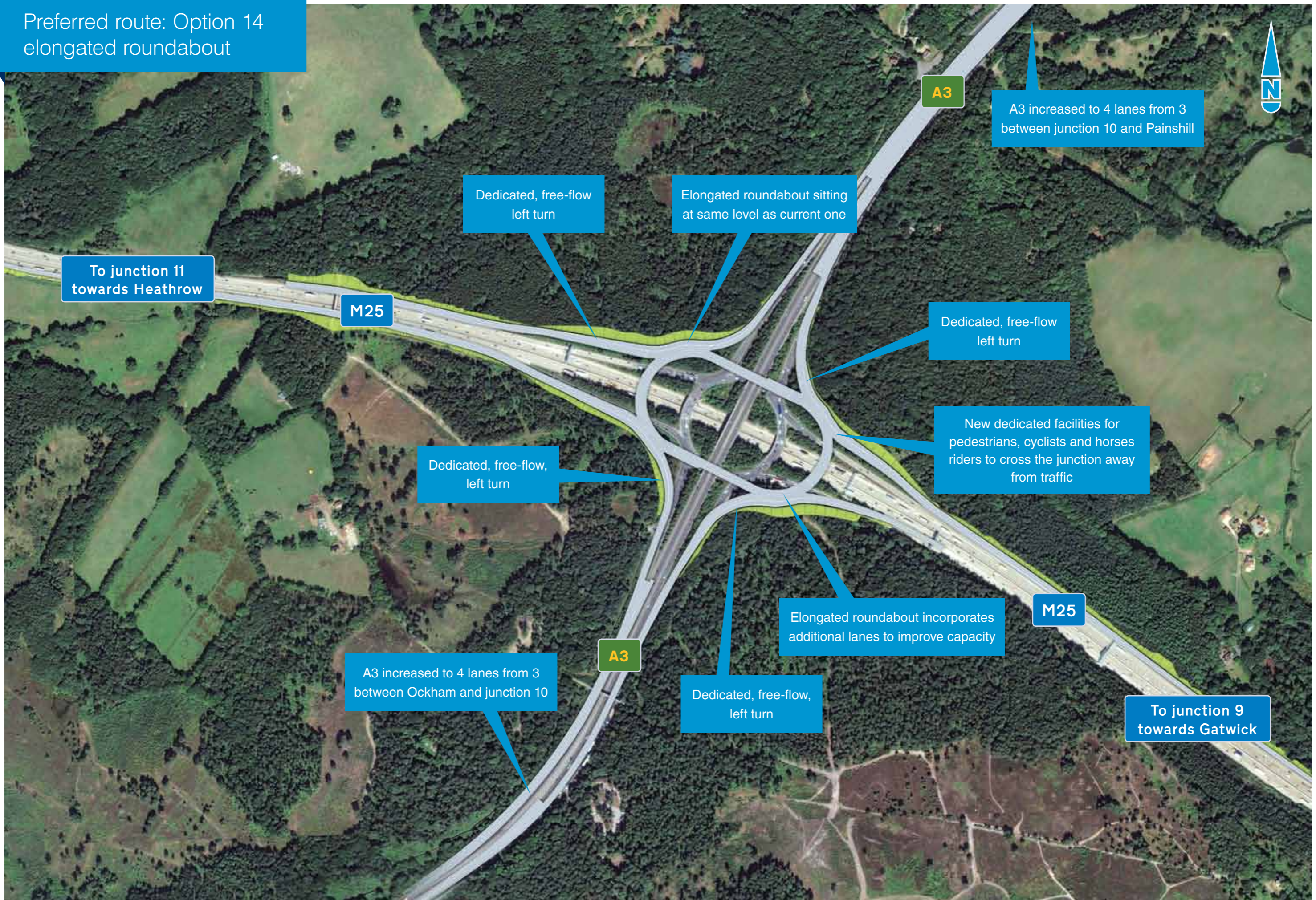
Minimising the environmental impact of the elongated roundabout has been a critical factor in choosing the preferred option for M25 junction 10. The area is of significant environmental value and includes scheduled monuments, access land for walkers and horse riders and land that supports rare bird species. Highways England therefore believes the improved Option 14 and its supporting environmental mitigation provides the best solution in terms of meeting safety, traffic and environmental needs.

*“We believe Option 14 offers the best solution to improve safety, reduce congestion and accommodate growth whilst at the same time ensuring the impact on the very sensitive surrounding environment is fully mitigated.”*

**Chris Welby-Everard**

Regional Delivery Director, Regional Investment Programme

Preferred route: Option 14  
elongated roundabout



Overall plan showing side road options



Map 1 (page 9)

Wisley Lane access

Map 2 (page 9)

Elm Lane and Pond Farm/  
Birchmere campsite

Map 3 (page 10)

Connections to the  
A3 Northbound (M25 junction 10  
to Painshill) and A3 Southbound  
(Painshill to M25 junction 10)

Map 4 (page 10)

Painshill Junction/  
Seven Hills Road

M25

A3

## Side road options

Highways England has undertaken extensive engagement with stakeholders and landowners about the access arrangements on and off the A3, between Ockham Junction and Painshill Junction.

A key factor in our decision-making has been the safety of all road users, in particular ensuring there is no conflict between vehicles directly entering and exiting what will be a 4-lane, high speed section of the A3.

The land surrounding M25 junction 10 and the A3 presents a number of challenges for developing the scheme, notably the sensitive environmental and heritage features including:

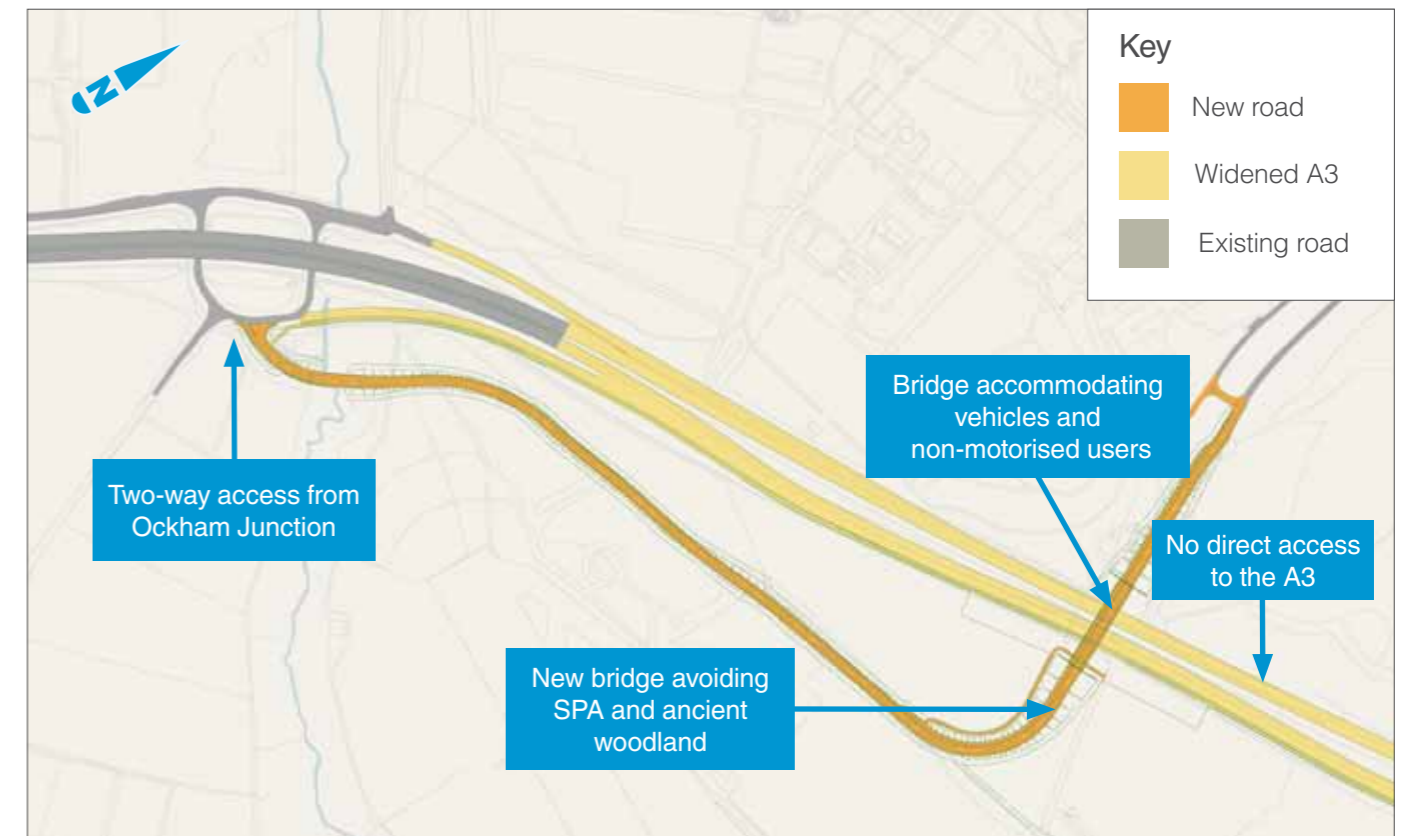
- Site of Special Scientific Interest (SSSI)
- Special Protection Area (SPA)
- Ancient woodland
- Scheduled monuments
- Listed building and registered park and gardens
- Common land and access land
- Green belt.

These constraints make the development of side road access arrangements challenging, but we believe that the preferred options offer the best solution for all users.

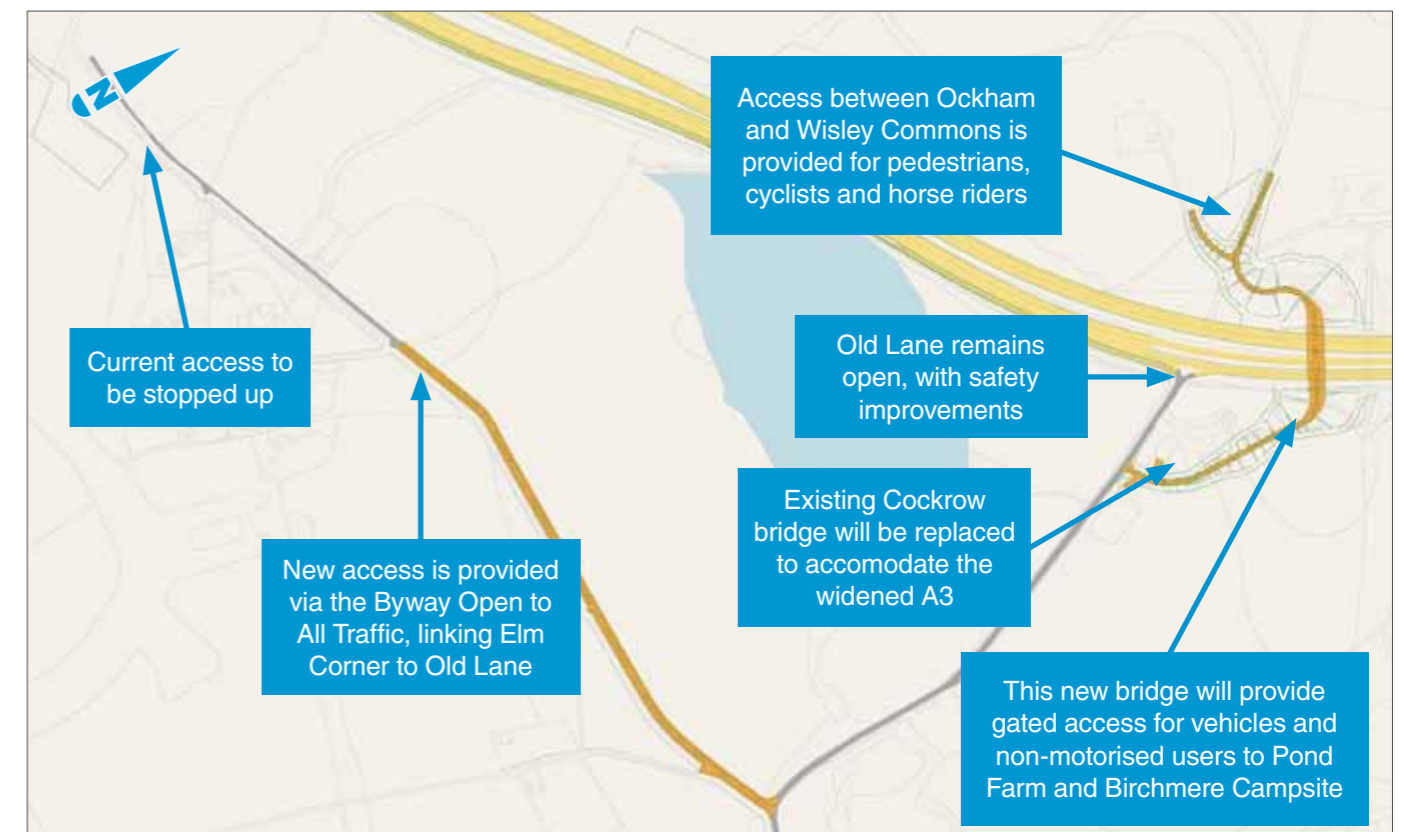
## Side road preferred routes

Option name	Description
Wisley Lane access (Map 1)	Access to Wisley Lane will be via a two-way bridge accommodating both vehicles and non-motorised users. There will no longer be direct access on to, or off the A3 from Wisley Lane and this new bridge will replace the existing footbridge.
Elm Lane (Map 2)	Direct access to Elm Lane from the A3 will be stopped up. Instead residents will use the new road to access Old Lane and the A3 Southbound.
Old Lane (Map 2)	Old Lane will be kept open, with direct access onto the A3 southbound via the slip road. There will be safety improvements to the Old Lane junction, including better sightlines and improved slip roads.
Pond Farm/Birchmere Campsite (Map 2)	Access via a new bridge connecting the Ockham Common side of the A3 to Pond Farm and the Scout campsite (replacing the existing Cockrow bridge). It also links the Wisley and Ockham Commons for pedestrians, cyclists and horse riders.
A3 Northbound (M25 junction 10 to Painshill) (Map 3)	A new road will provide access to all properties along the northbound side of the A3 to A245/Seven Hills Road.
A3 Southbound (Painshill to M25 junction 10) (Map 3)	For properties on the A3 southbound whose direct access will be stopped up, a two-way bridge over the A3 close to its slip roads to the M25 junction 10 interchange will be provided. This will accommodate both vehicles and non-motorised users. The bridge links to the new northbound service road.
Painshill Junction/ Seven Hills Road (Map 4)	The A245 will be widened, adding an extra lane between the A3 Painshill Junction and Seven Hills Road.

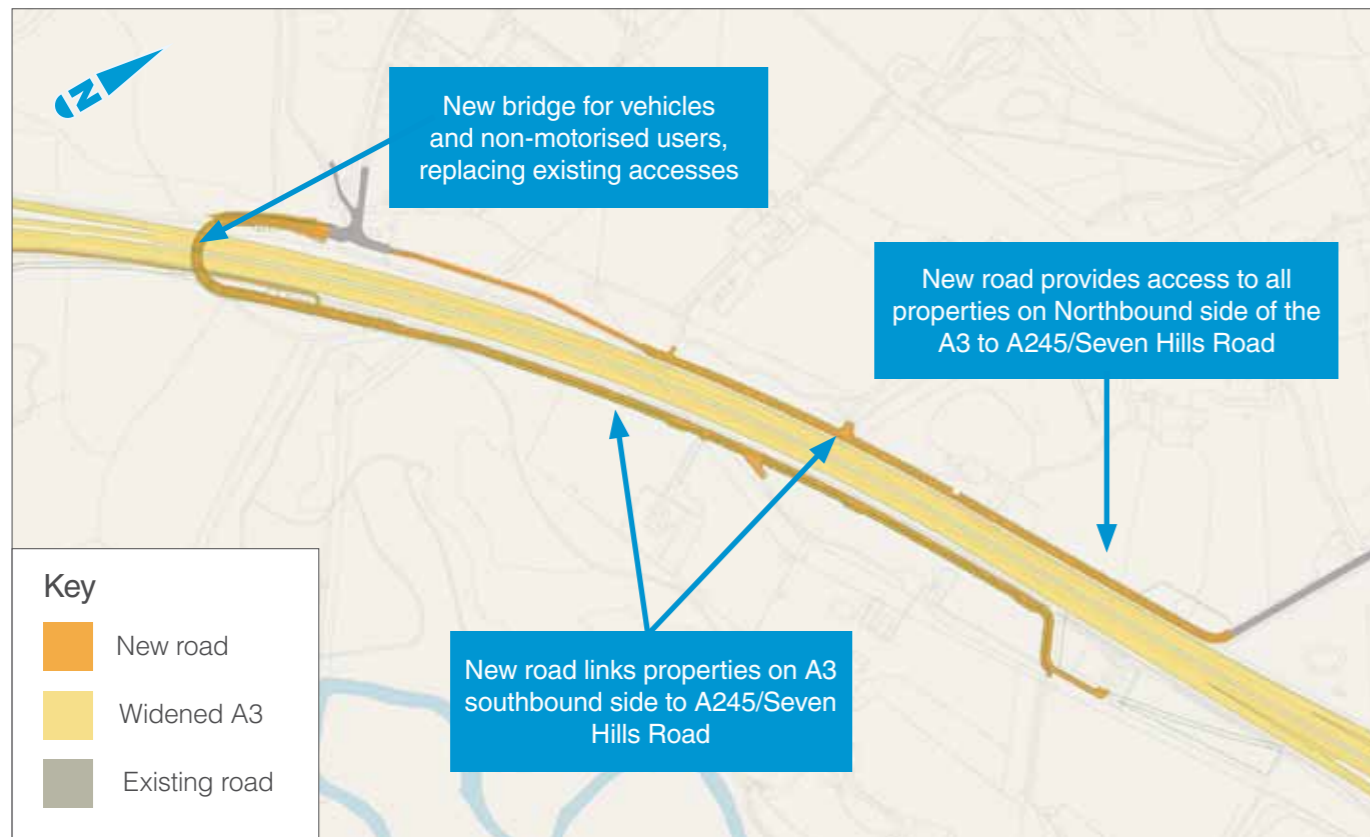
Map 1: Wisley Lane access



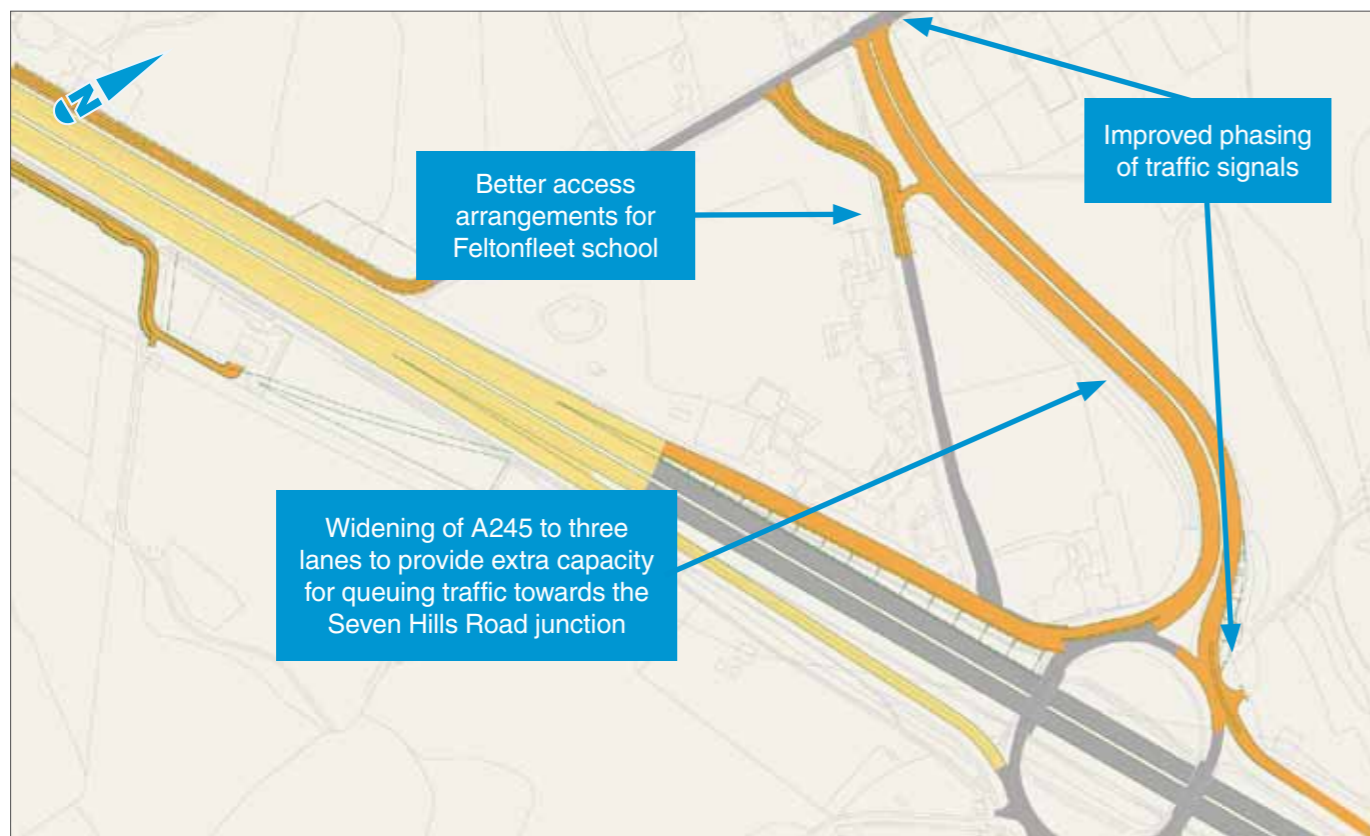
Map 2: Elm Lane and Pond Farm/Birchmere campsite



Map 3: Connections to the A3 Northbound (M25 junction 10 to Painshill) and A3 Southbound (Painshill to M25 junction 10)



Map 4: Painshill Junction/Seven Hills Road



## Smart motorway integration

Highways England is taking the opportunity to accommodate the M25 junction 10 – junction 16 smart motorway programme in this scheme's development and construction.

## What happens next?

Highways England would like to ensure that the most appropriate solutions for side road access are developed with landowners, residents and key stakeholders. As such we will be working to develop these further over the coming months and presenting these during the statutory public consultation in winter 2017/18.

After the statutory public consultation, we will need to apply for a Development Consent Order. The Development Consent Order application will be examined by the Planning Inspectorate, who will ask for representations from interested parties. This will be a further 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.

## More information

The public consultation report is available at:

[www.highways.gov.uk/m25j10](http://www.highways.gov.uk/m25j10)

If you would like to be kept up to date with progress of the scheme, you can sign up for updates.

## Contact us

If you have any queries please contact our customer contact centre on:

**0300 123 5000\* (24 hours)**

or email:

[info@highwaysengland.co.uk](mailto:info@highwaysengland.co.uk)

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Next steps	When?
Statutory public consultation	Early 2018
Development Consent Order submission	2018
Development Consent Order decision	2019
Begin construction	2020/2021

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